



June 5, 2017

Joint Committee on Transportation Preservation and Modernization  
Co-Chairs Beyer and McKeown  
900 Court Street, NE  
Salem, Oregon 97301

RE: Support for HB 2017 – 3

Dear Co-Chairs Beyer and McKeown and Committee Members:

As Washington County Chair I am representing Commissioner Rogers this evening as part of the JPACT leadership in our region.

I will start with commending this committee for what I believe is a transformative and comprehensive transportation package. I am impressed with the scale and thought that went into developing HB 2017. From my perspective the process used to build this is in large part responsible for the scale and comprehensive nature.

While I don't want to dwell on Washington County's own MSTIP (Major Streets Transportation Improvement Program), I do think there are parallels worth mentioning.

From a public process standpoint I can't help but see a mirror image of our own transportation investments. Our MSTIP process requires communication with our communities to identify priorities in a much more scaled down version, but nevertheless comparable. We narrow our focus on priorities and then determine the budget that provides a timeline for delivery of projects. MSTIP is a success due to public support and is largely the reason why we have been able to invest nearly \$900 million over the last two decades and are on our 5<sup>th</sup> MSTIP program.

I welcome the transparency and accountability sections within this bill, because I know first-hand it will reinforce the expectations from Oregonians that these projects will be delivered in much the same way as we have done with MSTIP. I think this is a critical element of this transportation package, because you need people to rally around this legislative package. We count on our public interests and business community to provide input on how to shape our effort and we also county on them to hold us to our commitments. You have this structure in the package and it's important to highlight its value.

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I truly believe that when you add up the two state-wide conversations that took place over the last two years, multiple public meetings since the beginning of session that you have met a high bar of public transparency in building this package. From my perspective representing Washington County you have met the bar of public expectation of “going big, or go home”.

To help frame why Washington County will advocate for support with many interests back home I can offer the following.

- Congestion in our region has been studied to death. This transportation package will make a significant dent in our region’s congestion relief, but only with a system-wide investment in the three principal bottlenecks. As much as I may focus on Hwy 217 I know that without investments in I-5 Rose Quarter and the I-205 projects there is no comprehensive improvement in our region.
- Because of our relationships with the business community, which actually came to our board more than a year ago to ask for a higher vehicle registration fee for road improvements I’m confident they too will support this transportation package.
- The multimodal theme built into this package brings significant, long-term investments in transit. These investments provide substantial value in livability by providing options to the daily commute. Locally, Washington County has a transportation strategy that invests in roads and bike/ped projects that connect neighborhoods and improve safe routes to school. I’m struck by the annual commitment from the state for these projects and when leveraged with other local governments I know our residents will be impressed by the significance of a comprehensive package.
- Partnerships between local and state government is critical. A basic tenant of Commissioner Roger’s perspective is something that I share 100 percent. The concept is “skin in the game”, or as others have described “going Dutch”. It simply means that region or local government should step up to the plate and share in the investment. As you know the local surcharge for our region will generate a 50% share of regional bottlenecks. I know Commissioner Rogers would emphasize this and I believe it needs to be a key template to build projects of significance in the future across Oregon.

Washington County has history of leadership that combines a conversation with all of our partners.

This package delivers on a commitment to find a long-term funding template. This package will make a significant dent in the immediate needs, but also establishes a template for making significant investments in the future.