



**Testimony by City of Wilsonville Mayor Tim Knapp  
Supporting an Amended HB 2017-3:**

***Proposed Transportation Package Supports Traffic-Congestion Relief,  
Public-Transit Options and Key Safety/Seismic Improvements***

Scheduled for public hearing on June 6, 2017, before the  
Joint Committee on Transportation Preservation and Modernization

**Co-Chairs Beyer and McKeown and Members of the Committee:**

On behalf of the City of Wilsonville City Council, I am testifying in support of an amended version of HB 2017-3, also known as the “Transportation Investment Package.”

The City of Wilsonville, which also operates South Metro Area Regional Transit (SMART), supports the proposed multi-prong funding approach endorsed by the committee’s legislation to underwrite needed improvements to roads, public transit and alternative transportation options, including addressing safety and seismic-resiliency concerns.

The City has worked with Metro’s intergovernmental Joint Policy Advisory Committee on Transportation (JPACT) to support partnering with ODOT to fund the three State priority highway bottleneck improvements in the region: I-5 at the Rose Quarter, Highway 217 north and south, and I-205/Abernethy Bridge between Stafford Road and Highway 99E.

As Mayor of Wilsonville, I serve as the Metro-area Cities of Clackamas County elected Representative to JPACT, representing the cities of Gladstone, Happy Valley, Johnson City, Lake Oswego, Milwaukie, Oregon City, Rivergrove, West Linn and Wilsonville.

Addressing congestion on our roads is both a state and regional issue of major concern, and raising revenue both statewide and regionally is a smart way to finance these costly congestion-relief projects, especially given the current state of available transportation finance and the backlog of maintenance.

***We urge that HB 2017-3, Section 119d (2), page 229, be amended to:***

1. Clarify that the regional surcharge for the Metro Congestion Relief District is mandated by the Oregon legislature with the concurrence or acceptance of JPACT;
2. Establish a clear statutory policy that funds raised through the regional surcharge generate cost responsibility; and

3. Require that revenues related to regional surcharge cost responsibility are placed in the District Congestion Relief subfund.

As the operator of the Portland region's other urban-area transit provider, SMART serves a crucial role providing public transit services in the increasingly congested South Metro I-5 Corridor between the North Willamette Valley and the greater Portland metro region. The proposed employee-paid payroll tax is a valid method of providing new funding support for improved public-transit services statewide that can help commuting workers with transportation options, as well as benefiting the young and elderly and disabled residents.

Increased funding resources would enable SMART to provide more frequent bus runs and improved transit services focused on commuting employees who fill 90% of the 20,000 jobs in Wilsonville. However, HB 2017-3 currently omits public transit services operated by a city (rather than a district) as a "qualified entity" to be a "recipient" of new transit funds.

***We urge that HB 2017-3, Section 122n (2), page 261, be amended to insert new item (e):***

“(e) Municipal transit agencies owned and operated by a city providing regularly scheduled fixed route and paratransit transportation services to the general public.”

Traffic congestion in the specific South Metro I-5 Corridor stretch between I-5/Boone Bridge at Wilsonville past I-205 to Highway 217 has reached epic proportions with the end of the Great Recession and the population boom being experienced by the greater Portland and North Willamette Valley regions. A recently completed, 2013 legislatively funded Transportation Futures Study by Washington County identified several promising investments, including advancing study of the South Metro I-5 Corridor that is reaching peak traffic-handling capacity.

***We support the specific legislative inclusion in HB 2017-3, Section 119i (2), page 236, of:***

“(b) The Boone Bridge and Lanes Project, at a cost not to exceed \$120 million.”

Wilsonville also supports as part of this project a South Metro I-5 Corridor Study that is codified in the Metro 2014 Regional Transportation Plan as “Mobility Corridor #3,” a next-tier corridor refinement plan. The proposed South Metro I-5 Corridor Study would look at a range of multi-modal transportation issues by engaging key stakeholders to develop potential solutions regarding the movement of freight, commuters, local and interstate traffic along the South Metro I-5 Corridor, stretching from north of Salem/Keizer past Wilsonville to Portland and Hillsboro. This plan would identify the best options for \$120 million of public investments in the South Metro I-5 Corridor that could include extending merge lanes, adding auxiliary lanes, improving parallel arterial routes for local trips and expanding commuter transit options and other transportation alternatives.

The City can appreciate the legislature's desire for increased accountability by public agencies. We are concerned, however, that HB 2017-3 may be adding needlessly to the paperwork requirements for ODOT and project-funding recipients like cities and counties that may provide only minimal benefit to the public but take considerable time and costs to fulfill.

***There appear to be too many work processes and reports of questionable benefit required of local governments by HB 2017-3; we suggest striking the sections below or making these new requirements optional:***

- Section 6 (d), page 5, requires a host of state agencies, local governments and transit providers to “develop plans for each mode of transportation and multimodal plans for the movement of people and freight \* \* \* [that] must include a list of projects needed to maintain and develop the transportation infrastructure of this state for at least 20 years in the future.” Fulfilling this mandate, which does not have funding identified, will require substantial staffing resources from all levels of Oregon governments. Given that ODOT already produces state plans for freight movement, rail, transit, etc., and Metropolitan Planning Organizations (MPOs) produce Regional Transportation Plans and counties and cities produce Transportation System Plans, it is unclear what another set of plans will do compared to the current plans already produced.
- Section 11 (1) and (2), page 10, appears to place a new mandate of unknown costs on local governments to provide for “consistent measurement of the condition of the transportation infrastructure \* \* \* [that] must include pavement and bridges.” Furthermore, “By January 1 of each odd-numbered year, every city and county shall submit a report covering the condition of its transportation infrastructure.” Most cities and counties already have a pavement condition index rating included in their local transportation systems plan; it is unclear how this new reporting requirement is to be implemented or funded.

The City of Wilsonville respectfully urges a DO PASS vote on an amended HB 2017-3 as recommended in this testimony. Thank you.

Sincerely,

  
Tim Knapp, Mayor  
City of Wilsonville