



FACT SHEET #1

Washington County Ordinance No. 802 Bonny Slope West Infrastructure Funding Overview Oct. 2, 2015

Background:

The Bonny Slope West area was added the Urban Growth Boundary by Metro in 2002. Washington County Ordinance No. 802 proposes to adopt land use district designations and establish design elements for Bonny Slope West. It also proposes amendments to the Transportation System Plan, Community Plan and other Comprehensive Plan elements to implement the urban development of Bonny Slope West. Ordinance No. 802 does not identify funding for roads, parks, water, sewer, or other public services for the area.

Legislation and a subsequent bi-county agreement transferring Bonny Slope West to Washington County did not reference infrastructure funding. At the time of the transfer, Washington County Board Chairman Andy Duyck stated, "Our goal has been to make this change of jurisdiction as close to revenue-neutral for our existing taxpayers as possible. Existing Washington County residents should not have to pay for public improvements needed in Area 93 [Bonny Slope West] — those who benefit should pay for them."

The Bonny Slope West Infrastructure Funding Plan and a proposed transportation funding strategy reflect that sentiment.

Bonny Slope West status:

At its Sept. 22 meeting, the Board of County Commissioners heard testimony and voted to advance Ordinance No. 802 with amendments. Additional public hearings on Oct. 6 and 27 will be held before the Board decides whether to approve the ordinance

The Board will also consider adopting the Bonny Slope West Infrastructure Funding Plan at its Oct. 6 meeting. This Plan lays out the proposed strategy for Bonny Slope West transportation funding, which includes a proposed developer-paid Supplemental Transportation System Development Charge (TSDC). The TSDC must be adopted before development begins; it is expected to be finalized in spring 2016.

Road funding overview:

Urban development in Bonny Slope West will result in incremental traffic increases on substandard County roads, including Thompson, Laidlaw, and Saltzman. As an example, when fully developed, Bonny Slope West traffic will account for about 5 percent of the peak-hour trips on Saltzman Road between Thompson and Laidlaw roads. Since these substandard conditions existed prior to development of Bonny Slope West, it is unrealistic (and possibly unconstitutional) to require new development to fully fund all necessary road improvements. Rather, developers are required to address specific safety criteria (primarily at intersections) and to fund a reasonable portion of existing road improvement costs. That portion is usually proportional to the amount of traffic the new development is forecasted to generate. *Over*

Under the proposed Bonny Slope West transportation funding strategy, development is projected to contribute about \$8.3 million for roadway safety and capacity improvements, benefitting existing and new residents. The remaining funding needed for safety and capacity improvements will come from other County sources, such as the MSTIP Bonding Cost-sharing Program. Other sources may include the Major Streets Transportation Improvement Program (MSTIP) and possibly additional Transportation Development Tax (TDT) funds.

Other public services funding overview:

Other Bonny Slope West service providers include Beaverton School District, Tualatin Hills Park & Recreation District, Tualatin Valley Water District, and Clean Water Services. These agencies will also require developers to provide infrastructure improvements and/or pay taxes and fees to provide system upgrades and capacity improvements that benefit existing and new residents.

For more information:

- Bonny Slope West web site: www.co.washington.or.us/bonnyslopewest
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