

**REVENUE: No revenue impact**

**FISCAL: Minimal fiscal impact, no statement issued**

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<b>Action:</b>	Do Pass as Amended, Be Printed Engrossed, and Rescind the Subsequent Referrals to the Committee on Revenue and the Committee on Ways and Means
<b>Vote:</b>	10 - 0 - 0
<b>Yeas:</b>	Bailey, Bentz, Berger, Boone, Edwards D., Gilman, Kahl, Schaufler, Weidner, Beyer
<b>Nays:</b>	0
<b>Exc.:</b>	0
<b>Prepared By:</b>	Patrick Brennan, Administrator
<b>Meeting Dates:</b>	4/13, 4/24, 4/27, 4/28

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**WHAT THE MEASURE DOES:** Allows cities to apply for extension or submit alternative if unable to meet Transportation Planning Rule requirements. Declares an emergency and takes effect upon passage.

**ISSUES DISCUSSED:**

- Barriers to local economic development related to transportation planning
- Need for funding source and flexibility for compliance with Transportation Planning Rule
- Tax sequestration proposal

**EFFECT OF COMMITTEE AMENDMENT:** Adds whereas clauses. Deletes provisions of measure related to issuance of lottery bonds and the Tax Sequestration Pilot Project. Adds emergency clause.

**BACKGROUND:** Oregon's Transportation Planning Rule (TPR) is designed to ensure that the state's transportation system supports a pattern of travel and land use in urban areas that avoids the air pollution, traffic and livability problems faced by other areas of the country. It promotes changes in land use patterns and transportation systems that make it more convenient for people to walk, bicycle, or use transit, and to drive less to meet their daily needs. The TPR requires the Oregon Department of Transportation (ODOT), metropolitan planning organizations, all counties, and all cities with populations over 2,500 to adopt a transportation system plan with a 20-year planning horizon. Amendments to the TPR adopted in 2005 require that projects necessitated by zone change applications not only be fully planned, but also fully funded through funding sources or mechanisms. This has caused difficulty for many local governments in seeking to comply with TPR requirements.

House Bill 3379-A presents legislative findings related to the difficulties many communities have with complying with TPR requirements and authorizes local governments to apply for an extension to comply with those requirements and to submit plans proposing alternative methods for funding projects. Local governments may also apply to ODOT to adjust traffic performance measures or allow types of performance measures other than volume-to-capacity ratio. The measure authorizes the Oregon Transportation Commission to approve up to four extension applications annually in each of the state's five transportation regions.

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*This summary has not been adopted or officially endorsed by action of the committee.*