

REVENUE: No revenue impact

FISCAL: Fiscal statement issued

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| Action:        | Do Pass  |
| Vote:          | 10 - 0 - 0   |
| Yeas:          | Bentz, Berger, Boone, Doherty, Edwards, Gilman, Kahl, Schaufler, Smith G., Beyer |
| Nays:          | 0  |
| Exc.:          | 0  |
| Prepared By:   | Patrick Brennan, Administrator   |
| Meeting Dates: | 2/17   |

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**WHAT THE MEASURE DOES:** Establishes criteria for requiring new approach permits for highway access issued by the Department of Transportation when there are changes of use. Requires the department to adopt rules that are less stringent for highway segments averaging 5,000 vehicles a day or fewer. Requires the department to develop legislation for access management based on objective standards and to report to the Legislative Assembly on that legislation prior to January 2011. Declares an emergency and takes effect upon passage.

**ISSUES DISCUSSED:**

- Relationship between access management and economic growth
- Highway safety and traffic congestion
- Continued work on issue for 2011 Legislative Session
- Placing in statute rather than in administrative rule

**EFFECT OF COMMITTEE AMENDMENT:** No amendment.

**BACKGROUND:** The Access Management Unit (AMU) is part of the Highway Division of the Oregon Department of Transportation (ODOT). The AMU is responsible for statewide development and administration of ODOT's access management program statutes, rules and policies, including: training agency staff, consultants and local governments; administering the department's Central Highway Approach Maintenance Permit System (CHAMPS); developing administrative rules; conducting appeals procedures; providing technical consultation, guidance and training to support region and district offices; developing new program initiatives; establishing statewide performance measures and customer service standards; and performing research and evaluation.

Access management is one of ODOT's means of protecting investments in highway improvements, addressing safety problems, and preserving highway function consistent with its classification. Proliferation of poorly located and/or closely spaced driveways, intersections and traffic signals can hamper a roadway's ability to efficiently move traffic and provide convenient access.