

**REVENUE:** No revenue impact

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

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**Action:** Do Pass with amendments to the A-Engrossed Measure. (Printed B-Engrossed)

**Vote:** 5 - 1 - 0

**Yeas:** Atkinson, Edwards, Girod, Starr, Beyer

**Nays:** Burdick

**Exc.:** 0

**Prepared By:** Richard Berger, Administrator

**Meeting Dates:** 5/17

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**WHAT THE MEASURE DOES:** Specifies conditions under which a metropolitan service district may develop a road on land designated as urban reserve.

**ISSUES DISCUSSED:**

- Timeframe for expansion of the Metro urban growth boundary
- Issues with the Oregon land use system
- Balancing process with results
- Effect of measure on the development of roads in other urban reserves
- Need to support development and provide infrastructure for industrial lands
- Concern over the legislature making decisions for local governments
- Rising cost of road and infrastructure construction
- Traffic issues in the southern portion of the metro area

**EFFECT OF COMMITTEE AMENDMENT:** Allows a local government to construct a street or road on land designated for urban reserve by a metropolitan service district if the street or road is identified in an active, approved state interchange area management plan as a part of a roadway system that supports the designed traffic capacity or safe operation of an existing state highway interchange. Changes the term ‘develop’ to ‘construct’ throughout the measure.

**BACKGROUND:** House Bill 3225 A allows for a road to be created only under the following conditions: the development impacts fewer than 150 acres; the new right-of-way consumes a net area of less than 100 acres; the urban reserve is adjacent to the urban growth boundary and not currently used for farming or forest use; the road provides a direct connection between established county roads; the road is a limited access road with fewer than two intersections; and the road reflects certain other provisions in a regional transportation plan.