

76th OREGON LEGISLATIVE ASSEMBLY – 2011 Regular Session
STAFF MEASURE SUMMARY
Senate Committee on Business, Transportation, and Economic Development

*****CORRECTED*****
MEASURE: HB 3225 B
CARRIER: Sen. Devlin

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 |

WHAT THE MEASURE DOES: Specifies conditions under which a local government may construct a street or road on land designated as urban reserve by a metropolitan service district.

ISSUES DISCUSSED:

- Time frame 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 Legislative Assembly making decisions for local governments
- Rising cost of road and infrastructure construction
- Traffic issues in the southern portion of the Portland 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-B allows for a street or road to be created on land designated for urban reserve by a metropolitan service district in two cases. The first case is 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. The second case is under the following conditions: the development impacts fewer than 15 acres; the new right-of-way consumes a net area of less than 15 acres; the urban reserve is adjacent to the urban growth boundary and not currently used for farming or forest use; the street or 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.

5/25/2011 2:15:00 PM

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

Committee Services Form – 2011 Regular Session