

REVENUE: No revenue impact

FISCAL: Minimal fiscal impact, no statement issued

Action: Do Pass as Amended and Be Printed Engrossed

Vote: 5 - 0 - 1

Yeas: Atkinson, Edwards, Girod, Starr, Beyer

Nays: 0

Exc.: Burdick

Prepared By: Richard Berger, Administrator

Meeting Dates: 3/7, 3/31

WHAT THE MEASURE DOES: Directs the Department of Transportation to adopt rules implementing Oregon Coordinate System. Requires the Department to establish and appoint members of an advisory committee before adopting rules required by the measure.

ISSUES DISCUSSED:

- Need to reduce distortion in coordinate system with advances in technology
- Department of Transportation already developed the Oregon Coordinate System
- Allows individuals outside of the Department of Transportation to use the Oregon Coordinate System

EFFECT OF COMMITTEE AMENDMENT: Requires the Department of Transportation to appoint members of the advisory committee. Dictates the makeup of the advisory committee.

BACKGROUND: The Oregon Coordinate Reference System is based on a group of low-distortion map projection coordinate systems. Low distortion projections are based on true conformal map projections designed to cover significant portions of urban and rural areas of the state. The Oregon Department of Transportation's website states that the advantages of a low-distortion projection are:

- Grid coordinate zone distances closely match the same distance measured on the ground
- Limited distortion and reduced convergence angle
- Easy to transform between other coordinate zone systems
- Maintains a relationship to the National Spatial Reference System
- Can cover entire cities and counties, making them GIS friendly