

REVENUE:

FISCAL:

SUBSEQUENT REFERRAL TO:

Action:

Vote:

Yeas:

Nays:

Exc.:

Prepared By: James LaBar, Administrator

Meeting Dates: 2/18, 3/30

WHAT THE MEASURE DOES: Creates provisions for transportation projects to meet vehicle mobility standards adopted by Oregon Transportation Commission and the Land Conservation and Development Commission. Authorizes local governments to undertake transportation project if it meets the following criteria: relieves congestion on state highway system or major access routes to highway system by rerouting traffic to highways designated by local government rather than relieving congestion at specific intersection; improves or maintains travel time through area that is experiencing rapid development; increases operational effectiveness of state highway system by providing links between components of system; and reduces congestion in other modes of travel. Adds counties and cities as stakeholders for purposes of working with Oregon Transportation Commission to select projects within Statewide Transportation Improvement Program.

ISSUES DISCUSSED:

- TRIP Partnership 97 in Central Oregon
- Cities and local governments collaborating for economic development
- Voluntary program
- Existing statutes regarding Land Conservation and Development Commission

EFFECT OF COMMITTEE AMENDMENT:

(-1 amendment) Clarifies that “transportation facility” means any physical facility that moves or assists in the movement of people or goods. Enables city or county considering an amendment to a functional plan, comprehensive plan or land use regulation that would impact a transportation facility to propose transportation improvements located in another jurisdiction to mitigate the impact of the amendment on the facility. Allows highway mobility targets established for highway corridor as a basis for proposing transportation improvements located in another city or county. Requires the Department of Transportation and the Department of Land Conservation and Development to jointly submit a report before September 30, 2015 describing the above process. Declares emergency, effective on passage.

(-2 amendment) Adds the words “significantly affect a transportation facility” for clarity in planning processes. Rest of amendment is same as -1 amendment.

(-4 amendment) Clarifies that “transportation facility” means any physical facility that moves or assists in the movement of people or goods. Requires the Land Conservation and Development Commission to adopt or amend rules as necessary to allow a city or county to propose transportation improvements located outside of that city or county when the city or county is considering an amendment to a functional plan, comprehensive plan or land use regulation and the amendment would significantly affect a transportation facility within the city or county. Allows highway mobility targets established for highway corridor as a basis for proposing transportation improvements located in another city or county. Requires the Department of Transportation and the Department of Land Conservation and Development to jointly submit a report before September 16, 2015 describing the above rule process. Declares emergency, effective on passage.

3/30/2015 9:00:00 AM

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

BACKGROUND: When the Oregon Department of Transportation (ODOT) and Department of Land Conservation and Development Commission (DLCD) consider a city’s proposal for job creation and development along a state highway, the entities primarily consider the impact of that development on the specific intersection or location. If a community is unable to mitigate the vehicle impact at that specific location or in that specific community the development can be rejected, even if it brings significant economic benefits to a region.

Senate Bill 120 proposes an alternative mitigation strategy that would allow a community or region to collectively work together to mitigate the impact of a particular development by developing improvements to the state highway system elsewhere in the region in a designated highway “corridor.” For instance, if improvements could be made three miles or five miles away that could preserve or even speed the flow of traffic or preserve mobility in the corridor as a whole, ODOT and DLCD could consider approving the proposal. Additionally, this “Corridor Approach” proposal would be optional, and possibly spur better cooperation between cities, counties, the state and others in a state highway corridor.