



Facilitating Economic Development & Job Creation for Communities

In Restricted State Highway Corridors (SB120)

Creative, Collaborative, Consensus Driven

Passed 5-0 Out of the Committee on Business and Transportation

Background: When considering a city's proposal for job creation and development along a state highway, ODOT and DLCD primarily consider the impact of that development on that specific intersection or location. If a community cannot mitigate the vehicle impact at that specific location or in that specific community (because of cost, space restrictions, etc.), the development could be rejected, even if it would bring significant economic benefits to a region.

Potential Solution: An alternative mitigation strategy could be implemented that would allow a community or region to collectively work together mitigate the impact of that 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. And multiple cities or counties along the corridor could band together to jointly make improvements.

This "***Corridor Approach***" proposal would be optional, and likely encourage cooperation between cities, counties, the state and others in a state highway corridor to identify creative solutions that would benefit the region as a whole. ***Local leaders in Central Oregon, along Hwy. 101 on the Coast, and in the Mid-Valley have expressed an interest in this concept.***

The bill does not mandate that the Department accepts the proposal, but allows them to consider it as meeting state requirements.

SB120 simply establishes a new tool to ensure that economic development opportunities are not missed, while still meeting state highway mobility standards on a particular stretch of state highway. The amendment was jointly developed by ODOT/DLCD/COCO.

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