

Seventy-Eighth Oregon Legislative Assembly - 2015 Regular Session
STAFF MEASURE SUMMARY
House Committee On Transportation and Economic Development

MEASURE: SB 120 A
CARRIER: Rep. McLain

Fiscal: No Fiscal Impact
Revenue: No Revenue Impact

Action Date: 05/15/15

Action: Do Pass.

Meeting Dates: 04/29, 05/15

Vote:

Yeas: 4 - Gorsek, Lively, McKeown, McLain

Exc: 3 - Bentz, Davis, Hack

Prepared By: Patrick Brennan, Committee Administrator

WHAT THE MEASURE DOES:

Directs the Land Conservation and Development Commission to adopt or amend rules relating to transportation improvements. Authorizes cities and counties to use highway mobility targets as a basis for proposing transportation improvements outside of that city or county. Directs Department of Transportation and Department of Land Conservation and Development to jointly report to the legislative committees on transportation by September 16, 2016. Declares emergency, effective on passage.

ISSUES DISCUSSED:

- Current rule restrictions impact economic development efforts
- Whether Transportation Planning Rule currently allows for corridor approach
- Measure is permissive

EFFECT OF COMMITTEE AMENDMENT:

No amendment.

BACKGROUND:

When the Oregon Department of Transportation (ODOT) and Land Conservation and Development Commission (LCDC) consider a city's proposal for job creation and state highway development, 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-A proposes an alternative mitigation strategy that allows 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 enhance the flow of traffic or preserve mobility in the corridor as a whole, ODOT and LCDC 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.