



To: Chair Clem & Members of the House Agriculture & Natural Resources Committee
From: Tracy Rutten, League of Oregon Cities
Date: February 7, 2018
RE: HB 4029 – Relating to Scenic Waterways

The League of Oregon Cities appreciates the opportunity to provide comments on HB 4029.

It is our current understanding through our technical review of the legislation, that the proposed bridge would be subject to the current process as set forth in OAR 736-040-0030. With that said, a one-year wait period for the proposed activity (construction of a pedestrian bridge) would apply. After the one-year period has passed, it is our understanding that local land use process would apply.

HB 4029, in our opinion, would pre-empt local governments, but even more importantly it would eliminate the opportunity for the local process to occur as it should.

Bridges are a component of transportation system plans (TSP), which include both an extensive and expensive process, often requiring assistance from the state to complete. A TSP impacts land use planning decisions, investment in capital projects, and economic development strategies. Circumventing the local process and TSP is a concern that we have as this process is used by many jurisdictions and involves public input and the financial investment of public dollars.

HB 4029 is in conflict with the 2016 Bend Transportation System Plan (TSP). It is our understanding, that the plan was amended in 2006 to increase the connectivity of the city's trail system – which resulted due to feedback from the state of Oregon through the Department of Land Conservation & Development. The Bend TSP specifically references the proposed pedestrian bridge as a result. This bill would require amending the TSP and finding an alternative that provides for similar connectivity.

Thank you for your consideration of our comments. Please direct any questions to Tracy Rutten (trutten@orcities.org).