

Background on Madras Airport Technical Fix Contained in HB4031

February 21, 2018

Original Bill:

In 2017, the Oregon Legislature overwhelmingly passed HB2743 (59-0 and 29-0) to streamline the process of planning for certain properties at the Madras airport which were within the City Limits. The bill was developed with input from the DLCD, and supported by the City, Jefferson County, local agricultural groups, and others. No one opposed the bill.

Need for Technical Fix:

In December, 2017, the DLCD identified a drafting problem with the original bill. The statutory reference for the UGB provisions of the bill incorrectly was tied to the Metro UGB provisions, rather than provisions identifying the UGB authority of cities outside of the Metro boundaries. HB4031 fixes this issue, and also updates the distance (from a city with a population of 300,000 or more) and unemployment calculations from the original bill. No one objected to these changes in the House Committee, and the bill passed 57-0 on the House floor on February 19, 2018.

Timing:

DLCD is in the midst of the rule making for HB2743, and these changes will allow them to complete their work on time.

Doug Riggs, for the Central Oregon Cities Organization

503-702-5120



Central Oregon Cities Organization

Bend, Culver, La Pine, Madras, Maupin
Metolius, Prineville, Redmond, Sisters

March 23, 2017

House Committee on Economic Development and Trade
Representative Ann Lininger, Chair
900 Court St. NE, H-485
Salem, OR 97301

RE: Support for House Bill 2743

Chair Lininger and Committee Members:

Central Oregon airports are a significant part of our regional economic development. All airports with the exception of Bend's airport are incorporated within their Urban Growth Boundaries.

Passage of HB 2743 will benefit the State of Oregon, The Central Oregon region and the Madras community. By allowing a portion of the Madras Airport property that is currently located outside the current Urban Growth Boundary (UGB) to be brought into the City's UGB in one action, rather than in several incremental time consuming steps is more cost effective. The existing incremental method also makes it difficult for the city to streamline the development process and to get ahead of each new economic development opportunity. The benefits of this bill for economic development and local government sustainability are:

- Grants a more streamlined permitting process for economic development by not requiring permitting through both the city and county.
- Allows the city to better integrate other infrastructure master plans (i.e. utilities, sewer, and roads) on the airport property for support economic development, since under current rules, property outside the UGB is not allowed to be planned for future infrastructure (case example: Transportation System Plan).
- Would give authority to the city to utilize its ordinances and standards for administering the Airport Master Plan requirements with the Federal Aviation Administration, allowing more efficient and comprehensible single agency coordination for new development on which standards to follow.
- Grants the city the ability through annexation, to extend tax base over this property to recover cost of services provided by the city and to capture new growth.

This is a best management approach that is consistent with the City's current Urban Growth Management Plan which allows annexing only properties that are within its Urban Growth Boundary.

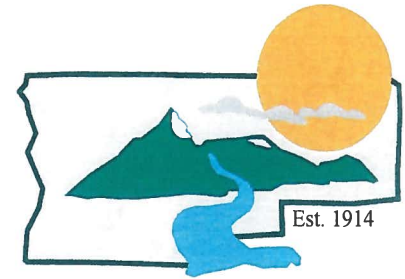
The development and activity currently happening at the Madras Airport has already had a positive impact which will continue to cultivate opportunities for all the cities in Central Oregon and beyond. Regionally there has been an increase in jobs, railroad facility use and utilization of services and goods offered by other local businesses.

Please support the passage of HB 2743.

Sincerely,

Royce Embanks, Jr., Chair
Central Oregon Cities Organization

JEFFERSON COUNTY BOARD OF COMMISSIONERS



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March 22, 2017

Representative Ann Lininger, Chair
House Committee on Economic Development and Trade
Oregon State Capital
900 Court Street NE, Room 453, Salem, OR 97301

Subject: **Support of HB 2743** – A bill directing the Land Conservation and Development Commission to establish and implement pilot program to implement master plan for economic development on land adjacent to airport in rural area

Dear Chair Lininger, Vice-Chair Marsh, Representatives Clem, Gomberg, Helm, Lewis, Post, and Reschke:

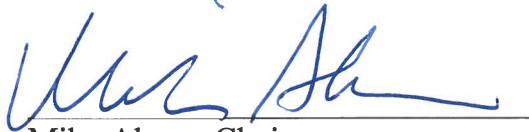
The Jefferson County Commissioners are supportive of House Bill 2743. As a viable partner with the City of Madras, owner of the Madras Municipal Airport, we believe that passage of HB 2743 and the City's participation in the pilot program outlined herein will provide the following benefits to the City of Madras, and therefore, Jefferson County and the greater State of Oregon:

1. HB 2743 will aid the City in expanding its Urban Growth Boundary around the remaining airport property (part of the airport is already in). This method will save Madras and our taxpayers tremendous resources versus conducting a series of UGB expansions in a more piecemealed fashion. Madras estimates a savings of approximately \$350,000 in planning consultant, survey, legal, and staff resources.
2. It grants the City of Madras land use authority to administer its adopted Airport Master Plan utilizing the City's own ordinances and standards on airport property that is currently zoned "Airport Management" under the County's adopted zoning.
3. The legislation enables the City to streamline the permitting process for new development by enabling the City to perform land use decisions on City of Madras owned airport property.

4. It provides the opportunity for more integrated airport infrastructure planning with other infrastructure system plans such as the Transportation System and Wastewater Master plans; current rules do not allow transportation and sewer improvements to be planned within the City's transportation and wastewater master plans on the airport property outside of the Urban Growth Boundary.
5. Lastly, it extends the City's tax base for a consistent and sustainable model of providing city services to the airport.

As you can see, this legislation offers more streamlined development processes for local government and improved infrastructure planning for supporting economic development within Jefferson County and the State of Oregon.

Sincerely,



Mike Ahern, Chairman



Wayne Fording, Commissioner



Mae Huston, Commissioner

Central Oregon Economic Development Pilot Project

Gives a city an opportunity to master plan an entire area that is already slated for development and is economic development/airport land already. The bill would allow a city with land adjacent to an airport, to master plan the entire area (or a portion that the local community deems necessary) as long as services are adjacent and accessible, and annex it as deemed necessary by the local community (city council) in order to meet economic/industrial/job creation needs in a rural area more than 100 miles from a population area of 300,000 or more, and in a county which has faced unemployment of over 8% within the past 5 years.