

Agenda Item Number 13.i

Transportation Legislative Update

Presenter: Byron Vanderpool

Action Recommended: None. Information Only

Background:

The Oregon Legislature has passed two items of legislation impacting transportation planning within Lane County. The two bills are SB 944, which calls for the formation of an Area Commission on Transportation for Lane County, and HB 2001, the Oregon Jobs and Transportation Act.

Oregon SB 944: Lane County Area Commission on Transportation (ACT)

Status: Passed by the Oregon Senate on May 4th, 2009 and by the Oregon House on Friday, May 29th, 2009. Sent to the Governor's office for signature.

Summary: Requires the governing body of Lane County to develop a proposed charter for the creation of an ACT by September 30, 2010. Charter must comply with the Policy on Formation and Operation of Area Commissions on Transportation. ODOT shall provide support in developing and submitting the proposed charter.

Full Text:
<http://www.leg.state.or.us/09reg/asures/sb0900.dir/sb0944.b.html>

Issues: The purpose of an ACT is to improve communication and interaction between the Oregon Transportation Commission (OTC) and stakeholders at the local level, to increase opportunities for local officials to advise OTC on policy issues, and to broaden regional transportation perspective.

Coordination with the MPO, along with OTC, other ACTs, ODOT, local governments, transit and port districts and stakeholder groups is one of the primary obligations of an ACT. Coordination of regional priorities with other organizations is aimed at improving decision making and project coordination.

The proposed charter will describe the following characteristics:

- A description of the criteria that the ACT will use in prioritizing projects;
- A proposed process for conflict resolution to ensure equitable outcomes, including prioritization of urban and rural projects;
- A plan for communication and coordination among the adjacent area commissions and with the Metropolitan Planning Organization (MPO.)

Notes:

- An ACT would be in addition to the MPO, not a replacement.
- ACTs are created under state law, MPOs under federal.
- An ACT would be at least county-wide. The MPO covers the urbanized area as defined by the US Census Bureau—currently slightly larger than the Eugene-Springfield-Coburg area.
- Provisions in state and federal rule call for close coordination between the two entities.

HB 2001: Oregon Jobs and Transportation Act

Status: Passed by the Oregon House on May 27th, 2009 and by the Oregon Senate on Friday, May 29th. Sent to the Governor's office for signature.

Summary: Would raise \$300 million in annual funding for transportation through 6¢ gas tax increase and higher licenses and registration fees; identifies more than \$900 million in specific capital projects throughout the state, including \$80 million for I-5/Beltline and \$2 million for Beltline/Delta Highway; requires Portland Metro and the Eugene/Springfield MPO to conduct land use and transportation planning to reduce greenhouse gas emissions; funds Connect Oregon III at \$100 million using lottery-backed bonds; pre-empts any new local gas taxes

through 2013; and directs ODOT to conduct a review and update of Statewide Transportation Improvement Program (STIP) project selection criteria, develop a least-cost planning model, conduct user fee analyses, implement practical design standards, and revise environmental review practices for highway projects.

Full Text:

<http://www.leg.state.or.us/09reg/asures/hb2000.dir/hb2001.b.html>

Issues: HB 2001 requires the Central Lane MPO to develop certain transportation modeling and technical capabilities by July 1, 2013 in order to allow the MPO to develop land use and transportation scenarios that accommodate projected population and employment growth and achieve a reduction in greenhouse gas emissions to meet the goals of ORS 468A.205. The Cities of Eugene, Springfield and Coburg will then be required to cooperatively select one scenario. Both ODOT and the Department of Land Conservation and Development are required to provide technical assistance, grant support and guidance for the required land use and transportation scenarios and local planning.

The Central Lane MPO will be required to report to House and Senate interim committees on transportation by February 2014 regarding recommendations for a cooperative process of rulemaking and for enforcement of these rules. It also requires a report to the Seventy-eighth Legislative Assembly regarding the implications of implementing the land use and transportation scenario and amending the Metro Plan and related land use regulations. Portland Metro will also be required to provide recommendations by February 1, 2014 as to how the bill's planning requirements, implemented in their service area and applied to their local governments, should be extended to the other large MPOs, as well as to cities outside of MPOs that have significant commuting to areas within MPOs.

RECOMMENDATIONS

None. For information only.