

# Senate Bill 120

Sponsored by Senator KNOPP; Senators BEYER, ROBLAN, Representatives GOMBERG, HUFFMAN, MCKEOWN

## SUMMARY

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure **as introduced**.

Provides conditions under which transportation project meets vehicle mobility standards adopted by Oregon Transportation Commission and Land Conservation and Development Commission.

Clarifies that counties and cities are stakeholders for purposes of working with Oregon Transportation Commission to select projects within Statewide Transportation Improvement Program.

## A BILL FOR AN ACT

1  
2 Relating to highways; creating new provisions; and amending ORS 184.621.

3 **Be It Enacted by the People of the State of Oregon:**

4 **SECTION 1. (1) As used in this section:**

5 (a) **"Local government" means a county or a city.**

6 (b) **"Transportation project" has the meaning given that in ORS 367.010.**

7 (2) **When determining whether a local government's proposal for a transportation project**  
8 **complies with the vehicle mobility standards adopted by the Oregon Transportation Com-**  
9 **mission and the Land Conservation and Development Commission, the commissions shall**  
10 **determine that a transportation project meets the vehicle mobility standards and may au-**  
11 **thorize a local government to undertake a transportation project if the project:**

12 (a) **Relieves congestion on the state highway system by rerouting traffic in an efficient**  
13 **manner to highways designated by the local government rather than relieving congestion at**  
14 **a specific intersection;**

15 (b) **Relieves congestion on major access routes to the state highway system by rerouting**  
16 **traffic in an efficient manner to highways designated by the local government rather than**  
17 **relieving congestion at a specific intersection;**

18 (c) **Improves or maintains the time that it takes to travel through an area that is expe-**  
19 **riencing rapid development;**

20 (d) **Increases the operational effectiveness of the state highway system by providing links**  
21 **between existing components of the system; or**

22 (e) **Is capable of reducing congestion in other modes of travel.**

23 **SECTION 2. ORS 184.621 is amended to read:**

24 184.621. The Oregon Transportation Commission shall work with stakeholders, **including**  
25 **counties and cities**, to review and update the criteria used to select projects within the Statewide  
26 Transportation Improvement Program. When revising the project selection criteria the commission  
27 shall consider whether the project:

28 (1) Improves the state highway system or major access routes to the state highway system on  
29 the local road system to relieve congestion by expanding capacity, enhancing operations or other-  
30 wise improving travel times within high-congestion corridors.

**NOTE:** Matter in **boldfaced** type in an amended section is new; matter *[italic and bracketed]* is existing law to be omitted. New sections are in **boldfaced** type.

1           (2) Enhances the safety of the traveling public by decreasing traffic crash rates, promoting the  
2 efficient movement of people and goods and preserving the public investment in the transportation  
3 system.

4           (3) Increases the operational effectiveness and reliability of the existing system by using tech-  
5 nological innovation, providing linkages to other existing components of the transportation system  
6 and relieving congestion.

7           (4) Is capable of being implemented to reduce the need for additional highway projects.

8           (5) Improves the condition, connectivity and capacity of freight-reliant infrastructure serving the  
9 state.

10          (6) Supports improvements necessary for this state's economic growth and competitiveness, ac-  
11 cessibility to industries and economic development.

12          (7) Provides the greatest benefit in relation to project costs.

13          (8) Fosters livable communities by demonstrating that the investment does not undermine  
14 sustainable urban development.

15          (9) Enhances the value of transportation projects through designs and development that reflect  
16 environmental stewardship and community sensitivity.

17          (10) Is consistent with the state's greenhouse gas emissions reduction goals and reduces this  
18 state's dependence on foreign oil.

19

\_\_\_\_\_