



Oregon

Theodore R. Kulongoski, Governor

Department of Transportation

Office of the Director

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Salem, Oregon 97301-3871

DATE: January 18, 2006

TO: Oregon Transportation Commission

FILE CODE:

FROM: Matthew L. Garrett
Acting Director

SUBJECT: Agenda E ~ Proposed Oregon Highway Plan Action Amendment on Cost Sharing Infrastructure Policy

Requested Action:

Approval of Action 2A.4 and 2A.7 as an amendment to the Oregon Highway Plan.

Background:

A draft of this action was presented at the Commission meeting in December 2005 for approval. Written and oral testimony was received by a number of individuals concerning the proposed language. Based on their testimony, the Commission requested that staff reassess the proposed language regarding contributions to major highway improvements. The intent of the proposed actions is to recognize the importance of these contributions and to acknowledge current Oregon Department of Transportation STIP criteria and practices in Highway Plan policy.

The key change from the draft language presented in December is to separate the earlier proposed action into two separate parts. The separation distinguishes between the public and private implications of the actions. This requires the renumbering of actions in the Highway Plan. A second change is to make it clearer that consultation or negotiation was not limited to properties planned for development, but also the application of this action would apply to plan amendments that impact the existing Comprehensive Plan, whether working with the public or private sector.

These changes to the Oregon Highway Plan reinforce the existing Oregon Transportation Commission's adopted language of STIP criteria. The changes are also consistent with the implementation practices that the Commission has had in place for the last several years.



PROPOSED ACTION 2A.6

ACTION 2A.4 (requires the renumbering of Actions 2.A.4 to 2A.5 and 2A.5 to 2A.6)

Consult with local and regional government(s) regarding the potential for local participation on major modernization projects considered for inclusion in the STIP. Local participation shall consider the size and financial capabilities of the jurisdiction(s). Participation may include but is not limited to contributions to funding, in-kind services and materials, improvements to local street circulation that support the state highway, benefits to non-auto modes, land use actions and other enhancements.

When major improvements to or replacement of an interchange are necessary, work in partnership with local and regional government(s) regarding financial participation, right-of-way contributions, and other enhancements. These partnerships are of particular importance when amendments are proposed to acknowledged comprehensive plans, interchange management plans are adopted or changes in zoning increase the intensity of development.

ACTION 2.A.7

Negotiate with the private sector to leverage funds, right-of-way contributions, or off-system improvements when major highway improvements benefit specific properties planned for development, where changes are proposed or have occurred to the relevant comprehensive plan or where development has occurred or will occur that necessitate major highway improvements.

Attachments

- Redline version of Proposed Action 2A.6
- December 5, 2005 letter from City of Springfield
- December 12, 2005 letter from Association of Oregon Counties

Copies to:

Association of Oregon Counties

City of Springfield

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Region Planning Managers