



**Testimony of John Ludlow, Chair, Clackamas County  
In Support of HB 2945  
House Committee on Transportation & Economic Development  
Monday, April 15, 2013**

Chair Read and Members of the Committee:

For the record, my name is John Ludlow, Chair of the Clackamas County Board of Commissioners (BCC). Thank you for the opportunity to appear before you today on behalf of the BCC to voice our support of HB 2945, which would create an Area Commission on Transportation (ACT) for those areas of ODOT Region 1 that fall outside the Metro jurisdictional boundary. The BCC has identified this bill as a key legislative priority for the 2013 State Legislative Session.

In 1996, the Oregon Transportation Commission (OTC) created ACTs in order to expand opportunities for local citizen involvement in the Oregon Department of Transportation's (ODOT) decision making. ACTs serve a crucial role by prioritizing local transportation problems/solutions and recommending projects for inclusion in the Statewide Transportation Improvement Program (STIP). The OTC's *Policy on Formation and Operation of ACTs* states that "Because the ACTs are primary advisors to the OTC with regard to transportation policies and programs which effect them, the OTC strongly encourages coverage of the State with respect to ACT or MPO representation."

**Today, all areas of Oregon are represented by an ACT or MPO except the areas of ODOT Region 1 that fall outside the Metro boundary.** For the past 10+ years, community members and Clackamas County have actively engaged ODOT and the OTC in the formation of an ACT. In 2011, ODOT finally agreed to form an ACT for this area as long as Hood River County agreed to join. Hood River County declined to join citing concern with the financial and staff time commitment that would be required.

This has left Clackamas County and its residents at an impasse. Because rural Clackamas County is not covered by an ACT or MPO, approximately 129,000 Clackamas County residents, or nearly 35 percent of the County's population, remain unrepresented in the STIP process. This also means that 60% of the county's State highway miles (287 miles) are unrepresented. This area includes highways I-5, US 26, OR 99E, 211, 212, 213, and 224, as well as several transit districts and one of the state's largest tourist destinations, Mt. Hood.

The creation of an ACT is not about increasing investment of state transportation dollars in the area; it's about improving the use of existing funds. An ACT would provide a forum for all governments and transportation interests to decide together how existing funds should be spent, leading to more strategic investments in the area's transportation network.

I urge your support of HB 2945 and thank you for your consideration.