

PRELIMINARY STAFF MEASURE SUMMARY**CARRIER:**

House Committee on Transportation & Economic Development

REVENUE: No revenue impact**FISCAL: May have fiscal impact, statement not yet issued****SUBSEQUENT REFERRAL TO: No subsequent referral****Action:****Vote:****Yeas:****Nays:****Exc.:****Prepared By:** Troy Rayburn, Administrator**Meeting Dates:** 4/15

WHAT THE MEASURE DOES: Directs Clackamas County to propose on or before September 30, 2014, a charter for formation of area commission on transportation for portion of county outside boundary of Metro and Joint Policy Advisory Committee on Transportation (JPACT). Directs county to submit charter to Oregon Transportation Commission. Directs county to report on development of area commission to interim committees of Legislative Assembly on or before October 31, 2014. Requires charter to include provision allowing governing body of Hood River County to opt to participate in area commission.

ISSUES DISCUSSED: To be filled in after April 15 public hearing and possible work session.

EFFECT OF COMMITTEE AMENDMENT: The -2 amendments revise original measure to define boundary of the Area Commission on Transportation (ACT) as that portion of Clackamas County that is not within the jurisdiction of Metro and the Joint Policy Advisory Committee on Transportation for the Portland metropolitan area (JPACT). Requires expansion or contraction of jurisdictional boundary of area commission as the jurisdiction of JPACT expands or contracts. Permits the portions of Multnomah and Washington Counties that are not within the jurisdiction of JPACT to opt to participate in the ACT.

BACKGROUND: The proponents of the measure believe the rural portion of Clackamas County within the Oregon Department of Transportation's (ODOT) Region 1 is not represented in the ODOT decision-making process.

All areas of Oregon are represented by an Area Commission on Transportation (ACT) except the areas of ODOT Region 1 (Multnomah, Washington, Clackamas, and Hood River counties) that fall outside the Metro jurisdictional boundary. ODOT's stated goal is for each area of the state to be covered by an ACT. ACTs serve a crucial role in identifying local transportation problems, prioritizing solutions and recommending projects for inclusion in the Statewide Transportation Improvement Program (STIP).

In 2012, the Oregon Transportation Commission (OTC) approved a new process for identifying and funding transportation projects across the state. The newly adopted STIP process provides ACTs with an expanded role in the project selection and prioritization process. Their authority extends beyond making recommendations on highway-focused projects to now include all transportation modes and community interests. In 2012, ODOT created an interim STIP Project Selection Committee for ODOT Region 1 in lieu of an existing ACT.

Because rural Clackamas County is not covered by an ACT, approximately 129,000 Clackamas County rural residents, or roughly 35% of the county's total population, remain unrepresented in the STIP process. This also means that 60% of the county's State highway miles (287 miles) are unrepresented in the process. 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. These and other rural county roads are vital regional infrastructure for the delivery of critical agricultural and forest products to the Portland metro area, connectivity to essential transportation routes, and access to recreational opportunities for all Oregonians.

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This summary has not been adopted or officially endorsed by action of the committee.