

**PRELIMINARY STAFF MEASURE SUMMARY****CARRIER:**

House Committee on Transportation &amp; 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, 4/17

**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:**

- Overview of measure and -2 and -3 amendments
- Rural issues / needs
- Difference between rural issues and urban issues
- 12 year dialog between Clackamas County and Oregon Department of Transportation
- Quality of communication from Oregon Department of Transportation to rural customers / constituents
- The Lane County's Area Commission on Transportation (Senate Bill 944 / 2010 Legislative Session)
- Need for data indicating rural areas have been heard and their issues addressed
- Mount Hood not covered by an Area Commission on Transportation (ACT)
- Limited Transportation Funds
- Oregon Department of Transportation opposition to -2 amendments
- Oregon Department of Transportation concern regarding pitting rural against urban

**EFFECT OF COMMITTEE AMENDMENT:** The -3 amendments direct the governing bodies in Clackamas, Hood River, Multnomah and Washington Counties, in consultation with local elected officials and transportation stakeholders in the portions of those counties that are not represented by an area commission on transportation (ACT) to: identify issues related to prioritizing transportation projects in areas not represented by an ACT; identify communities of interest in areas not represented by an ACT; and develop a proposed charter or charters for one or more area commissions on transportation to represent the areas not represented by an ACT. A proposed charter must follow the Oregon Transportation Commission's adopted policy guidelines for formation of an area commission on transportation. The governing bodies of the four counties must report to the appropriate interim committees of the Legislature and to the Oregon Transportation Commission by September 30, 2014: issues that were identified related to prioritizing projects; communities of interest that were identified; Steps taken toward formation of an ACT or ACTs; and proposed charter or charters for the ACT(s). ODOT must provide staff support to the four governing bodies as they work to meet the requirements of the bill.

**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.

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

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.