

REVENUE: No revenue impact

FISCAL: Minimal fiscal impact, no statement issued

Action:	Without Recommendation as to Passage, but with Amendments, Be Printed Engrossed, and Be Referred to the Committee on Rules
Vote:	10 - 0 - 0
Yeas:	Bentz, Cameron, Davis, Doherty, Gorsek, Lively, McKeown, Nathanson, Parrish, Read
Nays:	0
Exc.:	0
Prepared By:	Troy Rayburn, Administrator
Meeting Dates:	4/15, 4/17

WHAT THE MEASURE DOES: Defines boundary of Area Commission on Transportation (ACT) as that portion of Clackamas County that is not within the jurisdiction of Metro regional government and 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.

ISSUES DISCUSSED:

- Oregon Department of Transportation opposition to -2 amendments
- Oregon Department of Transportation concern regarding pitting rural against urban
- Difference between rural 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 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

EFFECT OF COMMITTEE AMENDMENT: The adopted – 2 amendments replace the original measure.

BACKGROUND: 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. The stated goal of the Oregon Department of Transportation (ODOT) 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 rural Clackamas County residents, (roughly 35 percent of the county's total population) remain unrepresented in the STIP process. This also means that 60 percent of the county's State highway miles (287 miles) are unrepresented in the process, including highways Interstate 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.