

CLACKAMAS COUNTY BOARD OF COUNTY COMMISSIONERS

Study Session Worksheet

Presentation Date: 08/21/12 **Start Time:** 11:00 a.m. **Approx Length:** 30 min.

Presentation Title: Forming an Area Commission on Transportation (ACT) -- Update

Department: Public and Government Affairs (PGA) and Transportation and Development (DTD)

Presenters: Gary Schmidt and Cam Gilmour

WHAT ACTION ARE YOU REQUESTING FROM THE BOARD?

Should the Board support the introduction of legislation in the 2013 session to form a separate ACT for rural Clackamas County?

EXECUTIVE SUMMARY:

Area Commissions on Transportation (ACTs) play a key advisory role to the Oregon Transportation Commission (OTC) in the development of the State Transportation Improvement Program (STIP), which identifies the funding and scheduling of transportation projects. Counties in ODOT Region 1 (Clackamas, Multnomah, Washington and Hood River) are the only counties in Oregon not represented by an ACT, although Metro – in its capacity as Metropolitan Planning Organization (MPO) – has traditionally filled that gap for areas inside its boundaries. Region 1 areas outside the Metro boundary, including rural Clackamas County, have lacked the representation of either an ACT or MPO.

Recent efforts by the Clackamas County Board of Commissioners (BCC) and rural community members to engage the OTC and ODOT in the formation of an ACT have been largely unsuccessful. However, recently proposed changes to the STIP development process have signaled a new interest by ODOT to create an ACT in Region 1. Under ODOT's proposal, ACTs will have an expanded role in the STIP project selection and prioritization process. Their authority will extend beyond making recommendations on highway-focused projects to now include all transportation modes and community interests (e.g. bike, pedestrian, freight, public transit, etc.).

OTC has proposed both an interim and long-term approach to address the lack of an ACT in ODOT Region 1, which they will consider and vote on at their next meeting scheduled for August 15. The current proposal is as follows:

1. Interim Approach: Form a one-time committee to coordinate the 2015-18 STIP selection process for Region 1. The current proposed membership includes five regional representatives (JPACT Chair, ODOT Region 1 Manager, TriMet, Port of

Portland and City of Portland) and four additional representatives per county in Region 1, with counties appointing at least one city each.

2. Long-term Approach: Form one or more ACTs to cover Region 1. The governance structure of the ACT or ACTs is currently undefined. OTC Chair Pat Egan has stated that the OTC will continue its engagement with the region as it carries out its larger goal of ACT formation in the weeks and months to come.

Legislative Option

There is currently an effort by local residents to secure a legislator to introduce a bill in the 2013 legislative session to require ODOT to form a separate ACT for rural Clackamas County. Legislators are asking for the County's feedback and position on such a proposal.

FINANCIAL IMPLICATIONS (current year and ongoing):

N/A

LEGAL/POLICY REQUIREMENTS:

N/A

PUBLIC/GOVERNMENTAL PARTICIPATION:

The BCC and county staff have and continue to work closely with residents, the OTC, ODOT and Metro's JPACT to make sure there is appropriate stakeholder involvement for rural Clackamas County in state transportation funding decisions.

Rural Clackamas County residents have also had direct contact with the OTC and ODOT to make known their desire for representation in transportation funding decisions.

OPTIONS:

1. Support the introduction of legislation in the 2013 session to form a separate ACT for rural Clackamas County.
2. Oppose the introduction of legislation at this time in the 2013 session to form a separate ACT for rural Clackamas County and instead:
 - Work directly with OTC and ODOT to influence the governance structure for the interim 2015-18 STIP project selection committee and

Region 1 ACT(s) to ensure that rural residents of Clackamas County have meaningful participation in transportation funding decisions. Let this process play out and determine if the interim committee will naturally lead to the formation of an ACT.

- Keep legislation as an option in future legislative sessions if outcomes of ACT formation do not meet the best interests of Clackamas County.

RECOMMENDATION:

Staff recommends the Board pursue Option #2. The STIP project selection committee shows great promise to lead to the formation of an ACT. It appears premature to support a legislative solution at this time pending the outcome of the project selection committee.

ATTACHMENTS:

Letters from Chair Charlotte Lehan to the Oregon Transportation Commission (dated 06/28/12 and 08/09/12).

SUBMITTED BY:

Division Director/Head Approval _____
Department Director/Head Approval Gary Schmidt
County Administrator Approval _____

For information on this issue or copies of attachments, please contact Gary Schmidt @ 503-742-5908



BOARD OF COUNTY COMMISSIONERS

PUBLIC SERVICES BUILDING

2051 KAEN ROAD | OREGON CITY, OR 97045

June 28, 2012

Pat Egan, Chair
Oregon Transportation Commission
Communications Division
1158 Chemeketa St. NE
Salem, Oregon 97301

Subject: Proposal to Change ODOT's Funding Allocation & Project Selection Process

Dear Chair Egan and Members of the Oregon Transportation Commission:

Thank you for the opportunity to comment on the proposal to change the funding allocation and project selection process for the 2015-2018 Statewide Transportation Improvement Program (STIP). The Commission has been working diligently to address the anticipated changes in funding due to the decisions being made at the federal level. We appreciate the openness of the discussion regarding the funding allocations to the "Fix it" and "Enhance" categories. In addition, we applaud the focus on broad stakeholder involvement in the prioritization process of these funds through the local Area Commission on Transportations (ACTs).

Unfortunately, rural Clackamas County is one of the few areas in the State that does not have an ACT. It is important that the citizens and other stakeholders in rural Clackamas County have an opportunity to be involved in the project selection and prioritization process.

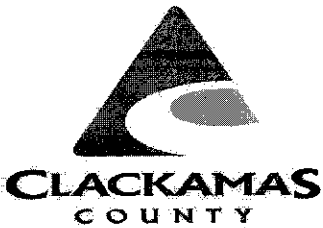
In June 2011 ODOT Region 1 provided an overview to the OTC of the effort to form an ACT for rural Clackamas County and Hood River County. At the time there was not complete agreement by the stakeholders that the ACT should move forward. The OTC recommended continued work and effort toward the formation of an ACT. In light of the emphasis by the OTC to use ACTs to gather stakeholder input in general and specifically on 2015-2018 STIP funds, we ask that ODOT Region 1 reengage the stakeholders to develop an Area Commission on Transportation that includes representation for rural Clackamas County. If not through an ACT, please inform us how rural Clackamas County will be afforded the same voice as the ACTs when it comes to project selection and prioritization for the 2015-2018 STIP.

Thank you for your consideration.

Sincerely,

Charlotte Lehan, Chair
Clackamas County Board of Commissioners

CL/kb



BOARD OF COUNTY COMMISSIONERS

August 9, 2012

PUBLIC SERVICES BUILDING
2051 KAEN ROAD | OREGON CITY, OR 97045

Pat Egan, Chair
Oregon Transportation Commission
1158 Chemeketa Street NE
Salem, Oregon 97301

Dear Chair Egan and Members of the Oregon Transportation Commission (OTC):

Clackamas County appreciates the opportunity to provide comment on the formation of a Region 1 Project Selection Committee for the 2015-18 State Transportation Improvement Plan (STIP) cycle. We applaud proposed changes to the STIP development process and agree with the need to broaden stakeholder involvement in project selection and make more strategic use of dwindling transportation dollars.

In general, Clackamas County supports the proposed Region 1 Project Selection Committee as an interim mechanism to identify and prioritize transportation improvements in Region 1. However, we request the following:

1. The Project Selection Committee should not slow down or impede movement toward the long-term goal of creating an Area Commission on Transportation (ACT) to represent the interests of Region 1. **Formation of an ACT requires immediate attention.** We look forward to working with ODOT to discuss the best boundary parameters of that ACT.
2. To ensure that the Project Selection Committee is fully representative of community interests, **we propose giving the committee - once seated - the power to appoint up to three additional seats to fill any gaps in representation.**
3. We urge OTC and ODOT to **ensure that the Project Selection Committee has a balance of representation** throughout ODOT Region 1 and adequately reflects the values of both urban and rural interests, as well as the interests of the business community.

We appreciate the recent outreach conducted by the OTC and ODOT to solicit feedback on these proposals and are committed to staying engaged in this process. Thank you for your consideration.

Sincerely,

Charlotte Lehan, Chair
Clackamas County Board of Commissioners

CL/gs