

CLACKAMAS COUNTY BOARD OF COUNTY COMMISSIONERS

Policy Session Worksheet

Presentation Date: 06/27/17 **Approx Start Time:** 1:30 pm **Approx Length:** 30 min

Presentation Title: Transportation System Development Charge (TSDC) Methodology
Session 1: 2017 TSDC Project Selection

Department: Transportation & Development

Presenters: Diedre Landon, Administrative Services Manager (DTD); Dan Johnson, Assistant Director for Development (DTD)

Other Invitees: Jimmy Thompson, Senior Policy Analyst (DTD); Ellen Rogalin, Community Relations Specialist (PGA)

WHAT ACTION ARE YOU REQUESTING FROM THE BOARD?

Staff is seeking concurrence on the criteria used to refine the 2017 TSDC project list as outlined in Attachment 1.

EXECUTIVE SUMMARY:

Local governments rely on System Development Charges (SDCs) to collect money for capital improvements on a variety of infrastructure systems, such as roads, water, sewer, storm drains and schools.

Transportation System Development Charges (TSDCs) are one-time fees assessed to new or expanded developments to help cover the cost of adding to the capacity of transportation facilities (for motorists, bicyclists and pedestrians) to accommodate new trips added by the development. The TSDC fees are based on the number of vehicle trips a particular land use generates, and are paid by the developer when a building permit is issued.

Clackamas County currently has two TSDC districts:

- One countywide district for unincorporated areas of the county, and
- One joint district with the City of Happy Valley for areas in and around Happy Valley.

In early 2016, the County and Happy Valley began updating our 10-year-old TSDC methodology to review how we estimate and collect TSDCs to both provide appropriate matching funds, and ensure consistency with goals and objectives in recently adopted county and city transportation system plans.

This process is designed to:

- Update the list of capital projects eligible to receive TSDC revenue;
- Update the TSDC rates charged to different kinds of development, and
- Streamline and simplify the TSDC program for our customers.

Over the past year, we have been working with a work group made up of representatives from the commercial and residential development community, the Home Builders Association and engineering firms that represent the site development community to help us develop recommendations for the new methodology.

Staff will be presenting a series of four policy sessions to discuss the update process. The discussion topics include:

- Project Selection – Refinement criteria, project list and funding eligibility.
- Rate table – Comprehensive list or consolidation?
- Impact on traffic – Average daily trips or impact on congestion?
- TSDC Ordinance amendments – Credits for qualified improvements and other housekeeping items.

The Transportation System Plan (TSP) update in 2011 built on the foundation of our existing assets with a fiscally responsible approach that protects and improves the existing transportation system and implements a cost-effective system to meet future needs. This translated into solutions that provide more efficient travel on existing roads, rather than focusing on building large capacity projects to improve our existing network. As a result, we had to identify the capacity increasing projects that were eligible for TSDC funding.

The work group chose the following criteria that focuses on **growth created by new development** for selecting projects from the Transportation System Plan (TSP) and other locally adopted plans that will remain on the list and become eligible for TSDC funding:

- **Increase traffic connections** to daily needs and services.
- **Reduce congestion** at intersections.
- Located in or near a current or future **employment area**.
- **Improve safety** on roads.
- **Provide the greatest benefit to the entire community** by keeping projects on roads with significant amounts of traffic, such as arterials and collectors.
- Projects **planned for construction in the next 10-years**.

We provided a searchable project list and interactive map on the virtual open house website when we took the proposed project list to the development community and public for feedback between April 18 and May 19, 2017 (Attachment 2). Today, we are here to present these findings, and the proposed project list, for the Board's review and approval.

FINANCIAL IMPLICATIONS (current year and ongoing):

Is this item in your current budget? YES NO

What is the cost? Total Project Cost = \$270,000; \$240,000 FY 2016/17.

What is the funding source?

Transportation System Dev. Charges (SDCs); Funds 223 & 227

STRATEGIC PLAN ALIGNMENT:

- How does this item align with your Department's Strategic Business Plan goals?

This supports the department's mission to *provide transportation maintenance and construction, land use planning, permitting ... to residents, property owners,*

businesses and the traveling public so they and future generations can experience and invest in a safe, well-designed and livable community.

- How does this item align with the County's Performance Clackamas goals?
This supports the following County goals:
 - Grow a vibrant economy
 - Build a strong infrastructure
 - Build public trust through good government

LEGAL/POLICY REQUIREMENTS:

TSDCs have been used in Oregon since the mid-1970s; state legislation on SDCs was adopted in 1989. Additions and modifications to the Oregon Systems Development Act (ORS 237.297 - 314) were made in 1993, 1999, 2001 and 2003.

PUBLIC/GOVERNMENTAL PARTICIPATION:

Stakeholder involvement is critical to the success of the TSDC update process. We have a TSDC work group with participants from Clackamas County and Happy Valley staff, developers and commercial interests to help shape the TSDC process. Staff has met with the Clackamas County Board of Commissioners and Happy Valley City Council throughout the process. Public & Government Affairs staff are involved in our education and outreach efforts.

OPTIONS:

Option A: The Board concurs with the criteria used to refine the TSDC project list as outlined in Attachment 3 and instructs staff to proceed with development of the methodology and develop TSDC rates using the assumptions and identified projects presented.

Option B: The Board chooses to consider additional projects and/or criteria for the TSDC project list, with the understanding that modifications to the project list will influence the final fees paid by developers.

RECOMMENDATION:

Staff respectfully recommends that the Board of County Commissioners concur with the criteria used to refine the TSDC project list as outlined in Attachment 3 and instructs staff to proceed with development of the methodology and develop TSDC rates using the assumptions and identified projects presented (Option A).

ATTACHMENTS:

1. Clackamas County 2017 Draft TSDC Project List
2. Spring 2017 Public Outreach Summary – Project Selection Criteria
3. 2017 Project List Refinement - Presentation

SUBMITTED BY:

Division Director/Head Approval _____

Department Director/Head Approval _____

County Administrator Approval _____

Attachment 1

Clackamas County Draft TSDC Project List 2017

Trans System Plan Project #	Location (Urban / Rural)	Project Street Name	Segment/Location	Description	Total Project Cost	TSDC ELIGIBLE	
						Total % SDC Eligible	Total \$ SDC Eligible
1004	Urban	122nd Ave	Sunnyside Rd to Timber Valley Dr	Add bikeways and turn lanes at major intersections	\$3,010,000	62%	\$1,867,496
1006	Urban	142nd Ave	Sunnyside Rd to OR 212	Add bikeways and pedways	\$14,060,000	52%	\$7,245,291
2017	Rural	362nd Ave	Skogan Rd to OR 211 (excludes state facilities)	Add paved shoulders	\$5,980,000	29%	\$1,758,120
AI S5	Urban	82nd Avenue	Sunnyside to 82nd Ave (excludes state facilities)	Install double left, westbound Sunnyside to southbound 82nd Ave (east to south). Add median island for pedestrian crossing. Standardize NB right-turn lane 82nd to Sunnyside, including bike lane.	\$734,891	79%	\$583,169
AI S1	Urban	82nd Avenue	82nd Ave/Hinkley	Install traffic separator on 82nd Avenue to convert accesses at SE Hinckley at Columbia Bank/Union 76 on east side of 82nd Avenue to right-in/right-out. Create new circulation to route traffic to signal at SE Lindy.	\$4,182	24%	\$1,009
AI S4	Urban	82nd Avenue	82nd Ave North entrance to Clackamas Town Center	North entrance to Clackamas Town Center on 82nd make right in, right out only and remove signal. Perform traffic analysis as needed to evaluate traffic diversion to adjacent roadways and intersections.	\$69,700	24%	\$16,503
AI S7	Urban	82nd Avenue	Sunnyside Rd to Sunnyside Dr	Install traffic separator from Sunnyside Rd to Sunnyside Dr (MP 9.15), advance street names.	\$17,712	24%	\$4,185
AI S8	Urban	82nd Avenue	82nd Ave Monterey to Harmony/Sunnyside	Traffic separator Monterey to Harmony/Sunnyside.	\$98,400	24%	\$23,299
AI S2	Urban	82nd Avenue	82nd Ave MP 8.50	In the vicinity of MP 8.50 put in enhanced pedestrian crossing to connect east side pedestrian ramp with walkway to neighborhood to west.	\$82,000	9%	\$7,786
1008	Urban	82nd Dr	OR 212 to Lawnfield Rd	Fill in bikeways and pedways gaps	\$680,000	41%	\$276,106
1009	Urban	85th Ave	Causey Ave to Monterey Ave	Add sidewalks and bikeways. Perform Pedestrian Safety Audit to verify lighting, crosswalk striping and signing at Causey Ave.	\$30,000	48%	\$14,332
1010	Urban	92nd Ave	Johnson Creek Blvd to Emmert View Ct	Fill gaps in pedways	\$480,000	41%	\$194,898
AI S12	Urban	97th Avenue	Sunnybrook Blvd to Mather Rd	Investigate improved striping including outside fog lines, and rumble striping. Verify lighting, drainage, surface friction. From Sunnybrook Blvd to Mather Rd	\$49,200	35%	\$17,193
1049	Rural	Amisigger Rd / Kelso Rd	OR 224 to Kelso / Richey Rd (excludes state facilities)	Add paved shoulders; turn lanes at Amisigger/OR 212 and Kelso/Richey; smooth curves.	\$13,010,000	57%	\$7,422,839
2029	Rural	Arndt Rd Extension	Barlow to OR 99E (excludes state facilities)	Construct new 2 or 3 lane roadway	\$17,040,000	100%	\$17,040,000
2030	Rural	Barlow Rd	Knights Bridge Rd to OR 99E	Add paved shoulders	\$5,400,000	20%	\$1,078,492

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						Total % SDC Eligible	Total \$ SDC Eligible
1097	Rural	Beavercreek Rd	Henrici Rd to Yeoman Rd/Steiner Rd	Add paved shoulders and turn lanes at major intersections	\$11,630,000	16%	\$1,890,216
AI S9	Urban	Bob Schumacher Road	Bob Schumacher Road	Investigate improved striping, including centerline rumble stripe.	\$49,200	30%	\$14,765
1082	Rural	Borland Rd	Stafford Rd to West Linn city limits	Add paved shoulders	\$10,290,000	43%	\$4,448,713
1081	Rural	Borland Rd	Tualatin city limits to Stafford Rd	Add paved shoulders in accordance with the Active Transportation Plan and turn lanes at major intersections	\$5,680,000	31%	\$1,737,528
1013	Urban	Boyer Dr / 85th Ave / Spencer Dr	OR 213 to I-205 bike path (excludes state facilities)	Add bikeways	\$40,000	58%	\$23,183
1099	Rural	Canby-Marquam Highway	Canby-Marquam Hwy / Lone Elder Rd intersection	Reconstruct intersection; install northbound left-turn lane and southbound right-turn lane	\$3,850,000	31%	\$1,184,615
1014	Urban	Causey Ave	Fuller Rd to I-205 (excludes state facilities)	Add bikeways and shared facility markings in accordance with the Active Transportation Plan.	\$50,000	58%	\$28,979
AI S6	Urban	Causey Avenue	Causey Ave/85th Ave	Pedestrian Safety Audit - verify lighting, crosswalk striping, signing, at Causey Ave/85th Ave	\$30,750	9%	\$2,920
1101	Rural	Clarkes Four Corners Intersection	Beavercreek Rd / Unger Rd	Reconstruct intersection	\$4,490,000	17%	\$769,714
2001	Urban	Clatsop St / Luther Rd	72nd Ave to Fuller Rd	Add turn lanes and signals at OR 213 intersection; add bikeways, pedways and traffic calming	\$8,118,000	48%	\$3,891,198
1062	Urban	Concord Rd	River Rd to Oatfield Rd	Fill gaps in pedway	\$7,410,800	41%	\$3,009,065
1063	Urban	Courtney Ave	OR 99E to Oatfield Rd (excludes state facilities)	Fill gaps in pedestrian facilities and bikeways	\$1,860,000	49%	\$908,737
1064	Urban	Courtney Ave	River Rd to OR 99E (McLoughlin Blvd) (excludes state facilities)	Construct pedestrian facilities / complete gaps on the south side; add bikeways	\$5,010,000	43%	\$2,148,400
2034	Rural	Dryland Rd	Macksburg Rd S to Macksburg Rd N	Realign to form one intersection at Dryland Rd	\$3,400,000	26%	\$892,500
1055	Rural	Eagle Creek Rd	Currin Rd to Duus Rd	Remove horizontal curve, relocate intersection, add paved shoulders and turn lanes at major intersection; investigate speed zone south of Currin Rd	\$10,500,000	53%	\$5,610,294
2018	Rural	Eagle Creek Rd	OR 211 to Duus Rd (excludes state facilities)	Add paved shoulders	\$14,780,500	22%	\$3,202,442
2002	Urban	Evelyn St	OR 224 to Jennifer St (excludes state facilities)	Add bikeways and pedways	\$1,681,000	41%	\$686,599
2019	Rural	Firwood Rd	Wildcat Mountain Dr to US 26	Add paved shoulders and turn lanes at major intersections.	\$16,840,000	18%	\$2,947,000
1019	Urban	Flavel Dr	Alberta Ave to County boundary	Add bikeways in accordance with the Active Transportation plan	\$2,410,000	58%	\$1,396,796
1085	Urban	French Prairie Bridge	Willamette River near I-5 (excludes state facilities)	Construct a bridge in accordance with the Active Transportation Plan	\$9,790,000	21%	\$2,034,242
1020	Urban	Fuller Rd	Otty St to Johnson Creek Blvd	Add pedestrian facilities, turn lanes, on-street parking, central median and landscaping.	\$7,580,000	68%	\$5,145,111

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						Total % SDC Eligible	Total \$ SDC Eligible
2035	Rural	Hattan Rd	Fischers Mill Rd to Gronlund Rd	Add paved shoulders and turn lanes at major intersections	\$15,426,300	45%	\$7,018,339
1108	Rural	Henrici Rd	Beavercreek Rd to Ferguson Rd	Add paved shoulders and turn lanes at major intersections. Remove horizontal and vertical curves	\$4,900,000	46%	\$2,261,538
2036	Rural	Henrici Rd	OR 213 to Beavercreek Rd (excludes state facilities)	Add paved shoulders and turn lanes at major intersections	\$5,196,800	45%	\$2,321,284
2037	Rural	Henrici Rd	Ferguson Rd to Redland Rd	Add paved shoulders and turn lanes at major intersections. Remove horizontal and vertical curves	\$17,870,000	44%	\$7,824,507
1066	Urban	Hull Ave	Wilmot St to Tims View Ave	Fill gaps in pedestrian facilities	\$4,130,000	41%	\$1,676,936
3013	Urban	I-205 Ped / Bike Overpass	Between Causey Ave and Sunnyside Rd	Construct a bike / ped crossing over I-205 to connect transit services, businesses and residents	\$4,900,000	21%	\$1,018,160
2005	Urban	Jennifer St	82nd Dr to 135th Ave (excludes state facilities)	Add pedways	\$16,082,300	41%	\$6,530,022
2021	Urban	Jennings Ave	Oatfield Rd to Webster Rd	Widen to 2-lane urban minor arterial standard with bikeway and pedway infill	\$13,659,827	66%	\$9,041,080
1030	Urban	Johnson Creek Blvd	Johnson Creek Blvd / OR 213 intersection (excludes state facilities)	Extend westbound left-turn lane and rebuild median; install dual northbound and southbound left-turn lanes	\$890,000	100%	\$890,000
AI MV3	Urban	Johnson Creek Boulevard	92nd/Johnson Creek Blvd	Turn lane improvements at 92nd/Johnson Creek Boulevard	\$467,400	14%	\$66,545
2022	Urban	Lake Oswego to Milwaukie Bridge	Between Sellwood and Oregon City	Construct bike/pedestrian crossing over the Willamette River in accordance with the Active Transportation Plan	\$10,130,000	21%	\$2,104,890
2006	Urban	Lake Rd	Milwaukie City limits east to OR 224 (excludes state facilities)	Fill gaps in pedways	\$5,670,000	41%	\$2,302,234
2007	Urban	Linwood Ave	Linwood Ave / Monroe St intersection	Add curbs/sidewalks, improve horizontal alignments	\$7,605,500	32%	\$2,398,729
1112	Rural	Lone Elder Rd Bridge	~5,800 feet east of Barlow Rd	Replace bridge (nearing the end of its useful life) and include paved shoulders	\$450,000	15%	\$67,500
1115	Rural	Molalla Ave Flooding	Just south of city of Molalla	Construct bridge to resolve flooding issues	\$720,000	45%	\$322,971
2010	Urban	Monroe St / 72nd Ave / Thompson Rd	Linwood Ave to Fuller Rd	Add pedestrian facilities	\$3,970,000	41%	\$1,611,970
AI MV2	Urban	Monterey Ave	Monterey Ave	North-south roadway between project AI MV1 and Monterey Ave	\$4,258,545	100%	\$4,258,545
2039	Rural	Mulino Rd (13th St segment)	Canby city limits to OR 213 (excludes state facilities)	Add paved shoulders and turn lanes at major intersections	\$24,890,000		\$13,498,038
1069	Urban	Oak Grove Blvd	Oatfield Rd to River Rd	Fill gaps in pedways and bikeways	\$2,590,000	44%	\$1,147,763
1071	Urban	Oatfield Rd	Oatfield Rd / Park Rd intersection	Install traffic signal and add turn lanes	\$1,060,000	33%	\$345,116
1072	Urban	Oatfield Rd	Oatfield Rd / McNary Rd intersection	Add southbound and eastbound left-turn lanes	\$570,000	20%	\$114,912

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						Total % SDC Eligible	Total \$ SDC Eligible
1041	Urban	Otty Rd	Fuller Rd to 92nd Ave	Improve consistent with Fuller Road Station Plan; improve curb radius; add turn lanes, on-street parking, central median, landscaping, bikeways and pedestrian facilities. Install pedestrian crossing between Fuller Rd and I-205 and near 91st Ave.	\$1,216,000	50%	\$612,765
1073	Urban	Park Ave	River Rd to OR 99E (McLoughlin Blvd)	Add pedestrian facilities	\$1,750,000	41%	\$710,566
2042	Rural	Redland Rd	Redland Rd / Fischers Mill Rd / Henrici Rd intersection	Install eastbound left-turn, eastbound right-turn and westbound right-turn lanes at Henrici Rd	\$860,000	40%	\$342,141
1058	Rural	Richey Rd	Kelso Rd to OR 212 (excludes state facilities)	Add paved shoulders and left turn lane at Richey Rd and OR 212	\$4,200,000	50%	\$2,079,756
1075	Urban	River Rd	Oak Grove Blvd to Risley Ave	Fill gaps in bikeways and pedways	\$5,710,000	42%	\$2,406,226
1074	Urban	River Rd	Lark St to Courtney Ave	Add pedways	\$4,880,000	41%	\$1,981,465
2023	Urban	Roots Rd	Webster Rd to McKinley Rd	Add pedways	\$4,838,000	41%	\$1,964,411
1086	Rural	Rosemont Rd	Stafford Rd to West Linn	Add paved shoulders and turn lanes at major intersections	\$8,790,000	29%	\$2,573,402
1125	Rural	Springwater Rd	Hattan Rd to Bakers Ferry Rd	Add paved shoulders and turn lanes at major intersections	\$6,330,000	34%	\$2,123,279
1088	Rural	Stafford Rd	Rosemont Rd to I-205 (excludes state facilities)	Add paved shoulders and turn lanes at major intersections	\$8,600,000	36%	\$3,062,991
2028	Rural	Stafford Rd / 65th Ave	I-205 to Boeckman Rd / Advance Rd (excludes state facilities)	Add paved shoulders and turn lanes at major intersections	\$22,078,500	46%	\$10,196,598
AI MV1	Urban	Stevens Road	Stevens Rd to High Creek Rd	East-west roadway connecting Stevens Road to High Creek Road. Include sidewalk and bike lanes	\$9,414,874	77%	\$7,288,420
2024	Urban	Thiessen Rd	Oatfield Rd to Webster Rd	Add bikeways and pedways	\$24,425,800	51%	\$12,419,625
1077	Urban	Thiessen Rd	Thiessen Rd / Aldercrest Rd intersection	Add turn lanes on Thiessen Rd; consider converting to two-way stop controlled	\$570,000	20%	\$116,366
2025	Urban	Webster Rd	OR 224 to Gladstone (excludes state facilities)	Fill gaps in bikeways and pedways	\$19,485,300	46%	\$9,053,989
1059	Rural	Welches Rd	US 26 to Birdie Ln (excludes state facilities)	Add paved shoulders; add pedestrian facilities in Welches rural center; evaluate pedestrian crossing near Stage Stop Rd; add multi-use path	\$6,360,000	20%	\$1,245,800
Total Project Cost Average TSDC Eligibility					\$461,181,481	41%	\$204,522,615

Clackamas County TSDC Update Process



SPRING 2017 PUBLIC OUTREACH SUMMARY

Summary of outreach activities and public comments regarding

PROJECT SELECTION CRITERIA

submitted during the spring 2017 outreach period

May 2017

PREPARED FOR

Clackamas County

PREPARED BY

JLA Public Involvement

1. INTRODUCTION

OVERVIEW AND PURPOSE

In Spring 2017, Clackamas County and the City of Happy Valley reached out the public to ask for input on the Transportation System Development Charges (TSDCs) Update and the projects TSDCs fund. The purpose of the outreach was to:

- Solicit input on the projects list and criteria for project prioritization.

This report summarizes public outreach activities and input heard through the online open houses.

OUTREACH ACTIVITIES

Outreach activities included an online open house, email and mailings to interested parties, press releases, and social media outreach. In total, there were 167 unique visitors to the Clackamas County online open house. 34 people submitted completed comment forms.

Online Open House

The online open house was the primary portal for members of the public to provide input on the TSDC Update. The online open house included background information about the project, a geographic interactive map of potential projects, and survey questions. It asked specific questions about the project criteria.

The public was invited to view and provide comment on the online open houses between April 18 and May 19, 2017.

Notification and Invitations

The project team invited stakeholders and the public to participate in the online open house through a variety of tools, including:

- Announcements on the Happy Valley and Clackamas County websites
- More than 1,600 direct emails to stakeholders
- Clackamas County Social media (Facebook and Twitter)
- Press release



2. DETAILED SUMMARY

This report summarizes the 34 responses received through the Clackamas County online open house.

I. ABOUT THE TRANSPORTATION SYSTEM DEVELOPMENT CHARGES

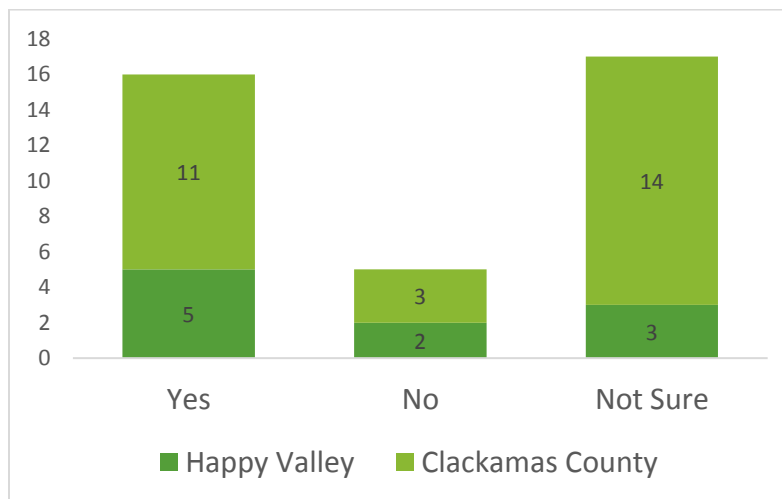
The first station at the online open house provided information about transportation system development charges, how the fees are calculated, and how TSDC revenues can be spent.

II. POTENTIAL PROJECTS

Information was provided about how transportation projects made it onto the draft TSDC project list using a set of baseline criteria and prioritization process. An interactive project map illustrated projects on the Clackamas County draft TSDC project list. Participants were asked to review the projects against the baseline criteria presented and answer questions. Responses are summarized below.

Do you believe we used the right criteria to identify projects?

Most participants said they were not sure if the project team used the right criteria.



Are there other criteria you think we should have used?

13 participants in the Clackamas County online open house provided comments on the criteria used for identifying projects. Below is a summary of comments heard from the County participants and additional key comments are listed.

Some of the comments on the County's criteria provided support for prioritizing funding for active transportation projects, and others provided support for vehicle connectivity projects. Some participants said they need more information in order to provide feedback. They had questions about criteria the project team rejected, funding sources, and project specifics.

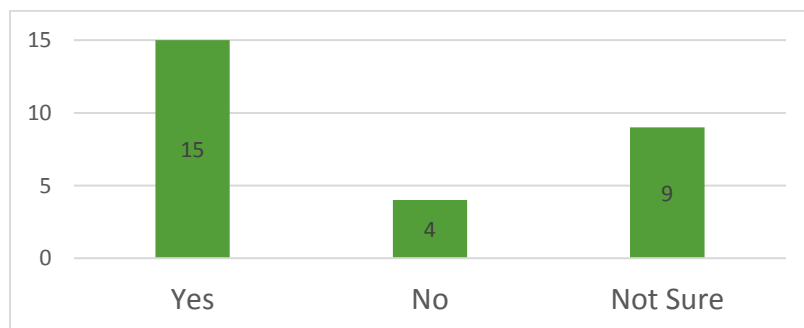


Additional key comments from the County participants include:

- Prioritize projects on secondary and tertiary arterials/collectors. There are many roads not as heavily traveled as others that have become "heavy mixed use" roads. For example, there are often pedestrians and cyclists on the narrow shoulders of Stafford Road and other roads. Because the shoulder is narrow, careless drivers routinely cross solid yellow lines, endangering oncoming traffic.
- Multi-use pathways should not be removed, unless there are other funding sources to support the development of these projects. These pathways are important for non-motorized transportation.
- Consider water run-off management and air pollution in the criteria.
- Connectivity for bicycling and walking is important, and it is good to see it is being emphasized. That's a major barrier to having a useful system, as piecemeal efforts don't really do anything.
- TSDC funds should be prioritized for connectivity and vehicle use. Bike and pedestrian improvements should be limited to areas of danger or poor conditions that provide a minimum level of use. TSDC funds should also first be applied to areas where new development is directly having an impact, not throughout the county.
- Project should support the Action Plan for a Sustainable Clackamas County and support positive health outcomes through investment in active transportation
- Consider projects that improve *safety* for pedestrians, bicyclists and transit-riders.

Do you believe the project list focuses on roads and intersections that would benefit a majority of travelers in that area?

Most participants said they believe the project list focuses on roads and intersections that would benefit a majority of travelers in that area, although a fair number said they were not sure.



Please provide any comments, questions or concerns about the Clackamas County/Happy Valley TSDC project list.

17 participants provided comments on the Clackamas County TSDC project list. Participants in the County open house specifically mentioned Sunnyside Rd as a problem area that needs congestion relief—noting that the most attention is needed at intersections with I-205, 172nd and Hwy 212.

Most of the comments on the County's project list requested more detailed information on projects. The information requested included a longer description of the projects, estimated completion dates, data on how roads and intersections were chosen, and background information on traffic patterns for the area. Support was again split between prioritizing funding for active transportation projects and vehicle connectivity projects.

Additional key comments from the County participants:

- Most of these projects are costs that should be supported through a county wide bond -- not development fees.
- More detail on the listed projects would be helpful to give feedback.
- Multi-use pathways should be included as projects on the list. They relieve congestion because they provide an alternative to driving for short trips and improves bicycle/pedestrian access to transit.
- Intersection at Sunnyside / Foster and highway 212 is a major bottleneck that needs improvement.

V. FINAL QUESTIONS

On the final page participants were given information on the projects next steps and asked for feedback on the online open house. There was also an open-ended comment box for participants to share any additional feedback to the project team. The results are summarized below.

Other Comments for Project Team

Participants thanked the project team for looking to the public for feedback. Many participants reiterated points they made earlier in the online open house. A few participants requested more detailed information.

Additional key comments:

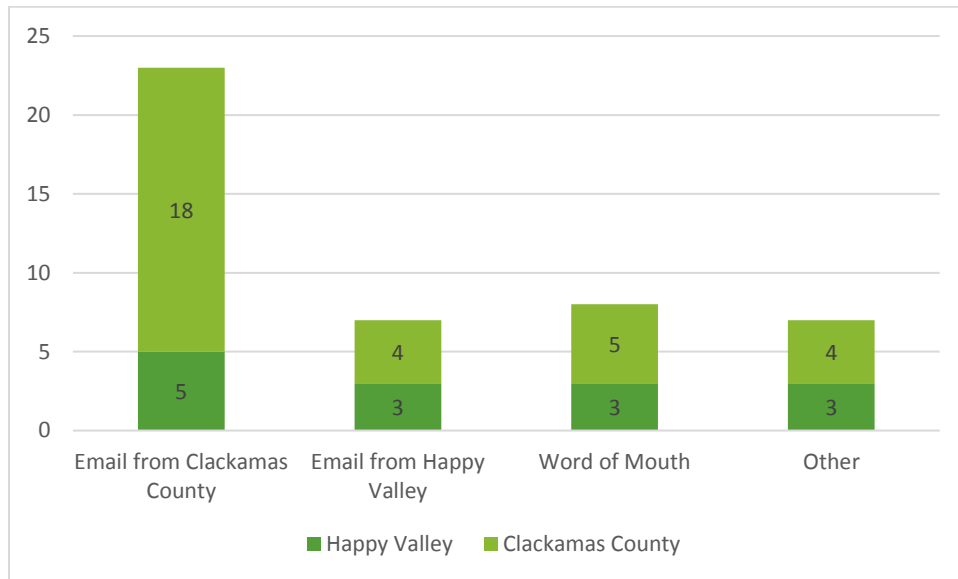
- The project team should look at general obligation bonds rather than development fees to pay for the projects identified. Adding to development charges to support non-development related improvements (bike and pedestrian improvements in particular) is an unreasonable form of taxation that unfairly targets the builder/development community.
- Please consider holistic elements such as water management, soil erosion and air pollution as well as impact to natural areas when looking at traffic/traffic changes.



- It makes sense to charge fees in the event that the county has to actually put out money to build transportation infrastructure for a new development. But when the County literally has to do nothing in the event of a new home being built in rural Clackamas County, the fee should be waived.

How did you hear about the online open house?

Most participants heard about the Clackamas County online open house through emails from the county.



What is your role in the development process?

Most the participants identified as community members, and there were a fair number of residential builders. In the Happy Valley online open house, most participants identified as business owners.



Transportation System Development Charge (TSDC) Methodology Update

2017 Project List Refinement



TSDCs | What are they?

Transportation System Development Charges (TSDCs) are one-time fees assessed to new or expanded developments.

- Help cover the cost of adding to the capacity of transportation facilities
- Can be used for vehicle, bicycle and pedestrian facilities
- Accommodate new trips added by development
- Based on the number of vehicle trips a particular land use generates
- Paid by the developer when a building permit is issued

Project Work Group | Who is involved?

A group of representatives has been meeting to make recommendations related to the future of TSDCs in Clackamas County. The group includes:

- Development community
- Home builders
- Engineering firms
- Clackamas County | City of Happy Valley staff

Project Work Group | Their role.

The Work Group is considering:

Developing a new rate that balances the **need to fund transportation improvements** while taking into account the **constant increase in total development costs**.

Identifying criteria for **selecting projects** that address a deficiency created by growth that can be funded with revenue from these fees.

Ways to **simplify the rate structure**, making it easier for developers and community members to estimate fees.

Where we started: 2017 Project Lists

Clackamas County

(TSP)

\$2.8 Billion

400+ Projects

Clackamas Regional Center

(CRC)

\$20 Million

38 Projects

Compiled 2017 Project List

\$2.82 Billion

438+ Projects

For Comparison:

- Countywide 2006 TSDC Project List = **\$550 million** in total projects.
- Currently approx. 35% of Countywide project list TSDC eligible = \$142 million (2006 dollars)

Data Sources & Total Costs

Project Prioritization | Projects Added

The working group identified projects that focus on **growth created by new development** based on the following criteria:

- **Increase traffic connections** to daily needs and services.
- **Reduce congestion** at intersections.
- Located in or near a current or future **employment area**.
- **Improve safety** on roads.
- **Provide the greatest benefit to the entire community** by keeping projects on roads with significant amounts of traffic, such as arterials and collectors.

Project Prioritization | Projects Removed

The group removed the following projects from the list:

- Projects not planned for construction in the next 10 years
- Studies, with no construction planned
- Multi-use pathways
- Projects that are already funded or under construction

TOTAL TRANSPORTATION SYSTEM PLAN (TSP) PROJECT LIST

KEEP PROJECTS MEETING BASELINE CRITERIA

PROJECTS WITH LESS THAN 10 YEAR
CONSTRUCTION TIMELINE

REMOVE FUNDED PROJECTS,
STUDIES & MULTI-USE PATHS

KEEP HIGH
FUNCTIONAL CLASS
ROADS

**TSDC PROJECT
LIST**

Results | 2016 TSDC Project List

2006 Countywide District

106 Projects
\$550.4 million

\$3,560 per single family home
(Based on Average Daily Traffic Impact)

Average project is eligible for SDC funding at 35%

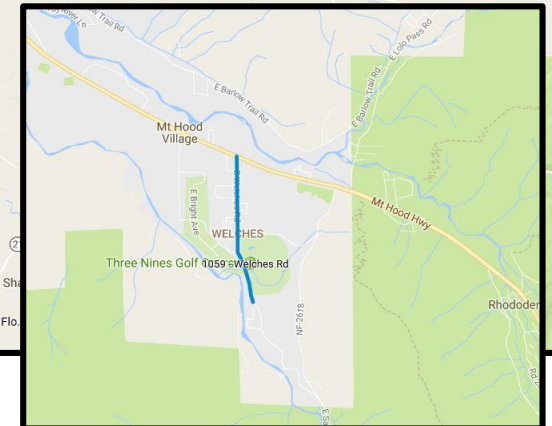
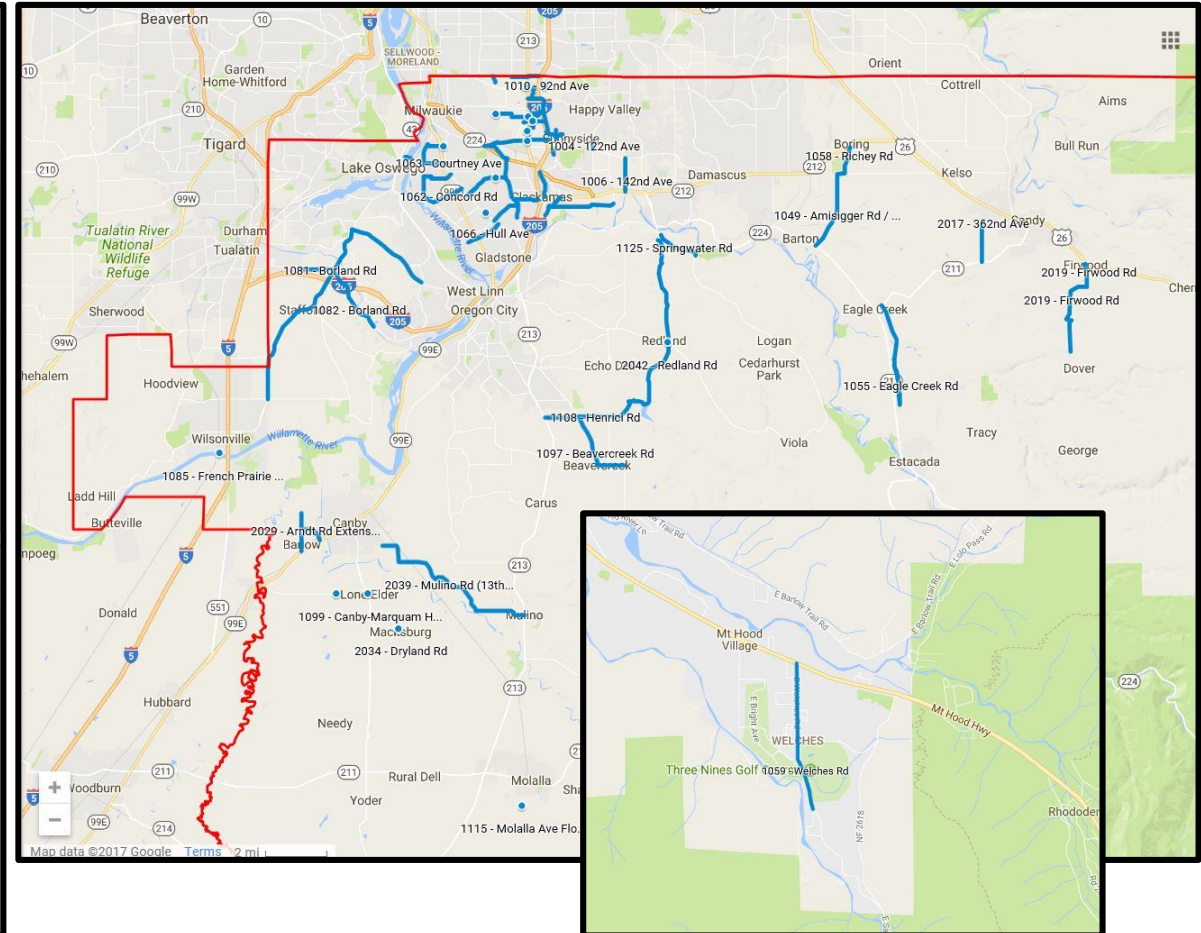
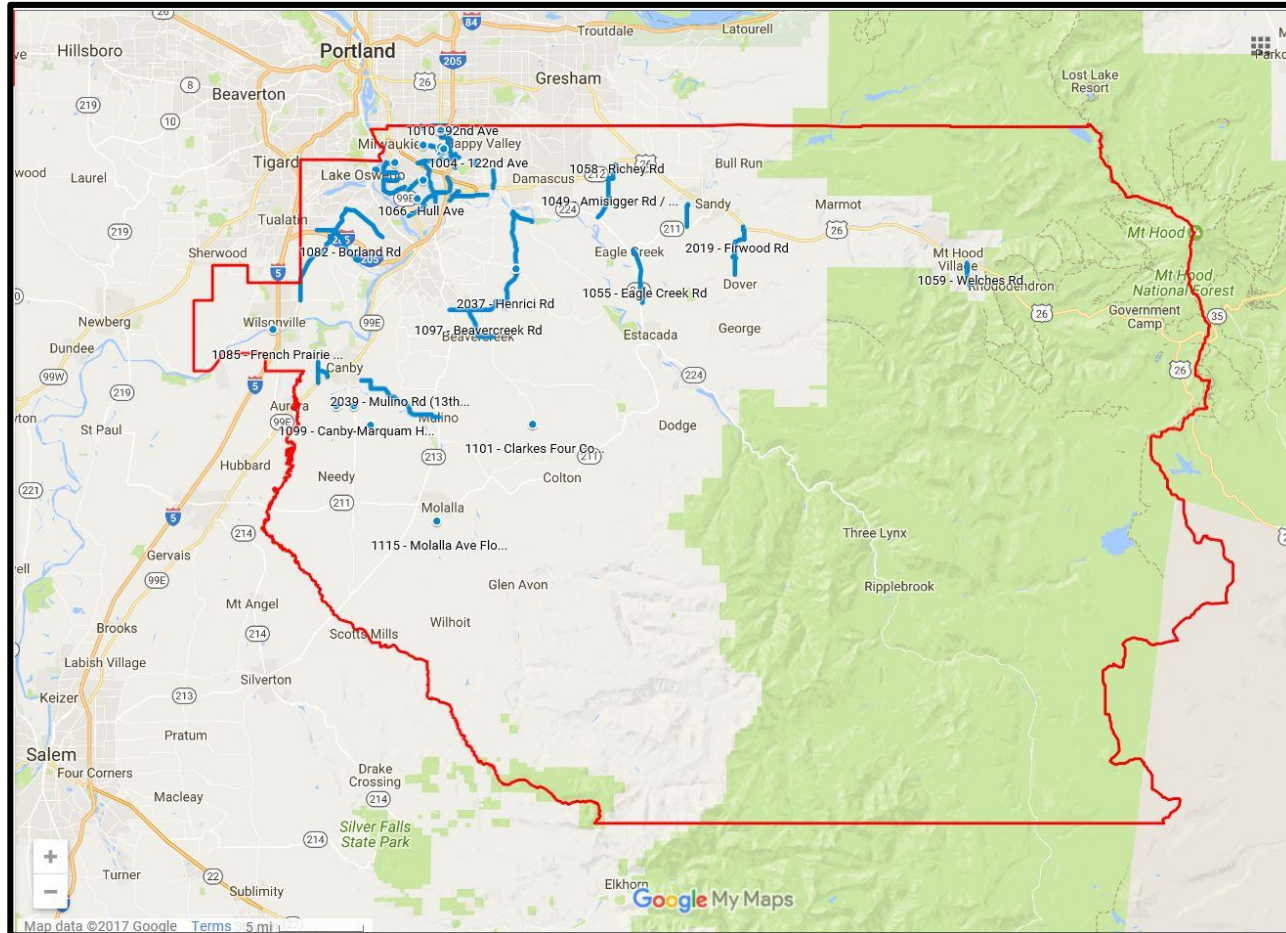
2017 Countywide District

74 Projects
\$461 million

\$4,373 per single family home
(Based on Average Daily Traffic Impact)

Average project is eligible for SDC funding at 41%
(Projects range from 9-100% eligible)

Proposed 2017 TSDC Projects | Unincorporated County



Community Survey | The Outreach

The public was invited to view and provide comment on the draft project list during an online open house between April 18 and May 19, 2017.

- The potential projects
- Simplifying the rates
- Figuring out the traffic impact

More than 1,600 direct emails were sent to stakeholders inviting them to participate.

In total, 167 people visited the Clackamas County online open house and 34 people submitted completed comment forms.

Community Survey | Project Criteria

Do you believe we used the right criteria to identify projects?

YES = 11

NO = 3

NOT SURE = 14

KEY FEEDBACK:

- Support funding for vehicles and connectivity
- Support projects on arterials/collectors
- Support inclusion of multi-use projects
- Support the inclusion of safety-focused capacity projects

Community Survey | Project Criteria

Do you believe the project list focuses on roads and intersections that would benefit a majority of travelers in that area?

Most participants believe the project list focuses on roads and intersections that would benefit a majority of travelers in that area.

YES = 15

NO = 4

NOT SURE = 9

KEY FEEDBACK:

- Include multi-use pathways; they relieve congestion by providing an alternative to driving and improve bicycle/pedestrian access to transit
- Intersection at Sunnyside / Foster and Highway 212 is a major bottleneck that needs improvement
- More detail on the listed projects would be helpful to give feedback
- Projects should be paid for with county-wide bond -- not development fees

Next Steps

July 18th Policy Session:

- **Rate Table** - Comprehensive List or Consolidation?
- **Impact on Traffic** - Average Daily Trips or Impact on Congestion?

August 1st Policy Session:

- TSDC Ordinance update

September 2017 Business Meeting:

- Adoption of 2016 Methodology/Ordinance

