



DAN JOHNSON
DIRECTOR

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
DEVELOPMENT SERVICES BUILDING
150 BEAVERCREEK ROAD OREGON CITY, OR 97045

February 21, 2019

Board of County Commissioners
Clackamas County

Members of the Board:

**Second Reading of Ordinance No. 01-2019: Adding Chapter 7.07,
Vehicle Registration Fee, to the Clackamas County Code**

Purpose/Outcomes	To add a new section to County Code implementing a countywide vehicle registration fee as authorized by ORS 801.040, 801.041 and 803.445.
Dollar Amount and Fiscal Impact	Approximately \$11 million per year of revenue with 50% distributed to the County, 40% distributed to cities located in the County and 10% allocated to a strategic investment fund for county/city road transfers and multi-jurisdictional projects.
Funding Source	Newly implemented countywide vehicle registration fee
Duration	Indefinite
Previous Board Action	Dec. 18, 2018. Board directed staff to draft an ordinance adopting a vehicle registration fee for public hearing and discussion at two separate business meetings. Feb. 7, 2019. BCC first reading and public hearing on VRF ordinance.
Strategic Plan Alignment	Build a strong infrastructure. Build public trust through good government.
Contact Person	Mike Bezner – 503-742-4651
Contract No.	N/A

BACKGROUND:

Transportation Maintenance Needs

In response to a continuing need for a steady, local source of funds to maintain and improve our transportation system, officials from both Clackamas County and cities in the county have concluded that a countywide vehicle registration fee (VRF) is needed.

Even with the additional funds coming in from HB 2017, without a stable local source of funds the county will not be able to provide all of the services that its residents value and desire. With a local funding source the county could provide enhanced services, including annual paving projects on local/residential roads, a wider variety of capital construction projects to relieve congestion in urban and rural areas, and additional improvements to increase safety.

After years of analysis and discussion in the community, along with conversations with business representatives this past spring, County and city officials agreed to consider a \$30/year/vehicle local, countywide VRF.

State law provides a default distribution of VRF funds with 60% of the revenue going to the county and 40% of the revenue going to the cities. However, Clackamas County and city officials agreed to the following distribution of VRF revenue:

- 40% would continue to go to the cities, based on population;
- 50% would come to the County; and
- The remaining 10% that would normally be County funding would be allocated into a strategic investment fund for road transfers and multi-jurisdictional projects to be jointly determined by the county and cities.

This distribution of VRF revenue has been generally supported by people who attended outreach sessions (more details below) and by our cities, many of which expressed their official support for this proposed VRF.

Outreach

During fall 2018, leadership from the Department of Transportation & Development shared information with community and business groups about the need for a countywide VRF to raise additional funds for local transportation projects. The meetings were publicized by the organizations that hosted the meetings, and by the county through emails, social media, flyers and the county website.

There were 11 presentations with a total of approximately 200 participants:

- a. 7 to community groups (hosted by the Clackamas County Committee for Community Involvement [CCI] and/or a Community Planning Organization [CPO])
- b. 3 to business groups (hosted by a chamber or business alliance)
- c. 1 to a city council (invited by the city)

Meetings were held in locations throughout the county:

- a. Unincorporated areas – Clackamas, Oak Grove, Redland, Welches
- b. Incorporated areas – Estacada, Milwaukie, Molalla, Oregon City

There were three general responses from participants:

- a. Questions about the specific impact of the VRF on them, e.g., which vehicles would be included, and the hardship that might entail
- b. Wondering why the County hasn't pursued a gas tax
- c. Better understanding of the need, and a belief that most people would understand the need if they attended a similar County outreach and education session

County Use of VRF Revenue

Revenue received by the county from a countywide VRF would be directed into the following three areas of need: a) congestion relief, b) safety and c) local road maintenance.

- a) **Safety Improvements (\$500,000/year):** The County has taken an active role in trying to ensure a safe environment for everyone traveling to or through Clackamas County, as evidenced by updating the Clackamas County Drive to Zero Transportation Safety Action Plan. Funding would be allocated for additional safety projects throughout the system as prioritized by the updated plan. The cost of safety projects varies, but they all have the same goal – to reduce injury crashes. Here are a few examples:

- Install curve warning signs -- approximately \$9,000 per mile

- Install guardrail -- \$30,000-50,000, depending on length
 - Install all-way stop-control with flashers -- \$70,000
- b) **Local Road Maintenance (\$1 million/year):** Currently we direct our limited funds towards higher capacity county roadways, such as arterials and collectors, which benefit the most users. We do not have a local road paving program for neighborhood streets and our local roads are currently at or below our Pavement Condition Index (PCI) standard of 70. Based on current funding estimates, up to \$1 million of VRF revenue could be allocated to a paving program to maintain our local road system. That would pay for:
- Paving 2-3 miles of road in the urban area, or
 - Paving 3-4 miles of road in the rural area.
- c) **Congestion Relief through Capital Projects (\$3.5-4 million/year):** To analyze congestion relief/capital needs for unincorporated areas of the county, staff re-evaluated the condition of our roadways and reexamined the needs prioritized in the County's Transportation System Plan (TSP). The county focused on projects – such as Beaver Creek Road, Eagle Creek Road, Canby-Marquam Highway/Lone Elder, Redland Road, Stafford Road and Welches Road -- that meet the following criteria:
- *Priority.* Listed in Tier 1 of our TSP, which was developed with extensive input from the public and adopted by the BCC in 2013.
 - *Geographic distribution.* At least one high priority project in each general area of the County.
 - *Congestion relief component* in response to what we heard repeatedly from the community to do something about congestion. (The only exception is near Mt. Hood where there aren't many opportunities for congestion relief projects.)
 - *Need for funds.* The likelihood that the project wouldn't be built without funding from a local VRF or something similar.

The Proposed VRF Ordinance

To implement a VRF, the County must first adopt an ordinance that implements the fee authorized by ORS 801.040, 801.041 and 803.445. The proposed ordinance would impose a \$30/year registration fee on most vehicles and a \$15/year registration fee on motorcycles. Most vehicles, motorcycles and mopeds are subject to biennial registration periods, which means that upon registration or renewal, an applicant would be charged for two years' worth of registration fees at one time.

Per ORS 801.041(3), certain vehicles are exempt from the registration fee. The ordinance specifically exempts the following from the VRF:

- a. Snowmobiles and Class I all-terrain vehicles;
- b. Fixed-load vehicles;
- c. Vehicles registered under ORS 805.100 to disabled veterans;
- d. Vehicles registered as antique vehicles under ORS 805.010;
- e. Vehicles registered as vehicles of special interest under ORS 805.020;
- f. Government-owned or operated vehicles registered under ORS 805.040 or 805.045;
- g. School buses or school activity vehicles registered under ORS 805.050;
- h. Law enforcement undercover vehicles registered under ORS 805.060;
- i. Vehicles registered on a proportional basis for interstate operation;
- j. Vehicles with a registration weight of 26,001 pounds or more described in ORS 803.420(14) (a) or (b);

- k. Vehicles registered as farm vehicles under the provisions of ORS 805.300;
- l. Travel trailers, campers and motor homes;
- m. Vehicles registered under ORS 805.110 to former prisoners of war.

The ordinance adopts the distribution formula noted above that was agreed to by the County and cities. The Oregon Department of Transportation (ODOT), through Driver & Motor Vehicle Services (DMV), will collect the revenue from the fee and make disbursements based on the modified formula.

Section 7.07.060(C) of the proposed ordinance restricts the potential use of these funds. Notably, the ordinance would create a special allocation for the strategic investment fund, discussed above, which is only to be used for multi-jurisdictional projects that affect new or existing roads or streets within the limits of a city, or on county roads or local access roads that are located within or adjacent to the limits of an incorporated city, or on payments to transfer roads between jurisdictions.

Adoption of this ordinance follows the county's usual ordinance adoption procedures, with two separate readings by the Board at least 13 days apart and an effective date no sooner than 90 days after adoption (unless an emergency is declared).

If this ordinance is adopted, state law requires that the County enter into an intergovernmental agreement (IGA) with ODOT to address collection and distribution of the registration fees. Staff anticipates that if this ordinance is adopted, the County would begin receiving revenue in early 2020, which accounts for time to adopt the IGA, and for ODOT to set up its system to collect the new registration fee. Due to the biennial registration periods applicable to most vehicles, the County and cities would receive the full stream of revenue by early 2022, based on the previously assumed timeline.

RECOMMENDATION:

Staff recommends the Board of County Commissioners read the proposed ordinance by title only and proceed to adoption.

Respectfully submitted,

Dan Johnson
Director – Department of Transportation and Development

Attachments:

- A. ORDINANCE NO.01-2019, An Ordinance Adding Chapter 7.07, Vehicle Registration Fee, to the Clackamas County Code – updated for Feb. 21, 2019
- B. ORDINANCE NO. 01-2019, An Ordinance Adding Chapter 7.07, Vehicle Registration Fee, to the Clackamas County Code – Feb. 7, 2019 version with track changes
- C. The Road Ahead: Continuing the Conversation, Public Hearing #2 (presentation)

ORDINANCE NO. 01-2019

An Ordinance Adding Chapter 7.07, Vehicle Registration Fee, to the Clackamas County Code

WHEREAS, an ordinance establishing the imposition of a County vehicle registration fee is authorized by ORS 801.040, 801.041 and 803.445; and

WHEREAS, a well-maintained road system is essential to sustaining the local economy and the livability of Clackamas County by supporting the safe and efficient transportation of people and goods; and

WHEREAS, current county road fund revenues are insufficient to meet current and future road capacity, safety, and maintenance needs due to the increasing needs of a growing and aging road system, and any progress toward providing funds to meet those needs is valuable for county residents and businesses; and

WHEREAS, the county road network has experienced an ever increasing volume of traffic congestion, and additional congestion is expected without additional capital improvement funding; and

WHEREAS, the County has adopted a Transportation System Plan (TSP) with the goal of providing sufficient roadway improvements to support expected growth in the region, and revenue from a countywide vehicle registration fee will pay for construction of some needed top priority TSP projects throughout the county for which there is no other funding source; and

WHEREAS, the County has adopted a Transportation Safety Action Plan with a goal of significantly reducing serious injury and fatal crashes on all roads in Clackamas County; and

WHEREAS, the County needs an adequate local funding source to make safety improvements to help achieve the goals set forth under the Transportation Safety Action Plan; and

WHEREAS, the county local road network has experienced degradation due to insufficient maintenance funding and additional degradation is expected without additional maintenance funding; and

WHEREAS, cities within Clackamas County have also expressed the need for additional revenues for road maintenance, operation and improvement of roads under their jurisdiction; and

WHEREAS, both the County and the cities have expressed a desire to create a strategic investment fund from a portion of the County's share of the vehicle

registration fee revenue to allow local public agencies to work collaboratively to fund multi-jurisdictional projects; and

WHEREAS, a vehicle registration fee is a stable form of local revenue that is generated by users of roads within the County; and

WHEREAS, revenues from a vehicle registration fee can be used for road-related purposes as defined in Section 3a of Article IX of the Oregon Constitution and such uses include capital improvements, maintenance, and operation of existing county roads; and

WHEREAS, revenues from such a fee must be shared with cities within the County; and

WHEREAS, it is in the public interest to implement a vehicle registration fee to provide additional revenue for the purposes described herein; and

WHEREAS, adequate funding for the maintenance of county and city road systems is a statewide concern; now, therefore;

The Board of Commissioners of Clackamas County ordains as follows:

Section 1: Title 7 of the Clackamas County Code is hereby amended to add Chapter 7.07, Vehicle Registration Fee, as set forth in the attached Exhibit A.

Section 2: Appendix A of the Clackamas County Code is hereby amended to add the Vehicle Registration Fee amount, as set forth in the attached Exhibit B.

Section 3: This Ordinance shall take effect ninety (90) days after adoption.

ADOPTED this _____ day of _____, 2019.

BOARD OF COUNTY COMMISSIONERS

Chair

Recording Secretary

Chapter 7.07 - VEHICLE REGISTRATION FEE

7.07.010 Authority

This chapter is adopted pursuant to the authority granted by ORS 801.040, 801.041 and 803.445.

7.07.020 Definitions

- A. MOPED shall have the meaning given in ORS 801.345.
- B. MOTORCYCLE shall have the meaning given in ORS 801.365.
- C. REGISTRATION or REGISTER shall have the meaning given in ORS 801.410.
- D. VEHICLE shall have the meaning given in ORS 801.590.

7.07.030 Fee Imposed; Exemptions

- A. Except as provided in this chapter, Clackamas County hereby imposes a vehicle registration fee on all vehicles registered with the State of Oregon Department of Transportation where the residential or business address on the application for registration or the renewal of registration is located in Clackamas County.
- B. Clackamas County shall not impose a vehicle registration fee on those vehicles identified in ORS 801.041(3) as being exempt from the registration fee. Vehicles exempt from the vehicle registration fee include the following:
 - 1. Snowmobiles and Class I all-terrain vehicles;
 - 2. Fixed load vehicles;
 - 3. Vehicles registered under ORS 805.100 to disabled veterans;
 - 4. Vehicles registered as antique vehicles under ORS 805.010;
 - 5. Vehicles registered as vehicles of special interest under ORS 805.020;
 - 6. Government-owned or operated vehicles registered under ORS 805.040 or 805.045;
 - 7. School buses or school activity vehicles registered under ORS 805.050;
 - 8. Law enforcement undercover vehicles registered under ORS 805.060;
 - 9. Vehicles registered on a proportional basis for interstate operation;

10. Vehicles with a registration weight of 26,001 pounds or more described in ORS 803.420(14) (a) or (b);
11. Vehicles registered as farm vehicles under the provisions of ORS 805.300;
12. Travel trailers, campers and motor homes, as those terms are defined in ORS 801.565, ORS 801.180, and ORS 801.350 respectively;
13. Vehicles registered under ORS 805.110 to former prisoners of war.

7.07.040 Amount and Payment of Fee

- A. Except as provided in this chapter, at the time a vehicle is first registered or at the time of registration renewal, the applicant shall pay the county vehicle registration fee for each year of the registration period.
- B. At the time a motorcycle or moped is first registered or at the time of registration renewal, the applicant shall pay the county vehicle registration fee for each year of the registration period.
- C. The county vehicle registration fee is in addition to other fees required to be paid to the State of Oregon under ORS 803.420.
- D. The fee shall be collected by the Oregon Department of Transportation on behalf of Clackamas County.

7.07.050 Distribution of Revenue

- A. The County will pay and distribute 40% of the moneys collected to those incorporated cities within the County. The distribution shall be based on each city's proportional share of the total number of Clackamas County residents residing within incorporated cities, as determined by the most recent reports of the Portland State University Population Research Center.
- B. The County will allocate 10% of the moneys collected to a strategic investment fund for purposes of funding jurisdictional road transfers or other multi-jurisdictional projects.
- C. All distributions under this provision will be made after administrative fees are collected by the Oregon Department of Transportation and the County.

7.07.060 Use of Revenue

- A. The County Department of Finance, or its designee, shall be responsible for the disposition of the revenue from the vehicle registration fee.

- B. For the purposes of this section “net revenue” means the revenue from the fee imposed by this chapter remaining after providing for the cost of collection, transfer, and administration by the Oregon Department of Transportation and the County.

- C. The net revenue of the fees collected under this chapter shall be used only for purposes allowed by state law. Except for the portion of the net revenue described in 7.07.050(B), the net revenue received by the department shall be credited to the County road fund under a different account to ensure these funds shall be used only for the maintenance of local roadways, safety related projects and capital construction focused on the reduction of congestion on county roads. The net revenue received by the cities shall be used only for road purposes as outlined in applicable state law regarding expenditure of road user fees and taxes. The net revenue described in 7.07.050(B), which is allocated to the strategic investment fund, shall be used only for payments to transfer roads between jurisdictions or for multi-jurisdictional projects which affect new or existing roads or streets within the limits of a city, or on county roads or local access roads, as those terms are defined in ORS 368, that are located within or adjacent to the limits of an incorporated city.

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Deleted: _____

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Deleted: but on current local assumptions

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The Road Ahead: CONTINUING THE CONVERSATION

PUBLIC HEARING #2

Vehicle Registration Fee Ordinance #01-2019

February 21, 2019



CLACKAMAS
COUNTY

The Conversation



Street Safety, Mobility and Reliability
Team
(Street SMART)
Report to
Board of County Commissioners
February 26, 2008

Clackamas County Roads:
Where are we?
Where do we want to be?
October 2009

Clackamas County Roads:
Protecting your Investment
October 2010

**Clackamas County and Its Cities, Districts,
Hamlets and Village:**
Investing in the Future of Our Land Use and
Transportation System -- **2011**

The Status of
Clackamas County Roads
Department of Transportation & Development
December 19, 2013

*A Conversation about
Road Maintenance Funding*
Sept. 26, 2016

T-FUNDS
Transportation Funding:
Understanding the Needs
of a Diverse System
October 2007



THE ROAD AHEAD, 2018
Continuing the Conversation
Community Leaders Meeting
October 15, 2018

Continuing the Conversation 2018-19

ClackCo Quarterly (mailed to all residences)

- Feb. 2019 – Commissioners Corner
- Nov. 2018 – article

#ClackCo Monthly email (~12,000 subscribers)

- November 2018
- December 2018
- January 2019

Flyers for public presentations, sent to:

- interested parties lists
- CPO leaders
- local community groups
- chambers and other business organizations

Public presentations

- 8 community groups
- 3 business groups
- 1 city council

Board of Commissioners policy sessions

- Dec. 18, 2018
- Sept. 11, 2018
- Sept. 4, 2018
- June 26, 2018
- Jan. 9, 2018

Website – since early 2018

Social media (countywide)

- Facebook – 7 posts, including 4 FB events
- Nextdoor – 5 posts and 4 event listings
- Twitter – 11 posts

C4 meetings

- 2019: Feb. 7
- 2018: Dec. 6, Nov. 1, Sept. 6, Aug. 2, June 30

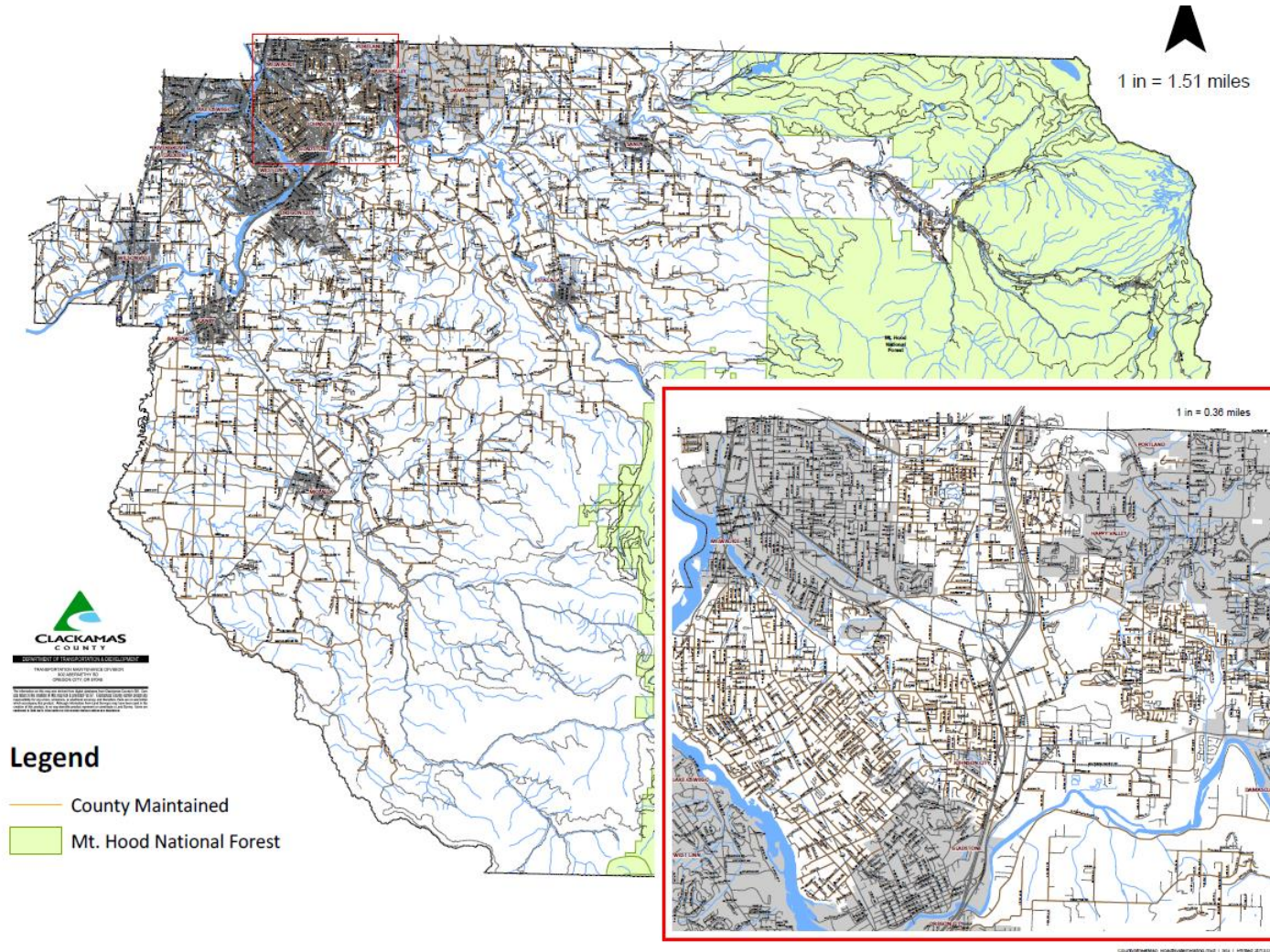
News release/opinion

- Early January 2019 -- editorial
- Late January 2019 – news release



1,400 miles of roads, including 40 miles inside cities

- **111,000** linear feet of guardrail
- **27,000** traffic signs
- **9,330** catch basins
- **8,130** culverts & storm sewers
- **5,000+** public maintenance calls responded to each year
- **2,500** miles of street sweeping
- **2,400+** miles of gravel shoulder
- **250** miles of mechanical brushing
- **180** bridges
- **24-hour** snow removal on major roads
- **1** ferry



Clackamas County

Historically, how was road work funded?

Maintenance

- State Highway Fund (Road Fund)
- Timber Receipts/Secure Rural Schools

Capital Projects

- Federal/State/Other – 46%
- Urban Renewal – 33%
- Transportation System Development Charges – 16%
- Road Fund – 5% (match)

Clackamas County

Funding with HB2017 (fully funded in 9 years)

Maintenance Projects: + \$7.52 million/year

- Arterial/Collector Paving:
Increase from \$3 million to \$8.5 million
- Local Road Paving: \$0 (no change)
- ADA Improvements:
Increase from \$180,000 to \$700,000
- Safety improvements:
Increase from \$260,000 to \$1.76 million

Capital Projects: \$0



Needed services...

- Construct capital projects to relieve congestion
- Local road maintenance
- Safety improvements
- ADA/curb ramps
- Multi-use paths/bike paths/sidewalks
- Relocating Transportation Maintenance



Road Funding by County – Portland Metro Region

For years, residents in neighboring counties have voted in additional local funding to support road maintenance in their communities. These local sources supplement state and federal funds. (The year each fee was established is shown for each fee.)



We talked with business leaders... community leaders...cities

Service priorities...

Congestion relief

Maintenance for ***local roads***

Safety improvement projects

Interested in collaboration

A ***strategic investment fund*** for local transportation needs

Funding preference...

\$30/vehicle/year ***vehicle registration fee***



VRF Impact on Motorists: *Investment in the Future*

- **\$30 per vehicle per year**
 - \$60 paid every two years when motorists renew vehicle registration
 - Not applicable to one-time permanent vehicle registrations (classic cars, antique vehicles, disabled veterans, etc.)
- **Included:** motorcycles (\$15); cars, pick-up trucks, vans and other passenger vehicles
- **Excluded (OR801.041):**
 - Registered farm equipment
 - Heavy trucks (which pay weight-mile tax)



Potential Revenue (\$30/year)

City	Population (July 1, 2017)	Annual Revenue*
Lake Oswego**	34,855	\$703,222
Oregon City	34,240	\$690,807
West Linn	25,615	\$516,794
Wilsonville**	21,260	\$428,938
Milwaukie	20,510	\$413,798
Happy Valley	18,680	\$376,877
Canby	16,420	\$331,281
Gladstone	11,660	\$235,246
Sandy	10,655	\$214,969

City	Population (July 1, 2017)	Annual Revenue*
Damascus***	10,625	\$214,364
Molalla	9,085	\$183,294
Estacada	3,155	\$63,654
Tualatin**	2,911	\$58,741
Portland**	766	\$15,455
Johnson City	565	\$11,399
Rivergrove**	459	\$9,253
Barlow	135	\$2,724
County	412,672	\$5,588,520

Strategic Investment Fund (SIF): \$1,117,704

*Based on population, per state law

**Part of this city is outside Clackamas County

***Per state law, funds that would have gone to the former city go to the county for 10 years



Clackamas County Vehicle Registration Fee (filling gaps)

Maintenance (per year)

- Arterial/Collector Paving
Increase from \$3 million to \$8.5 million
- **Local Road Paving: \$1 million**
- ADA Improvements:
Increase from \$180,000 to \$700,000
- **Safety Improvements:
Increase from \$1.76 million to \$2.26 million**

Capital Funding

- + \$3.5-\$4 million/year



VRF Impact on Everyone:

Improved safety (\$500,000/year)

Install all-way stop-control with flashers

- Cost: \$70,000 per installation
- Crash reduction: 60% for all crashes, all severities
- Examples: Canby-Marquam/Lone Elder (RSA), Central Point/Tow



Widen road shoulders with safety features (e.g., rumble strips)

- \$100,000 per mile
- 50% crash reduction for all crashes, all severities
- Examples: rural collector/arterials such as Beaver Creek Road, Springwater Road, Eagle Creek Road, Barlow Trail Road, Canby-Marquam Highway, Meridian Road, Kelso Road, Welches Road

VRF Impact on Everyone:

Improved safety (\$500,000/year)

Curve warning signs

- Cost: \$9,000 per mile
- Crash reduction: 16% for run-off-road injury crashes
- Examples: Feyrer Park Rd, Borland Rd, Wright Rd, Lower Highland Rd, Kropf Rd



Guardrail

- Cost: \$30,000 -50,000 per installation depending on length
- Crash reduction (roadway departure): 47% for all injury crashes
- Examples: portions of Foster Rd, Ten Eyck Rd, Central Point Rd, Bull Run Rd

Rectangular Rapid Flash Beacons with Median

- Cost: \$200,000 per installation
- Crash reduction: 56% for pedestrian crashes, all severities
- Example: Monterey/90th

VRF Impact on Everyone: *Maintained local roads (\$1 million/year)*

\$1 million/year will pay for:

Paving 2 - 3 miles in the urban area, **or**

Paving 3 - 4 miles in the rural area



County local roads below our PCI standard of 70

107 miles of urban local roads

127 miles of rural local roads



VRF Impact on Everyone: *Congestion Relief (capital projects)*

Additional \$3.5 - 4 million every year

- 20% / year increase
- Dedicated source of funds
- Projects
 - Located throughout the county
 - Selected based on Clackamas County values and needs, with input from people in the local communities



VRF Impact on Everyone: *Congestion Relief (capital projects)*

Roundabouts

- Cost: \$2 million per installation
- Crash reduction: 80% for all crashes, all injuries except property damage only (PDO)
- Examples: Beaver Creek/Leland/Kamrath, Canby-Marquam/Gribble, Stafford/65th, Redland/Ferguson, Stafford-Borland

Added Turn Lanes

- Cost: \$400,000-600,000 per installation
- Crash reduction: 45% for all crashes and all severities
- Examples: Redland/Bradley, Union Mills/Windy City, Fischers Mill/Hattan, Springwater/Bakers Ferry, Redland/Henrici



VRF Impact on Everyone: *Congestion Relief (examples*)*

Beavercreek Road – paved shoulders, turn lanes, possible roundabout at Beavercreek / Leland / Kamrath intersection

Canby-Marquam Highway/Lone Elder – reconstruct intersection, new turn lanes

Concord Road (River Road to Oatfield Road) – add turn lanes at major intersections

Eagle Creek Road, Currin to Duus -- remove horizontal curve, relocated intersection, add paved shoulders and turn lanes

Redland Road – roundabout at intersection with Ferguson; eastbound left-turn lanes at Bradley and Hattan intersections

Stafford Road – paved shoulders and turn lanes; traffic signal and turn lanes, or roundabout, at Childs Road intersection

Welches Road – paved shoulders, pedestrian facilities

**These are only examples of the types of high priority projects in the Transportation System Plan; final decisions on which projects to actually construct will be made after discussion with local residents.*





For more information:

www.Clackamas.us/transportation/VRF











THANK YOU!

Questions and Discussion



County Ballot Measures

- 1986:  Fuel License Fee
- 1995:  Fuel License Fee
- 1997:  Vehicle Registration Fee
- 1997:  Fuel Tax
- 2003:  Road System Maintenance Fee

- 2011:  Vehicle Registration Fee (Sellwood Bridge)
- 2016:  Pursue voter-approved funding for a limited period of time for deferred maintenance
- 2016:  Fuel Tax