

2016



Clackamas County CONGRESSIONAL BRIEFING

Clackamas County Board of Commissioners

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FEDERAL LEGISLATIVE
PRIORITIES

Executive Summary

FEDERAL FOREST MANAGEMENT

Federal Forest Management and Oregon & California (O&C) Lands

Support legislation for responsible management of federal forest lands, including O&C Lands, which will reduce wildfire risk and also improve the financial stability of counties by creating a predictable, long-term solution to county revenue needs. Federal forest legislation should balance economic, social, and environmental values so that significant areas of federal forests are dedicated to the production of forest products, while other forests are dedicated to environmental protection.

Secure Rural Schools & Community Self-Determination Act

Support permanent reauthorization or extension of the Secure Rural Schools and Community Self-Determination Act (County Payments) or similar legislation. Extending the Secure Rural Schools Act would continue critical funding to timber dependent counties in Oregon while Congress works to enact legislation to allow for responsible management of federal forest lands. This historically important source of revenue, derived from federal O&C Lands, is critical to timber-dependent counties in Oregon, including Clackamas County.

Stewardship Contracting

Support reauthorization of Stewardship Contracting within the Healthy Forests Restoration Act that would include payments to counties as part of the retained receipts generated from stewardship contracts for the management of federal forests.

Cross Laminated Timber (CLT)

Support efforts to develop the Cross Laminated Timber (CLT) industry in Clackamas County, in coordination with partners in the Pacific Northwest Manufacturing Partnership (PNMP). The timber industry in Oregon is well positioned to orient itself to meet the increasing demand for CLT products, which will boost Oregon's productivity, attract more investment, and create greater opportunities for local manufacturers to compete on a national and international scale.

Land and Water Conservation Fund (LWCF)

Support funding for the Land and Water Conservation Fund (LWCF), which helps to fund critical outdoor recreation and conservation projects. This funding is a key component in local efforts to create and improve parks and trails, preserve natural areas and cultural sites, safeguard watersheds, and enhance access to public lands.

Wildfire Disaster Funding

Support policy changes at the Department of the Interior and the U.S. Forest Service to prohibit "fire borrowing" and prescribe necessary funding for essential wildfire suppression. New, dedicated funding to wildfire suppression will help free up resources to increase federal forest management and lower future wildfire occurrences.

FEDERAL LEGISLATIVE
PRIORITIES

Executive Summary, continued

TRANSPORTATION & DEVELOPMENT

I-205 Expansion Funding

Advocate for federal funding to support an additional lane of capacity in each direction of I-205 from Stafford Road to OR 99E. The Oregon portion of I-205 is federally designated as a High Priority Corridor and is of vital importance to the Portland metropolitan region. Without additional travel lanes, this section of I-205 will be overwhelmed by forecasted traffic volumes and will negatively impact regional freight mobility.

Sunrise Phase II Funding

Advocate for federal funding to support extension of the Sunrise System from 122nd Ave. to 172nd Ave. or other operational enhancements that contribute to the entire Sunrise System. This project is vital to improving access to thousands of acres of employment lands, many of which are ready for development.

Mt. Hood Cooper Spur Land Exchange

Support efforts to finalize the Mt. Hood Cooper Spur land exchange, which will provide greater certainty for future development at Government Camp while permanently protecting new areas on the Mountain. This land exchange was initially authorized by the Omnibus Public Land Management Act of 2009.

Waters of the United States

Oppose the Waters of the U.S. rule that seeks to clarify federal jurisdiction under the Clean Water Act, which has the potential to greatly expand the scope of federal jurisdiction and subject Clackamas County to new rules, standards, and significant new costs.

Great Lakes Blending

Oppose “sweeping” rules on storm water blending, which has the potential to greatly expand the scope of federal regulation on stormwater treatment and subject wastewater service districts in Clackamas County to new rules, standards, and significant new costs.

Clean Water State Revolving Fund (CWSRF) program

Support robust continued funding for the Clean Water State Revolving Fund (CWSRF) program, which is a federal-state partnership that provides communities a permanent, independent source of low-cost financing for a wide range of water quality infrastructure projects.

WILLAMETTE FALLS PROJECTS

Willamette Falls Locks

Support continued operation and restoration of the Willamette Falls Locks so that they may continue to be an economic, recreational, and historic driver to the region. The Locks bridge the upper and lower stretches of the Willamette River, without which the Willamette becomes two disconnected rivers for navigation purposes. The Locks were operated safely under a reduced schedule until November 2011, when an inspection discovered the gates were in danger of fracture and could not be safely operated. Clackamas County remains a member of the One Willamette River Coalition and seeks federal support to repair and reopen the Willamette Falls Locks.

FEDERAL LEGISLATIVE
PRIORITIES

Executive Summary, continued

Willamette Falls Heritage Area

Support federal designation of the Willamette Falls National Heritage Area. Designation as a historic area will strengthen the identity of the historic working communities of Oregon City and West Linn by preserving and promoting their distinctive natural, cultural, scenic, recreational, and industrial resources. Clackamas County remains an active partner in the Willamette Falls Heritage Area Coalition and fully supports federal designation of the Willamette Falls as a National Heritage Area.

Willamette Falls Legacy Project

Support efforts to aid in the redevelopment of the 23-acre former Blue Heron paper mill site adjacent to Willamette Falls in Oregon City. Clackamas County has been working in partnership with Oregon City, Metro, and the State of Oregon to explore the feasibility of redeveloping the site, which presents significant structural and environmental challenges. The site's location provides a rare opportunity for a unique economic redevelopment project that would complement and strengthen Oregon City's downtown and create a regionally-significant visitor amenity and historic tourist attraction to benefit the local economy.

HEALTH, HOUSING & HUMAN SERVICES

Funding for Housing Programs

Support increased funding for the housing choice voucher, public housing, Rental Assistance Demonstration, and capital fund programs, which is critical to maintaining a sustainable level of operations for the Clackamas County Housing Authority. In particular, the Voucher Program (formerly known as Section 8) provides assistance to 1,531 families in Clackamas County that rent units in the private rental housing market. Any further reduction in federal funds would require the County to subsidize the voucher program or significantly reduce service levels.

Public Housing and Housing Choice Voucher Program Regulatory Relief

Support reform of the Public Housing and Housing Choice Voucher Programs to reduce administration, streamline process, and benefit clients. Over the past five years, funding to the County to administer these programs has been reduced, yet the administrative rules, regulations, and processes have not lessened commensurately. Many housing authorities are at risk of not meeting compliance standards simply because staff levels needed to complete the required documentation have been reduced to bare minimums.

Moving to Work (MTW) Program

Support designation of Clackamas County within the Moving to Work (MTW) Program, which provides public housing authorities with the opportunity to test innovative, locally-designed strategies with the aim of using federal dollars more efficiently while helping residents find employment and increasing housing choices for low-income families.

National Housing Trust Fund (NHTF)

Support funding for the National Housing Trust Fund (NHTF) to support local production, preservation, rehabilitation, and operation of rental housing. Prevent efforts to combine the NHTF with the HOME Investment Partnerships Program.

FEDERAL LEGISLATIVE
PRIORITIES

Executive Summary, continued

Community Development Block Grant (CDBG) and HOME Funding

Support funding for the Community Development Block Grant (CDBG) program and the HOME Investment Partnerships Program (HOME). CDBG funds are the only funds available to the County to construct infrastructure improvements in low income areas, while the HOME program is a keystone in the development of any affordable housing project in the County.

Older Americans Act (OAA)

Support reauthorization of the Older Americans Act (OAA), which is the major vehicle for the organization and delivery of social and nutrition services to seniors. In FY14-15, 256,722 meals were served to seniors by the 10 senior centers operating in Clackamas County.

Weatherization and Energy Assistance Programs

Oppose funding reductions to the Department of Health & Human Services' Low Income Home Energy Assistance Program (LIHEAP) and the Department of Energy's Low Income Weatherization Assistance Program. Clackamas County receives approximately \$1 million per year in federal energy assistance to help meet the heat and electricity needs of more than 3,000 low-income households in the County.

Supplemental Nutrition Assistance Program (SNAP) Funding

Oppose funding reductions to the U.S. Department of Agriculture's Supplemental Nutrition Assistance Program (SNAP), formerly known as the Food Stamp Program. The SNAP program has grown significantly in Clackamas County, from 18,897 recipients in FY06-07 to 39,764 recipients in FY14-15. It is an essential benefit to many individuals and families.

Institutions for Mental Disease (IMD) Rule

Support elimination of the Institutions for Mental Disease (IMD) Rule for addictions and mental health treatment facilities, which are currently prohibited from receiving Medicaid reimbursements for persons between the ages of 22 and 64 if the facility has more than 16 beds.

Privacy Protections for Addictions

Support careful revision of federal regulations relating to privacy protections of alcohol and drug abuse patient records to enable improved information sharing for people with addictions.

Public Health Funding

Support funding increases to the Centers for Disease Control and Prevention's Public Health Emergency Preparedness (PHEP) and the U.S. Department of Health & Human Services' Prevention and Public Health Fund. These programs are critical to assisting public health departments with prevention activities, as well as efforts to prepare for responding to a range of public health threats.

**FEDERAL LEGISLATIVE
PRIORITIES**Executive Summary, continued

PUBLIC SAFETY**Juvenile Justice Grant Funding**

Support continued federal funding of juvenile justice programs, including the Juvenile Justice and Delinquency Prevention Act (JJDP) Title II State Formula Grants Program, JJDP Title V Local Delinquency Prevention Grants Program, and the Juvenile Accountability Incentive Block Grants. These monies support programs that are based in evidence, proven to prevent delinquency, reduce recidivism, and increase public safety – critical investments that are worth the cost. In particular, the Juvenile Accountability Incentive Block Grant provides approximately \$115,000 annually to the County Juvenile Department for youth services.

Juvenile Justice and Delinquency Prevention Act (JJDP)

Support reauthorization of the Juvenile Justice and Delinquency Prevention Act (JJDP), which established the Office for Juvenile Justice and Delinquency Prevention (OJJDP) to support local and state efforts to prevent delinquency and improve the juvenile justice system. Reauthorization is critical to providing research, resources, and application of best practices in juvenile justice throughout Clackamas County.

Emergency Management Performance Grant (EMPG)

Support continuation of grant funding for the Emergency Management Performance Grant (EMPG) Program as a stand-alone grant and process, which provides approximately \$208,000 annually to the County's emergency management program. EMPG is the backbone of the nation's emergency management system and provides key assistance in building and implementing the county's emergency management capabilities. The grant includes funding for staff and program materials for emergency management plan updates, relationship building, response, and recovery. It is important that funding continue in order to support local emergency management as the number and frequency of natural disasters in the United States continue to rise.

First Responder Network Authority (FirstNet)

Support FirstNet, which was created by Congress in 2012 and is working to build, operate, and maintain the first high-speed, nationwide wireless broadband network dedicated to public safety. This network will be an essential tool to first responders on life-saving missions.

NextGen 9-1-1

Oppose federal mandates potentially stemming from the Federal Communications Commission study of NextGen 9-1-1 infrastructure needs, including an investigation of the necessity and feasibility of national PSAP consolidations. While Clackamas County supports streamlining efforts, the county believes that local entities are the most suitable to determine when consolidations should occur, rather than federal mandates.

Prepaid Wireless Taxing Mechanism

Support the development of a monitoring and enforcement mechanism to prevent the loss of prepaid wireless taxing revenue. This fix could help to address the estimated \$280 million in lost revenue nationally as a result of inefficient or non-existent prepaid wireless taxing mechanisms.

**FEDERAL LEGISLATIVE
PRIORITIES**

Executive Summary, continued

Urban Areas Security Initiative (UASI)

Support funding for the Urban Areas Security Initiative (UASI) program, which provides grants to assist high-threat, high-density urban areas in efforts to build and sustain the capabilities necessary to prevent, protect against, mitigate, respond to, and recover from acts of terrorism. These grants are key to enhancing the Portland metropolitan region's preparedness efforts for threats or acts of terrorism.

Federal Financial Participation

Support statutory clarifications to allow insurance coverage for individuals housed within Community Corrections Centers but who are not inmates.

Community Oriented Policing (COPS) Funding

Support robust federal funding for Community Oriented Policing Services (COPS) grants to local governments. The Office of Community Oriented Policing Services, which advances the practice of community policing in law enforcement agencies, has awarded more than \$2.7 million in grant funding to Clackamas County since 1999. The Clackamas County Sheriff's Office has been a leader in creating and implementing innovative community policing strategies, as well as developing regional and interagency partnerships, which exemplify the types of investments the COPS program seeks to make.

POLICY ISSUE

Federal Forest Management

Federal Forest Management and Oregon and California (O&C) Lands

The Clackamas County Board of Commissioners supports legislation for responsible management of federal forest lands, including Bureau of Land Management (BLM) managed Oregon and California (O&C) Lands, to create a predictable, long-term solution to county revenue needs while also reducing wildfire risk. This legislation should balance economic, social, and environmental values so that significant areas of federal forest are focused on environmental protection and significant areas of federal forest are focused on producing forest products.

Forests are a key factor to quality of life in Clackamas County. Approximately 52% of the County is comprised of federal forest lands. In addition, Clackamas County owns 3,000 acres of timber lands, which the County manages utilizing sustainable forest management practices in accordance with Oregon Forest Practices Rules. Clackamas County strives to balance biological, economic, and social considerations in the management of these County-owned forested properties.

The timber lands owned by Clackamas County produce a mix of benefits to the environment, to the economy, and to County residents. Furthermore, the County management of those lands offers a potential model for how federal land management might be improved to achieve goals that create confidence, certainty, and predictability. Clackamas County supports efforts of the Oregon Congressional delegation to pass legislation to address federal forest management and the O&C lands.

Secure Rural Schools & Community Self-Determination Act

The Clackamas County Board of County Commissioners supports permanent reauthorization or extension of the Secure Rural Schools and Community Self-Determination Act, or similar legislation. This action would continue critical funding to timber counties in Oregon while Congress works to enact a long-term solution to allow for responsible management of federal forest lands.

With roughly 52% of Clackamas County's land in federal ownership, the Act has provided revenue to the County for roads, schools, and public safety at approximately \$12 million per year from 2001-2008. With several extensions of Secure Rural Schools funding since 2008 at reduced rates, this amount has steadily declined with the County receiving approximately \$2 million in the 2014 extension.

Although the County has been budgeting and planning for the loss of these funds for several years, there is no way to make up for the loss of revenue generated by these public lands resulting from the current impasse in active federal forest management. The loss of timber payments has forced Clackamas County to do more with less and, in some cases, do less with less. Losing these funds has meant cutbacks in public safety, natural resource protection, health, and assistance to schools and community groups. Clackamas County recognizes that these impacts have been even greater for some other Oregon counties.

POLICY ISSUE

Federal Forest Management, continued

The County greatly appreciates the work of the Congressional delegation in supporting this legislation in prior years and in the current Congress. The County supports reauthorization of the Act at the historical average level until a long term solution can be enacted that provides a reasonable and certain level of timber harvest while achieving predictable traditional timber receipts to the County.

Stewardship Contracting

The Clackamas County Board of County Commissioners supports reauthorization of Stewardship Contracting within the Healthy Forests Restoration Act that would include payments to counties as part of the retained receipts generated from stewardship contracts for the management of federal forests. Currently, counties do not receive any shared receipts from timber sales tied to stewardship contracts while the use of stewardship contracting continues to rise on federal forests.

Wildfire Disaster Funding

The Clackamas County Board of Commissioners supports policy changes at the Department of the Interior and the U.S. Forest Service to prohibit “fire borrowing” and prescribe necessary funding for essential wildfire suppression. Presently, these agencies borrow forest management funds to cover the increasing costs of wildfire suppression. New, dedicated funding to wildfire suppression will help free up resources to increase federal forest management and lower future wildfire occurrences.

Cross Laminated Timber (CLT)

The Clackamas County Board of Commissioners supports efforts to develop the Cross Laminated Timber (CLT) industry in Clackamas County, in coordination with partners in the Pacific Northwest Manufacturing Partnership (PNMP). The timber industry in Oregon is well positioned to orient itself to meet the increasing demand for CLT products, which will boost Oregon’s productivity, attract more investment, and create greater opportunities for local manufacturers to compete on a national and international scale.



Mt. Hood National Forest

Photo courtesy
Oregon’s Mt. Hood Territory

POLICY ISSUE

Interstate 205 Expansion

The Clackamas County Board of Commissioners seeks to address the ever-increasing traffic congestion plaguing the Interstate 205 (I-205) Corridor, a key regional transportation artery that is critical to the economic health of the County, the region, and the state. As significant growth continues in the region, congestion on I-205 will worsen, further threatening efficient freight movement and travel reliability for industries within the state and the Pacific Northwest.

The economy of the Pacific Northwest is highly dependent on trade. A significant portion of the freight traffic upon which the regional economy depends utilizes I-5 and I-205, the latter of which is a 37-mile state-designated freight and truck route that connects the Portland, OR and Vancouver, WA metropolitan areas.

A six-mile stretch of the south I-205 Corridor in Clackamas County between Stafford Road and OR 99E is one of the last four-lane (two lanes in each direction) stretches of freeway in the Portland metropolitan area. There are significant chokepoints along this stretch creating frequent failures, particularly during peak weekday travel times. Immediate attention to this issue is needed if we are to preserve the reliability of the regional highway system for businesses, industries, and residents.

Clackamas County is currently working with its local, regional, state, and federal partners to draw attention to this project, which is of vital importance to the Portland metropolitan region and the state. Without additional travel lanes, this portion of I-205, which traverses unincorporated Clackamas County and the cities of West Linn and Oregon City, will be overwhelmed by forecasted traffic volumes and negatively impact regional freight mobility.

Clackamas County appreciates the work by the Oregon delegation to designate the Oregon portion of I-205 as a High Priority Corridor through the 2015 Fixing America's Surface Transportation Act (FAST Act).

POLICY ISSUE

Interstate 205 Expansion, continued

I-205 Operational Enhancements Project

THE PROPOSAL

The I-205 Operational Enhancements Project would add a third lane in the northbound and southbound directions of I-205 along from the Stafford Road interchange to the Abernethy Bridge, which includes adding an auxiliary lane to the bridge, consistent with the Metro's Regional Transportation Plan.



THE SITUATION

I-205 is a freight and commuter bypass to the I-5 corridor in the Portland/Vancouver metropolitan area.

- Average daily traffic volume: 155,000 to 165,000 -- more traffic than I-5 [ODOT]
- 10-12% traffic is freight -- more than 16,000 trucks per day [ODOT]
- The identified 6 miles represent the only two-lane stretch of I-205 in Oregon
- Bottleneck congestion entering this corridor can create three to four additional miles of gridlock
- Project identified by the Federal Highway Administration as a Project of National and Regional Significance

THE NEED

Support continued economic growth

I-205 connects:

- Oregon businesses to the Portland International Airport
- Southern Washington businesses to Oregon and California
- Local agriculture to the Portland urban area

Reduce congestion/improve mobility

The narrow, two-lane profile causes congestion, severely compromises speeds during peak periods, and leads to interchange queues that impact mainline lanes. This congestion creates additional delay and a lack of reliability through the corridor. As significant development continues to occur on buildable employment land in Tualatin and Wilsonville at the confluence of I-205 and I-5, traffic and congestion will worsen in coming years.

Improve safety

The crash rate on southbound I-205 at the Abernethy Bridge is 0.87 crashes per million vehicle miles traveled, considerably higher than the statewide average of 0.67 for similar facilities. That puts this location on the state's top 5% of the Safety Priority Index System (SPIS) list. This high rate is significantly related to the short distance for weaving on the bridge in the southbound direction.

THE COST

ODOT's planning-level estimates project the total cost of the expansion project at \$345 million to \$375 million, including \$30 million to make the road and bridge sections "construction-ready" and \$150 million for bridge construction.

THE BENEFITS

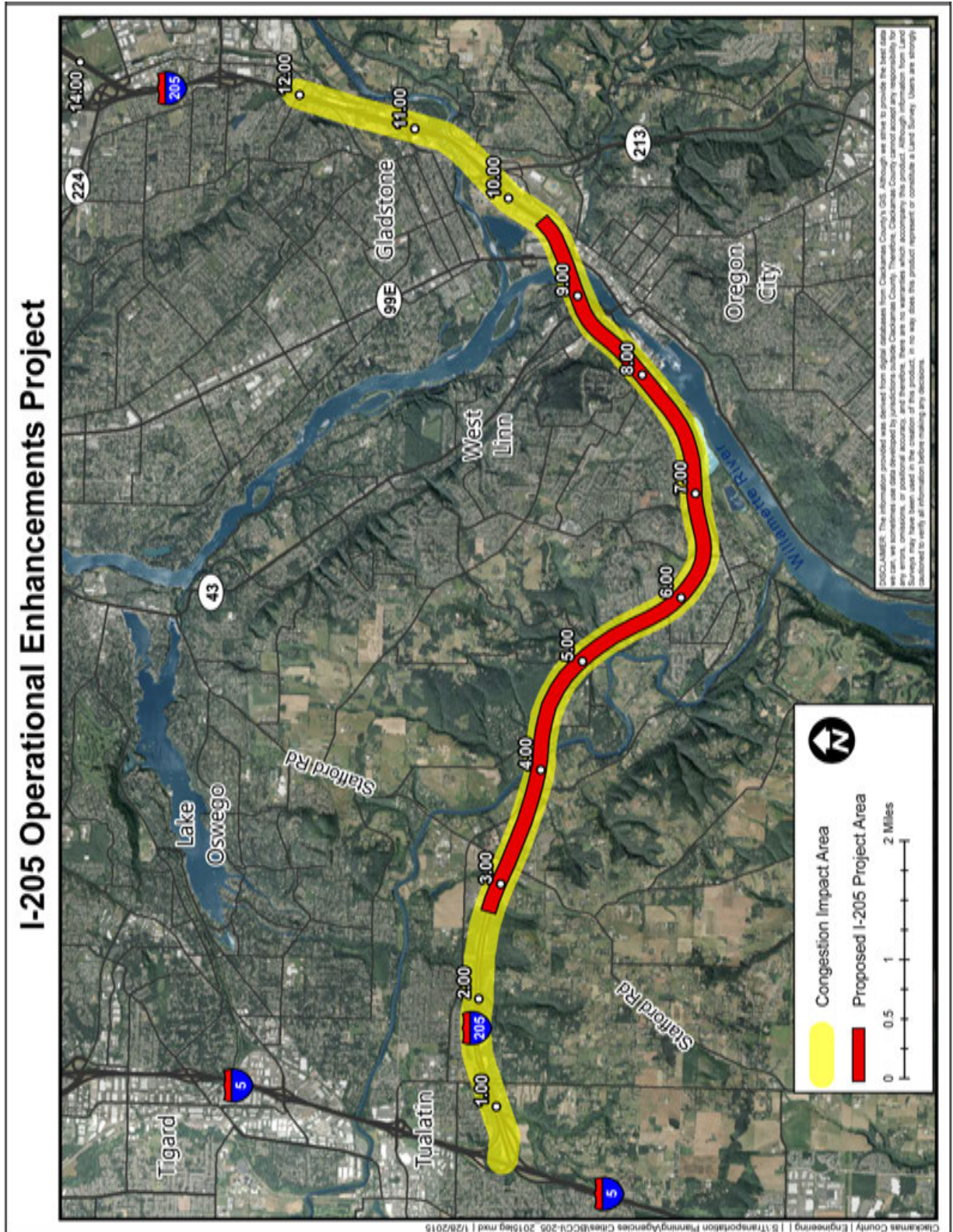
- Improved safety, enhanced mobility, and reduced congestion on I-205 between the Abernethy Bridge and Stafford Road, and reduced bottleneck congestion for approaching traffic
- Reduced severity and duration of congestion
- Improved reliability for travel times
- Improved seismic stability of the Abernethy Bridge



POLICY ISSUE

Interstate 205 Expansion, continued

I-205 Operational Enhancements Project



POLICY ISSUE

Sunrise System

After nearly 30 years of planning and preparation, Phase I of the Sunrise System broke ground in 2013. The Sunrise System is an innovative set of projects that addresses the severe congestion and safety issues in the area while balancing the reality of funding constraints. The final result will be the creation of a new four-lane highway (two lanes each direction) from OR 224 at I-205 to SE 122nd Avenue at OR 212/214, with reconstructed and improved adjacent roadways to provide cars, trucks, bicyclists, and pedestrians with efficient and safe access to and from the area.

The County and its partners successfully secured \$165 million in federal, state, regional and local funds for the Phase I project, including \$100 million from the State of Oregon's Jobs & Transportation Act of 2009. With the support and assistance of the Congressional delegation, Clackamas County secured nearly \$18 million in federal funds for the project.

Completion of the Sunrise System projects will substantially ease congestion along this heavily-used transportation corridor, promote job growth and retention within the Clackamas Industrial Area and I-205, improve safety for users, and maximize freight access throughout the area. Construction of Phase I of the Sunrise System is expected to be completed by the summer of 2016.

Clackamas County is now working to find funding to begin Phase II of the Sunrise System. The project builds on the work that has already begun with Phase I, which ends at the intersection of OR 212 and SE 122nd, by extending the highway from 122nd east to 172nd. The additional 2 ½ miles will improve access to thousands of acres of underdeveloped employment lands, and encourage economic growth in the Cities of Happy Valley and Damascus. In addition, project improvements to the west end of the Sunrise System will increase mobility on I-205 and relieve congestion on OR 224 and OR 212, complementing work that has already been done in Phase I. With the potential to attract new businesses, support increased development, and serve as a new gateway to Mt. Hood, the Sunrise Phase II project remains one of the County's top transportation priorities.

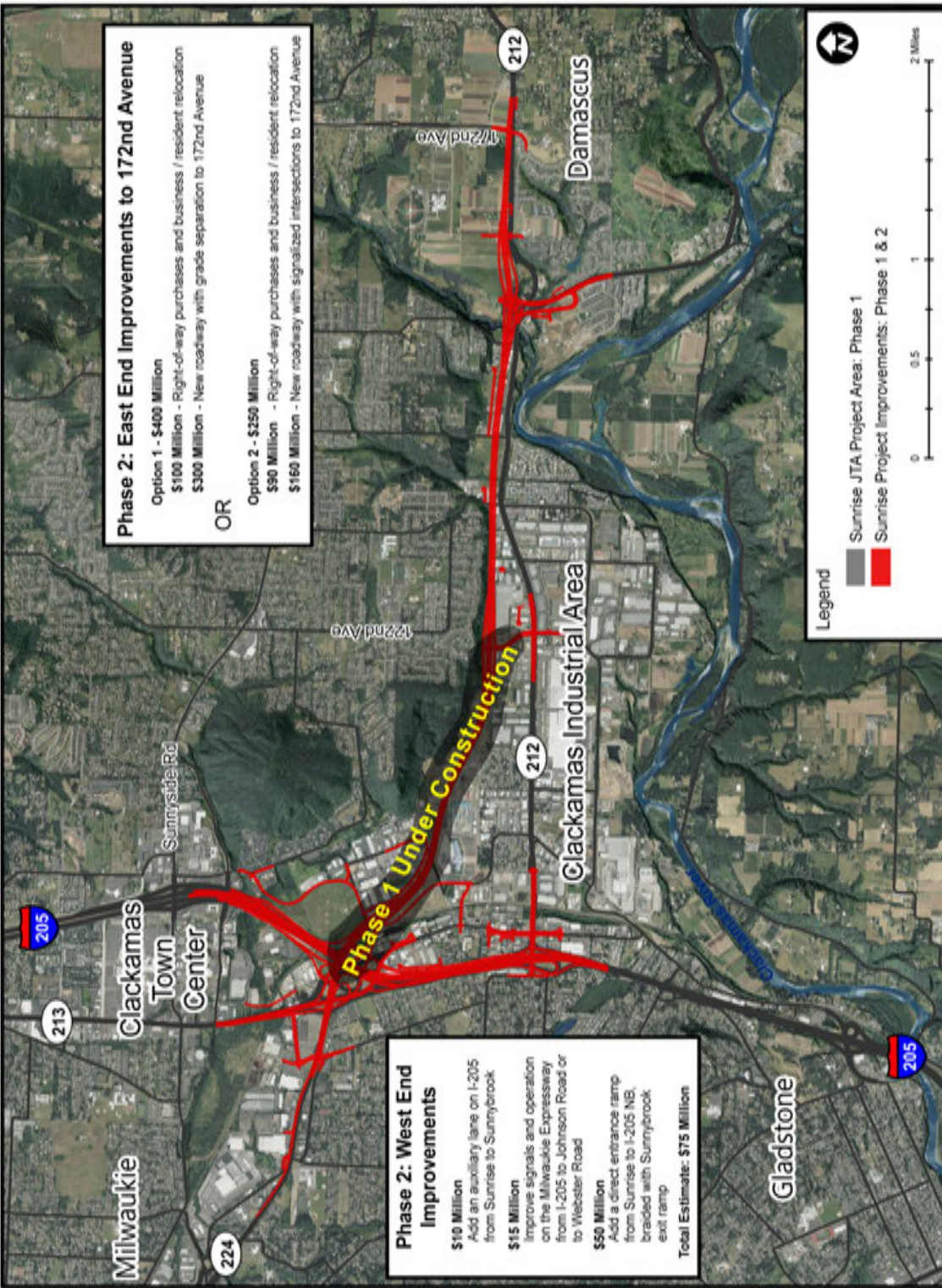


An aerial view of Sunrise projects.
Photo courtesy ODOT

POLICY ISSUE

Sunrise System, continued

Sunrise Project Improvements - Needed Projects



Clackamas County | Engineering | Staff | 5:Transportation Planning\Agencies\Crest\CCLackamas\Sunrise_Project_Improvements.mxd | 2/5/2016

DISCLAIMER: The information provided was derived from digital databases from Clackamas County's GIS. Although we strive to provide the best data we can, we sometimes use data developed by jurisdictions outside Clackamas County. Therefore, Clackamas County cannot accept any responsibility for any errors, omissions, or positional accuracy, and therefore, there are no warranties which accompany this product. Although information from Land Surveys may have been used in the creation of this product, in no way does this product represent or constitute a Land Survey. Users are strongly cautioned to verify all information before making any decisions.

POLICY ISSUE

Willamette Falls

Willamette Falls Locks

The Clackamas County Board of Commissioners supports the continued operation and repair of the Willamette Falls Locks. The Locks is an important historic and navigational resource to the entire Willamette Valley and were the oldest continuously operating multi-lock system in the United States. Located in Clackamas County, within the City of West Linn, the Locks unite the upper and lower Willamette River. At one time, it served as an important commercial resource for Oregon by transporting wheat, paper, passengers, and nearly 1.5 million commercial tons of timber per year from the upper Willamette River to national and global destinations downstream. In 2011, an inspection discovered that the gates were in danger of fracture and could not be safely operated. Though the timber economy in Oregon has changed dramatically, we still believe the Willamette Falls Locks remains an important tool to Oregon's infrastructure.



Willamette Falls

Advocacy efforts continue to seek the repair and reopening of the Locks, currently led by the Willamette Falls Locks Working Group – a coalition of local and regional stakeholders, including Clackamas County, Willamette River cities and businesses, and non-profit organizations such as the One Willamette River Coalition and the National Trust for Historic Preservation. In 2015, the Oregon State Legislature passed legislation creating a State Task Force to study the repair and reopening of the Locks.

Meanwhile, the U.S. Army Corps of Engineers has sought funding in the President's FY 2017 Budget to complete a Final Disposition Report that would assist in determining the future of the Willamette Falls Locks. Outcomes from this report will guide conversation on the future of this important and historic facility. Clackamas County supports the efforts of the Willamette Falls Locks Working Group and the State Task Force, and is in favor of seeking other federal opportunities and funding streams to keep the Willamette Falls Locks operating now and into the future.

POLICY ISSUE

Willamette Falls, continued

Willamette Falls Heritage Area

The Clackamas County Board of Commissioners supports the federal designation of the Willamette Falls Heritage Area. Since 2007, the Willamette Falls Heritage Area Coalition has worked to designate a stretch of the Willamette River between the mouths of the Clackamas and Tualatin rivers as a National Heritage Area. The mission of the Willamette Falls Heritage Area Coalition is to advocate for and strengthen the identity of the historic working communities of Oregon City and West Linn by preserving and promoting their important and distinctive natural, cultural, scenic, recreational, and industrial resources through public/private partnerships. As a testament to their efforts and the importance of the site, the Oregon Heritage Commission approved state heritage area status for the Willamette Falls Heritage Area in February 2015.

Designated by Congress, National Heritage Areas combine natural, cultural, and scenic resources to form a cohesive, nationally important landscape arising from patterns of human activity shaped by geography. The National Park Service provides technical, planning, and limited financial assistance to National Heritage Areas.

Clackamas County remains an active partner in this coalition and fully supports federal designation of the Willamette Falls as a National Heritage Area.

Willamette Falls Legacy Project

The Clackamas County Board of Commissioners seeks federal funding to support the public access component of the 23-acre former Blue Heron paper mill site adjacent to Willamette Falls in Oregon City. Since the closure of the Blue Heron Paper Co. and the accompanying loss of 175 jobs, the County has partnered with the State of Oregon, Metro, and Oregon City to explore the feasibility of redeveloping the site. While the site presents significant structural and environmental challenges, redevelopment has the potential to greatly benefit the economy of the entire region.

The Willamette Falls Legacy Project represents a truly unique development opportunity that would create a landmark destination for the state. However, due to the scale and significance of this opportunity, a consortium of public funding sources will be required to eliminate barriers to private-sector investment and create a site that is development-ready and marketable. Since 2013, the State of Oregon has committed \$12.5 million to the project. Clackamas County has committed \$100,000 towards the master plan effort led by Oregon City and is providing federal representation services to the project.

Through redevelopment, the project is expected to:

- Create 560 to 1,110 construction jobs, and 550 to 1,090 office and retail jobs;
- Attract some 660,000 visitors per year, driving demand for an additional 600 local jobs; and
- Boost property values in Oregon City, both on-site and in the surrounding area.

POLICY ISSUE

Willamette Falls, continued

Willamette Falls churns at the end of the Oregon Trail. Native Americans gathered here from time immemorial, and the falls powered the first long distance electric lines in the world. Multiple efforts are underway today to ensure that the legacy of this place is recognized and honored into the future.



Willamette Falls Heritage Area Coalition

Goal: To become a National Heritage Area that draws visitors from all over the world to Willamette Falls and the surrounding area to experience the end of the Oregon Trail and the stories, activities and gorgeous landscape that surrounds it.

Willamette Falls Heritage Area was recently designated as Oregon's first state heritage area. Heritage areas promote both heritage conservation and economic development. The coalition is currently conducting a feasibility study for national heritage area recognition which will be submitted to the National Park Service for approval, and then presented for Congressional designation.

Learn more at wshheritage.com



Goal: To provide public access to Willamette Falls for the first time in more than 100 years and to spur redevelopment of the 23-acre former Blue Heron Paper Co. site.

The project is a partnership between Oregon City, Clackamas County, Metro and the State of Oregon. Four core values guide the project, public access, economic redevelopment, healthy habitat and historic and cultural interpretation.

The first step to achieving the goal was completed in fall 2014 with the land-use zoning change that will allow for multimodal, mixed-use development of the site.

The project is starting the design process for a public riverwalk to bring people to the falls and catalyze redevelopment of the site adjacent to the falls.

Learn more at rediscoverthefalls.com



Willamette Falls Locks

Goal: To re-open the 1873 Willamette Falls Locks to allow boats, barges and paddlers to by-pass the 43-foot-tall Willamette Falls.

The U.S. Army Corps of Engineers has managed and maintained the locks since 1915. In 2011, the Corps moved the locks to a "non-operational" status.

Re-opening the locks again ensures connected navigation up and down the river, fulfilling the river's designation as a National Water Trail and an American Heritage River for commerce, recreation and tourism. Each commercial barge eliminates the need for 60 semi-trucks. A study on the locks' economic potential also revealed a pent-up demand by recreational users.

Advocacy efforts are underway to repair and reopen the locks.

Learn more at bit.ly/1GnBYGp

INFORMATION ITEM

Clackamas County Economic Landscape

Clackamas County Quick Facts



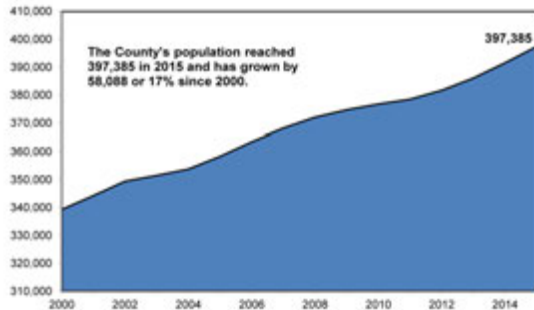
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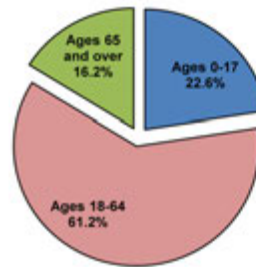
Clackamas County — Just the Numbers:

Land Area	1,879 sq. miles
City, County & State Roads:	2,428 miles
Persons per sq. mile	208
% of National Forest	52%
2015 Population:	397,385
Civilian Labor Force:	207,018 Nov/15
Employed Labor Force	197,281 Nov/15
Unemployment Rate:	4.7% Nov/15
2014 Average Wage:	\$46,419
Per Capital Income:	\$33,126 2014

Clackamas County Population: 2000-2015



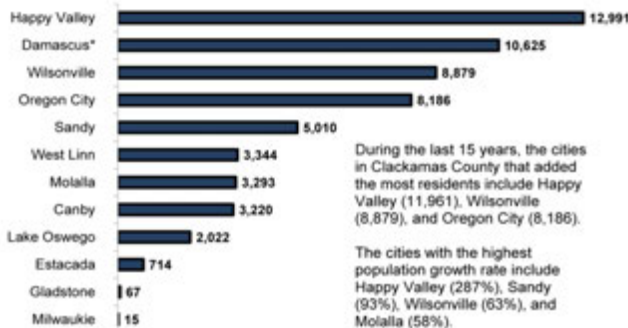
Population by Age Group, Clackamas County: 2014



The 65 and older population is growing the fastest in Clackamas County. Over the last four years, the portion of both the 0-17 and 18-64 age groups have actually declined by one percent while the portion of the 65 and older age group has increased by 2.6 percent.

Source: Population Research Center, Portland State University

Change in City Population: 2000-2015



Source: Population Research Center, PSU, 2015(p) estimates

City Population - 2015

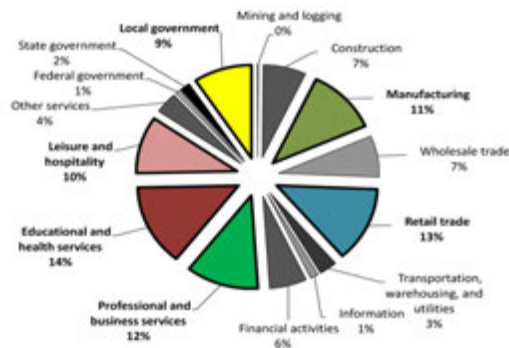
Canby	16,010
Damascus	10,625
Estacada	3,085
Gladstone	11,505
Happy Valley	17,510
Johnson City	565
Lake Oswego	37,300
Milwaukie	20,505
Molalla	8,940
Oregon City	33,940
Rivergrove	495
Sandy	10,395
West Linn	25,605
Wilsonville	22,870

Source: Population Research Center, PSU, 2015(p) est.

INFORMATION ITEM

Clackamas County Economic Landscape, continued

Industry Employment in Clackamas County: Nov 2015



Total covered employment was at 151,200 in November 2015. Six broad industries made up over two-thirds (69%) of all employment and these industries included: private education and health services (21,300); retail trade (19,700); professional and business services (17,600); manufacturing (17,200); leisure and hospitality (15,000); and local government (14,100).

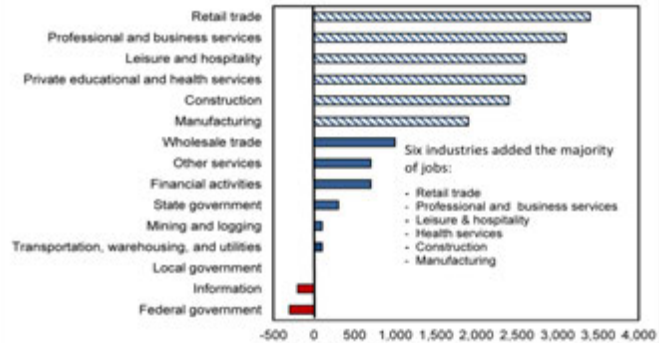
Source: Oregon Employment Department, CES

Since the recession bottomed out in early 2010, Clackamas County has added back 18,300 jobs. The majority of jobs were in professional and business services, leisure and hospitality, health services, construction, and manufacturing.

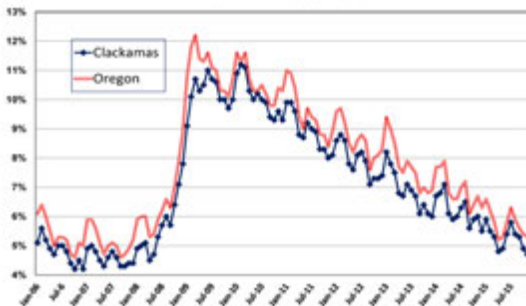
Unemployment levels in the county have decreased by 6.5% since the highest level of 11.2% in February 2010.

Growth in the resident labor force within the incorporated cities in Clackamas County has been mixed. The majority of cities saw an increase in their workforce with Happy Valley, Wilsonville, and Estacada growing the fastest. On the other hand, the workforce in Canby, Gladstone, Milwaukie, and Molalla declined from 1.4% to 2.1% over the last five years.

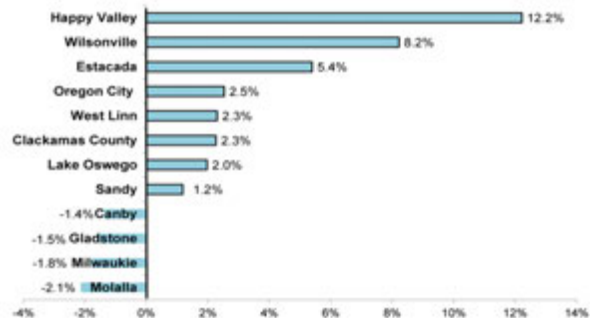
Change in Broad Industry Employment
Clackamas County: Jan-2010 (recession trough) to November-2015
(total jobs gained 18,400)



Oregon and Clackamas County
Unemployment Rate: January 2006 to November 2015
(not seasonally adjusted)



Change in the Resident Labor Force by City
Clackamas County: Nov 2010 - Nov 2015



clackamas county budget

Amended FY 2014-15 vs. Amended 2015-16 Budgets
Of Agencies for which the County is Responsible

AGENCY	FY 14-15 AMENDED	FY 15-16 AMENDED
Clackamas County (detail on reverse)	\$642.6 million	\$707.9 million
Water Environment Services	\$76.1 million	\$116.7 million
Development Agency	\$76.5 million	\$62.9 million
North Clackamas Parks & Recreation District	\$35.5 million	\$43.0 million
Library District of Clackamas County	\$17.3 million	\$18.0 million
Enhanced Law Enforcement District	\$6.2 million	\$6.7 million
Extension and 4-H Service District	\$5.5 million	\$6.1 million
Street Lighting District #5	\$3.7 million	\$3.9 million
Total Board Budget Authority	\$863.4 million	\$965.2 million

Unemployment Rate — U.S., Oregon & Clackamas County

Month/Year	U.S.	Oregon	Clackamas County
March, 2011	8.9%	9.6%	9.0%
March, 2012	8.2%	8.6%	7.9%
March, 2013	7.6%	8.2%	7.4%
March, 2014	6.7%	6.9%	6.3%
March, 2015	5.5%	5.4%	5.0%

Median Home Sale Price — Clackamas County

Month/Year	Home Sale Price
March, 2011	\$240,000
March, 2012	\$230,000
March, 2013	\$255,000
March, 2014	\$282,000
March, 2015	\$300,000

Sources: FY 2014-15 Amended County Budget; FY 2015-16 Amended County Budget; Oregon Employment Department; and Clackamas County Assessor's Office

INFORMATION ITEM

Clackamas County Budget, continued

clackamas county budget

Amended FY 2014-15 vs. Amended FY 2015-16 Budgets
By County Department

DEPARTMENT	FY 2014-15 AMENDED	FY 2015-16 AMENDED
Health, Housing & Human Services (H3S)	\$118.4 million	\$137.3 million
County Sheriff (incl. Community Corrections)	\$95.0 million	\$101.0 million
Transportation & Development	\$86.4 million	\$91.9 million
Employee Services ²	\$34.7 million	\$54.0 million
Business & Community Services	\$33.8 million	\$35.6 million
Finance ¹	\$33.9 million	\$35.2 million
Technology Services	\$16.3 million	\$17.9 million
Juvenile	\$11.2 million	\$12.5 million
District Attorney	\$12.1 million	\$12.3 million
Emergency Communications	\$7.3 million	\$7.8 million
County Assessor	\$7.2 million	\$7.4 million
Justice Court	\$4.1 million	\$4.8 million
Tourism & Cultural Affairs	\$4.2 million	\$4.2 million
Public & Government Affairs	\$3.8 million	\$4.0 million
County Clerk	\$3.3 million	\$3.5 million
Emergency Management	\$3.1 million	\$3.1 million
County Counsel	\$2.2 million	\$2.4 million
County Administration	\$2.1 million	\$2.2 million
Board of County Commissioners	\$1.5 million	\$1.5 million
County Treasurer	\$701,000	\$851,000
<i>Not in a department</i>		
Non-departmental General Fund ³	\$126.0 million	\$133.0 million
Agency Payrolls	\$17.1 million	\$17.1 million
Debt	\$9.5 million	\$9.4 million
Other ⁴	\$8.7 million	\$9.0 million
Total County Budget	\$642.6 million	\$707.9 million

(1) Finance, Purchasing, Facilities, Fleet, Capital Projects Reserves

(2) Includes risk management and employee benefits self insurance funds

(3) Operating transfers to other departments, general county items, contingency, reserves

(4) Includes Resolution Services, County School, Safety Net Legislation Local Projects, Employer Contribution Reserve, Transient Room Tax, Law Library

Sources: FY 2014-15 Amended County Budget; FY 2015-16 Amended County Budget

INFORMATION ITEM

Clackamas County Map

