

CLACKAMAS COUNTY BOARD OF COUNTY COMMISSIONERS

Policy Session Worksheet

Presentation Date: 8/1/17 **Approx. Start Time:** 2:00 p.m. **Approx. Length:** 60 minutes

Presentation Title: 2017 State Legislative Session Review

Department: Public and Government Affairs

Presenters: Gary Schmidt, Chris Lyons and Trent Wilson

WHAT ACTION ARE YOU REQUESTING FROM THE BOARD?

This is an informational update on Clackamas County's advocacy and accomplishments during the 2017 State Legislative Session.

EXECUTIVE SUMMARY:

The 79th Oregon Legislative Assembly began on February 1, 2017, and adjourned *sine die* on Friday, July 7, 3 days ahead of the maximum 160 days allowed in the state constitution for odd-numbered-years, also known as regular sessions. The Public & Government Affairs Department (PGA) was tasked with advancing the County's 2017 state legislative agenda, which outlined the County's key policy and funding priorities at the Oregon State Legislature. In addition to providing legislative support to the Board of County Commissioners (BCC) and county departments, PGA worked cooperatively with numerous external partners during the 2017 session to advance the County's legislative agenda. These groups included state legislators and their staff; legislative committee staff; state agency officials; various state lobby associations, including the Association of Oregon Counties (AOC) and League of Oregon Cities (LOC); and other regional and local government partners.

The attached report entitled *2017 State Legislative Session Summary* encapsulates key legislative outcomes related to Clackamas County's 2017 state legislative agenda. The original legislative agenda was approved by the BCC on January 10, 2017 and was expanded throughout the session in order to respond to proposed legislation.

FINANCIAL IMPLICATIONS (current year and ongoing):

PGA monitored and influenced the state budget reconciliation bills, which provide critical funding for various county programs, including Health, Housing and Human Services programs, public safety, economic development, and key policy issues such as funding for transportation priorities, the County Courthouse project, and the proposed state commission for Willamette Falls Locks. Detailed funding implications can be found in the attached document entitled *2017 State Legislative Session Summary*.

STRATEGIC PLAN ALIGNMENT:

- This item aligns with the Public and Government Affairs Strategic Business Plan goals to provide intergovernmental connections and relationship building, strategic policy development and messaging, legislative, advocacy, and outreach services to the Board of County Commissioners and county departments so they can build key partnerships to achieve policy goals important to Clackamas County, with special emphasis on the strategic results in the BCC Strategic Plan.
- This item aligns with all five of the County's Performance Clackamas goals.

LEGAL/POLICY REQUIREMENTS:

N/A

PUBLIC/GOVERNMENTAL PARTICIPATION:

PGA provides support to county departments on state legislative affairs.

OPTIONS:

N/A

RECOMMENDATION:

N/A

ATTACHMENTS:

2017 State Legislative Session Summary

SUBMITTED BY:

Division Director/Head Approval _____

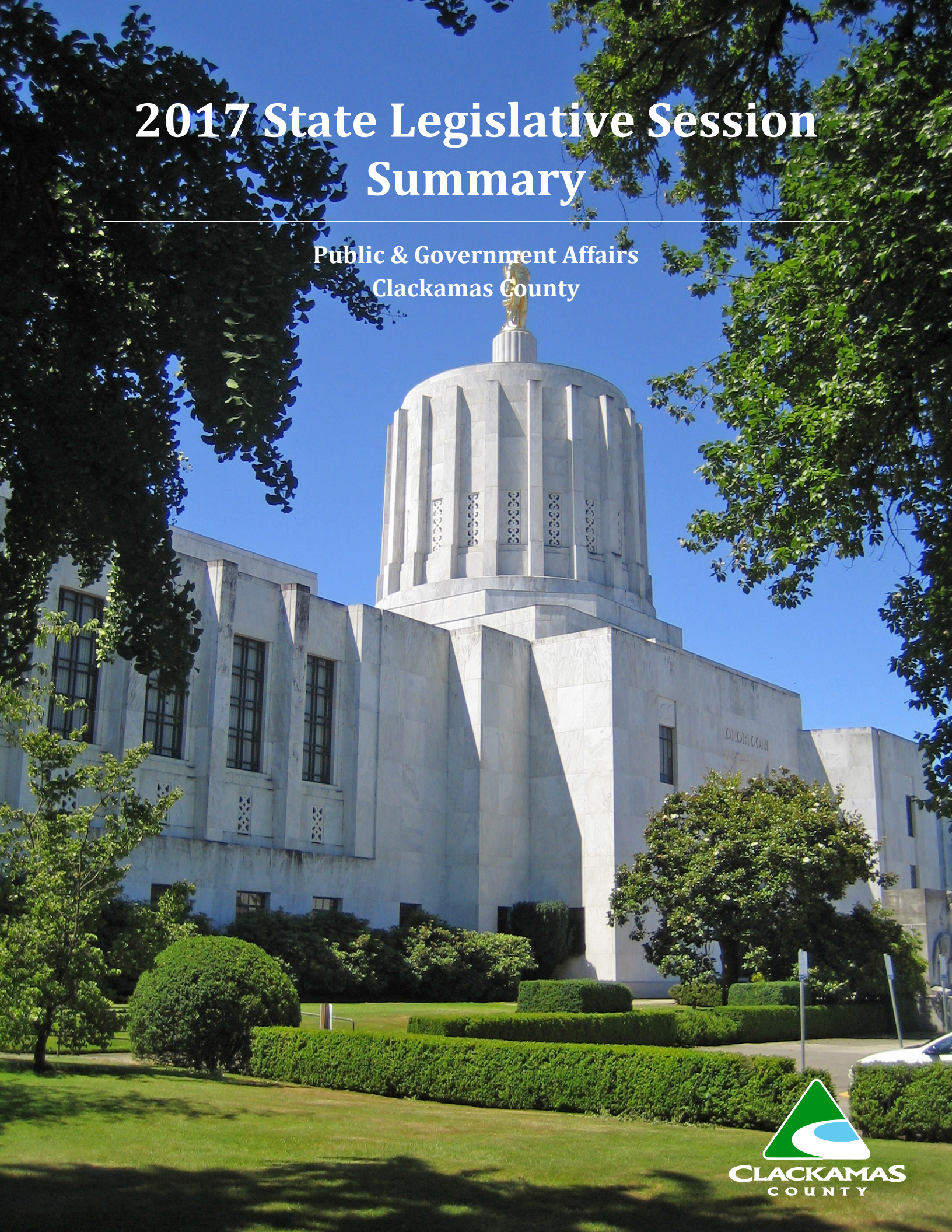
Department Director/Head Approval s/Gary Schmidt

County Administrator Approval _____

For information on this issue or copies of attachments, please contact Chris Lyons @ 503-742-5909

2017 State Legislative Session Summary

Public & Government Affairs
Clackamas County



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2017 STATE LEGISLATIVE AGENDA RESULTS

COUNTY COUNSEL	<i>Mortgage Electronic Registration System (MERS)</i>	
ECONOMIC DEVELOPMENT	<i>Brownfields</i>	
	<i>Economic Development Funding</i>	
	<i>Enterprise Zones</i>	
	<i>Film & Media Production</i>	
	<i>Industrial Lands</i>	
	<i>Urban Lumber</i>	
	<i>Willamette Falls Locks</i>	
EMPLOYEE SERVICES	<i>Collective Bargaining</i>	
	<i>Veterans' Preference</i>	
FINANCE	<i>Financial Sustainability</i>	
	<i>Preemption and Local Control</i>	
	<i>Public Contracting</i>	
	<i>Public Employees Retirement System (PERS)</i>	
	<i>State/County Shared Revenue Agreements</i>	
HEALTH, HOUSING & HUMAN SERVICES	<i>Air Quality</i>	
	<i>Affordable Housing (Preserve Affordable Housing & Services)</i>	
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	<i>Veterans Tax Relief</i>	
	<i>Youth Tobacco Prevention</i>	
LAW LIBRARY	<i>Law Library Funding</i>	

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PUBLIC SAFETY	<i>9-1-1 Centers</i>	
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<i>Transportation Funding Package (Arndt Road Funding)</i>		
WATER ENVIRONMENT SERVICES	<i>Franchise Fees</i>	

LEGEND				
	<i>Goal Achieved</i>	<i>Mixed Results</i>	<i>Goal Not Achieved</i>	<i>No Legislation</i>

EXECUTIVE SUMMARY

The 79th Oregon Legislative Assembly began on February 1, 2017, and adjourned *sine die* on Friday, July 7, three days ahead of the maximum 160 days allowed in the state constitution for odd-numbered-year, or “regular”, sessions. The 2017 session began with the burdensome hurdle of trying and meet the many funding needs and requests for programs in the midst of a \$1.8 billion state budget deficit. Revenue became the key issue to address for the state after the failure of Measure 97 (2016), but a more comprehensive solution failed to gain enough bipartisan support by the end of session. Other widely publicized policies introduced in this session included efforts to address growing challenges with PERS funding, affordable housing, and the major transportation needs across the state.

2,829 bills were introduced in the 2017 session, of which Clackamas County Government Affairs staff actively tracked 1,525 (54%) that were related to local government. In addition to providing legislative support to the Board of County Commissioners (BCC) and county departments, Public & Government Affairs (PGA) worked cooperatively with numerous external partners during the session to advance the County’s legislative agenda. These groups included state legislators and their staff; legislative committee staff; state agency officials; various state lobby associations, including the Association of Oregon Counties (AOC) and League of Oregon Cities (LOC); and other regional and local government partners.

This report summarizes key legislative outcomes related to Clackamas County’s 2017 state legislative agenda. The original agenda was approved by the BCC on January 10, 2017 and was expanded throughout the session in order to respond to proposed legislation.

COUNTY COUNSEL

Mortgage Electronic Registration System (MERS)

Goal: *Oppose legislation to amend the Oregon Trust Deed Act and refine the definition of “beneficiary” for the purposes of trust deeds and cure deficiencies regarding the Mortgage Electronic Registration System (MERS).*



Result: The County actively opposed **SB 968** in an attempt to avoid the loss and retroactive repayment of document recording fees, which currently are given to counties by state statute. The County submitted a policy statement opposing the bill in advance of its hearing in the Senate Committee on Business and Transportation, where the bill died. [Appendix B: SB 968 Policy Statement]

ECONOMIC DEVELOPMENT

Brownfields

Goal: *Support legislation that facilitates the redevelopment of vacated industrial sites through measures such as recapitalizing the state Brownfields Redevelopment Fund, creating property tax incentives, and creating state tax credits.*



Result: **HB 2968** requires the Department of Environmental Quality to study and recommend a program to allow voluntary cleanup of brownfield sites that would provide release from liability. The County is a member of the Oregon Brownfield Coalition, whose advocacy during session led to successful passage of the bill. [Appendix C: HB 2968 Joint Letter]

Economic Development Funding

Goal: *Support continued state funding to counties for economic development programs.*



Result: In response to Measure 96, the County proactively sought legislation that would seek to preserve discretionary lottery funds that are dedicated to economic development. Passage of **HB 5529** ultimately provided 2.5% of the May forecasted lottery proceeds, totaling \$41 million statewide. AOC and Clackamas County advocated for this funding throughout the session with key legislators.

Enterprise Zones

Goal: *Support the creation of additional Enterprise Zones in Oregon. Oppose measures that would mandate prevailing wage requirements on private industries within Enterprise Zones.*



Result: No legislation was introduced during the session on this issue.

Film & Media Production

Goal: *Support legislation that provides state incentives to help recruit film and media projects to Oregon and keep current projects in the state.*



Result: **HB 2244** extends the sunset on the Greenlight Oregon Labor Rebate program, which passed the Legislature by mid-session. Clackamas County actively supports film and media production opportunities, and supports the continued growth of the film and media industry in the greater Portland region. [Appendix B: HB 2244 Policy Statement]

Industrial Lands

Goal: *Support legislation to increase the supply of available land ready for industrial development. Support state financing and incentives to assist local governments in constructing infrastructure and preparing shovel-ready industrial sites.*



Result: **SB 333** improves upon industrial site readiness legislation from 2013 by adding minimum employment requirements to sites that are developed under the Industrial Site Readiness Program, removes contract requirements delaying interested industry, and provides for the distribution of revenue to local government sponsors after one year rather than after five years. Clackamas County participated in a coalition of supporters advocating for the legislation, which passed in the last few days of session. [Appendix B: SB 333 Policy Statement (3 letters); Appendix C: SB 333 Floor Letter]

Urban Lumber

Goal: *Support the findings of the Clackamas Forestry Product Cooperative Program, which was established by the 2015 Legislature for the purposes of utilizing urban forests to stimulate economic development, create jobs, and sequester carbon. A final feasibility study will be presented to the Legislature during the 2017 session.*



Result: **HB 3128** was introduced by Rep. Parrish as a placeholder for potential funding of the next phase of the urban lumber program, but the bill died in committee. In June, Clackamas County, under contract with the state, provided a final report to the Legislature with findings on the Urban Lumber program. While the report showed that the program as envisioned was not financially feasible, the report recommended further study of additional issues that show great promise to yield a successful program. The County worked with Rep. Parrish, who requested additional funds in the end-of-session budget bill to support these recommended next steps, but the Legislature did not earmark funding for this purpose. County staff may be asked to report the findings from their urban lumber report to a legislative committee during the interim, which may help to inform potential future funding for the program.

Willamette Falls Locks

Goal: *Support legislation that establishes and funds a State Commission to work with the U.S. Army Corps of Engineers to develop a plan for sustainable operations of the Willamette Falls Locks.*



Result: **SB 256** was introduced early in the legislative session and passed unanimously in the final days of session. It received sponsorship support by nearly every Clackamas delegation member, as well as support from other legislators outside of Clackamas County. SB 256 stemmed from the recommendation of the Willamette Falls Locks State Task Force formed under SB 131 (2015). The State Commission will work directly with the US Army Corps of Engineers (Corps) to address issues of governance and funding of the Locks in the event the Corps transfers the facility out of federal ownership. Commissioner Schrader testified before the Senate Committee on Business and Transportation along with former Governor Barbara Roberts; Senators Devlin and Olsen; Representatives Power, Meek, and Kennemer; Mayor Axelrod; Councilor Collette; and former Congresswoman Darlene Hooley. [Appendix B: SB 256 Policy Statement (2 letters), SB 256 Written Testimony from Commissioner Schrader]

HUMAN RESOURCES

Collective Bargaining

Goal: *Oppose legislation affecting interim bargaining negotiations that reduces employer flexibility between contract periods and threatens scarce public resources.*



Result: Clackamas County successfully opposed **SB 295**, which sought to add binding arbitration for strike-permitted bargaining units. The bill failed to get a hearing and died in Committee.

Veterans' Preference

Goal: *Support legislation that clarifies veterans' preference requirements in the public hiring process while giving veterans meaningful preference in the process.*



Result: Like in past years, legislation (**HB 3328**) was once again introduced to clarify the law regarding veteran's preference requirements for public employers. However, due to forthcoming guidance on this issue from the Bureau of Labor and Industry and the Department of Administrative Services, no legislative action was taken on the bill.

FINANCE

Financial Sustainability

Goal: *Ensure adequate and stable funding of county programs and services. Counties partner with the state to provide vital public services and are on the front line of ensuring that services*



continue and reach those who need them.

Result: The County monitored and influenced numerous state budget bills, which provide critical funding to the county for a variety of services that we provide to the public. A list of these issues are below, all of which are described in greater detail throughout this report:

- State Transportation Funding Package (**HB 2017**)
- 9-1-1 Funding (**SB 661**)
- Domestic Violence Funding (**HB 3078**)
- Economic Development Funding (**HB 5529**)
- Justice Reinvestment Funding (**HB 5042, HB 3078**)
- Juvenile Crime Prevention Funding (**HB 5042, HB 5516**)
- Mediation Services Funding (**HB 5013**)
- Law Library Funding (**HB 5013**)
- Emergency Management Grants (**HB 2687, SB 5505**)
- Behavioral Health and Public Health (**HB 5026, HB 2310**)
- Human Services (**HB 5526**)
- Housing and Community Services, EHA and SHAP (**HB 5012**)
- Veterans Homelessness and Housing (**HB 5039**)

Preemption and Local Control

Goal: *Oppose preemption of local tax sources and other efforts to restrict local government authority. Local control allows counties to create and fund programs that foster innovation and address the unique needs of their communities.*



Result: The County focused on three primary issues this session relating to preemption and local control. First, we successfully opposed **HB 2164**, which would have mandated the use of the State's e-permitting (building codes) system or state-approved permitting systems. Second, we successfully opposed numerous attempts (**SB 186, HB 2094, HB 2031**) to supersede our local effort to finalize the urban and rural reserves process. And third, we successfully opposed attempts (**SB 998, SB 235**) to preempt local control of tobacco retail licensing. Each of these issues are described in great detail throughout this report.

Public Contracting

Goal: *Support considerations to the Public Contracting Code (ORS 279) that promote responsible use of public resources for local agencies.*



Result: **HB 3203** passed. It was introduced by a coalition of private contractors who wanted to make substantial changes to current least-cost requirements for public agencies. Clackamas County opposed the original bill. However, passage of the legislation in some form was necessary in order for the transportation package to pass. The County worked with a coalition of local governments that negotiated a compromise, which ultimately passed the Legislature in the final days of session. Current law requires every contracting agency to submit a list of all public improvement projects planned for a coming budget year, at least 30 days prior to budget adoption,

to the Oregon Bureau of Labor and Industries (BOLI). If costs to construct the public improvement exceed \$125,000 and the contracting agency plans to perform the work using their own equipment and personnel, the agency must show that self-performance is the least-cost option when compared to contracting out. **HB 3203** increases the threshold that triggers least-cost demonstration requirements to \$200,000 for all public improvement projects, except for road resurfacing. For road resurfacing at a depth of more than 2 inches, the threshold remains at \$125,000. The bill maintains existing statute that road resurfacing at a depth of two inches or less would be considered maintenance and, therefore, not subject to least-cost requirements. The bill also exempts maintenance patching, chip seals, or other seals from being considered public improvements. [Appendix B: HB 3203 Policy Statement]

Public Employees Retirement System (PERS)

Goal: *Support legislation reducing the volatility of employer contributions while maintaining an adequate and sustainable retirement program for employees.*



Result: Reform of the Public Employees Retirement System (PERS) returned again in 2017, in light of the system facing a \$22 billion unfunded liability. However, as a result of Oregon Supreme Court decisions, the options for reforms are limited and passage of any changes to benefits or cost sharing were politically linked to state revenue reform, which did not occur. **HB 1067**, which passed on the final day of session, sets a limit of \$50 million on the amount the Oregon PERS board may allocate to the contingency reserve account – any amount above that will be used to reduce liabilities. The bill also reforms the “side-account” statute that lets employers pre-pay their pension liabilities by allowing more than one account and multiple payments into that account. So while the bill does not reduce liabilities, it does provide additional options for payment of those liabilities. The Legislature focused on three additional bills – **SB 559**, **SB 560**, and **SB 1068** – which would have made significant changes to PERS benefits. However, these bills died as they were tied to agreements on revenue reform, which did not materialize during session.

State/County Shared Revenue Agreements

Goal: *Support preservation of counties’ share of cigarette, liquor, video lottery, and recreational vehicle fee revenue. Monies received by counties fund economic development programs, county park and recreation areas, and essential front line services, including sheriff’s patrol, jails, and health services.*



Result: The County advocated in support of maintaining funding that is essential for the provisions of services of Oregon counties. The Transportation Funding Package (**HB 2017**) maintained counties’ 30% share of state highway dollars, marijuana legislation (**HB 3470**) maintained counties’ 10% share of marijuana tax revenues, and additional legislation (**HB 5529**) maintained counties’ 2.5% share of video lottery proceeds for economic development.

HEALTH, HOUSING & HUMAN SERVICES (H3S)

Air Quality

Goal: *Influence legislation to improve the region's air quality, with an emphasis on securing additional resources for the Department of Environmental Quality (DEQ) to administer these activities.*



Result: **SB 1008** is among the few bills to pass the session that addresses air quality for Oregon. It essentially authorizes ODOT to use the Volkswagen Environmental Mitigation Trust Agreement revenue to create the Clean Diesel Engine Fund that would use those monies to award grants for reducing emissions from school buses powered by diesel engines.

Affordable Housing and Support Services

Goal #1: *Support efforts to create and preserve affordable housing and support services for moderate, low, and very low income residents and those experiencing homelessness.*



Result: **HB 2944** passed to update the Housing Choice Landlord Guarantee Program that provides reimbursement to landlords for damages caused by Section 8 tenants. It requires landlords to prove through a judicial hearing that actual damages occurred.

Goal #2: *Support increased state funding levels for the Emergency Housing Account (EHA) and State Homeless Assistance Program (SHAP).*



Result: The budget bill for the Oregon Housing and Community Services Department (**HB 5012**) passed, and included \$20 million in support for EHA and SHAP. Additionally, another \$20 million was added to these programs at the end of session in **HB 5006**, the budget reconciliation bill. A total of \$40 million for these programs this biennium means an additional \$5 million per year more than was available last year. [Appendix B: HB 5012 Policy Statement; Appendix C: HB 5012 EHA/SHAP Stakeholder Letter to Clackamas County Delegation]

Goal #3: *Monitor legislation that increases rental protection for tenants.*



Result: **HB 2004** as introduced would have prohibited certain no cause evictions, required termination notices for certain leases, required relocation expenses to be paid by the landlord in specific terminations, and repealed the statewide prohibition on city and county ordinances controlling rent. This legislation became one of the most contentious issues of the session, leading to multiple protests in the Capitol halls. After passing the House, and after many rewrites and amendments, it ultimately failed to get the required votes in the Senate. [Appendix B: HB 2004 Policy Statement]

Goal #4: *Support level funding for senior programs, including Oregon Project Independence, Health Promotion activities, abuse prevention activities through the Gatekeeper program, and the Options Counseling program.*



Result: The Department of Human Services budget bill (**SB 5526**) passed. It includes continued funding for Oregon Project independence, options counseling through the Aging and Disability Resource Connection, and health promotion activities through Oregon Care Partners. The Gatekeeper program was not funded this session.

Goal #5: *Support increased funding for veterans' housing needs to meet the rise in the number of homeless veterans in Clackamas County.*



Result: The budget bill for the Oregon Department of Veterans Affairs (ODVA) (**HB 5039**) passed. Within it the Legislature reserved \$1.5 million in lottery funds, which became available after the passage of Ballot Measure 96, to address veterans' homelessness and housing issues pending a plan jointly developed by ODVA and the Oregon Housing and Community Services Department to be presented to the Legislature during the February 2018 legislative session.

Behavioral Health Reform

Goal: *Support legislation to preserve the role of community mental health programs (CMHPs) in providing appropriate and accessible services to meet the behavioral health needs of the county. Support legislation to increase funding and access to Psychiatric Emergency Centers (PEC).*



Result: The Oregon Health Authority budget bill (**HB 5026**) passed, funding community mental health programs at current service level, plus an additional \$20 million for new investments in crisis services, peer support, rental assistance, suicide prevention, and support for veterans. [Appendix B: HB 5026 Policy Statement]

Cover All Kids

Goal: *Support legislation to expand the Oregon Health Plan to cover all children in Oregon.*



Result: **SB 558** passed on the last day of session; it changes the eligibility requirements for the Health Care of All Oregon Children program to make all children who reside in Oregon eligible for medical assistance, regardless of immigration status, if their family income is at or below 300% FPL. The Legislature allocated \$36 million to support this policy change.

Drug Take-Back

Goal: *Support legislation to establish a prescription drug take-back program to enhance access to safe and responsible disposal opportunities*



Result: **HB 2645** would have required pharmaceutical manufacturers to implement a secure prescription drug take-back program for the purpose of ensuring proper disposal of medication at pharmacies across the state. A broad coalition of public health, public safety and health care advocates supported this legislation, but the bill died due to strong opposition from the pharmaceutical industry. [Appendix C: HB 2645 Drug Take-Back Coalition Support Letter]

Funding for Health and Human Services

Goal: *Support continuation of existing funding levels for health and human services programs – behavioral health, social services, public health, children, youth & families, community solutions (workforce & weatherization services), developmental disabilities – to enable Clackamas County programs to continue at current service levels and, in some cases, provide additional prevention, support, and treatment services to vulnerable individuals and families.*



Result: The Legislature began this session with a \$1.8 billion shortfall to fund the current service level of state programs. Oregon's strong economy reduced this amount somewhat by showing increased revenue projections in the first two quarters of 2017, but ultimately with no new revenue raised outside of the Oregon Health Plan or passage of other cost containment measures, all state agency budgets took some reductions. For IDD, the CDDPs new workforce model was not funded at full capacity, regional programs were eliminated, and the family support program was cut in half.

Public Health Modernization

Goal: *Support funding that implements recommendations of the Task Force on the Future of Public Health Services, which was established by the Legislature in 2013.*



Result: The budget bill for the Oregon Health Authority (**HB 5026**) passed, and included \$5 million to support the Health Division and local public health authorities in addressing public health system gaps and to help build a sustainable infrastructure to support public health modernization long term. Additionally, **HB 2310** passed which modifies the timeline and process for submitting local public health implementation plans, clarifies formula distribution changes, and clarifies how and when a county could relinquish their local public health authority to the state. [Appendix B: HB 5026 Policy Statement, HB 2310 Policy Statement]

Recreational Marijuana

Goal: *Support efforts to regulate accessibility, marketing, and packaging of cannabis products targeting young consumers. Oppose legislation that would create an exemption in the Indoor Clean Air Act for cannabis cafes.*



Result: **SB 307** was the main legislation that sought to expand marijuana use in Oregon. It would have allowed for the consumption of marijuana at cannabis cafes and temporary events where local jurisdictions have approved the use. The county successfully advocated against this policy and the bill did not go forward this session. However, legislation was passed in **SB 235** to clarify the definition of 'enclosed area' for the purpose of the Clean Indoor Air Act; this clarification could lead the way for smoking decks at marijuana dispensaries in the future. [Appendix B: SB 307 Policy Statement]

Surviving Spouse Tax Relief

Goal: *Support legislation that grants a higher property tax exemption for surviving spouses of active duty military personnel killed in the line of duty.*



Result: **SB 562** would have added un-remarried surviving spouses of active duty military personnel killed in the line of duty to the list of persons who may receive a local property tax exemption for up to \$250,000 of the assessed value of their homestead. The bill died in committee. [Appendix B: SB 562 Policy Statement]

Veterans Tax Relief

Goal: *Support legislation that grants a higher property tax exemption for disabled veterans.*



Result: **SB 694** and **HB 2235** aimed to provide tax relief to veterans, but both died in committee. **SB 694** was introduced by Senator Olsen and would have increased the upper limit on local property tax exemptions for disabled veterans and their un-remarried surviving spouses from \$15,000 to \$60,000 and from \$18,000 to \$65,000, and creates a third exemption for up to \$150,000 of the assessed value of a homestead or personal property. Additionally, **HB 2235** would have allowed counties to exempt from local property taxation up to 100% of the assessed value of the home or personal property of a veteran or their surviving spouse. [Appendix B: HB 2235 Policy Statement, SB 694 Policy Statement]

Youth Tobacco Prevention

Goal: *Support statewide legislation aimed at reducing youth tobacco use, including establishing tobacco retail licensing, increasing the legal age to 21, closing the e-cigarette loophole, and funding tobacco education and prevention programs.*



Result: **SB 754** passed, increasing the minimum age to purchase tobacco and nicotine products to 21 years of age. An amendment was added at the end of session to remove the prohibition for someone under 21 years of age to possess tobacco products. Conversely, multiple bills were introduced this session to establish tobacco retail licensure and close the e-cigarette loophole by taxing these products, but none ultimately passed. Additionally, funding for Oregon's tobacco prevention programs were cut in the Oregon Health Authority budget. [Appendix B: SB 754 Policy Statement]

LAW LIBRARY

Law Library Funding

Goal: *Support funding at current levels for county law libraries, which help preserve county residents' access to justice by providing direct professional legal research assistance and legal materials, resources, and services.*



Result: The Legislature passed the Judicial Department budget bill (**HB 5013**), which provides level funding for county law libraries at \$7.4 million for the biennium. However, following the legislative session the County was made aware of the creation of an Emergency Board through HB 5006. The Emergency Board pulls revenue from various general funds, including the Department of Justice which funds law libraries. The resulting loss to law libraries is \$274,864 for the biennium. The County supported passage of HB 5006, which included \$1.2 million dedicated to the County's courthouse project and \$1 million dedicated to the Oregon Military Museum.

PUBLIC SAFETY

9-1-1 Centers

Goal: *Support legislation to improve operations and funding for 9-1-1 centers.*

Result: Sen. Alan Olsen introduced **SB 661**, which would have prohibited sweeps of 9-1-1 tax dollars to the state's general fund. The County testified in support of the bill, and while it passed its original Senate Committee, it failed to advance beyond that point and died in Ways & Means. It should be noted, however, that these 9-1-1 funds were not swept to the general fund even during the budget crunch. This speaks to legislators' understanding of the importance of these dollars, perhaps in part as a result of this annual bill raising the profile of this issue. [Appendix B: SB 661 Policy Statement]



County Courthouse Replacement Funding

Goal: *Support the recommendation of the AOC Court Facilities Task Force for \$1.25 million in state funding to continue planning for the replacement of the 80-year old, structurally-deficient Clackamas County Courthouse located in downtown Oregon City.*

Result: **HB 5006**, the 2017-2019 budget reconciliation bill, provides Clackamas County with \$1.2 million from the General Fund for planning costs associated with the Clackamas County Courthouse replacement project. Per the terms of the bill, the County must spend at least an equal amount of matching funds for planning costs. The County expended significant effort during the session to achieve this objective. In March, Chair Bernard, District Attorney Foote, and County staff testified and presented before the Joint Ways & Means Subcommittee on Public Safety. In May, Rep. Lininger, Chair Bernard, and Judge Herndon testified before the Joint Ways & Means Subcommittee on Capital Construction. Special thanks go to Rep. Lininger for her assistance in building support for this project among her legislator colleagues and stakeholders in the County. Twelve members of the County's legislative delegation signed onto a letter of support for the project, and another 24 stakeholders in the County signed onto a second letter in support of the funding request. Having now received state funding for the project, the County will be in a position to move forward with next steps on planning the project that will lead to a request for additional state matching dollars from the Legislature in future biennia. [Appendix B: BCC



Letter of Support, Clackamas Courthouse Factsheet, PowerPoint presentations; Appendix C: Letters of Support from legislators, District Attorney, Sheriff, and Presiding Judge]

Domestic Violence Resources

Goal: *Support legislation that promotes increased resources for victims of domestic violence. Support increased funding for family justice centers.*



Result: The County actively supported **HB 3078**, which added \$1 million from the General Fund to the Oregon Domestic and Sexual Violence Services Fund in the Department of Justice for domestic and sexual violence services and programs. In June, Chair Bernard testified before the Joint Ways & Means Subcommittee on Public Safety in support of the bill, which passed the Legislature during the last week of session. [Appendix B: HB 3078 Policy Statement]

Earthquake Early Warning System for the West Coast

Goal: *Support additional state funding to establish an earthquake early warning system in the Pacific Northwest that could help reduce risks associated with earthquakes, including a Cascadia Subduction Zone earthquake.*



Result: Proponents did not pursue state funding for the Earthquake Early Warning System during the 2017 session. However, the Legislature did pass **HB 2687**, which creates a grant program funded by bonds and administered by the Office of Emergency Management to enable the purchase and distribution of emergency preparedness equipment throughout the state by local governments, special government bodies, and private organizations that qualify for federal tax-exempt status. In particular, this program will help local governments prepare for a worst-case scenario posed by a Cascadia subduction zone earthquake. **SB 5505** provided \$5 million in bond funding for the program during the 2017-2019 biennium.

Emergency Management Performance Grant (EMPG) Funding

Goal: *Support an increase in local agencies' share of EMPG federal funds from the Oregon Office of Emergency Management (OEM).*



Result: Proponents did not pursue this issue during the 2017 session.

Family Sentencing Alternative Pilot Program

Goal: *Support expansion of the Family Sentencing Alternative Pilot Program to include additional counties.*



Result: The County actively supported a trio of bills – **HB 3078**, **HB 3380**, and **SB 895** – that would expand the Family Sentencing Alternative Pilot Program to include additional counties. In June, Chair Bernard testified before the Joint Ways & Means Subcommittee on Public Safety in support of HB 3078, which ultimately passed the Legislature. Specifically, the bill directs the Department of Corrections to establish a process for selecting counties to participate in the Pilot

Program. The bill also increases the limit for short-term transitional leave from prison from 90 to 120 days, modifies two Measure 57 crimes (theft in the first degree and identity theft) to permit shorter presumptive sentences with stricter supervision, and expands the number of offenders that may be eligible to participate in the Family Sentencing Alternative Pilot Program by including offenders who are pregnant at the time of sentencing. These measures are intended to yield cost savings that will be reinvested in supervision and treatment services at the local level in order to address the root causes of addiction and addiction-driven crime. [Appendix B: HB 3078 Policy Statement, HB 3380 Policy Statement, and SB 895 Policy Statement]

Justice Reinvestment Funding

Goal: *Support state funding of the Justice Reinvestment grant program, which funds community-based programs that help people succeed outside of prison, such as community corrections, re-entry programs, addiction treatment, and mental health services.*



Result: This was a very successful session for the Justice Reinvestment Program, which saw a total appropriation of \$47 million for the biennium. **HB 5005**, the Oregon Criminal Justice Commission (CJC) budget bill, allocated \$40 million to the program. **HB 3078**, the Family Sentencing legislation noted above, allocated an additional \$7 million to the program. For comparison, the program received \$40 million in the 2015-2017 biennium and the Governor's Budget included a request of only \$32 million for the 2017-2019 biennium. Per **HB 3078**, the additional \$7 million are to be used as supplemental grant funds for downward departure prison diversion programs in counties selected by the CJC. The bill further stipulates that the CJC shall give preference to counties establishing downward departure prison diversion programs on or after the bill goes into effect. In February, County staff appeared before the Joint Ways & Means Subcommittee on Public Safety in support of HB 5005 and provided compelling testimony in the form of participants whose lives had improved dramatically as a result of the program. In April, the County worked with AOC to host a legislator tour of the Transition Center to showcase the benefits of the Justice Reinvestment Program. Commissioner Fischer also participated in the Justice Reinvestment Lobby Day. As noted above, Chair Bernard also testified before the Joint Ways & Means Subcommittee on Public Safety in support of **HB 3078**. [Appendix B: HB 5005 Policy Statement]

Juvenile Crime Prevention – Basic & Diversion Funding

Goal: *Support Juvenile Crime Prevention (JCP) Basic & Diversion funding from the Oregon Youth Authority at the highest level possible, which provides approximately \$910,000 annually to the County Juvenile Department.*



Result: The Legislature passed the Oregon Youth Authority budget bill (**HB 5042**), which provides level funding for JCP Basic & Diversion at \$18.5 million for the biennium.

Juvenile Crime Prevention – Prevention Funding

Goal: *Support Juvenile Crime Prevention (JCP) funding from the Youth Development Council at the highest funding level possible, which provides approximately \$206,000 annually to the County Juvenile Department.*



Result: The Legislature passed the Department of Education budget bill (**HB 5516**), which funds Juvenile Crime Prevention grants at \$5.9 million. This represents a slight decrease in funding (2.6%) from the current service level. [Appendix B: HB 5516 Policy Statement]

Juvenile Crime Prevention Target Population

Goal: *Oppose any statutory changes to the current targeted population of children and youth who are eligible for services with Juvenile Crime Prevention funds.*



Result: No legislation was passed this session making statutory changes to eligibility for Juvenile Crime Prevention funds.

Oregon Juvenile Delinquency Code

Goal: *Oppose statutory changes to the Oregon Juvenile Delinquency Code which do not align with identified best practices, are not developmentally appropriate for adolescents, or run counter to positive youth development.*



Result: No legislation was passed this session making statutory changes to the Oregon Juvenile Delinquency Code using the aforementioned criteria.

Reentry After Incarceration

Goal: *Oppose legislation that would remove the County's authority to decide who may be released from prison to reside in Clackamas County.*



Result: Mid-way through the legislative session, **HB 3438** was introduced relating to reentry after incarceration. **HB 3438** passed, but the County successfully opposed an amendment to the bill that would have imposed a state mandate for a Local Supervisory Authority (LSA) to accept a jurisdictional transfer from another county. This language represented a significant change to current statutory requirements for inmates to return to their original county of residence when released from prison. In practice, the amendment would have removed the County's authority to decide who can be released from prison to reside in Clackamas County. This new process would have bypassed consultation with the LSA, not taken local resources and community impacts into account, and likely resulted in an influx of prison releases to Clackamas County who are not County residents.

RESOLUTION SERVICES

Mediation Services Funding

Goal: *Support funding at no less than current levels for mediation services, which has seen a reduction in funds since passage of HB 2710 in 2011.*



Result: While the Governor’s budget initially requested an increase of \$2 million for conciliation and mediation services, the Legislature ultimately provided level funding at \$7.4 million for the biennium through the Judicial Department budget bill (**HB 5013**). In addition, like in past years, language was included in **HB 3470** allowing counties to use up to one-half of their state funding for law libraries for the purpose of providing conciliation and mediation services.

TOURISM

Military Museum

Goal: *Support state funding for the Oregon Military Museum, which is located within the Clackamas Industrial Area between OR 212 and the newly-built Sunrise Expressway.*



Result: Clackamas County worked with Sen. Olsen on a trio of bills – **HB 5006**, **SB 320**, and **SB 1021** – all of which sought state funding to support the Oregon Military Museum. Of the three, **HB 5006** ultimately was passed and included \$1 million from the state general fund for the Museum. [Appendix B: SB 320 Policy Statement]

Recreational Immunity

Goal: *Support legislation to restore recreational immunity to landowners who make their land available without charge for recreational uses by the public.*



Result: Clackamas County participated in a broad coalition of organizations to successfully pass **SB 327**, which restores recreational immunity to landowners, including public agencies. The success of the bill will benefit the County Parks and the North Clackamas Parks and Recreation District, as well as the vast tourism industry allowing recreational use of lands throughout the county. The County also worked to oppose **SB 504**, which aimed to reduce recreational immunity for landowners. [Appendix B: HB SB 327 Policy Statement (2 Statements); Appendix C: SB 327 Coalition Letter]

Transient Lodging Tax (TLT)

Goal: *Support collaborative information sharing between the State Department of Revenue (DOR) and local governments to positively affect audit and enforcement efforts across jurisdictions. Ensure that policy adjustments to state and local Transient Lodging Tax (TLT) programs are consistent with their original intentions. Retain local capacity within the TLT to*



meet countywide tourism needs. Support efforts to compel transient lodging intermediaries/online travel companies to comply with all applicable TLT programs.

Result: Clackamas County successfully supported the passage of **HB 3180**, which authorized the Department of Revenue (DOR) and local governments to share TLT information. This concept was initially put forward by Clackamas County last year in a work group focused on TLT issues as a way to help the county better enforce our local TRT. State and local information sharing will increase the ability for local agencies to verify if hotel providers are appropriately remitting TLT revenue to both the state and local governments, as opposed to just one or the other. [Appendix B: HB 3180 Policy Statement]

TRANSPORTATION & DEVELOPMENT

Building Codes

Goal: *Oppose legislation that would negatively impact the County's use of its proprietary electronic permitting system.*



Result: The County successfully opposed **HB 2164**, which sought to mandate the use of the State's e-permitting system or state-approved permitting systems. The bill only had one public hearing and died in Committee.

Distracted Driving

Goal: *Support legislation to update Oregon law covering cell phone use while driving. Currently, law enforcement can only issue citations for talking and texting while operating a motor vehicle. New legislation will clarify that a mobile communication device cannot be in the driver's hand for any use, such as checking or listening to voicemail, playing games, watching videos, programming map functions, and any future activities allowed by advances in technology.*



Result: The County supported **HB 2597** and **SB 2**, House and Senate companion bills seeking to update Oregon law regarding the use of cell phones while driving. Near the end of session, HB 2597 successfully passed both chambers. It goes into effect October 1, 2017. [Appendix B HB 2597 (2 letters), SB 2 Policy Statement]

Land Use

Goal #1: *Oppose statutory changes to Clackamas County's urban and rural reserves while the County works with Metro and other local partners to finalize the reserves map.*



Result: Clackamas County successfully opposed numerous attempts to alter the County's urban and rural reserves during the 2017 legislative session. The first, **SB 186**, sought to validate the region's urban and rural reserve designations while also changing the zoning of lands south of the Willamette River to rural industrial. **HB 2094**, with a broad "relating to land reserves" clause,

was a second bill attempting to make changes to the County’s reserves. Chair Bernard testified alongside Metro President Hughes and Wilsonville Mayor Knapp in strong opposition to the bill, and the County also participated in a discussion group meeting with Chair Clem on the topic of the reserves where we assured him that we fully intended to resolve the issue locally so the Legislature did not need to intervene. Both **SB 186** and **HB 2094** died. A third bill, **HB 2031**, also had a broad “relating to use of land” clause and was the subject of another attempt to alter the County’s reserves. Even though **HB 2031** passed, the County successfully opposed an amendment to the bill seeking to change the zoning of lands south of the Willamette River to rural industrial. As a result of our advocacy to key legislators, the amendment failed to move forward as part of the bill. In all three cases, the County joined with our regional partners and successfully advocated that the Legislature not pass such legislation until our local land use process had fully run its course. [Appendix B: HB 2094 Policy Statement; Appendix C: HB 2094 Joint Metro/MultCo/ClackCo Letter]

Goal #2: Support legislation providing flexibility for Metro to respond to mid-cycle city requests for urban growth boundary (UGB) expansions into urban reserves for needed residential development.



Result: Clackamas County worked closely with numerous regional partners to successfully pass **HB 2095**, which will allow Metro to make mid-cycle UGB expansions of up to 1,000 total acres. Chair Bernard joined Metro President Hughes, Wilsonville Mayor Knapp, and Beaverton Mayor Doyle in testifying before the House Agriculture and Natural Resources Committee and the Senate Business and Transportation Committee in strong support of the bill. [Appendix B: HB 2095 Policy Statement; Appendix C: HB 2095 C4 Letter, HB 2095 Coalition Letter]

Marijuana

Goal: Support legislation to merge recreational and medical marijuana regulation and enforcement. Monitor and influence changes to the marijuana offense code and revenue distribution formula.



Result: While legislation was not proposed this session to merge the recreational and medical marijuana systems, the Joint Committee on Marijuana Regulation did consider and pass numerous bills relating to marijuana offenses and revenue distribution. **SB 302** and **SB 303**, which passed by early April, make changes to marijuana offense code including reducing penalties for a minor who is in simple possession of marijuana to more closely mirror the similar prohibition against minors in possession of alcohol, as well as increasing the penalty for a minor who operates a motor vehicle while in possession of marijuana. **HB 3470** passed, making changes to the revenue distribution formula, fine-tuning the distribution of counties’ 10 percent share of the state’s marijuana tax revenues. Specifically, the bill provides that half of the 10 percent share will reflect the total commercially available area of all grow canopies in the county compared to the state total, and the other half of the 10 percent share will reflect the number of licenses within each county compared to the state total. Finally, **HB 2204** would have allowed cities with voter-approved marijuana taxes to increase the local tax rate from 3 to 8 percent, with counties where

retail marijuana shops are located receiving a share of the increased proceeds. While the bill received hearings, it ultimately died out of fears regarding increased black market sales due to the higher tax rate.

Transportation Funding Package

Goal #1: *Support passage of a robust statewide transportation funding package that meaningfully addresses the County and region's transportation maintenance and capital needs in order to improve the reliability and safety of our transportation system and meet the needs of our interconnected economy.*



Result: More than anything else, the 2017 legislative session will be remembered for the passage of **HB 2017**, a \$5.3 billion, 7-year multimodal transportation funding package. Prior to the start of session, a Joint Transportation Committee of 14 legislators was established, which conducted numerous pre-session field hearings across the state. Once session began, the Committee established five workgroups that held public meetings at least twice per week to develop different pieces of the bill. The County and other regional partners actively participated in the Congestion Workgroup that was focused on addressing highway congestion issues, most notably the three regional bottlenecks of I-205, the Rose Quarter, and Highway 217. Following months of deliberations and the eventual merging of all of the workgroup pieces, HB 2017 emerged as a robust \$8 billion 10-year package of transportation investments that fully funded the region's three bottleneck projects through the creation of a regional surcharge of higher taxes and fees in the Metro area. However, a threat of a voter referral from the Oregon Trucking Association, AAA, and the vehicle and gas dealers led to negotiations with the Governor's Office, Speaker, and the Committee Co-Chairs to scale back the package. These discussions led to the demise of the regional surcharge concept, resulting in the final reduced package. Clackamas County is slated to receive an increase of more than \$6 million for maintenance and preservation in 2018, which will increase to over \$13 million by the year 2024. With virtually all transportation stakeholders in support of the final package, the possibility of an initiative effort to refer the legislation to the voters appears unlikely, but not impossible. Per **SB 229**, any initiative referral would occur at a special January 2018 election. [Appendix B: BCC resolution, Letter on Behalf of Clackamas County; Appendix C: House & Senate Floor Coalition Letters, Clackamas County Coordinating Committee (C4) letter to Clackamas Delegation]

Goal #2: *Advocate for state funding to support an additional lane of capacity in each direction of I-205 from Stafford Road to OR 99E.*



Result: As noted under Goal #1, the County strongly advocated for full funding of the I-205 expansion project throughout the legislative session and was initially successful in the original proposal. In early June, Chair Bernard testified before the Joint Committee in support of the robust package that fully funded I-205. The regional surcharge concept stemming from the Congestion Workgroup fully funded the regional bottleneck projects through **HB 2017**, including \$452 million for I-205. However, as mentioned, subsequent negotiations among a subset of individuals led to a significant scale-back of the package and a new direction for I-205. In place

of full funding, negotiators provided ODOT with \$10 million and directed the agency to get the project to 30% design. Further, the legislation requires ODOT to return to the Legislature during the 2018 legislative session in February with the costs to complete the I-205 Abernethy Bridge and Freeway Widening Project. Further, the legislation also directs the Oregon Transportation Commission to seek approval from the Federal Highway Administration to implement value pricing on the I-205 and I-5 corridors in the Metro area, and once approved, implement such a system. With the lack of a dedicated funding source for the project, the County exerted significant effort in the remaining days of session to seek additional assurances from the Legislature on its commitment to the project. In addition to Commissioner and staff meetings with the entire legislative delegation during this time, the county also advocated for the project with other key legislators and stakeholders who supported the project and were in a position to influence the process. In the end, we accomplished the following three items that re-enforce the state's commitment to see this project through as expeditiously and effectively as possible. While none are an outright mandate, they allow us to point back to the bill's passage to remind everyone of the priorities when the bill passed:

- Budget Note in ODOT's budget:
 - The County partnered with the Cities of Lake Oswego, Tualatin, and West Linn to request additional assistance from Senator Devlin for the project. This led to discussions with ODOT Director Garrett to develop and include the following language in ODOT's budget bill:
 - "The Oregon Department of Transportation is directed to ensure an ongoing commitment to fully fund congestion relief on I-205, including but not limited to the Stafford Rd to Abernethy Bridge bottleneck. Pursuant to HB 2017, any value pricing revenue shall be dedicated to I-205. In the event that value pricing revenue is not sufficient, or should value pricing prove not to be a viable funding source, the agency shall report immediately to the Legislative Assembly on the funding issues along with specifics on funding needs and options available to the Legislative Assembly to quickly remedy such funding gaps. An initial report shall be provided to the Joint Transportation Committee no later than the last legislative days in calendar year 2018."
- The following statement read into the record by Rep. Susan McLain on the House floor. As a Metro area legislator and a member of the Congestion Workgroup, Rep. McLain has a keen sense of the importance of this project and was very helpful in the process:
 - "In particular, this package supports congestion relief by making strategic state investments in the Metro region's three identified highway bottleneck projects including the I-5 Rose Quarter, Highway 217, and I-205 between the Abernethy Bridge and Stafford Road. The Legislature is committed to finding the necessary resources for these projects of statewide significance, and the state will remain hyper-focused on completing all three projects as expeditiously and effectively as possible. I look forward to receiving additional information and suggested next steps from ODOT in 2018 so that we can continue moving these critical projects forward."

- Question asked on the Senate Floor by Sen. Richard Devlin to Committee Co-Chair Sen. Brian Boquist about the State’s commitment to the I-205 project. In response, Sen. Boquist articulated the Legislature’s strong support for the project and his sense that it is one of the first projects to be completed. This exchange can be viewed at the following link: <https://www.youtube.com/watch?v=eQQ4ne6l3do&feature=youtu.be>.

[Appendix C: JPACT letter to Senator Boquist, I-205 letter to Sen. Devlin, I-205 factsheet]

Goal #3: *Advocate for state 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.*



Result: Throughout session, Clackamas County advocated for state funding of the Sunrise Phase II project and collaborated closely with the City of Happy Valley on these efforts. While the project took a backseat to the region’s three identified highway bottleneck projects, we did work closely with area legislators on two efforts to fund the project. First, Senators Monroe, Thomsen, and Olsen, together with Representatives Bynum and Kennemer all supported a request for \$20 million for right-of-way acquisition for the project. However, the final bill did not include an earmark for the project. In addition, we worked very closely with Sen. Monroe to put forward an amendment to **HB 2017** that would have prioritized Sunrise Phase II for future state and local funding. While the language was adopted as part of one of the final transportation package amendments, it ultimately was removed with the demise of the regional surcharge concept.

[Appendix C: Sunrise Phase II legislator letter, Sunrise factsheet]

Goal #4: *Advocate for state funding to support extension of Arndt Road over the Molalla River into the City of Canby.*



Result: As a local city/county project that is not part of the state system, the County advocated for Arndt Road funding directly to Sen. Olsen and Rep. Kennemer who represent the City of Canby and nearby areas. The County coordinated with Canby officials and jointly advocated for this funding. Ultimately, the Legislature did not earmark funding for this project. [Appendix C: Arndt Road factsheet]

WATER ENVIRONMENT SERVICES

Franchise Fees

Goal: *Support efforts prohibiting public agencies from subjecting other public agencies to franchise fees in public right-of-ways unless the fees are directly related to administering the right-of-way program.*



Result: A pending court decision on the topic and vehement opposition from cities across Oregon prevented action on **SB 202** and **SB 840**, both of which were supported by Clackamas County. **SB 202** aimed to prohibit cities from imposing charges on other right-of-ways that exceeded a city’s actual, direct costs. **SB 840** attempted to cap the right-of-way fees to 5% of gross revenue. While the bills did receive hearings, and County staff testified in support, they ultimately failed to

advance to a vote. An initiative petition has been filed that seeks to restrict city rights to impose franchise fees on utilities. [Appendix B: SB 202/SB 840 Joint Policy Statement]

2017 State Legislative Summary

Appendix A

Clackamas County 2017 State Legislative Agenda

Summary of 2017 State Legislative Priorities

Strategic Priorities

Statewide Transportation Funding Package: Support passage of a robust statewide transportation funding package that meaningfully addresses the County and region’s transportation maintenance and capital needs in order to improve the reliability and safety of our transportation system and meet the needs of our interconnected economy. The County currently faces a \$17 million annual shortfall for road maintenance, which is leading to deteriorating roads and decreased safety.

- **I-205 Expansion Funding:** Advocate for state 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 both the Portland metropolitan region and users statewide. 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 state 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.
- **Arndt Road Funding:** Advocate for state funding to support extension of Arndt Road over the Molalla River into the City of Canby. This new road segment, between South Barlow Road and SW Berg Parkway at 99E, will improve access to I-5 that is essential to the economic growth of many businesses in Canby and other areas of southwest Clackamas County.

County Courthouse Replacement Funding

Support the recommendation of the AOC Court Facilities Task Force for \$1.25 million in state funding to continue planning for the replacement of the 80-year old, structurally-deficient Clackamas County Courthouse located in downtown Oregon City.

Economic Development

Willamette Falls Locks

Support legislation that establishes a State Commission to work with the U.S. Army Corps of Engineers to develop a plan for sustainable operations of the Willamette Falls Locks.

Industrial Lands

Support legislation to increase the supply of available land ready for industrial development; Support state financing and incentives to assist local governments in constructing infrastructure and preparing shovel-ready industrial sites.

Brownfields

Support legislation that facilitates redevelopment of vacated industrial sites through measures such as recapitalizing the state Brownfields Redevelopment Fund, creating property tax incentives, and creating state tax credits.

Economic Development Funding

Support continued state funding to counties for economic development programs.

Enterprise Zones

Support the creation of additional Enterprise Zones in Oregon; Oppose measures that would mandate prevailing wage requirements on private industries within Enterprise Zones.

Film & Media Production

Support legislation that provides state incentives to help recruit film and media projects to Oregon and keep current projects in the state.

Urban Lumber

Support the findings of the Clackamas Forestry Product Cooperative Program, which was established by the 2015 Legislature for the purposes of utilizing urban forests to stimulate economic development, create jobs, and sequester carbon. A final feasibility study will be presented to the Legislature during the 2017 session.

Health, Housing, and Human Services (H3S)

Funding for Health and Human Services

Support continuation of existing funding levels for health and human services programs – behavioral health, social services, public health, children, youth & families, community solutions (workforce & weatherization services), developmental disabilities – to enable Clackamas County programs to continue at current service levels and, in some cases, provide additional prevention, support, and treatment services to vulnerable individuals and families.

Affordable Housing and Support Services: Support efforts to create and preserve affordable housing and support services for moderate, low, and very low income residents and those experiencing homelessness.

- Support increased state funding levels for the Emergency Housing Account (EHA) and State Homeless Assistance Program (SHAP);
- Monitor legislation that increases rental protection for tenants;
- Support level funding for senior programs, including Oregon Project Independence, Health Promotion activities, abuse prevention activities through the Gatekeeper program, and the Options Counseling program; and
- Support increased funding for veterans' housing needs to meet the rise in the number of homeless veterans in Clackamas County.

Veterans Tax Relief

Support legislation that grants a higher property tax exemption for disabled veterans. The current exemption has failed to keep pace with inflation after remaining relatively unchanged since being established more than 60 years ago.

Surviving Spouse Tax Relief

Support legislation that grants a partial property tax exemption for surviving spouses of active duty military personnel killed in the line of duty.

Air quality

Monitor and influence proposed legislation and funding seeking to improve the region's air quality, with an emphasis on securing additional resources for the Department of Environmental Quality (DEQ) to administer these activities.

Behavioral Health Reform

Support legislation to preserve the role of community mental health programs (CMHPs) in providing appropriate and accessible services to meet the behavioral health needs of the county; Support legislation to increase funding and access to Psychiatric Emergency Centers (PEC).

Cover All Kids

Support legislation to expand the Oregon Health Plan to cover all children in Oregon.

Public Health Modernization

Support funding that implements recommendations of the Task Force on the Future of Public Health Services, which was established by the Legislature in 2013.

Youth Tobacco Prevention

Support statewide legislation aimed at reducing youth tobacco use, including establishing tobacco retail licensing, increasing the legal age to 21, closing the e-cigarette loophole, and funding tobacco education and prevention programs.

Recreational Marijuana

Support efforts to regulate accessibility, marketing, and packaging of cannabis products targeting young consumers. Oppose legislation that would create an exemption to the Indoor Clean Air Act for cannabis cafes.

Public Safety

Justice Reinvestment

Support state funding of the Justice Reinvestment grant program, which funds community-based programs that help people succeed outside of prison, such as community corrections, re-entry programs, addiction treatment, and mental health services. These programs have been shown to increase public safety and ultimately reduce the demand for costly prison resources.

Domestic Violence Resources

Support legislation that promotes increased resources for victims of domestic violence; support increased funding for family justice centers.

9-1-1 centers

Support legislation to improve operations and funding for 9-1-1 centers.

Juvenile Crime Prevention - Basic & Diversion Funding

Support Juvenile Crime Prevention (JCP) Basic & Diversion funding from the Oregon Youth Authority at the highest level possible, which provides approximately \$910,000 annually to the County Juvenile Department.

Juvenile Crime Prevention - Prevention Funding

Support Juvenile Crime Prevention (JCP) funding from the Youth Development Council at the highest funding level possible, which provides approximately \$206,000 annually to the County Juvenile Department.

Oregon Juvenile Delinquency Code

Oppose statutory changes to the Oregon Juvenile Delinquency Code which do not align with identified best practices, are not developmentally appropriate for adolescents, or run counter to positive youth development.

JCP Prevention Target Population

Oppose any statutory changes to the current targeted population of children and youth who are eligible for services that are funded by JCP Prevention.

Earthquake Early Warning System for the West Coast

Support additional state funding to establish an earthquake early warning system in the Pacific Northwest that could help reduce risks associated with earthquakes, including a Cascadia Subduction Zone earthquake. The ShakeAlert system is estimated to cost \$38.3 million plus an additional \$16.1 million to operate and maintain the system annually, and would cover the West Coast States of California, Oregon, and Washington. To date, the system has received nearly \$20 million from the federal government and a private foundation.

Emergency Management Performance Grant (EMPG) Funding Allocation

Support an increase in local agencies' share of EMPG federal funds from the Oregon Office of Emergency Management (OEM). Recent sharp reductions in this funding from OEM has greatly impacted all EMPG-funded jurisdictions, which rely heavily on these federal dollars to assist in the development of emergency operations, hazard mitigation, and staff.

Tourism

Recreational Immunity

Support legislation to restore recreational immunity to landowners who make their land available without charge for recreational uses by the public. This legislative fix will ensure Oregonians' continued access to land for recreational use and enjoyment.

Transient Lodging Tax (TLT)

Support collaborative information sharing between the State Department of Revenue (DOR) and local governments to positively affect audit and enforcement efforts across jurisdictions; Ensure that policy adjustments to state and local Transient Lodging Tax (TLT) programs are consistent with their original intentions; Retain local capacity within the TLT to meet countywide tourism needs; Support efforts to compel transient lodging intermediaries/online travel companies to comply with all applicable TLT programs.

Transportation & Development

Land Use

Oppose statutory changes to Clackamas County's urban and rural reserves while the County works with Metro and other local partners to finalize the map; Support legislation providing flexibility for Metro to respond to mid-cycle city requests for urban growth boundary (UGB) expansions into urban reserves for needed residential development. A faster, more nimble process for responding to mid-cycle requests for additional land will support Clackamas County's ability to accommodate growth and strike a balance between available housing and jobs.

Marijuana

Support legislation to merge recreational and medical marijuana regulation and enforcement; Monitor and influence changes to the marijuana offense code and revenue distribution formula.

Distracted Driving

Support legislation to update Oregon law covering cell phone use while driving. Currently, law enforcement can only issue citations for talking and texting while operating a motor vehicle. New legislation will clarify that a mobile communication device cannot be in the driver's hand for any use, such as checking or listening to voicemail,

playing games, watching videos, programming map functions, and any future activities allowed by advances in technology.

Water Environment Services

Franchise Fees

Support efforts prohibiting public agencies from subjecting other public agencies to franchise fees in public right-of-ways unless the fees are directly related to administering the right-of-way program. A proliferation of new franchise fees levied on public agencies has the potential to greatly increase costs to ratepayers.

Finance

Public Employees Retirement System (PERS)

Support legislation reducing the volatility of employer contributions while maintaining an adequate and sustainable retirement program for employees. The PERS system is inundated with over \$20 billion in unfunded actuarial liability following the Oregon Supreme Court's ruling on *Moro v. State of Oregon*. To mitigate the growing deficit, public employers will likely incur contribution increases equal to approximately four percent of payroll in each of the next three biennia.

Financial Sustainability

Monitor and influence proposed legislation to ensure adequate and stable funding of county programs and services. Counties partner with the state to provide vital public services and are on the front line of ensuring that services continue and reach those who need them.

State/County Shared Revenue Agreements

Support preservation of counties' share of cigarette, liquor, video lottery, and recreational vehicle fee revenue. Monies received by counties fund economic development programs, county park and recreation areas, and essential front line services, including sheriff's patrol, jails, and health services.

Preemption and Local Control

Oppose preemption of local tax sources and other efforts to restrict local government authority. Local control allows counties to create and fund programs that foster innovation and address the unique needs of their communities.

Public Contracting

Support considerations to the Public Contracting Code (ORS 279) that promote responsible use of public resources for local agencies.

Employee Services

Collective Bargaining

Oppose legislation affecting interim bargaining negotiations that reduces employer flexibility between contract periods and threatens scarce public resources.

Veterans' Preference

Support legislation that clarifies veterans' preference requirements in the public hiring process while giving veterans meaningful preference in the process.

Law Library

Law Library

Support funding at current levels for county law libraries, which help preserve county residents' access to justice by providing direct professional legal research assistance and legal materials, resources, and services.

2017 State Legislative Summary

Appendix B

Clackamas County Policy Statements and Letters



May 3, 2017

**Clackamas County Board of Commissioners
Policy Position
HB 2004: Tenant Protection**

Clackamas County supports HB 2004: The Board of County Commissioners supports HB 2004, which establishes protections for tenants living in rented housing.

The Clackamas County Housing Authority manages 545 public housing units, 400 affordable housing units and issues an average of 1,600 housing vouchers annually to extremely low income residents. As the cost of housing in Clackamas County and the larger Portland metropolitan region continues to rise, so too has the need to serve more and more residents who are not able to find affordable housing. This housing trend has led to undue burden on tenants needing to arrange for new housing with relatively little time in an extremely competitive and low vacancy rental market. It has also led to increased houselessness and a demand on additional housing services provided by the County.

Tenant protection laws like those recommended in HB 2004 create a safety net that reasonably improves the ability to plan for housing transitions for tenants facing a no-cause eviction. While there are many reasons a tenant may face eviction, the regrettable reality is that the price of housing has been a primary cause of tenant displacement in Clackamas County and surrounding areas. Tenant protection legislation will not solve all housing and houselessness burdens faced by Clackamas County and Oregon, but it does represent a positive step towards protecting moderate, low, and very low income Oregonians to retain their housing and have time and assistance when seeking housing.

Clackamas County urges support of HB 2004, and also advocates that any tenant protection legislation adhere to the following principles:

- Tenant protection should safeguard from eviction practices that increase the probability of houselessness.
- Tenant protection should not supersede tenant rental responsibility or cause financial harm to landlords.
- Rent stabilization authority should remain permissive to local jurisdictions.

We urge a “yes” vote for HB 2004.

Please contact Chris Lyons at clyons@clackamas.us for more information.

**BEFORE THE BOARD OF COUNTY COMMISSIONERS
OF CLACKAMAS COUNTY, STATE OF OREGON**

A Resolution in the Matter
of Supporting a State Transportation
Funding Package to be Passed
During the 2017 Legislative Session



Resolution No. 2017-27
Page 1 of 2

WHEREAS, a well-maintained transportation system is necessary for a vibrant economy and the safe and efficient movement of people and goods;

WHEREAS, addressing the growing need for system-wide maintenance and modernization is essential to economic development in Oregon;

WHEREAS, the Oregon Transportation Commission has identified a need in excess of \$1 billion per year to meet the transportation needs of Oregon communities;

WHEREAS, the highway infrastructure in the Portland metropolitan region is failing to serve the growing population and economy, and three key bottlenecks have been identified as needing essential improvements to relieve congestion: I-205 widening from the Abernethy Bridge/OR99E to Stafford Road, I-5 at the Rose Quarter, and OR217;

WHEREAS, I-205 is located in Clackamas County, but serves the entire State of Oregon and acts as an extension of I-5 to provide access to the Portland International Airport and Port of Portland, provide alternatives for commuters working and living on the outskirts of the metropolitan region, and provide an additional "through" route for national, regional, and local freight traffic to transport goods effectively and efficiently;

WHEREAS, Clackamas County has an annual shortfall of more than \$17 million to address the maintenance needs of its 1,400 miles of county roads and 180 bridges;

WHEREAS, Clackamas County agrees with its regional partners that a robust transportation funding package is needed to address local and statewide needs;

WHEREAS, the Clackamas County Coordinating Committee (C4), representing all cities, hamlets, villages, community planning organizations and special districts of Clackamas County, agrees there is a need to address bottleneck congestion in the metropolitan area, to increase local funding resources for all jurisdictions, to increase transit services, and to continue funding ConnectOregon as a vital resource for Oregon's economy;

WHEREAS, federal timber harvests declined precipitously between 1986 and 2016, and federal revenue replacement policies have now fully expired leaving a significant void in County road programs;

**BEFORE THE BOARD OF COUNTY COMMISSIONERS
OF CLACKAMAS COUNTY, STATE OF OREGON**

A Resolution in the Matter
Of Supporting a State Transportation
Funding Package to be Passed
During the 2017 Legislative Session



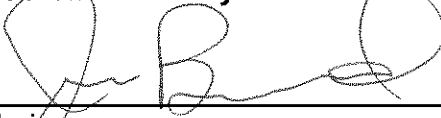
Resolution No. 2017-27
Page 2 of 2

NOW THEREFORE, the Clackamas County Board of County Commissioners do hereby resolve as follows:


1. Clackamas County strongly supports passage of a robust transportation funding package in the 2017 Legislative Session that generates needed revenue to invest in maintenance, preservation, operations and capital projects to improve infrastructure and transportation service in Clackamas County and throughout Oregon.
2. Clackamas County supports and encourages our legislative delegation to help develop and pass a funding package that meets identified transportation needs, including the I-205 bottleneck project.
3. Clackamas County affirms its commitment to advocate for a robust transportation funding package to ensure that required updates to essential facilities are available to the residents, property owners, businesses, and visitors that use and need them.

DATED this 13 day of April, 2017

Clackamas County Board of Commissioners



Chair



Recording Secretary



BOARD OF COUNTY COMMISSIONERS

PUBLIC SERVICES BUILDING

2051 KAEN ROAD | OREGON CITY, OR 97045

June 27, 2017

RE: State Transportation Funding Package

Dear Governor Brown, Legislative Leadership, and the Clackamas County Delegation:

On behalf of Clackamas County, I am writing to express our continued support for a robust State Transportation Funding Package that fully addresses the transportation needs of Oregon. I also wish to express concern over recent efforts to drastically reduce the scale of the proposed package and remove the state's commitment to fully fund the three highway bottleneck projects this legislative session.

As you know, over the past two years the Governor's Vision Panel and the Joint Transportation Committee traversed the state and overwhelmingly heard that congestion is the number one transportation issue facing our residents. In particular, worsening congestion in the Portland metro region is negatively impacting Oregonians statewide. To address the situation, the conversation centered on a need for a comprehensive transportation package that addresses three highway bottleneck projects: the I-5 Rose Quarter, I-205 between the Abernethy Bridge and Stafford Road, and Highway 217. Across Oregon, there is a recognition that these three transportation corridors are the economic engines for our state and are critical to our quality of life.

Over the past five months, we have greatly appreciated the work of the Joint Committee on Transportation in developing a package through an open, transparent process. The final result, embodied in HB 2017-3, reflects the recommendations of the Governor's Transportation Vision Panel – a robust, comprehensive package that truly meets the needs of the state and includes full funding for the region's three bottleneck projects.

As the Legislature completes its work over the next two weeks, we urge you to support a robust package that comprehensively addresses Oregon's transportation needs. It would be a serious missed opportunity to not fully address the state's major congestion relief projects. Our communities and constituents can no longer afford further delay on these issues, which would lead to ever-worsening congestion, stagnating economic growth, and further deterioration of our transportation system.

Sincerely,

Jim Bernard, Chair

On behalf of the Clackamas County Board of Commissioners



May 11, 2017

**Clackamas County Board of Commissioners
Policy Position
Youth Tobacco Prevention**

The Board of County Commissioners supports legislation preventing the sale and marketing of tobacco products to youth.

Tobacco use remains the most preventable cause of illness and death in America. Because of this, Clackamas County, in addition to many of our other public health partners, has made reducing the use of tobacco and other nicotine products a top priority, particularly among youth.

Data from the 2015 Oregon Healthy Teen Survey indicates that 28% of 11th graders in Clackamas County used some form of tobacco product within the last 30 days and that 35% said it would be “very easy” to get some tobacco if they wanted it. The recently released report of the state’s Tobacco Retail Inspection Program affirms that 25% of attempted tobacco purchases by minors in Clackamas County were successful.

Among the many efforts currently being considered, Clackamas County supports the following principles to address youth access to tobacco products:

- Raising the minimum age of legal access to tobacco and nicotine products to age 21 and penalizing sale of products to persons under age 21.
- Establishing tobacco retail licensing laws to measure the effectiveness of all tobacco and nicotine product-related prevention efforts
- Removing the preemption on local governments to establish taxes on tobacco products
- Funding for tobacco education and prevention programs.
- Closing the e-cigarette loophole.

Clackamas County looks forward to partnering with State and local agencies to improve and secure the health and wellbeing of young Oregonians.

Please contact Chris Lyons at clyons@clackamas.us for more information.



February 22, 2017

**Clackamas County Board of Commissioners
Policy Position
HB 2094: Land Reserves**

Clackamas County opposes HB 2094: The Board of County Commissioners opposes HB 2094, relating to the Metro region's urban and rural reserves.

Clackamas County is currently working at the local level with Metro, in collaboration with our cities and other local stakeholders, to resolve the urban and rural reserves. Last month, Clackamas County and Metro resolved to:

- Revise and complete the findings related to the four urban reserves in the Stafford area, to address the remand from the Oregon Court of Appeals;
- Schedule public hearings on the findings before the Metro Council and then the Clackamas County Board of Commissioners, and;
- Work collaboratively with Stafford area residents, community organizations, property owners, businesses and adjacent cities to address needs and concerns about potential future development.

In addition, the County and Metro are working together to develop a Memorandum of Understanding to reinforce our pledges relating to any future urbanization of the Stafford urban reserve lands.

With new leadership in Clackamas County, we are committed to finalizing this process collaboratively with our partners at the local level. Thus, the County would not favor state legislative intervention on the region's urban and rural reserves.

We urge a "no" vote for HB 2094.

Please contact Chris Lyons at clyons@clackamas.us for more information.



May 15, 2017

**Clackamas County Board of Commissioners
Policy Position
HB 2095: Mid-Cycle UGB Expansions**

Clackamas County supports HB 2095: The Board of County Commissioners supports HB 2095, which increases flexibility to manage residential growth and development within the Portland Metropolitan Urban Growth Boundary (UGB) by allowing mid-cycle expansions.

Currently, UGB expansions for residential use in the Portland Metropolitan area can only occur every six years.

Jurisdictions, primarily cities, invest a significant amount of time and money in creating concept plans for areas they need to have brought into the UGB to ensure they can meet the demands of population growth. A six-year expansion process can needlessly burden a jurisdiction if their area is not brought in and they must wait an additional six years.

By creating mid-cycle expansions, Clackamas County believes jurisdictions within the Portland Metropolitan UGB will be able to respond in a more thoughtful and timely manner to changing conditions and needs within residential markets in a way that still accommodates the region's land use priorities. Clackamas County also believes that these amendments will help facilitate housing construction and enable cities to continue to provide housing choices, including needed affordable housing.

In 2016, Clackamas County participated in the Task Force that helped develop the proposals within HB 2095. It was the preference of the County to seek a coordinated proposal that will benefit all jurisdictions within the Portland Metropolitan UGB.

We urge a “do pass” recommendation for HB 2095.

Please contact Chris Lyons at clyons@clackamas.us for more information.



February 22, 2017

**Clackamas County Board of Commissioners
Policy Position
HB 2095: Mid-Cycle UGB Expansions**

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In 2016, Clackamas County participated in the Task Force that helped develop the proposals within HB 2095. It was the preference of the County to seek a coordinated proposal that will benefit all jurisdictions within the Portland Metropolitan UGB.

We urge a “yes” vote for HB 2095.

Please contact Chris Lyons at clyons@clackamas.us for more information.



February 23, 2017

Clackamas County Board of Commissioners
Policy Position
HB 2235: Property tax exemptions for certain veterans

Clackamas County supports HB 2235: The Board of County Commissioners supports HB 2235, which grants a property tax exemption for eligible veterans or surviving spouses of eligible veterans.

Clackamas County is proud to serve its returning veterans and also support family members who have lost loved ones to military conflict. In 2016, Clackamas County reaffirmed its Veterans Covenant – a pledge made with its cities, state legislative delegation members, and others to ensure appropriate local resources would be made available to support returning veterans. Returning from conflict should not be burdensome to those who volunteered to serve in the military, and while many resources exist to support returning vets and stabilization into civilian life, more can always be done to protect and support those who fight for our freedom.

In 2016, the Clackamas County Veterans Service Office (CVSO) supported veterans with over 1,629 claims to the VA, and between 2014 and 2015 the CVSO helped secure more than \$10.9 million in federal benefits for Clackamas County veterans. Support comes in many forms, but housing is certainly one of the most important.

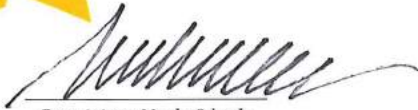
HB 2235 is a small step towards ensuring veterans are receiving support to stay in homes and also aims to reduce one of the barriers that can lead to homelessness for low income veterans. It can also provide an incentive for homeless veterans or veterans in unstable housing conditions to work towards a permanent living situation. Clackamas County is also pleased that HB 2235 ensures that surviving spouses are also cared for through this legislation.

We urge a “yes” vote for HB 2235.

Please contact Chris Lyons at clyons@clackamas.us for more information.

Clackamas Community Covenant

Our Pledge to Military Families May 16, 2016



Commissioner Martha Schrader
Clackamas County



Honorable Alan Olsen
Oregon State Senator



Honorable Julie Parrish
Oregon State Representative



Cameron Smith
Director, Oregon Department
of Veterans Affairs



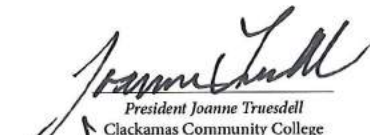
Brigadier General Steven Beach
Assistant Adjutant General Army (ATAG)
Oregon National Guard



Maj. General (Ret.) Curtis A. Loop
State President Oregon Association
of the United States Army,
U.S. Army Reserve,
Ambassador for Oregon



Maj. General (Ret.) Daniel F. Hitchcock
Army Reserve Ambassador Emeritus



President Joanne Truesdell
Clackamas Community College



Dave Hunt
Executive Director
Pacific Northwest Defense Coalition

Clackamas County is committed to:

- Providing free assistance to veterans and their families.
- Advocating for state and federal VA benefits.
- Working with business and community partners to connect veterans to employment, services, and programs to ensure veterans in Clackamas County receive help and services they are entitled to and that they are well-served and respected members of our community.

Department of the Army, Oregon National Guard, Army Reserve and the State of Oregon recognize:

- Oregonians serving in the Oregon National Guard, the U.S. Army on Active Duty and in the Army Reserve have contributed greatly to the welfare of both our state and our nation.
- The strength of our service members from all branches of the military comes from the strength of their families and communities they call home.

Oregon Legislative Leaders are committed to:

- Creating legislation that supports and recognizes the sacrifices and needs of service members and their families.
- Building support for service members and units within their districts.
- Ensuring service members receive employment protection.
- Removing barriers to military families in accessing state and local services and resources.

Oregon Department of Veterans Affairs is committed to:

- Connecting veterans, dependents and military families with available benefits, programs and resources.
- Safeguarding the availability of veterans service officers at the local level.

The Cities of Clackamas County are committed to:

- Working seamlessly with partners to connect resident veterans and military families with support and assistance throughout the deployment cycle.
- Creating a welcoming transition for returning veterans and their families.
- Creating supportive, positive environment for city employees returning from duty, and their families.

Clackamas Community College is committed to:

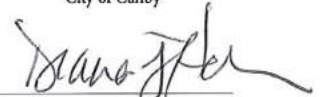
- Assisting military members and all veterans with employment, education and reintegration services.
- Creating new initiatives and partnerships to expand services and support to military members, veterans and their families.

Pacific Northwest Defense Coalition is committed to:

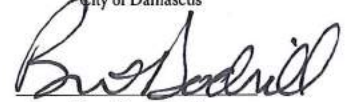
- Providing essential equipment resources for our military members.
- Supporting the educational and community needs of military families.
- An employment networking service for military members.



Mayor Brian Hodson
City of Canby



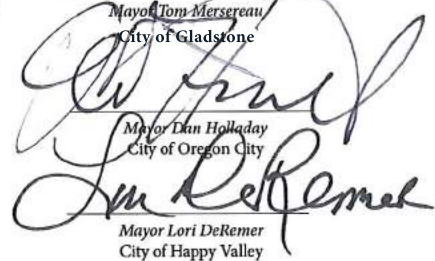
Mayor Diana Helm
City of Damascus



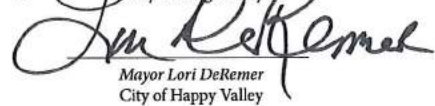
Mayor Brent Dodrill
City of Estacada



Mayor Tom Mersereau
City of Gladstone



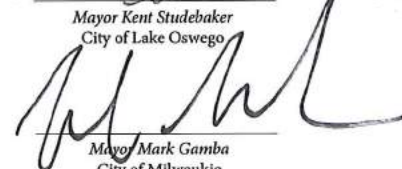
Mayor Dan Holladay
City of Oregon City



Mayor Lori DeRemer
City of Happy Valley



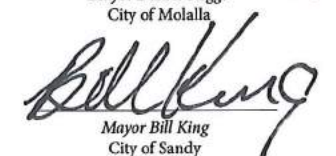
Mayor Kent Stuebaker
City of Lake Oswego



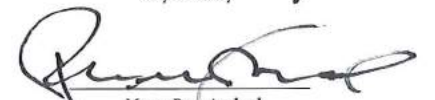
Mayor Mark Gamba
City of Milwaukie



Mayor Debbie Rogge
City of Molalla



Mayor Bill King
City of Sandy



Mayor Russ Axelrod
City of West Linn



Mayor Tim Knapp
City of Wilsonville



February 15, 2017

Clackamas County Board of Commissioners
Policy Position
HB 2244: Relating to certified film production development contributions

Clackamas County supports HB 2244: The Board of County Commissioners supports HB 2244, which would extend the sunset on the existing Greenlight Oregon Labor Rebate (GOLR) program. The GOLR program is used for commercial productions and it can also be used in conjunction with the Oregon Production Investment Fund.

As home to an incredibly diverse landscape of urban, agricultural, small towns, and mountain settings perfect for film locations, Clackamas County holds obvious appeal to filmmakers and production companies. Large production movies such as *Twilight* (2008), *Gone* (2011), and *Wild* (2014) have filmed in Clackamas County in recent years. In addition, we also frequently serve as the filming location for television series *Portlandia*, *Grimm*, and *The Librarians*, which has their sound stage located within the County. To cultivate this burgeoning industry, Clackamas County serves as a resource to production companies by providing technical assistance and securing filming locations.

The GOLR is utilized by *The Librarians*, *Wild*, *Grimm*, and *Portlandia*. In addition, Clackamas County is currently assisting a production company that would like to bring a television series to the County, which could also participate in the GOLR program.

We urge a “yes” vote for HB 2244.

Please contact Chris Lyons at clyons@clackamas.us for more information.



April 6, 2017

**Clackamas County Board of Commissioners
Policy Position
HB 2310: Public Health Modernization**

Clackamas County supports HB 2310: The Board of County Commissioners supports HB 2310, with an amendment that will include the Public Health Advisory Board's 2017-19 implementation recommendations.

The Public Health Advisory Board recommends implementing Public Health Modernization in phases. The first phase will include funding and an expansion of services in the Communicable Disease and Environmental Health programs. The Communicable Disease Program in Clackamas County has the greatest need for funding and modernizing how we deliver our services.

Clackamas County's Communicable Disease Program has a team of four public health professionals, where a staff of seven is the recommendation for a county of our size. Limited staff is a result of limited funding. Without additional funding, Clackamas County will continue fostering a case-by-case emergency response culture, which does not address the community need of preventing infectious diseases from ever occurring. Prevention-based public health services are cheaper for the public and are proven to extend the lives of people who are served by public health prevention efforts.

Public Health Modernization aims to address public health service and funding disparities by restructuring the framework that state and local health departments use to conduct public health activities. These efforts are important because we need to address the causes of health inequities and the poor quality of life that persist in many of our local communities.

Clackamas County is proud to be part of Oregon's future to modernize public health. We also support the Public Health Advisory Board's recommendation for a phased approach and funding to support public health changes.

We urge a "yes" vote for HB 2310.

Please contact Chris Lyons at clyons@clackamas.us for more information.



June 22, 2017

Clackamas County Board of Commissioners
Policy Position
HB 2597: Relating to Distracted Driving

Clackamas County supports HB 2597: The Board of County Commissioners supports HB 2597, which will improve traffic safety by reducing driver usage of mobile electronic devices in automobiles.

Use of mobile electronic devices, primarily cell phones, while driving is one of the most, if not the most, consistent and debilitating activities a driver can do while on the road – aside from driving while intoxicated. Oregon’s proactive efforts to limit cell phone use on the roads a few years ago was a great first step, but as cell phones continue to evolve and offer a larger suite of distractions beyond communication, the need for the law to expand is equally necessary. HB 2597 and its companion, SB 2, seek to accomplish this need by broadening the definition of distracting devices from “cellular devices” to “mobile electronic devices.”

Clackamas County takes a proactive approach to traffic safety. In 2012 we became the first county in Oregon to adopt a Traffic Safety Action Plan (TSAP) designed to create a county-wide safety culture. Clackamas County has also developed a *Drive to Zero* program, to complement the national *Toward Zero Deaths* effort. Drive to Zero is all about working with law enforcement, public health, education and other partners to reduce injuries and fatalities on all roadways in the county. Our goal is a 50 percent reduction in fatal and serious injury crashes by 2022. We are working toward that goal through education, outreach, training and community-based efforts.

Clackamas County supports the recommendation coming from the Statewide Distracted Driving Task Force to expand the law around cell phone usage, found here in HB 2597. Efforts like HB 2597 and SB 2 will help to ensure Oregon’s roads remain safe and that people and goods meet their final destination unharmed. This bill is good for Oregonians and Oregon’s economy.

We urge a “do pass” recommendation for HB 2597.

Please contact Chris Lyons at clyons@clackamas.us for more information.



March 6, 2017

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Policy Position
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We urge a “yes” vote for HB 2597.

Please contact Chris Lyons at clyons@clackamas.us for more information.

June 19, 2017



**Clackamas County Board of Commissioners
Policy Position
HB 3078A: The 2017 Safety and Savings Act**

Clackamas County supports HB 3078A: The Board of County Commissioners supports efforts to update the Family Sentencing Alternative Pilot Program and to realign certain drug and property crime sentencing laws. With these changes, Oregon has the opportunity to address the root causes of addiction and addiction-driven crime while yielding cost savings that can be reinvested in supervision and treatment services at the local level.

In the past 20 years, the number of women imprisoned in the Oregon Department of Corrections (DOC) has nearly tripled. The current prison population at the Coffee Creek Correctional Facility in Wilsonville – DOC’s only facility where women are housed – is overcapacity. Roughly 70 percent of these convictions are for addiction-driven drug and property crimes. This burgeoning population may necessitate the opening of an additional facility to accommodate female prisoners.

Among other modest reforms, HB 3078A proposes a modification to the Family Sentencing Alternative Pilot Program (FSAP), which would help keep children and families together by providing parents with intensive supervision and services instead of a prison sentence. These adjustments to the program will reduce prison bed utilization and keep some children from entering foster care while continuing to hold non-violent offenders accountable through special conditions of probation ranging from vocational training, parenting, and life skills classes to drug, alcohol, or mental health treatment. Based on a similar program in Washington, this program could yield cost savings of roughly \$70 per day per person over the opening and operation of an additional prison.

Clackamas County has experienced amazing outcomes as a result of the justice reinvestment strategies. We strongly support a sufficient amount of the roughly \$20 million in cost savings per biennium resulting from this bill be provided to local justice reinvestments programs. These additional dollars to counties will strengthen our local communities, reduce the need to build a new prison for female offenders, and save scarce local dollars that not only support reentry services, but also victim services.

In addition, Clackamas County is eager to join currently participating counties like Multnomah and Washington Counties in the FSAP and to deepen our work to divert people from prison into accountability and treatment for addiction-driven crimes. Clackamas County Community Corrections strives to ensure that offenders being reintroduced into society have the tools and support they need to thrive and contribute to their families and communities. By expanding the FSAP to include Clackamas County, we can ensure that community correction solutions are available to the entire Portland metropolitan area.

We urge a “do pass” recommendation for HB 3078A.

Please contact Chris Lyons at clyons@clackamas.us for more information.



March 13, 2017

**Clackamas County Board of Commissioners
Policy Position
HB 3180: Relating to Transient Lodging Tax**

Clackamas County supports HB 3180 and HB 2049: The Board of County Commissioners supports the sharing of transient lodging tax information between the State and local governments and ensuring that all operators and transient lodging intermediaries comply with state and local transient lodging tax (TLT) programs.

Clackamas County is proud to be one of Oregon's premier tourist destinations. With sites and attractions such as Timberline Lodge and Government Camp on Mt. Hood, great fishing on the Clackamas and Willamette Rivers, incredible opportunities to explore thousands of acres of federal forestland, great local wineries and over a hundred miles of agritourism loops, it is Clackamas County's goal to entice visitors who come to our area to stay the night, wake up and do more the next day. In Oregon, hotels and other operators providing lodging, and transient lodging intermediaries, are supposed to collect and remit TLT – both to the State of Oregon and, where applicable, any local TLT that exist where those facilities are located. Clackamas County, through Oregon's Mt. Hood Territory, which is our destination marketing organization, uses ninety eight percent (98%) of its TLT revenue for tourism promotion and asset development. Those revenues and the programs they support are vital for building a strong tourism economy. These funds benefit Oregon's economy by creating additional demand for the lodging industry and support local businesses that rely on tourism activity. However, not all lodging providers or transient lodging intermediaries are complying with state-authorized local transient lodging tax programs.

HB 3180 clarifies ORS 320.340 and creates a path for other taxing jurisdictions, such as local governments, to obtain information on operators who are remitting lodging taxes to the State for regulatory purposes of compliance and enforcement. This level of information sharing will act as a resource to local governments to identify lodging operators paying the State tax, but avoiding local taxes. By sharing this basic information, the State and local governments would be able to compare business registrations and investigate any discrepancies. The disadvantage to limiting information sharing is lost lodging tax revenue at both the State and local level, as well as perpetuating ongoing inequity for those tax-compliant operators who currently observe the law.

We urge your support for HB 3180 and HB 2049.

Please contact Chris Lyons at clyons@clackamas.us for more information.



April 5, 2017

Clackamas County Board of Commissioners
Policy Position
HB 3203-1: Relating to Least Cost Contracting

Clackamas County Opposes HB 3203-1: The Board of County Commissioners oppose HB 3203-1, which increases risk for public agencies to contract for projects exceeding \$125,000.

Clackamas County averages 35 public improvement contracts every year that exceed \$125,000. HB 3203-1 would require Clackamas County and other public agencies to provide consideration of the full cost of labor before a contracting agency can perform public improvement work. Further, it opens the potential to contracting agencies to exercise legal action against public agencies before contracts are awarded even though the contractor would not otherwise be able to demonstrate standing or damages, or even prove they have won a formal bid.

Beyond adding legal and financial risk to public agencies, the requirements noted in HB 3203-1 would increase burdens on staffing to provide appropriate analysis that is otherwise called for in formalized request for projects. For public agencies with large volumes of contracting requests, such as Clackamas County, this bill would require additional staff to regularly conduct the required analysis, thus creating an unfunded mandate and penalizing local agencies trying to utilize public dollars where it is most expected to be used – on the projects themselves.

In addition, HB 3203-1 changes the existing law to make it impossible for a county to pave a road with 2” of asphalt no matter how much it costs. This means a county would have to perform a detailed analysis just to pave any amount – not just for work that exceeds \$125,000. This effectively makes it impractical for a county to ever pave with its own forces.

Clackamas County believes that growth and economic development are better when the process between public agencies and public contractors is streamlined and transparent. However, the burden placed on public agencies if HB 3203-1 is passed will hinder valuable public relationships with contractors, spend unnecessary public dollars to perform work most contractors already account for in their proposals, and allow contractors to seek legal action for unnecessary and undue reimbursements that will place public dollars at risk.

We urge a “no” vote for HB 3203-1.

Please contact Chris Lyons at clyons@clackamas.us for more information.



May 28, 2017

Clackamas County Board of Commissioners
Policy Position
HB 3380: Family Sentencing Alternative Pilot Program

Clackamas County supports HB 3380: The Board of County Commissioners supports efforts to expand the Family Sentencing Alternative Pilot Program established in 2015.

HB 3380 modifies the Family Sentencing Alternative Pilot Program (FSAP), preventing children from entering foster care, holding offenders accountable, and reducing prison bed utilization. Specifically, the FSAP allows some nonviolent offenders who have minor children to be eligible for an intensive supervision program in lieu of a prison sentence. The program includes special conditions of probation ranging from vocational training, parenting, and life skills classes to drug, alcohol, or mental health treatment.

In Clackamas County, the prison population at the Coffee Creek Correctional Facility is burgeoning. As the only Department of Corrections facility where women are housed, this growing population could create the need to open an additional prison to accommodate female prisoners. The opening and continued operation of a prison is an expensive proposition – upwards of \$100 per day per incarcerated person. Based on costs of a similar program in Washington, the Family Sentencing Alternative Pilot Program could cost roughly \$31 per day per supervised offender – nearly 77% cost savings per offender.

Clackamas County Corrections strives to ensure that offenders being reintroduced into society have the tools and support they need to thrive and contribute to their families and communities. Supportive services for parents in the criminal justice system are particularly important, as they have been shown to break inter-generational cycles of crime.

Additionally, Clackamas County is eager to join currently participating counties like Multnomah and Washington County to ensure community correction solutions like the FSAP are available to the entire Portland metropolitan area.

We urge a “do pass” recommendation for HB 3380.

Please contact Chris Lyons at clyons@clackamas.us for more information.



February 14, 2017

Clackamas County Board of Commissioners
Policy Position
HB 5005: Justice Reinvestment Funding

The Clackamas County Board of Commissioners urges your consideration of providing \$52 million in justice reinvestment funding, consistent with the agency's request and estimated statewide needs. This funding would help Clackamas County increase much needed capacity in treatment and transition services for assisting people in our community rather than in prison.

In 2013, the Oregon Legislature passed HB 3194 to slow prison growth and save taxpayers more than \$300 million. As community-based programs become increasingly successful, funding that is not needed to account for prison growth is used to fund programs that keep prison populations low.

Clackamas County has historically had some of the lowest recidivism levels in the state, and justice reinvestment funds ensure that the county can provide services for offenders beyond the basic level, including:

- Transition Services, including Transition Center, Transitional housing and mentor services for Short Term Transitional Leave (STTL) clients
- Expanded capacity for inpatient drug and alcohol treatment

While the Legislature graciously funded justice reinvestment programs at \$40 million in 2015, an increase in funding would ensure that Oregon is avoiding other and more burdensome costs associated with recidivism. Again, we urge your support for enhancing this funding to \$52 million in the 2017-2019 biennium.

Please contact Chris Lyons at clyons@clackamas.us for more information.



March 15, 2017

Dear Co-Chairs Winters and Stark:

Clackamas County is seeking state funding of \$1.25M for phase I of our courthouse replacement project. The total estimate of this planning work is \$2.5M. We actively participated in the Association of Oregon Counties' (AOC) Court Facilities Task Force over the interim, and at the conclusion of the process, the group recommended to the Chief Justice that Clackamas County's proposal should be among the projects selected for funding from the Oregon Courthouse Capital Construction and Improvement Fund (OCCCIF) during the 17-19 biennium.

Clackamas County's courthouse was built in 1936 in the heart of downtown Oregon City. While it continues to serve hundreds, sometimes thousands, of residents daily, courthouse needs have outgrown the facility's ability to adequately meet the demands of our increasing population and the need to hold hearings in a timely manner.

Clackamas County's population is projected to grow approximately 53% by the year 2050. The current approved master plan, forecasted to 2030, identifies a need for 16 courtrooms to adequately serve Clackamas residents. The current courthouse only has 11 courtrooms. Population projections for 2050 recommend a facility with 18 to 26 courtrooms to adequately address public need. Currently, it is impossible to accommodate this predicted growth at the current courthouse facility in downtown Oregon City, where the building is landlocked by surrounding structures, Main Street, OR 99E, and the Willamette River.

Clackamas County's courthouse also poses significant safety risks, lacking adequate jury assembly space, as well as secured routes for defendants, witnesses, police officers, and prisoners. Secured parking is also non-existent for judges and jurors, who must exit through public hallways and access areas to reach their cars. Additional safety concerns for the Clackamas County courthouse include the findings of a recent building assessment which noted the courthouse would experience "significant damage" during a major earthquake.

The replacement of Clackamas County's courthouse represents an investment for our residents. Not only would the courthouse be rebuilt to meet the capacity and safety needs already mentioned, the relocation of the courthouse from downtown Oregon City to the Red Soils Campus in Oregon City will reunite the courthouse with other complimentary services that exist at the County offices – including Resolution and Mediation Services, Juvenile Services, and the County Jail.

Also planned for co-location, within the courthouse, is a large secure suite for the State Department of Human Services which will provide family services and a daytime safe space for children involved in justice system activity to receive Human Services staff support. This co-location will offer a suite of new and expanded services to residents interacting with the justice system. Location of the new courthouse on the Red Soils Campus will dramatically decrease the cost of the new courthouse because the land is already owned by the County, utilities are already pre-installed, and traffic circulation improvements have already been built.

The funding we hope to secure in the 17-19 biennium from the OCCIF is essential to Clackamas County's project, and we look forward to working with the state to ensure public safety needs of our residents and all Oregonians are met.

Please contact Chris Lyons at clyons@clackamas.us for more information.

Sincerely,

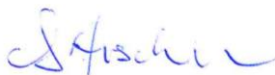
CLACKAMAS COUNTY BOARD OF COMMISSIONERS



Jim Bernard, Chair
Commissioner



Ken Humberston
Commissioner



Sonya Fischer
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Paul Savas
Commissioner



Martha Schrader
Commissioner



ACCESSIBILITY

Roughly 3,500 Clackamas County residents enter the courthouse each week. The capacity of the current courthouse limits space to adequately serve the public, resulting in significant delays to cases that ordinarily last 4-6 weeks.

Clackamas County's population is projected to grow approximately 53% by the year 2050. The current approved master plan, forecasted to 2030, identifies a need for 5 additional courtrooms to adequately serve Clackamas residents. The current courthouse only has 11 courtrooms. Population projections for 2050 recommend a facility with 18 to 26 courtrooms to adequately address public need. It is impossible to accommodate this predicted growth at the current courthouse facility in downtown Oregon City.

The current courthouse is also too small to house most of the District Attorney's office, which has been forced to rent office space in a variety of buildings in Oregon City. Consolidating the DA's office within the secure perimeter of the new courthouse will bring many cost savings and efficiencies to its operation.

SAFETY ISSUES

In the event of a significant earthquake, the Clackamas County Courthouse is expected to experience significant damage, posing a risk to the lives and safety of visitors and employees. According to a 2015 seismic evaluation study, the courthouse is not seismically sound and the site where the courthouse resides is susceptible to several inches of liquefaction. A seismic upgrade to the existing courthouse would be difficult, very expensive, and create excessive delays to courthouse operations and services.

Currently, there is no jury assembly space within the building. Further, jurors, attorneys, defendants, witnesses, police officers, and prisoners do not have the ability to move freely through the courthouse separate from each other or the public, creating safety risks and improper influence and exposure.

Parking for employees and visitors is limited to on-street parking and a city-managed parking lot that is many blocks away and serves all of Oregon City. There is no secure parking adjacent to the building for judges or jurors, presenting safety risks.



CO-LOCATION OF OTHER STATE AND COUNTY OFFICES

Clackamas County is excited about the opportunity to share a new space with agencies and programs that frequently visit courthouse facilities, including the District Attorney's Office, the Oregon Department of Human Services (DHS), and affiliated county offices. DHS works with many existing county departments on the county's Red Soils Campus in Oregon City, such as Health, Housing and Human Services, Juvenile, Community Corrections, and the Clackamas County Sheriff's Office.

Clackamas County will provide offices for DHS staff within the courthouse and dedicated conference rooms for their meetings with clients. There will also be an in-suite DHS day room for young clients. A new courthouse on the Red Soils Campus also will be in close proximity to non-profit and other county service providers such as Public Health, Behavioral Health, Social Services, and A Safe Place – the Clackamas County Justice Center.

COST EFFECTIVE

Building a new courthouse is a more cost-effective option than upgrading the existing courthouse. The county has already made significant investments toward constructing a new courthouse, including owning the land, securing an approved Master Plan from Oregon City, and investing \$6.8 million in infrastructure.

NEXT STEPS

The county is working with financial advisors and an architectural team to develop a schedule using an October 2019 construction start date. The overall project budget is estimated at \$154 million for a roughly 215,000 square foot facility, with half of the funding expected to come from the state. Clackamas County is seeking \$1.25 million from the 2017 State Legislature for planning. Assuming this funding is allocated, the state's remaining share of approximately \$77 million includes:

- \$28.8 million in 2019 for continued design and preconstruction
- \$48.2 million in 2021 for construction and courts furniture, fixtures and equipment

For questions, contact Chris Lyons at CLyons@clackamas.us or 971-202-3007.



Clackamas County Courthouse Proposal

Presentation to the Joint Ways & Means Subcommittee on Public Safety

March 16, 2017

The Clackamas County Courthouse

- Built in 1936 in downtown Oregon City
- Originally housed 1 courtroom and County offices
- Now contains 11 courtrooms
- Receives an average of 700 visitors daily



ADA/Electrical/Capacity Challenges

- ADA compliance issues
- Wires run across benches and litigation wells
- Space shortfalls (below standards):
 - 11,563 sq. ft. in support space
 - 4,693 sq. ft. in courtroom space



Steps to witness stand



Stairs up to courtroom and non-functioning lift due to inadequate existing wall bearing capacity



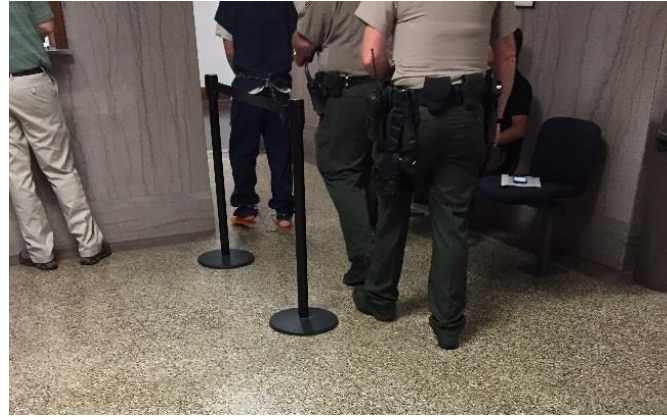
Cables at litigation well in courtroom



Inaccessible witness stand

Circulation and Safety Challenges

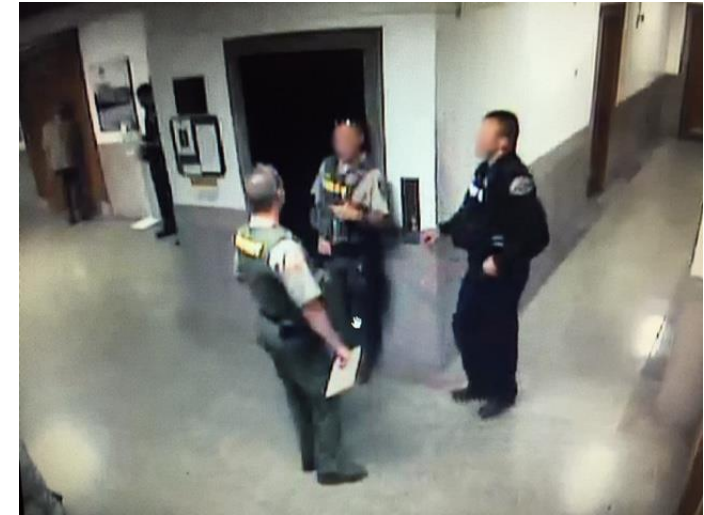
- Judicial, civil, & courts staff use same circulation routes as in-custody prisoners & public.
- Jurors assemble in neighboring building; path to courthouse leads jurors past sallyport & front courthouse entry where many opportunities exist to expose jurors to witnesses, defendants, attorneys, & officers.
- No room for testifying law enforcement to wait separately from public circulation & prisoner transfer.



In-custody prisoner accessing public restrooms by public queuing



In-custody prisoners being moved through public hallway



Deputies and officers waiting for trial

Seismic Risk

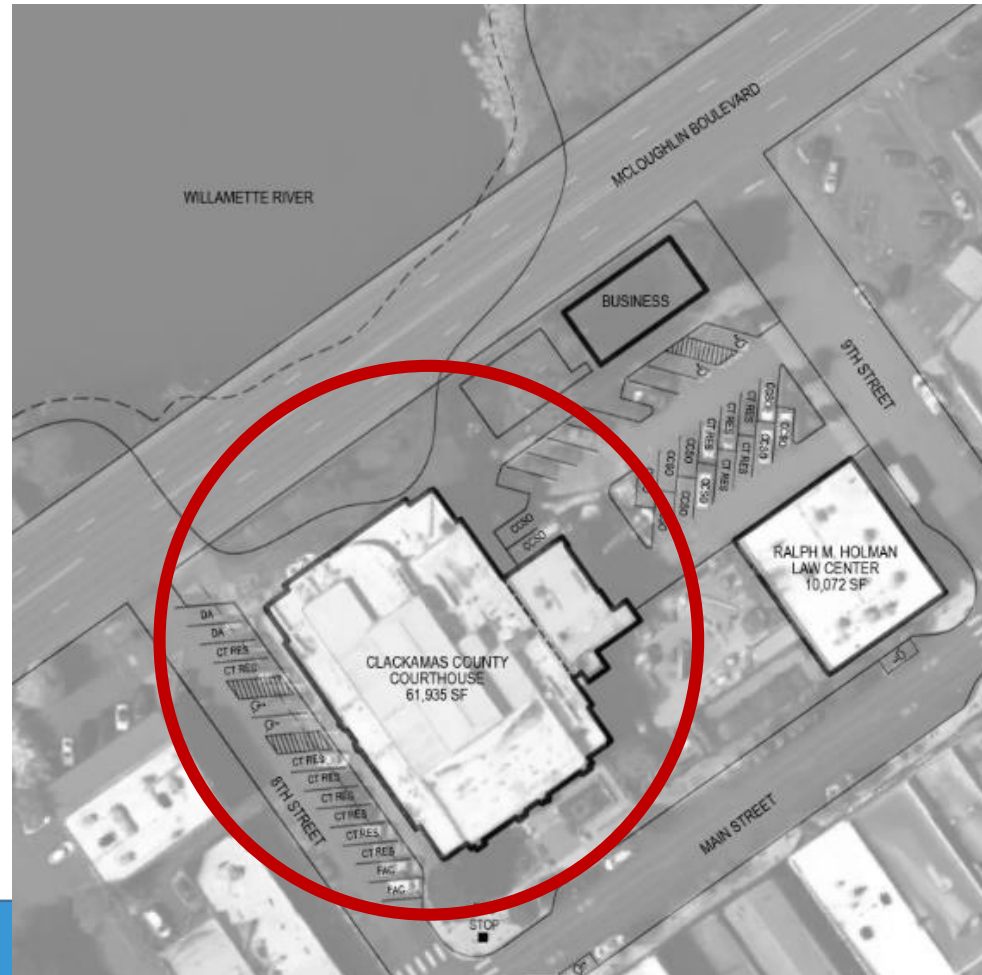
Numerous seismic deficiencies for both structural & nonstructural systems. Building would experience significant damage during an earthquake and pose a risk to the life safety of occupants.



Cliff at Willamette River (looking south)



Eroding asphalt at Willamette River elevation



Cliff at Willamette River (looking north)



McLoughlin Boulevard left, courthouse right

Millions Invested In Site Preparation

- Clackamas Co. owns the land
- Master Plan approved
- Building will meet LEED Silver
- Pre-installed utilities:
 - Chillers & boilers
 - Fiber & copper for connectivity
 - Closed loop hot and cold water from Central Plant
 - Traffic circulation improvements in place to accommodate courthouse



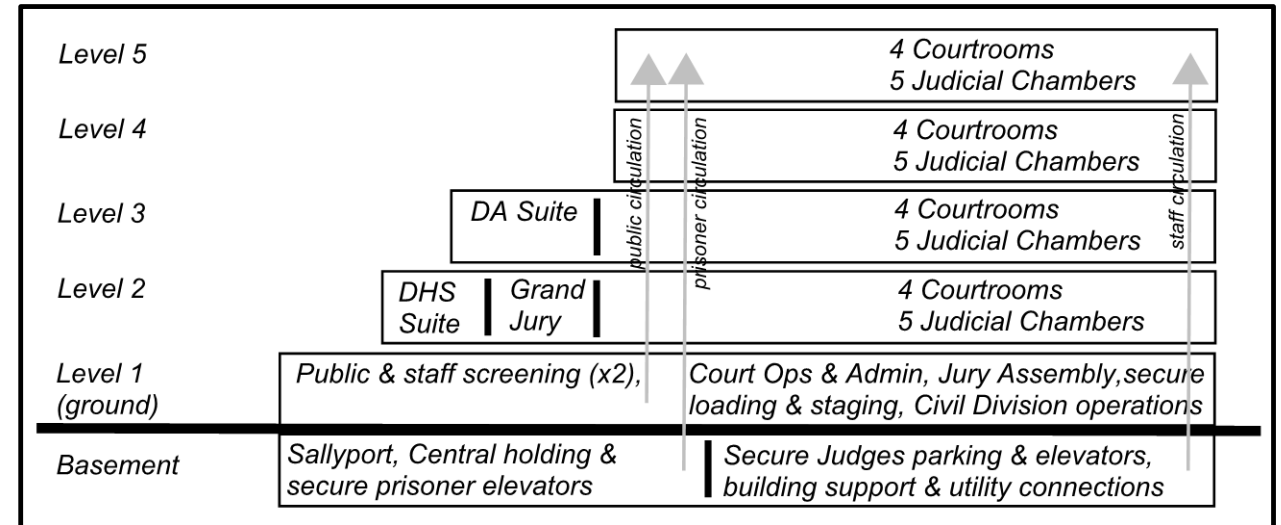
View east from new courthouse site
(photo prior to plaza build-out)

The New Courthouse

Program	Area (DGSF)
1.0 Public Facilities & Building Support Spaces	30,758
2.0 Courtrooms & Judicial Staff	84,717
3.0 Court Operations & Administration	34,333
4.0 Sheriff Civil Division & Sallyport/Central Holding	13,634
5.0 Law Library	4,439
6.0 State Agency - DHS	4,724
Total Department GSF	172,604
25% Grossing Factor	43,151
Total Courts Building GSF	215,755

Co-Located Services:

- Oregon Department of Human Services (DHS)
 - Secure 4,700 sq. ft. suite
 - Relief for current crowded office space close by
 - Family support services close to courtrooms
 - Daytime safe space for children involved in justice system to receive staff support



Stacking Diagram Jan 2017

Staging: Planning through Construction Financing

State Funding Request Timeline



Clackamas County Match Financing

Total Design & Construct Cost (est.) = \$154 million

Clackamas County Match = \$77 million

Match Financing:

- Expenditures to date and ongoing from General Fund (includes additional \$1.25M for planning)
- Internally financed Full Faith & Credit bonds in two waves + bank line of credit to aid cash flow

QUESTIONS?



Clackamas County Courthouse 1884-1935



Clackamas County Courthouse 1936-Present



Clackamas County Courthouse Replacement Project

Presentation on SB 5505 to the Joint Ways & Means Subcommittee on Capital Construction

May 12, 2017

The Clackamas County Courthouse

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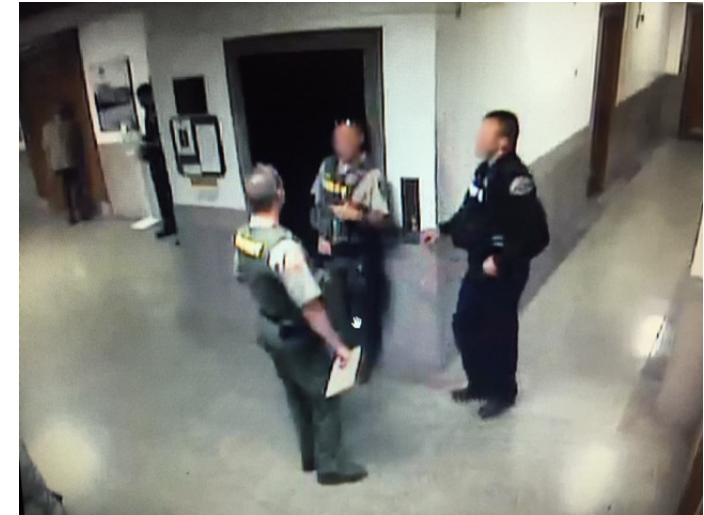
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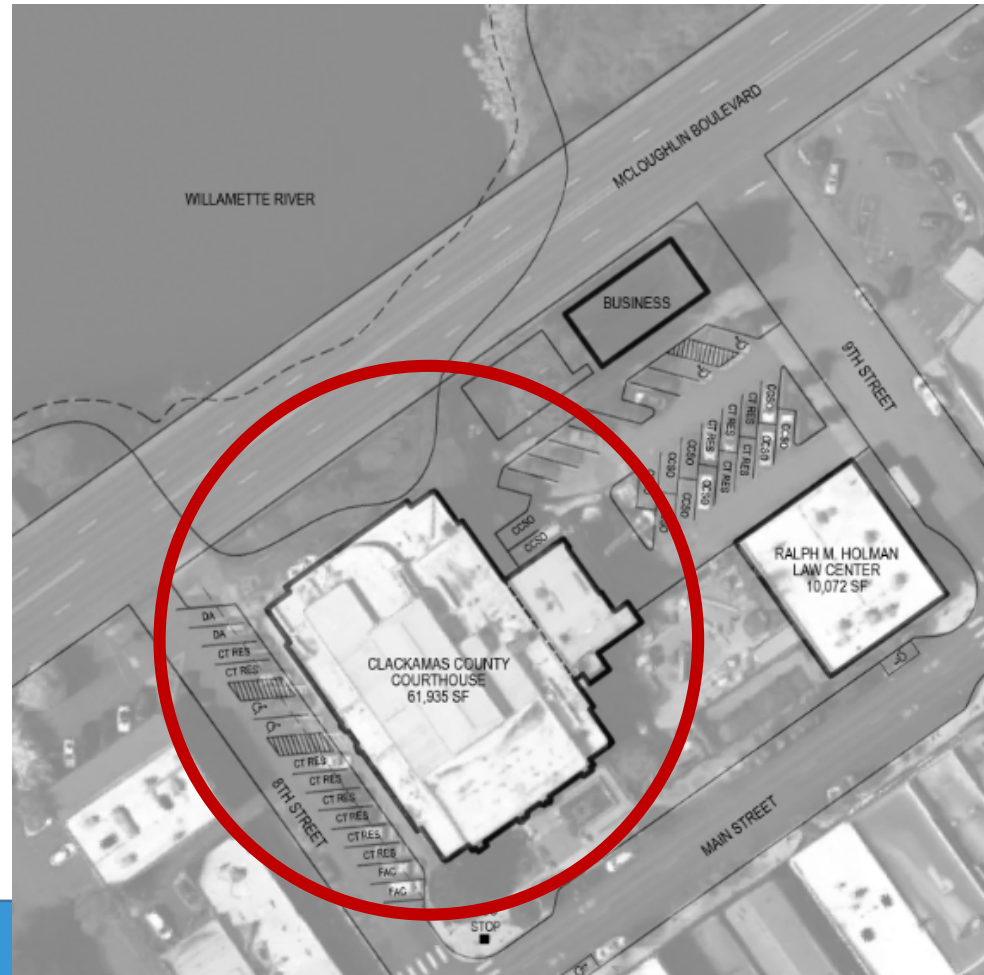
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Eroding asphalt at Willamette River elevation



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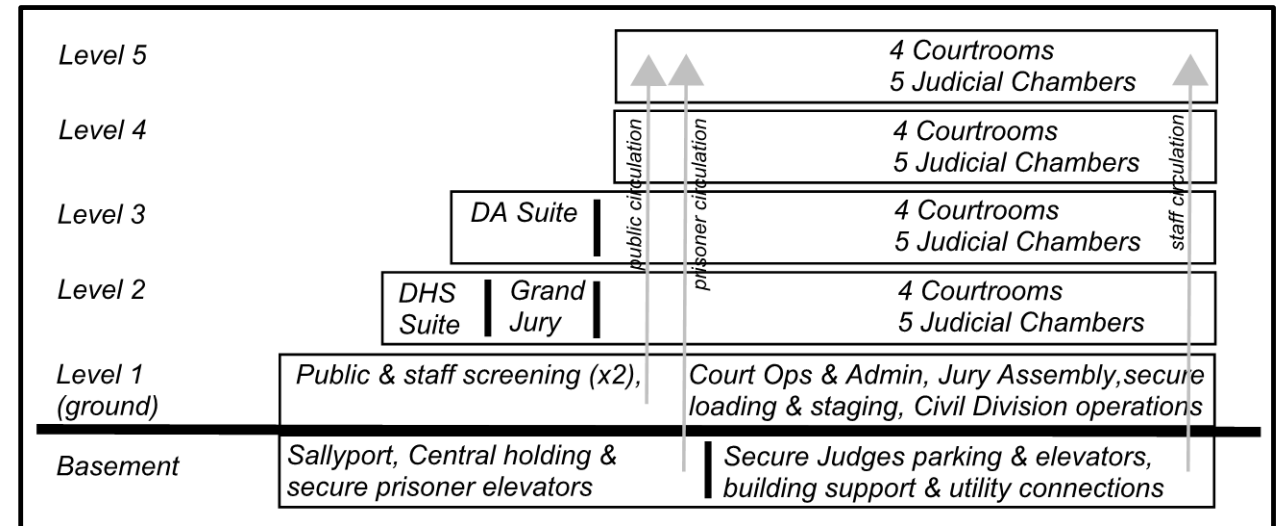
View east from new courthouse site
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Stacking Diagram Jan 2017

Staging: Planning through Construction Financing

State Funding Request Timeline



Clackamas County Match Financing

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Clackamas County Match = \$77 million

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- Expenditures to date and ongoing from General Fund (includes additional \$1.25M for planning)
- Internally financed Full Faith & Credit bonds in two waves + bank line of credit to aid cash flow



March 17, 2017

Clackamas County Board of Commissioners
Policy Position
Relating to funding for Oregon Housing and Community Services

The Board of County Commissioners supports continued funding for Oregon's Housing and Community Services (OHCS) programs. These funds provide Clackamas County's Health, Housing & Human Services department with the resources required to remove barriers to stable housing. OHCS funding supports essential services in Clackamas County through the following programs:

Emergency Housing Assistance (EHA) supports Clackamas County by providing a match to federal homeless grants, supporting 55 households each year.

State Homeless Assistance Program (SHAP) funds pay for over 2,000 overnight stays for homeless families and women fleeing domestic violence. Clackamas County partners with Annie Ross House and Clackamas Women's Services to ensure these funds are available for the most vulnerable populations.

Energy Assistance funding annually helps over 5,000 low income residents pay their energy bills in Clackamas County through a combination of State and federal funds. These programs ensure families not only have shelter, but are able to maximize the efficiency of their utilities, thus reducing cost barriers to housing for low income residents.

Oregon Energy Assistance Programs (OEAP) funding is also vital to Clackamas County to continue energy assistance needs, but the funding is currently anticipated to be reduced because it was created with a sunset timed for 2017. HB 2134 is one approach that would end the sunset on OEAP funds and allow vital services to continue in Clackamas County and around the State. With the additional OEAP funding that is at risk, Clackamas County is able to support 650 low income households annually to ensure they have the ability to heat their homes in the winter and keep them cool in the summer.

Weatherization Assistance Program funding provides one-on-one, in-home visits to install cost-effective energy efficiency measures and provides education workshops about energy conservation. Clackamas County is able to serve hundreds of households through this program.

We urge your support to ensure these essential housing and community service programs remain available to Oregonians and Clackamas County.

Please contact Chris Lyons at clyons@clackamas.us for more information.



March 7, 2017

Clackamas County Board of Commissioners
Policy Position
HB 5026: Relating to funding for Oregon Health Authority

HB 5026, as currently written, includes a nearly \$900 million loss for Oregon Health Authority's (OHA) budget. Clackamas County's Public Health programs rely heavily on state and federal funding to provide adequate services to Oregonians in and around Clackamas County. OHA's budget funds the majority of Clackamas County's public health program, with the remaining needs coming from the County's general fund. OHA's support allows Clackamas County to provide several foundational public health services that often go unnoticed to our residents, like the inspection of small drinking water systems to prevent waterborne diseases and the tracking of communicable disease to control outbreaks in our community.

Public health investments are often found in preventive outreach and responses that reduce the need to respond to public health emergencies. Health emergencies are expensive and are a needless burden on many Oregonians whose path to an emergency can be prevented with smart, thoughtful public health programs. Investments in public health not only contribute to population health improvements, but they generate stronger economic growth because people can lead healthy, active lives.

Clackamas County acknowledges the burden of the state to fund more with less. We strongly believe that by reducing OHA funds from their current level the State is more likely to find health-related expenses will grow for residents, counties, and the State in the very near future.

We urge your support to ensure these essential public health programs remain available to Oregonians and Clackamas County.

Please contact Chris Lyons at clyons@clackamas.us for more information.



March 14, 2017

Clackamas County Board of Commissioners
Policy Position
HB 5516: Relating to funding for Department of Education

The Clackamas region was designated as a regional Early Learning Hub in April 2015. The new Early Learning Hub system has played a significant role in changing how early childhood services are provided in Clackamas County. There is a clear and sharper focus on addressing the holistic needs of at-risk children from prenatal through age 6 and their families. In addition, the Hub has facilitated new partnerships that are committed to aligning services and supporting each other's work to ensure that children and families are healthy and stable and that young children are ready to succeed in school.

Parents, representatives of business, culturally specific organizations, early childhood providers, health care, CCOs, human and social services, and K-12 school districts have worked together to change the way we target and improve outcomes for Clackamas County's 20,000 underserved children, which include children of color, children from low-income families, children with disabilities, English language learners, and children from homeless, migrant, immigrant and refugee families. These children are less likely to receive services and supports and more likely to struggle in school as a result.

Clackamas County Early Learning Hub urges the committee to maintain current service levels, and if at all possible consider the Governor's Recommended Budget proposal to invest an additional \$105 million of State General Fund in early learning programs. These programs include Child Care Resource and Referral, Early Learning Division, Family Stability, Focused Child Care Networks, Great Start, Healthy Families, Hub Coordination, Kindergarten Partnership and Innovation, Preschool Promise and School Readiness.

Please contact Chris Lyons at clyons@clackamas.us for more information.

Examples of the current work that is being conducted through the Clackamas County Early Learning Hub includes:

Family Resource Coordinator Services for At Risk Families which provides referrals and/or direct connections to early childhood programs, medical providers, child care, housing, food, etc.

Kindergarten Partnerships and Innovation Initiatives which includes the following activities: Innovative Engagement, Support and Connections for Isolated Families and Child Care Providers –Designed to engage stressed and isolated families in preparing their children for kindergarten and supporting the child’s well-being and family stability. A Parent Outreach Specialist works to engage identify, connect and engage isolated families while conducting family engagement activities and referring them to evidenced-based, culturally appropriate parenting education opportunities.

Supporting Early Engagement and Development of STEM (SEEDS) for Communities of Oregon City and Gladstone -Designed to create authentic and meaningful connections between the early childhood education community, K-3 classrooms, and families with young children, and community members to foster early science technology, engineering and math learning experiences. Families are seen as having a vital role in their child’s education, therefore a primary focus of the project is to engage families in family learning events and parent education opportunities.

Early Childhood/Elementary School PreventNet programs have been established in Sandy (Sandy) and Lot Whitcomb Grade Schools (North Clackamas) to provide kindergarten transition support to families bridging the family support services provided within early childhood (i.e. Ready, Set, Go, Jump Start, etc.) with kindergarten transition. Also provided evidenced based parenting education classes to provide a holistic approach to working with families.

Early Literacy Outreach which includes a Train the Trainer session on “Every Child Ready to Read curriculum with 23 community partner agencies participating (Home Visiting Programs, Public Health and all 10 county-wide libraries; an online “Professional Learning Community” where participants can share resources and provide communication support. Each partnering agency agreed to provide 5 or more parent/adult trainings to meet the goal of reaching 2,500-4,000 families in Clackamas County to improve early literacy for young children and support kindergarten readiness.

Children of Incarcerated Parents project is a component of a comprehensive, multi-agency approach to addressing the most high-risk families in Clackamas County intended to build strong parenting skills, prevent child abuse and neglect and increase academic success. The primary target population would be children with justice involved parents (current/formerly) and justice involved parents identified through Corrections, PreventNet programs, Juvenile Department, Local Schools, Homeless Liaisons, Clackamas Public Health & Behavioral Health, and the State Department of Human Services. The geographic area served under this grant includes children/youth/families that live in Clackamas County. In addition, this project would provide referral services and transportation assistance and other basic incentives for continued participation.

Program Components include: Community Parenting Inside Out Curriculum

Community Parenting Inside Out Curriculum is the community version that consists of 24, 2 hour sessions and is appropriate for parents who have custody of their children or who are seeking visitation.

Mentor Inside Out is a comprehensive program that gives children of justice involved parents support to stay in school and to become healthy, successful adults. The program works with the whole family. It includes

individual mentoring, group activities, referral for additional health/behavioral health services and when appropriate, transportation for youth to jail/prison for visits with parents.

The Nurturing Parenting Programs are a family-centered trauma-informed initiative designed to build nurturing parenting skills as an alternative to abusive and neglecting parenting and child-rearing practices. The long term goals are to prevent recidivism in families receiving social services, lower the rate of multi-parent teenage pregnancies, reduce the rate of juvenile delinquency and alcohol abuse, and stop the intergenerational cycle of child abuse by teaching positive parenting behaviors.

The Nurturing Programs target all families at risk for abuse and neglect with children birth to 18 years. The programs have been adapted for special populations, including Hmong families, Military families, Hispanic families, African-American families, Teen Parents, Foster and Adoptive Families, Families in Alcohol Treatment and Recovery, Parents with Special Learning Needs, and Families with Children with Health Challenges.

Preschool Promise Program is to both increase access to quality preschool and to enhance quality in existing early education programs for preschool aged children in Oregon.

Children must be members of families whose incomes, at the time of enrollment, are at or below 200% of the Federal Poverty Guidelines. Programs maintain a clear focus on equity and address factors that contribute to achievement gaps that often exist between students who are economically disadvantaged, students learning English as a second language, and students who are African American, Hispanic or Native American and their peers. Programs identify strategies for reaching children with specific risk factors, and/or children who are not currently enrolled in formal Pre-K or child care programs, including those participating in license exempt and relative care.

Healthy Families of Clackamas County

Too many children are born into circumstances where parents are alone with no support, financially unable to provide basic necessities, and too stressed to understand what their baby needs. Healthy Families is a child abuse prevention program that offers weekly home visits to multi-stressed parents with children ages 0 to 3 years old.

Home Visitors provide families with a variety of information and assistance:

- The relationship between parent and child is essential to the child's development, so Home Visitors discuss the interactions and attachment between a parent and their baby. Explaining that how they talk to their baby and how he or she responds are all indicators of the strength of their relationship.
- Home Visitors also provide information on child development, basic infant care, ways to soothe a crying baby, who to turn to for support, connecting families with local resources, celebrating milestones and completing developmental screenings with each child.
- Families are also assisted with basic necessities such as clothing, books, diapers, formula, developmentally appropriate toys, car seats, and home safety supplies.

Many of the families' served live in poverty, are single parents, and/or teen parents that struggle with many stressors while they care for their new baby. Many of these parents were themselves raised in abusive homes, and they participate in the program because they want to make sure they do not continue the cycle of abuse with their own children.



March 6, 2017

Clackamas County Board of Commissioners
Policy Position
SB 2: Relating to Distracted Driving

Clackamas County supports SB 2: The Board of County Commissioners supports SB 2, which will improve traffic safety by reducing driver usage of mobile electronic devices in automobiles.

Use of mobile electronic devices, primarily cell phones, while driving is one of the most, if not the most, consistent and debilitating activities a driver can do while on the road – aside from driving while intoxicated. Oregon’s proactive efforts to limit cell phone use on the roads a few years ago was a great first step, but as cell phones continue to evolve and offer a larger suite of distractions beyond communication, the need for the law to expand is equally necessary. SB 2 and its companion, HB 2597, seek to accomplish this need by broadening the definition of distracting devices from “cellular devices” to “mobile electronic devices.”

Clackamas County takes a proactive approach to traffic safety. In 2012 we became the first county in Oregon to adopt a Traffic Safety Action Plan (TSAP) designed to create a county-wide safety culture. Clackamas County has also developed a *Drive to Zero* program, to complement the national *Toward Zero Deaths* effort. Drive to Zero is all about working with law enforcement, public health, education and other partners to reduce injuries and fatalities on all roadways in the county. Our goal is a 50 percent reduction in fatal and serious injury crashes by 2022. We are working toward that goal through education, outreach, training and community-based efforts.

Clackamas County supports the recommendation coming from the Statewide Distracted Driving Task Force to expand the law around cell phone usage, found here in SB 2. Efforts like SB 2 and HB 2597 will help to ensure Oregon’s roads remain safe and that people and goods meet their final destination unharmed. This bill is good for Oregonians and Oregon’s economy.

We urge a “yes” vote for SB 2.

Please contact Chris Lyons at clyons@clackamas.us for more information.



March 7, 2017

**Clackamas County Board of Commissioners
Policy Position
SB 202/SB 840: Relating to Franchise Fees**

Clackamas County supports SB 202 and SB 840: The Board of County Commissioners supports efforts to resolve intergovernmental issues related to franchise fees.

SB 202 and SB 840 both seek resolutions to the trending issue of municipal governments assessing a fee on right-of-way (ROW) usage for utilities. Clackamas County respectfully acknowledges home rule authority for cities and their ability and invested interest in their important infrastructure. However, some ROW fees can be set arbitrarily and result in higher rates for basic services, such as wastewater treatment, with no service benefit to the customer. The compromise sought by SB 202 and SB 840 is to ensure home rule authority remains intact, while also ensuring service providers are not penalized by paying excessive ratepayer monies, or needlessly overspending public dollars to finance other entities' revenue gaps. In many cases, the ratepayer may not even live in the city where the ROW franchise fee is being assessed.

Clackamas County's primary clean water provider, Water Environment Services (WES), has been greatly impacted by the imposition of franchise fees – in particular, those issued by Oregon City in November 2013. Since that time, Oregon City has assessed a 6% fee based on gross revenue of the Tri-City Service District (TCSD) rather than a fee on the linear feet of treatment plant infrastructure in the ROW. This increased WES' costs by \$191,000 in 2014, increasing to over \$250,000 this year. In order to protect the ratepayers of two other cities using TCSD infrastructure, WES passed those charges to Oregon City ratepayers over the city's objections. This tax is far in excess of what a city would reasonably need to manage the ROW.

The largest hurdle has been discerning why these fees need to be assessed, and who benefits from them. WES and other utility providers already repair roads upon completion of their projects. WES, for its part, also ensures repaving is done to the standards of Clackamas County and the city where they operate on utilities. Arbitrary and excessive franchise fees imposed by any city do not benefit the ratepayers of the district at-large, and actually burden ratepayers who may live outside of the cities assessing the fee.

Clackamas County is confident that SB 202 and SB 840 will resolve issues that utilities have with the current franchise fee practice, while also ensuring the needs, and not the wants, of cities are met.

We urge a "yes" vote for SB 202 and SB 840.

Please contact Chris Lyons at clyons@clackamas.us for more information.



February 7, 2017

**Clackamas County Board of Commissioners
Policy Position
SB 235: Relating to Tobacco Retail Licensing**

Clackamas County supports SB 235: The Board of County Commissioners supports SB 235, which creates a uniform, statewide licensing program for tobacco retailers in Oregon and helps to prevent youth access to tobacco products.

Tobacco use remains the most preventable cause of illness and death in America. Because of this, Clackamas County, in addition to many of our other public health partners, has made reducing the use of tobacco and other nicotine products a top priority, particularly among youth.

Data from the 2015 Oregon Healthy Teen Survey indicates that 28% of 11th graders in Clackamas County used some form of tobacco product within the last 30 days and that 35% said it would be “very easy” to get some tobacco if they wanted it. The recently released report of the state’s Tobacco Retail Inspection Program affirms that 25% of attempted tobacco purchases by minors in Clackamas County were successful.

Clackamas County supports three principles currently within SB 235 to address youth access to tobacco products:

- A uniform, statewide licensing program administered by the Oregon Department of Revenue, while maintaining local control of education and enforcement activities.
- A state set minimum requirement allowing Boards of County Commissioners to implement stronger time, place, and manner ordinances.
- Streamlined licensing for businesses that have multiple locations, creating efficiency for businesses and supporting the administrative needs at the Department of Revenue.

Clackamas County supports SB 235 as an effective strategy to limit youth access to tobacco and other nicotine products. A uniform statewide retailer-licensing program will provide us the necessary infrastructure to support and measure the effectiveness of all our tobacco and nicotine product-related prevention efforts.

We urge a “yes” vote for SB 235.

Please contact Chris Lyons at clyons@clackamas.us for more information.



June 14, 2017

**Clackamas County Board of Commissioners
Policy Position
SB 256: Willamette Falls Locks Commission**

Clackamas County supports SB 256: The Board of County Commissioners supports SB 256, which creates a State Commission for the Willamette Falls Locks.

SB 256 represents the final recommendation by the Willamette Falls Locks State Task Force established under SB 131 in 2015. Convened by Governor Barbara Roberts and facilitated by Oregon Solutions, the State Task Force recommended the creation of a State Commission to serve as a policy-making and advisory body on issues related to the future of the Locks and their status with the U.S. Army Corps of Engineers (USACE). Creation of a State Commission would also ensure the USACE understands the value and interest of the Willamette Falls Locks to our State and our citizens by providing a high level government-to-government relationship with USACE. Clackamas County was proud to participate in and host the State Task Force, and proud of its final recommendation represented in SB 256.

The Willamette Falls Locks are in Clackamas County on the banks of West Linn, the heart of the State-designated Willamette Falls Heritage Area. Completed in 1873, the Locks are an important part of Oregon's history. In 2011, the Willamette Falls Locks were placed in caretaker status because of structural safety concerns, preventing future usage of the facility. USACE is currently conducting a Final Disposition Study to determine how best to remove the facility from their inventory. The State Commission will be tasked with evaluating the repairs needed to reopen the Locks, advocating for those repairs together with the Corps, and identifying potential transferees for the Locks. If repaired and reopened, the Locks could once again serve as a historic resource for local tribes, an economic advantage for local businesses, and a recreational attraction for Oregon's many visitors – including visitors to the much anticipated Willamette Falls Legacy Project.

Creation of a State Commission for the Willamette Falls Locks will help secure a future that is right for communities along the Willamette River and right for Oregon.

We urge a “do pass” recommendation of SB 256.

Please contact Chris Lyons at clyons@clackamas.us for more information.



February 15, 2017

**Clackamas County Board of Commissioners
Policy Position
SB 256: Willamette Falls Locks Commission**

Clackamas County supports SB 256: The Board of County Commissioners supports SB 256, which creates a State Commission for the Willamette Falls Locks.

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Creation of a State Commission for the Willamette Falls Locks will help secure a future that is right for communities along the Willamette River and right for Oregon.

We urge a “yes” vote for SB 256.

Please contact Chris Lyons at clyons@clackamas.us for more information.



June 14, 2017

Testimony of Clackamas County Commissioner Martha Schrader

Re: SB 256, Willamette Falls Locks Commission -3 Amendment

To: Joint Ways & Means Subcommittee on Transportation and Economic Development

Co-Chairs Johnson and Gomberg and Members of the Subcommittee,

My name is Martha Schrader. I am a Clackamas County Commissioner and Co-Chair of the Willamette Falls Locks Working Group.

SB 256 represents the final recommendation by the Willamette Falls Locks State Task Force established under SB 131 in 2015. The -3 amendments to HB 256 improve upon this recommendation by incorporating additional stakeholders in the decisionmaking body and thereby broadening the represented interest in the facility. Additionally, the -3 amendments reduce the original financial request by \$400,000. This reduction is able to occur because of unused funds provided by the 2016 State Legislature to the Willamette Falls Locks project which were intended for temporary repairs that the U.S. Army Corps (Corps) declined to accept. Clackamas County, as part of the Willamette Falls Locks Working Group, supports the redirecting of those funds to support the creation of the State Commission for the Locks. By making this change, the proposed State Legislature's financial burden is eased and the proposed State Commission retains the benefit of a complete budget.

The value that a State Commission would bring to the advocacy of the Willamette Falls Locks cannot be stressed enough. The Corps very clearly works better with stakeholder groups when the State is involved, and a formalized body representing a coalition of stakeholders will cement for the Corps a point of contact that they can work with as they pursue a disposition alternative.

Finally, the Corps has recently released a draft disposition study which aims to justify the Corps' divestiture of the facility. Clackamas County is pleased to report that the draft study recommends a transfer of the Locks to a new owner. While the draft could certainly be improved to increase the likelihood of transfer, the Corps' decision to pursue transfer further justifies the intention behind SB 256 to work on issues related to new governance for the Locks, as well as to pursue options for maintenance and operation funds and, most importantly, support the search for a suitable transferee.

I urge your support for SB 256 and the -3 amendments.



February 14, 2017

**Clackamas County Board of Commissioners
Policy Position
SB 307: Relating to cannabis**

Clackamas County opposes SB 307: The Board of County Commissioners opposes SB 307, which creates exceptions to the Indoor Clean Air Act (ICAA) and allows for the establishment of cannabis lounges at “temporary events.”

Clackamas County opposes SB 307 for the following reasons:

Creates exceptions to the Indoor Clean Air Act: The ICAA’s entire purpose is to remove the safety risks of second hand smoke, specifically targeting restaurants and work places. SB 307 ignores 2015 legislation expanding ICAA to include marijuana and inhalant delivery systems.

Supersedes land use ordinances put in place by local jurisdictions: Clackamas County has thoughtfully worked to create “reasonable regulations” for the siting and placement of marijuana uses, as allowed and encouraged by HB 3400 in 2015. Creation of local ordinances in Clackamas County included: a stakeholder task force that met for several months to develop code and zoning proposals, three public hearings before the County’s planning commission, and two public hearings before the Board of County Commissioners – which included a total audience of 700 citizens prepared for discussion and public comment. If passed, SB 307 will supersede HB 3400 in matters related to temporary events, and state standards will conflict with the locally adopted regulations for permanent users.

Increases traffic safety risks by impaired drivers: While alcohol is often allowed at temporary events, sometimes in the form of “beer gardens,” additionally allowing cannabis lounges will only increase the number of impaired drivers leaving events. This action will put road users (other drivers, pedestrians, and bicyclists) at risk.

At a minimum, SB 307 is premature. The effects of secondhand smoke and ICAA regulations require additional study and more local conversations are recommended to address local land use regulations that already exist. Clackamas County recommends pursuit of SB 308, which would encourage much needed discussion towards improving recreational marijuana use in Oregon.

We urge a “no” vote for SB 307.

Please contact Chris Lyons at clyons@clackamas.us for more information.



March 28, 2017

Clackamas County Board of Commissioners
Policy Position
SB 320: Oregon Military Museum

Clackamas County supports SB 320: The Board of County Commissioners supports SB 320, which provides state funding for the Oregon Military Museum.

Clackamas County is proud to host the only official military museum in Oregon, located within our industrial area between OR 212 and the newly-built Sunrise Expressway. The Museum represents all services of the citizens of Oregon, despite residing on a National Guard post, and contains 14,000 artifacts, 30,000 library volumes, and 750 cubic feet of documents dating back to the early 1860's.

With support from the state, the Oregon Military Department will initially use state funding to contract for the design, fabrication, and installation of displays for the Quartermaster Building. It is estimated that the complete artifact installation will cost \$5 million. Remaining funding is being raised by citizens of Oregon to complete the construction and artifact exhibits.

Clackamas County is excited to see continued growth and success of the Oregon Military Museum, which would serve as a compelling amenity for our community and a new educational facility for students and researchers. Moreover, it would encourage new visitors to our area and add to the many great features that already attract visitors to Clackamas County.

We urge a “yes” vote for SB 320.

Please contact Chris Lyons at clyons@clackamas.us for more information.



Clackamas County Requests Your SUPPORT to restore Recreational Immunity

On behalf of the Clackamas County Board of Commissioners, I write to urge your support to restore Recreational Immunity to landowners and their officers, employees, agents, or volunteers who are acting within the scope of their employment or duties to allow Oregonians to access their lands for recreational use and enjoyment.

Public Access to Land

Oregon is beautiful. People choose to live in and visit Oregon because of the quality of life our landscape provides. Clackamas County is proud to host Oregon's premier and most recognizable mountain: Mt. Hood. Clackamas County is also home to numerous wineries, ski resorts, and public parks. Access to these resources is a major economic driver in both Clackamas County and Oregon.

The Public Use of Lands Act (PULA), established in 1995, declared it to be public policy of the State of Oregon to encourage landowners to make their land available to the public for recreational purposes by limiting their liability. Large and small businesses alike have built their livelihood around the 1995 decision to encourage access to recreational resources across Oregon. In Clackamas County, parks, trails, and other recreational access is now expected by Oregonians to encompass a complete community. Clackamas County proudly embraces that interest through our County Parks, North Clackamas Parks and Recreation District (NCPRD), the numerous parks services offered in our 16 cities, and countless agritourism-related businesses throughout the county.

The Burden on Public Agencies, Land Owners, and those Supporting Public Use of Lands

Clackamas County recognizes that recreational immunity does not mean immunity from negligence or malpractice. For twenty years, PULA has increased the availability of land for free recreation by citizens and visitors alike by limiting liability to cities, counties, park districts, irrigation districts, schools, and private land owners and has extended this immunity from liability to apply not only to landowners but also to landowner's agents and volunteers.

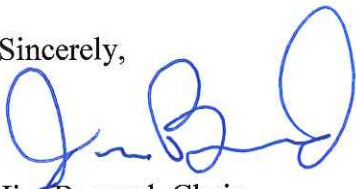
In *Johnson v. Gibson*, the Oregon Supreme Court determined PULA was only a protection intended for the landowner, not those working or volunteering for the landowner. This decision has undermined landowner's recreational immunity from tort liability under PULA because public employers are statutorily required to represent and indemnify their employees. Ultimately, most, if not all, landowners who allow access to their lands free of charge will be responsible for the negligence of their employees that results in injury to a member of the public or property.

Without restoration of the recreational immunity provided by PULA, landowners providing free access to their lands will see increased insurance premiums for the new risk exposure. Park districts, like NCPRD, that are funded by permanent rate structures and provide free access to lands will be required to reduce services to cover the additional insurance premiums. Some landowners may even need to close off access to their property or amenities to Oregonians trying to recreate due to the result of this decision.

Please support the restoration of recreational immunity.

Clackamas County urges your sincere attention to restore recreational immunity in a way that makes sense for both landowners and users. Please renew the protections once allowed for landowners to provide free access to one of Oregon's greatest economic stimulators – our beautiful landscape.

Sincerely,



Jim Bernard, Chair

On behalf of the Clackamas County Board of Commissioners
On behalf of North Clackamas Parks and Recreation District

Please contact Chris Lyons at clyons@clackamas.us for more information.



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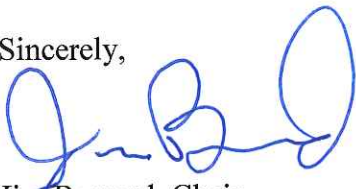
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Jim Bernard, Chair

On behalf of the Clackamas County Board of Commissioners
On behalf of North Clackamas Parks and Recreation District

Please contact Chris Lyons at clyons@clackamas.us for more information.



March 24, 2017

**Clackamas County Board of Commissioners
Policy Position
SB 333-4: Relating to the Oregon Industrial Site Readiness Program**

Clackamas County supports SB 333-4: The Board of County Commissioners supports SB 333-4, which improves upon the Oregon Industrial Site Readiness Program.

In 2013, Clackamas County joined interests across the state to support the original legislation that authorized the Industrial Site Readiness Program. A year later, the Clackamas County Board of Commissioners adopted Performance Clackamas, a strategic plan that included the goal “Grow a Vibrant Economy,” with the initiative that “By 2019, Clackamas County will have and maintain a supply of employment land, including large lot industrial, sufficient to provide 500 jobs within a nine-month window.” To accomplish this, it is critical to consider how local government can support property owners in preparing their potential employment land for development.

Passage of SB 333-4 would improve opportunities for Clackamas County property owners to prepare their land for development.

The County’s economic development department fields leads from prospective businesses considering Clackamas County properties for location of their business. In today’s competitive market, those regions that can offer land that is shovel ready have a distinct advantage over areas that may have land that is available but not development ready.

The Oregon Industrial Site Readiness Program would help provide a key tool for Clackamas County industrial property owners to position their sites for successful development. While there is great effort from the communities and the county to market these sites, many of them are not shovel ready.

Clackamas County sites such as Canby Pioneer Industrial Park, North Clackamas Industrial Area, Rock Creek Industrial Area in Happy Valley, and the Beaver Creek Employment Area in Oregon City can benefit from this program.

We urge a “yes” vote for SB 333-4.

Please contact Chris Lyons at clyons@clackamas.us for more information.



June 14, 2017

**Clackamas County Board of Commissioners
Policy Position
SB 333: Relating to the Oregon Industrial Site Readiness Program**

Clackamas County supports SB 333: The Board of County Commissioners supports SB 333, which improves upon the Oregon Industrial Site Readiness Program.

In 2013, Clackamas County joined interests across the state to support the original legislation that authorized the Industrial Site Readiness Program. A year later, the Clackamas County Board of Commissioners adopted Performance Clackamas, a strategic plan that included the goal “Grow a Vibrant Economy,” with the initiative that “By 2019, Clackamas County will have and maintain a supply of employment land, including large lot industrial, sufficient to provide 500 jobs within a nine-month window.” To accomplish this, it is critical to consider how local government can support property owners in preparing their potential employment land for development.

Passage of SB 333 would improve opportunities for Clackamas County property owners to prepare their land for development.

The County’s economic development department fields leads from prospective businesses considering Clackamas County properties for location of their business. In today’s competitive market, those regions that can offer land that is shovel ready have a distinct advantage over areas that may have land that is available but not development ready.

The Oregon Industrial Site Readiness Program would help provide a key tool for Clackamas County industrial property owners to position their sites for successful development. While there is great effort from the communities and the county to market these sites, many of them are not shovel ready.

Clackamas County sites such as Canby Pioneer Industrial Park, North Clackamas Industrial Area, Rock Creek Industrial Area in Happy Valley, and the Beaver Creek Employment Area in Oregon City can benefit from this program.

We urge a “do pass” recommendation on SB 333.

Please contact Chris Lyons at clyons@clackamas.us for more information.



February 25, 2017

**Clackamas County Board of Commissioners
Policy Position
SB 333-1: Relating to the Oregon Industrial Site Readiness Program**

Clackamas County supports SB 333-1: The Board of County Commissioners supports SB 333-1, which improves upon the Oregon Industrial Site Readiness Program.

In 2013, Clackamas County joined interests across the state to support the original legislation that authorized the Industrial Site Readiness Program. A year later, the Clackamas County Board of Commissioners adopted Performance Clackamas, a strategic plan that included the goal “Grow a Vibrant Economy,” with the initiative that “By 2019, Clackamas County will have and maintain a supply of employment land, including large lot industrial, sufficient to provide 500 jobs within a nine-month window.” To accomplish this, it is critical to consider how local government can support property owners in preparing their potential employment land for development.

Passage of SB 333-1 would improve opportunities for Clackamas County property owners to prepare their land for development.

The County’s economic development department fields leads from prospective businesses considering Clackamas County properties for location of their business. In today’s competitive market, those regions that can offer land that is shovel ready have a distinct advantage over areas that may have land that is available but not development ready.

The Oregon Industrial Site Readiness Program would help provide a key tool for Clackamas County industrial property owners to position their sites for successful development. While there is great effort from the communities and the county to market these sites, many of them are not shovel ready.

Clackamas County sites such as Canby Pioneer Industrial Park, North Clackamas Industrial Area, Rock Creek Industrial Area in Happy Valley, and the Beaver Creek Employment Area in Oregon City can benefit from this program.

We urge a “yes” vote for SB 333-1.

Please contact Chris Lyons at clyons@clackamas.us for more information.



March 1, 2017

**Clackamas County Board of Commissioners
Policy Position
SB 382: Relating to public contracting**

Clackamas County supports SB 382 with conceptual amendments: The Board of County Commissioners supports SB 382 with the conceptual amendments, which raises the threshold of public contracting services.

Clackamas County is committed to spending the public's resources responsibly, efficiently, and effectively. Currently, counties and other public agencies are required to hire design consultants for any contract over \$100,000 using only Qualification Based Selection (QBS). QBS is not the right tool for all contracts, and the current law's "one size fits all" approach adds no value to the more straight-forward projects that we undertake. Raising the threshold to \$500,000 and allowing consideration of pricing criteria would save local agencies time, help small businesses that can perform exceptional services, and make the marketplace more competitive to ensure the public is getting good value for its money.

SB 382 will also bring back the option for local agencies to ask consultants to provide a level of effort in hours when no state funds are involved with the project. This option was eliminated by the Legislature several years ago. Prior to that change, counties could use this information to determine a consultant's comprehension of the project scope, thus providing a valuable tool for comparing proposals from different consultants. Restoring this tool for local agencies will once again ensure Clackamas County has the best information available to select and negotiate with contractors for projects.

SB 382 will reduce a time-consuming process for projects that are straightforward, will provide cost savings for the public, and will give local agencies flexibility to best serve their citizens while still preserving public safety.

We urge a "yes" vote for SB 382 with the conceptual amendments.

Please contact Chris Lyons at clyons@clackamas.us for more information.



February 23, 2017

**Clackamas County Board of Commissioners
Policy Position**

SB 562: Property tax exemptions for surviving spouses of active duty military personnel killed in the line of duty

Clackamas County supports SB 562: The Board of County Commissioners supports SB 562, which grants a property tax exemption for surviving spouses of active duty military personnel killed in the line of duty.

Clackamas County is proud to serve its returning veterans and also support family members who have lost loved ones to military conflict. In 2016, Clackamas County reaffirmed its Veterans Covenant – a pledge made with its cities, state legislative delegation members, and others to ensure appropriate local resources would be made available to support returning veterans. Returning from conflict should not be burdensome to those who volunteered to serve in the military, and while many resources exist to support returning vets and stabilization into civilian life, more can always be done to support those who have sacrificed their lives to preserving our freedom.

In 2016, the Clackamas County Veterans Service Office (CVSO) supported veterans with over 1,629 claims to the VA, and between 2014 and 2015 the CVSO helped secure more than \$10.9 million in federal benefits for Clackamas County veterans. Support comes in many forms, but housing is certainly one of the most important.

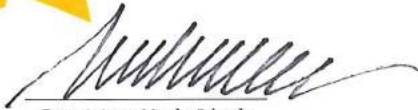
SB 562 is a small step towards ensuring that surviving spouses of active duty military personnel killed in the line of duty are receiving support to stay in homes. It can also provide an incentive for individuals in unstable housing conditions to work towards a permanent living situation.

We urge a “yes” vote for SB 562.

Please contact Chris Lyons at clyons@clackamas.us for more information.

Clackamas Community Covenant

Our Pledge to Military Families May 16, 2016



Commissioner Martha Schrader
Clackamas County



Honorable Alan Olsen
Oregon State Senator



Honorable Julie Parrish
Oregon State Representative



Cameron Smith
Director, Oregon Department
of Veterans Affairs



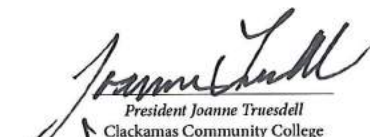
Brigadier General Steven Beach
Assistant Adjutant General Army (ATAG)
Oregon National Guard



Maj. General (Ret.) Curtis A. Loop
State President Oregon Association
of the United States Army,
U.S. Army Reserve,
Ambassador for Oregon



Maj. General (Ret.) Daniel F. Hitchcock
Army Reserve Ambassador Emeritus



President Joanne Truesdell
Clackamas Community College



Dave Hunt
Executive Director
Pacific Northwest Defense Coalition

Clackamas County is committed to:

- Providing free assistance to veterans and their families.
- Advocating for state and federal VA benefits.
- Working with business and community partners to connect veterans to employment, services, and programs to ensure veterans in Clackamas County receive help and services they are entitled to and that they are well-served and respected members of our community.

Department of the Army, Oregon National Guard, Army Reserve and the State of Oregon recognize:

- Oregonians serving in the Oregon National Guard, the U.S. Army on Active Duty and in the Army Reserve have contributed greatly to the welfare of both our state and our nation.
- The strength of our service members from all branches of the military comes from the strength of their families and communities they call home.

Oregon Legislative Leaders are committed to:

- Creating legislation that supports and recognizes the sacrifices and needs of service members and their families.
- Building support for service members and units within their districts.
- Ensuring service members receive employment protection.
- Removing barriers to military families in accessing state and local services and resources.

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- Connecting veterans, dependents and military families with available benefits, programs and resources.
- Safeguarding the availability of veterans service officers at the local level.

The Cities of Clackamas County are committed to:

- Working seamlessly with partners to connect resident veterans and military families with support and assistance throughout the deployment cycle.
- Creating a welcoming transition for returning veterans and their families.
- Creating supportive, positive environment for city employees returning from duty, and their families.

Clackamas Community College is committed to:

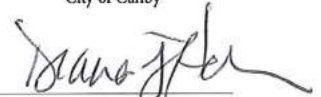
- Assisting military members and all veterans with employment, education and reintegration services.
- Creating new initiatives and partnerships to expand services and support to military members, veterans and their families.

Pacific Northwest Defense Coalition is committed to:

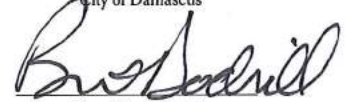
- Providing essential equipment resources for our military members.
- Supporting the educational and community needs of military families.
- An employment networking service for military members.



Mayor Brian Hodson
City of Canby



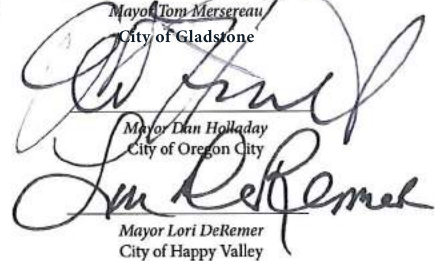
Mayor Diana Helm
City of Damascus



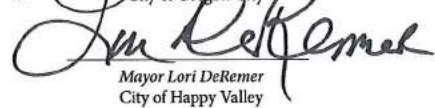
Mayor Brent Dodrill
City of Estacada



Mayor Tom Mersereau
City of Gladstone



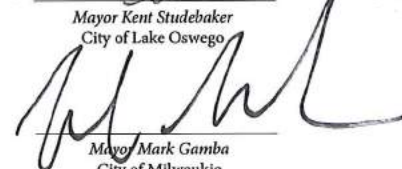
Mayor Dan Holladay
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Mayor Lori DeRemer
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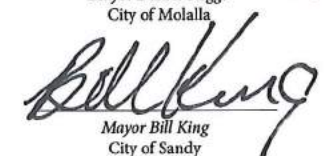
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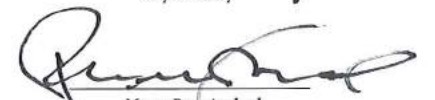
Mayor Mark Gamba
City of Milwaukie



Mayor Debbie Rogge
City of Molalla



Mayor Bill King
City of Sandy



Mayor Russ Axelrod
City of West Linn



Mayor Tim Knapp
City of Wilsonville



February 17, 2017

Clackamas County Board of Commissioners
Policy Position
SB 661: Prohibiting Sweeps of Moneys in Emergency Communications Account

Clackamas County supports SB 661: The Board of County Commissioners supports SB 661 to prohibit sweeps of 9-1-1 tax dollars to the State of Oregon General Fund.

Technology is advancing quicker than what 9-1-1 centers are able to keep up with. In the last 20 years, cell phone innovation has included features such as texting, video recording, social media notifications, and location tracking. These are tools that can better support 9-1-1 operations if emergency call centers are able to afford resources that are compatible with new technologies. The 9-1-1 tax ensures Oregonians can have that support in times of urgent need.

In the current state biennium, the 9-1-1 tax funded almost \$3.1 million in operations of the Clackamas County 9-1-1 center. Additionally, the tax paid for the installation of new telephone equipment, the implementation of Text-to-9-1-1, and all ongoing costs associated with the maintenance and operations of the 9-1-1 telephone lines that serve Clackamas County. The funds in the 9-1-1 accounts are also needed for the rollout of “Next Generation” 9-1-1 technology, which will allow Clackamas County to catch up with what our citizens are using today to communicate emergencies while also helping our first responders provide improved services to our citizens.

The entire 9-1-1 network is decades behind in technology and any sweep of the 9-1-1 tax would further slow the ability of Clackamas County to provide current technology services to our citizens. SB 661 ensures funds will be available moving forward, and will help to create a safer Clackamas County and Oregon.

We urge a “yes” vote for SB 661.

Please contact Chris Lyons at clyons@clackamas.us for more information.



February 23, 2017

Clackamas County Board of Commissioners
Policy Position
SB 694: Property tax exemptions for certain veterans

Clackamas County supports SB 694: The Board of County Commissioners supports SB 694, which grants a property tax exemption for eligible veterans or surviving spouses of eligible veterans.

Clackamas County is proud to serve its returning veterans and also support family members who have lost loved ones to military conflict. In 2016, Clackamas County reaffirmed its Veterans Covenant – a pledge made with its cities, state legislative delegation members, and others to ensure appropriate local resources would be made available to support returning veterans. Returning from conflict should not be burdensome to those who volunteered to serve in the military, and while many resources exist to support returning vets and stabilization into civilian life, more can always be done to protect and support those who fight for our freedom.

In 2016, the Clackamas County Veterans Service Office (CVSO) supported veterans with over 1,629 claims to the VA, and between 2014 and 2015 the CVSO helped secure more than \$10.9 million in federal benefits for Clackamas County veterans. Support comes in many forms, but housing is certainly one of the most important.

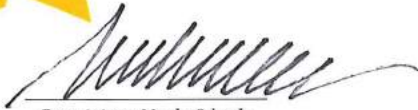
SB 694 is a small step towards ensuring veterans are receiving support to stay in homes and also aims to reduce one of the barriers that can lead to homelessness for low income veterans. It can also provide an incentive for homeless veterans or veterans in unstable housing conditions to work towards a permanent living situation. Clackamas County is also pleased that SB 694 ensures that surviving spouses are also cared for through this legislation.

We urge a “yes” vote for SB 694.

Please contact Chris Lyons at clyons@clackamas.us for more information.

Clackamas Community Covenant

Our Pledge to Military Families May 16, 2016



Commissioner Martha Schrader
Clackamas County



Honorable Alan Olsen
Oregon State Senator



Honorable Julie Parrish
Oregon State Representative



Cameron Smith
Director, Oregon Department
of Veterans Affairs



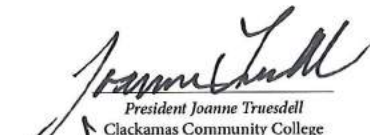
Brigadier General Steven Beach
Assistant Adjutant General Army (ATAG)
Oregon National Guard



Maj. General (Ret.) Curtis A. Loop
State President Oregon Association
of the United States Army,
U.S. Army Reserve,
Ambassador for Oregon



Maj. General (Ret.) Daniel F. Hitchcock
Army Reserve Ambassador Emeritus



President Joanne Truesdell
Clackamas Community College



Dave Hunt
Executive Director
Pacific Northwest Defense Coalition

Clackamas County is committed to:

- Providing free assistance to veterans and their families.
- Advocating for state and federal VA benefits.
- Working with business and community partners to connect veterans to employment, services, and programs to ensure veterans in Clackamas County receive help and services they are entitled to and that they are well-served and respected members of our community.

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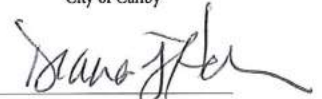
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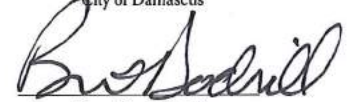
- Providing essential equipment resources for our military members.
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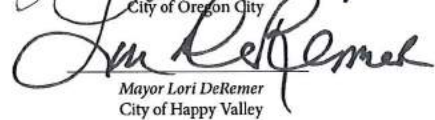
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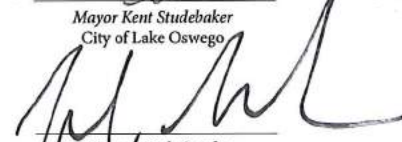
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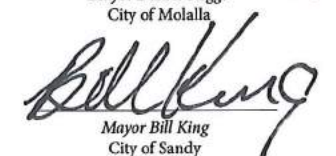
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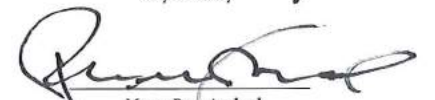
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City of Milwaukie



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City of Molalla



Mayor Bill King
City of Sandy



Mayor Russ Axelrod
City of West Linn



Mayor Tim Knapp
City of Wilsonville



February 14, 2017

**Clackamas County Board of Commissioners
Policy Position
SB 754: Tobacco 21**

Clackamas County supports SB 754: The Board of County Commissioners supports SB 754, which raises the minimum age for the purchase and possession of tobacco to 21.

Tobacco use remains the most preventable cause of illness and death in America. Because of this, Clackamas County, in addition to many of our other public health partners, has made reducing the use of tobacco and other nicotine products a top priority, particularly among youth.

Data from the 2015 Oregon Healthy Teen Survey indicates that 28% of 11th graders in Clackamas County used some form of tobacco product within the last 30 days and that 35% said it would be “very easy” to get some tobacco if they wanted it. The recently released report of the state’s Tobacco Retail Inspection Program affirms that 25% of attempted tobacco purchases by minors in Clackamas County were successful.

Clackamas County supports two principles currently within SB 754 to address youth access to tobacco products:

- A uniform, statewide minimum age for the purchase or possession of tobacco or other inhalant delivery systems.
- Penalizing the sale of tobacco products to persons under the age of 21.

We urge a “yes” vote for SB 754.

Please contact Chris Lyons at clyons@clackamas.us for more information.



May 28, 2017

Clackamas County Board of Commissioners
Policy Position
SB 895: Family Sentencing Alternative Pilot Program

Clackamas County supports SB 895: The Board of County Commissioners supports efforts to expand the Family Sentencing Alternative Pilot Program established in 2015.

SB 895 modifies the Family Sentencing Alternative Pilot Program (FSAP), preventing children from entering foster care, holding offenders accountable, and reducing prison bed utilization. Specifically, the FSAP allows some nonviolent offenders who have minor children to be eligible for an intensive supervision program in lieu of a prison sentence. The program includes special conditions of probation ranging from vocational training, parenting, and life skills classes to drug, alcohol, or mental health treatment.

In Clackamas County, the prison population at the Coffee Creek Correctional Facility is burgeoning. As the only Department of Corrections facility where women are housed, this growing population could create the need to open an additional prison to accommodate female prisoners. The opening and continued operation of a prison is an expensive proposition – upwards of \$100 per day per incarcerated person. Based on costs of a similar program in Washington, the Family Sentencing Alternative Pilot Program could cost roughly \$31 per day per supervised offender – nearly 77% cost savings per offender.

Clackamas County Corrections strives to ensure that offenders being reintroduced into society have the tools and support they need to thrive and contribute to their families and communities. Supportive services for parents in the criminal justice system are particularly important, as they have been shown to break inter-generational cycles of crime.

Additionally, Clackamas County is eager to join currently participating counties like Multnomah and Washington County to ensure community correction solutions like the FSAP are available to the entire Portland metropolitan area.

We urge a “do pass” recommendation for SB 895.

Please contact Chris Lyons at clyons@clackamas.us for more information.



April 5, 2017

**Clackamas County Board of Commissioners
Policy Position
SB 968: Relating to the Mortgage Electronic Registration System**

Clackamas County opposes SB 968: The Board of County Commissioners opposes efforts to amend the Oregon Trust Deed Act and revise the definition of “beneficiary” for the purposes of trust deeds and cure deficiencies regarding the Mortgage Electronic Registration System (MERS).

Clackamas County, along with other counties and the state of Oregon, receive document recording fees as required by state statute. The MERS recording system intentionally deprives local and state agencies from receiving these statutorily authorized recording fees. SB 968 would allow MERS to act as a beneficiary, and consequently reduce the amount of document recording fees that are sent to counties. Not only would the County be deprived of filing fees for its recording services in the coming years if SB 968 were to pass, the retroactive nature of the bill would ensure that expected revenue would also be lost. Essentially, SB 968 would overrule the Oregon Supreme Court opinion in *Brandrup v. Reconstruct Company*, holding that MERS does not have the right to receive payment on the note secured by the trust deed and that MERS cannot hold legal title to those trust deeds or transfer to other entities.

Moreover, tracking ownership of titles and deeds is muddled through MERS, making it difficult and sometimes impossible to identify the responsible party with authority over the deed. The MERS recording system allowing for the unrecorded transfer of deeds between MERS beneficiaries corrupted the public record by not specifically identifying interest holders within the statutory grantor/grantee indexes.

Passage of SB 968 would legitimize one of the bad and unfair practices that contributed to the housing foreclosure crisis and would not fit with the ethic of the United States government, which has historically attempted to track and protect real property ownership.

We urge a “no” vote for SB 968.

Please contact Chris Lyons at clyons@clackamas.us for more information.

2017 State Legislative Summary

Appendix C

Coalition Letters and Other Support



I-205 CONGESTION RELIEF AND SAFETY IMPROVEMENTS

Improvements to increase freight mobility, safety, capacity and reliability

BACKGROUND

- Average daily traffic volume of 155,000-165,000 vehicles -- even higher than on I-5.
- 10-12% freight traffic; more than 16,000 trucks per day.
- Last 6 mile stretch of I-205 in Oregon that is 2-lanes in each direction.
- Bottleneck congestion entering this corridor can create 3 to 4 additional miles of gridlock.
- This location is on the state's top 5% of the Safety Priority Index System, with a crash rate of 0.87 per million vehicle miles, compared to the statewide average of 0.67 for similar facilities.
- I-205 cost estimate total of \$450 million.

IMPROVED SAFETY AND ENHANCED MOBILITY

The I-205 expansion project will add a third lane in the northbound and southbound lanes from Stafford Road to the Abernethy Bridge, including widening the existing bridge span from 2 to 3 through lanes in each direction, consistent with Metro's Regional Transportation Plan.

Supporting continued economic growth

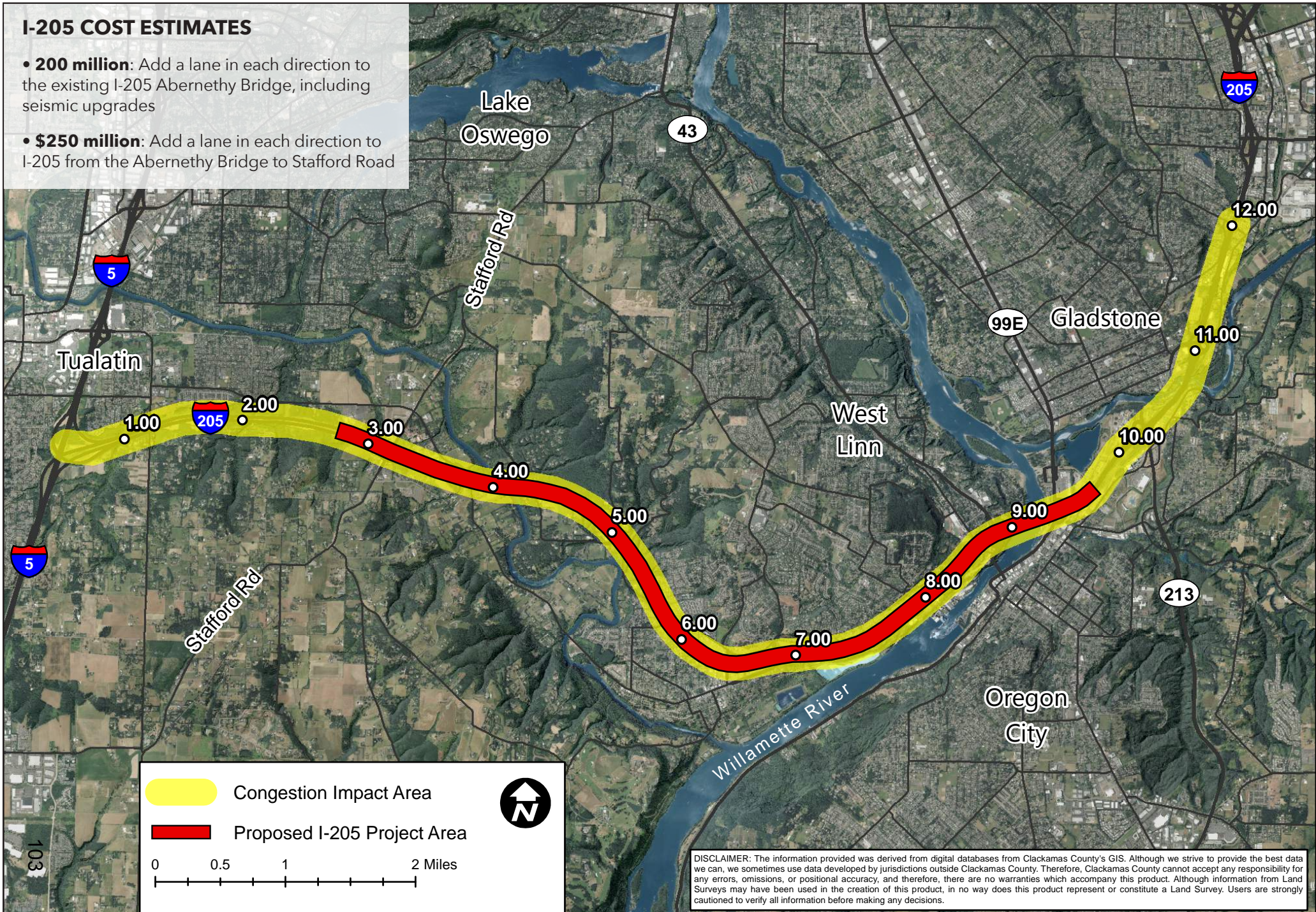
- I-205 is a freight and commuter bypass to the I-5 corridor in the Portland/Vancouver metropolitan area.
- I-205 connects Oregon businesses to the Portland International Airport, Southern Washington businesses to Oregon and California, and local agriculture to the Portland urban area.
- The Oregon portion of I-205 is federally designated as a High Priority Corridor.
- Recognizing the importance of this project, ODOT applied for federal FASTLANE grant funding twice.



I-205 CONGESTION RELIEF AND SAFETY IMPROVEMENTS

I-205 COST ESTIMATES

- **200 million:** Add a lane in each direction to the existing I-205 Abernethy Bridge, including seismic upgrades
- **\$250 million:** Add a lane in each direction to I-205 from the Abernethy Bridge to Stafford Road



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.

OR 212/224 SUNRISE CORRIDOR: PHASE II

Improvements to reduce congestion, increase safety and promote economic development

PHASE I: I-205 TO 122ND AVE.

Opened June 30, 2016

Project benefits realized:

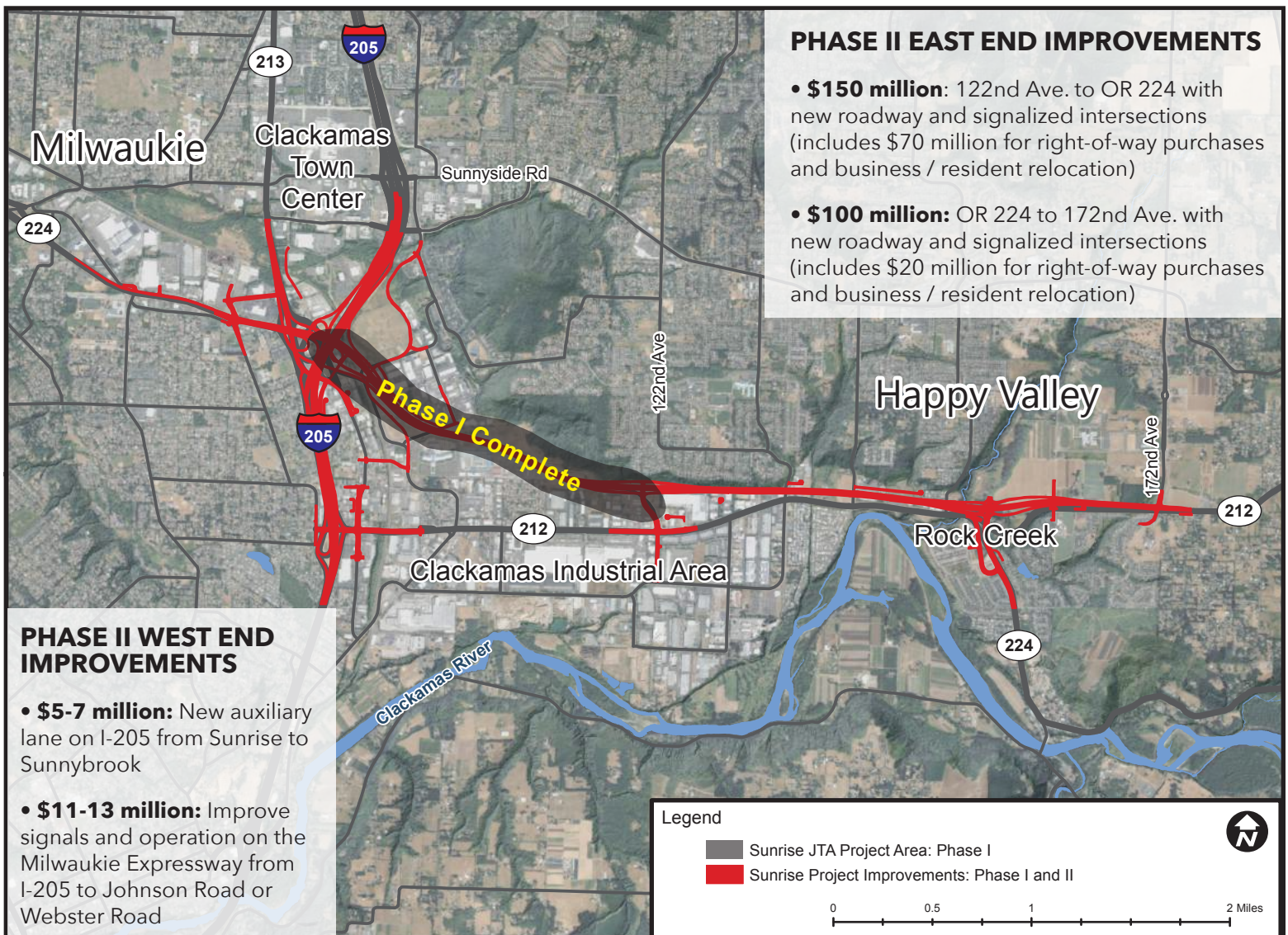
- Diverts 20,500 daily trips off the existing road system, including Sunnyside Road and I-205.
- Reduces annual delays by 975,000 hours.
- Supports 5,900 existing jobs within the OR 212/224 Sunrise Corridor.
- Creates long-term employment opportunities through improved freight mobility in the thriving Clackamas Industrial Area.

PHASE II: EXTENDING ACCESS TO 172ND AVE.

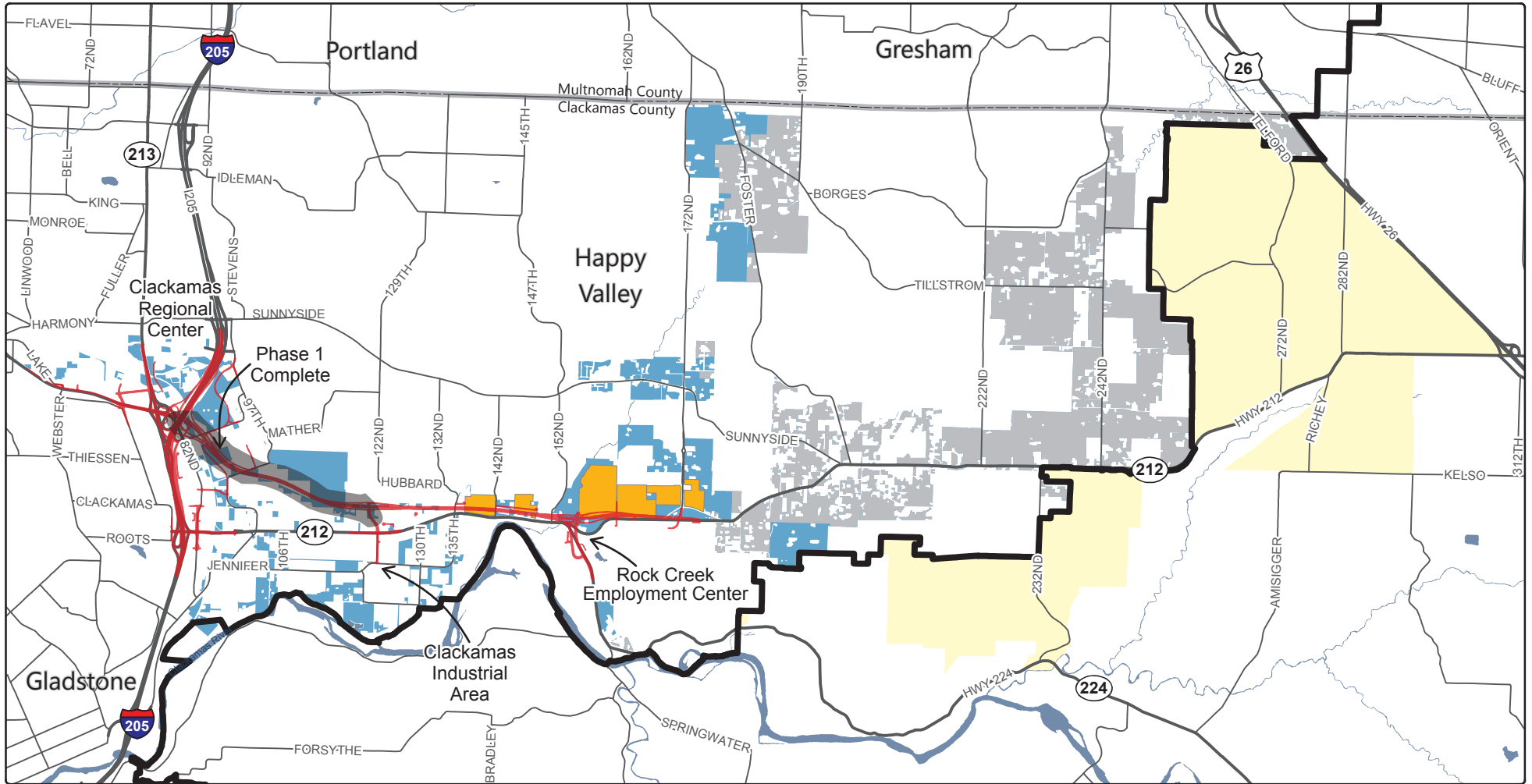
Phase II of the OR 212/224 Sunrise Corridor project will construct a four lane roadway from 122nd Ave. to the intersection of 172nd Ave. and OR 212.

Facilitating urban development:

- Phase II will serve one of the fastest growing areas in Oregon and incentivize the development of abundant shovel-ready sites and vacant employment lands located within the Metro Urban Growth Boundary.
- By 2030, the number of homes and jobs along OR 212/224 are anticipated to increase by 136% and 85%, respectively.
- The OR 212/224 Sunrise Corridor includes essential freight routes from I-5 and I-205 to U.S. 26 (Mt. Hood Highway), providing access to central and eastern Oregon.
- The Clackamas Industrial Area is home to an increasing number of the state's busiest and most critical freight distribution centers.



EMPLOYMENT LANDS: SUNRISE CORRIDOR AREA



LEGEND

- Development Ready Sites* (325 Gross Acres, 231 Net Acres)
- Vacant Employment Lands** (1,500 Gross Acres)
- Future Vacant Employment Lands*** (2,300 Gross Acres)
- Sunrise JTA Project Area: Phase I
- Sunrise Project Improvements: Phase I and II
- Urban Reserves
- County Boundary
- Urban growth boundary



* "Development Ready" employment lands identified by a Clackamas County Land Development Feasibility Study.

**Vacant Employment Lands data source: Metro RLIS Title 4 Land, Concept Centers and Vacant Land 2013.

***Future lands within unincorporated Clackamas County. Comprehensive Plan not yet adopted. Vacant employment lands are based on previous planning studies.

ARNDT ROAD EXTENSION OVER MOLALLA RIVER

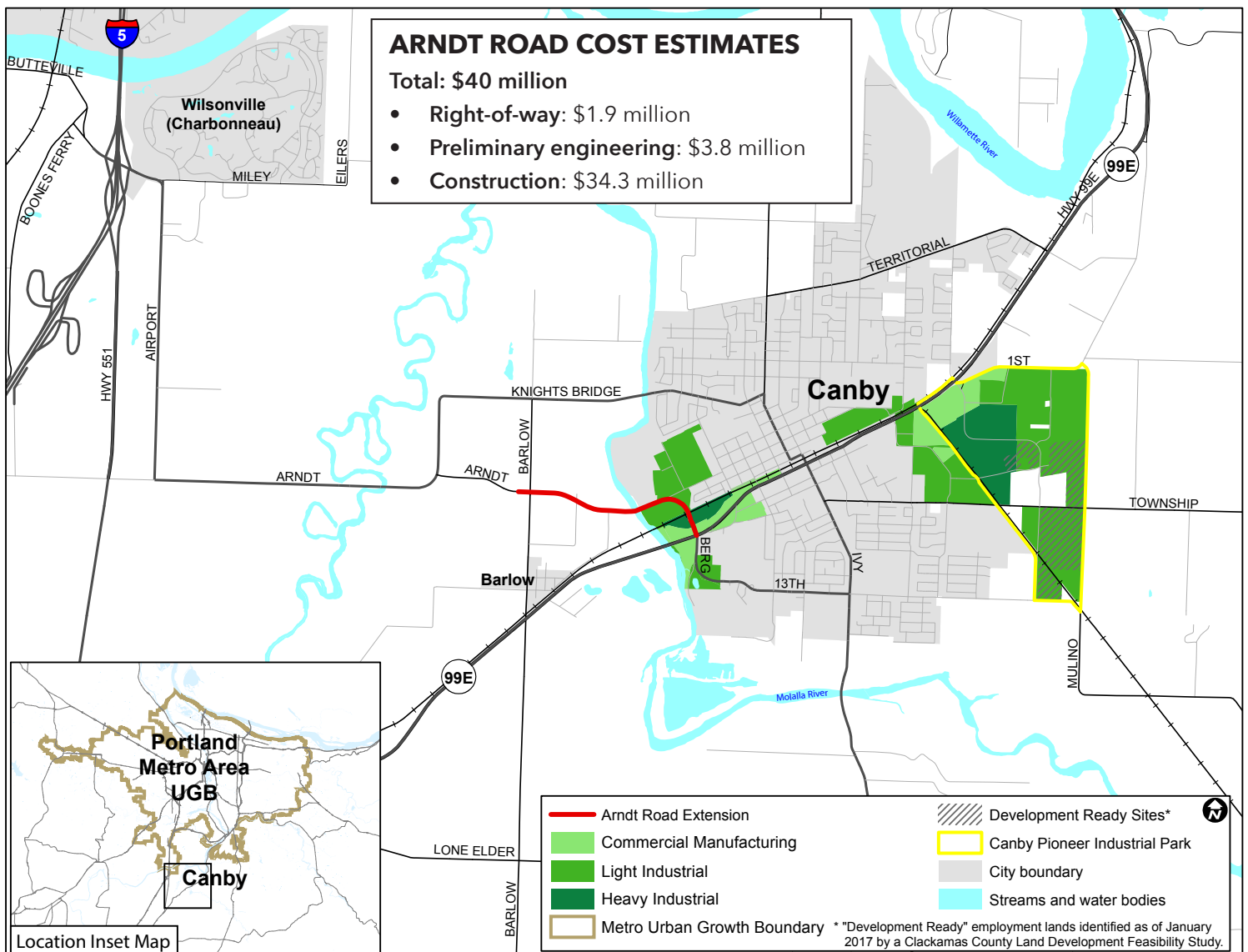
Improving connections and access to I-5 and employment lands in rural Clackamas County

PROJECT BENEFITS

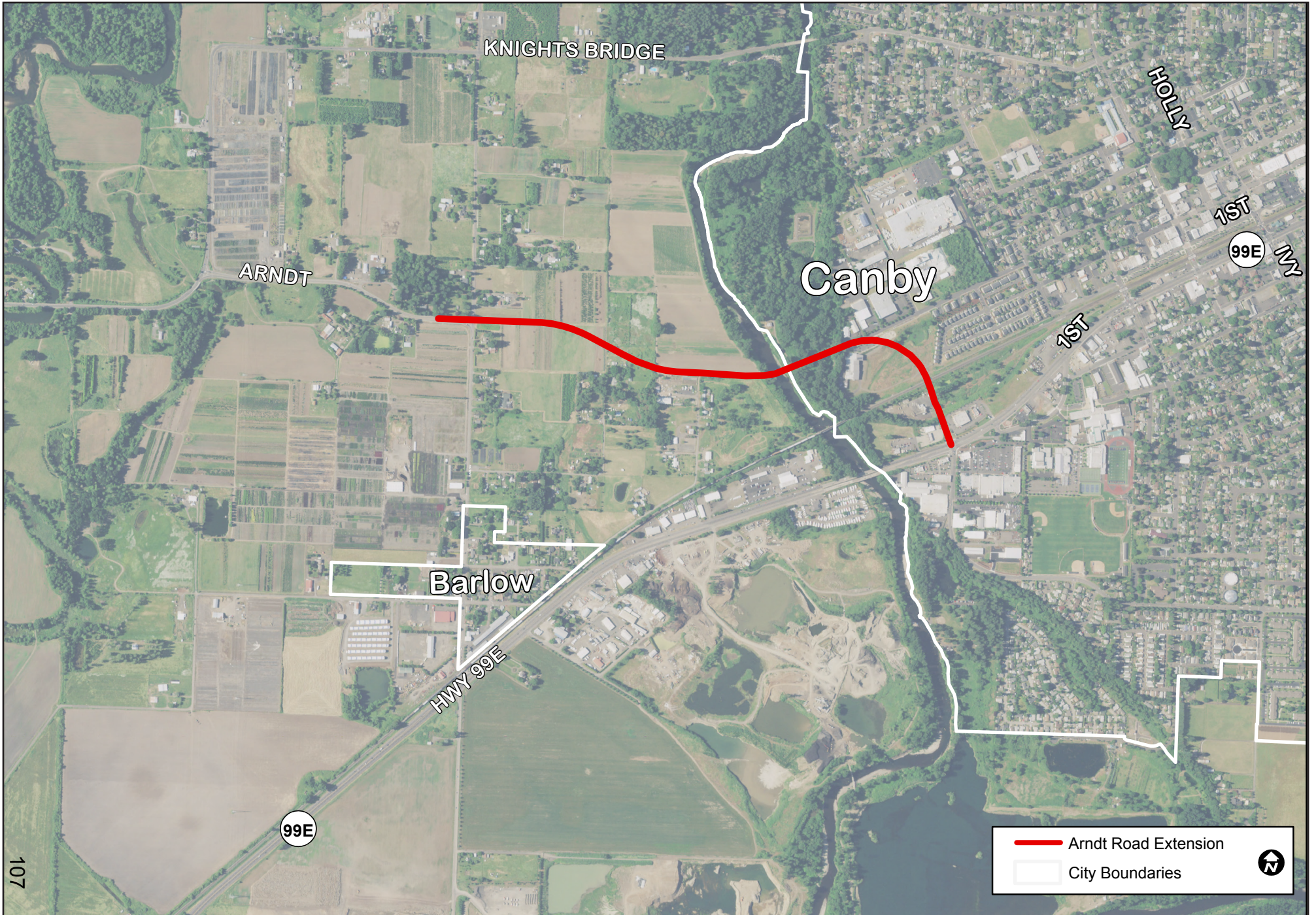
- Improved access to I-5 that is essential to Canby's economic growth
- Direct, unimpeded access for emergency responders, public transit and industrial truck traffic by connecting the north and south sides of Canby over the railroad
- Provides safer, more direct access to Canby's Pioneer Industrial Park and NW Industrial Area
- Reduces truck traffic passing through neighborhoods and by schools
- Eliminates tight turns for truck traffic

CANBY: AN AREA OF ECONOMIC GROWTH

- The largest supply of vacant industrial sites in Clackamas County.
- Six miles south of the Metro Urban Growth Boundary, with excellent utilities and plentiful supply of shovel-ready land.
- The 300+ acre Canby Pioneer Industrial Park is home to 17 companies, totalling 800 jobs and \$80 million in private investment.
- The City of Canby and the Canby Urban Renewal District have invested \$6 million in state-of-the-art infrastructure including industrial standard roads and water, sewer, power, natural gas and high speed broadband utilities.
- More than 213,000 residents live within a 10-mile radius, including a labor force of more than 166,000.
- The City of Canby offers 15-year property tax abatements for industrial investments over \$25 million.



ARNDT ROAD EXTENSION OVER MOLALLA RIVER



To: Clackamas County Legislative Delegation

From: The Business Community of Clackamas County

Date: June 2, 2017

Re: Support for State Transportation Funding Package

On behalf of the business community in Clackamas County, we would like to share our full support for a robust state transportation funding package that addresses the critical funding needs of the state, counties, cities and transit providers.

Businesses require a full functioning transportation system in order to thrive. Our goods need to move freely through populated areas in order to reach the port or other destinations, and our employees require ease of access to and from work. All across the state, businesses are struggling to transport their product as congestion in the Portland metropolitan area worsens, and employees are harder to retain and attract because hours of congestion can separate where people work from where they can afford to live. As a business voice in Clackamas County, we believe that a funding package of \$1 billion per year, as recommended by the Oregon Transportation Commission, is necessary to meet the transportation needs of the state. In particular, we want to emphasize four categories of critical needs that should be addressed in any transportation funding package from the State:

Relieve Metropolitan Area Congestion

Funding for projects to relieve congestion at bottlenecks like I-205 in Clackamas County between the OR99E interchange in Oregon City and the Stafford Road interchange, including the Abernethy Bridge, is essential. Widening I-205 to three lanes at this location has been identified locally and is recognized statewide as one of the most important congestion relief projects in Oregon. This project, along with the I-5 Rose Quarter project in Portland and the OR217 project in Washington County, must be treated as critical investments for a sustainable Oregon economy. Delay in fixing these high congestion segments affects not only local residents and businesses, but also businesses throughout Oregon that must use these routes to move product to the Port of Portland and the Portland International Airport.

Prioritize Transit

We request that you support new funding resources for the transit systems in the state. In Clackamas County we depend on service from the largest transit system in Oregon (TriMet) but also are home to five medium to small transit systems in our outlying areas. All six are vital to the Clackamas County economy and the health and mobility of our employees and customers. Data shows that Oregon ranks among the five lowest states in the nation in the amount of funding provided to transit. It is time for Oregon to step up and prioritize this issue.

Support Increased Funding for Transportation System Preservation and Maintenance

We request that you support transportation funding legislation that provides increased and predictable funding mechanisms needed to maintain and improve our roads and highways in the most efficient manner possible. The state, counties and cities have all identified large gaps between needed and available funding for preservation and maintenance. Clackamas County alone has identified a shortfall of \$17 million per year. While addressing congestion is our number one priority for improving the movement of goods, it is equally important to ensure that our local communities remain livable to ensure our businesses can thrive.

Investment in Creating Jobs through Increases in Connect Oregon Funding

ConnectOregon has proven to be one of the best investments that the Legislature makes to increase the economic advantages of Oregon. As businesses that rely on transportation networks beyond trucks, we ask that you support restoring the ConnectOregon program to its original funding level - \$100 million each biennium. The ports, rail networks and airports of the state are critical to Oregon’s economic competitiveness. The ConnectOregon grant program provides funds to improve all of these vital “non-road” transportation systems to help keep Oregon’s economy strong and vibrant.

Thank you very much for your consideration of our requests. We look forward to working with you in this effort to ensure that the state’s transportation systems support our economy and enable the rapid and safe movement of people and freight throughout Clackamas County and the rest of Oregon.

Sincerely,

The Business Community of Clackamas County



From the desk of:



Representative Caddy McKeown



Representative Cliff Bentz

Transportation Stakeholders Urge Support for Statewide Multimodal Transportation Package *Please Vote "Yes" on HB 2017*

The organizations included in this floor letter wish to express their gratitude for efforts by the Legislative Assembly and the Governor's Office to craft a historic multimodal transportation package that enhances our state's ability to meet critical infrastructure needs.

As a diverse coalition, we express our **strong support** for House Bill 2017 and respectfully urge your vote in favor of the measure.

The innovative, bipartisan and consensus legislation addresses critical investments which:

- Preserve and maintain generations of investment in Oregon's statewide transportation infrastructure;
- Ameliorate congestion;
- Increase freight mobility;
- Provide enhanced mobility through transit enhancements;
- Mitigate carbon emissions;
- Create economic development opportunities;
- Invest in safe routes to walk and bike to schools for Oregon's kids; and
- Improve Oregonians' quality of life and economic opportunity.

Thank you for the time, effort and dedication to an issue of critical importance to our state.

We strongly urge your support for HB 2017

1000 Friends of Oregon
AAA Oregon/Idaho
AARP Oregon
Asphalt Pavement Assoc. of Oregon
Associated General Contractors
Association of Oregon Counties
American Council of Engineering
Companies of Oregon
ASCE Oregon Section
Basin Transit Service
City of Beaverton
City of Bend
City of Gresham
City of Hillsboro

City of Portland
City of Wilsonville
Clackamas County
Cherriots
Columbia Corridor Association
Common Sense for Oregon
Coos-Siskiyou Shippers Coalition
Forth
HSCO
John Watt Associates
Lane County
Lane Council of Governments
Lane Transit District
League of Oregon Cities

Metro
 Oregon AFL-CIO
 Oregon Association of County Engineers and Surveyors (OACES)
 Oregon Assoc. Of Hospitals & Health Systems
 Oregon Association of Nurseries
 Oregon Business & Industry
 Oregon Concrete & Aggregate Producers Association
 Oregon Environmental Council
 Oregon Fuels Association
 Oregon League of Conservation Voters
 Oregon Trucking Association
 Oregon Rail Users' League


Oregon Refuse and Recycling Association
 Oregon State Building & Construction Trades Council
 Oregon Trucking Association
 Oregon Transit Association
 Port of Portland
 Providence Health and Services
 Ride Connection
 Rogue Valley Transit District
 South Metro Regional Transit
 The Chamber of Medford/Jackson County
 The Street Trust
 Tillamook County Transportation District
 TriMet
 Washington County

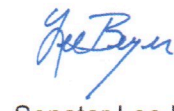




For more information please contact Drew Hagedorn at 503-380-1075 or drew.hagedorn@tonkon.com

From the desk of:


Senator Brian Boquist


Senator Lee Beyer

Transportation Stakeholders Urge Support for Statewide Multimodal Transportation Package *Please Vote "Yes" on HB 2017*

The organizations included in this floor letter wish to express their gratitude for efforts by the Legislative Assembly and the Governor's Office to craft a historic multimodal transportation package that enhances our state's ability to meet critical infrastructure needs.

As a diverse coalition, we express our **strong support** for House Bill 2017 and respectfully urge your vote in favor of the measure.

The innovative, bipartisan and consensus legislation addresses critical investments which:

- Preserve and maintain generations of investment in Oregon's statewide transportation infrastructure;
- Ameliorate congestion;
- Increase freight mobility;
- Provide enhanced mobility through transit enhancements;
- Mitigate carbon emissions;
- Create economic development opportunities;
- Invest in safe routes to walk and bike to schools for Oregon's kids; and
- Improve Oregonians' quality of life and economic opportunity.

Thank you for the time, effort and dedication to an issue of critical importance to our state.

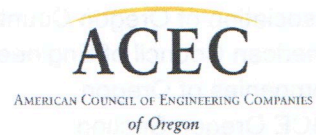
We strongly urge your support for HB 2017

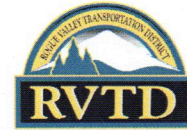
1000 Friends of Oregon
AAA Oregon/Idaho
AARP Oregon
Asphalt Pavement Assoc. of Oregon
Associated General Contractors
Association of Oregon Counties
American Council of Engineering
Companies of Oregon
ASCE Oregon Section
Basin Transit Service
Central Oregon Intergovernmental Council
City of Beaverton
City of Bend
City of Gresham

City of Hillsboro
City of Portland
City of Wilsonville
Clackamas County
Cherriots
Columbia Corridor Association
Common Sense for Oregon
Coos-Siskiyou Shippers Coalition
Forth
HSCO
John Watt Associates
Lane County
Lane Council of Governments
Lane Transit District

League of Oregon Cities
 Metro
 Oregon AFL-CIO
 Oregon Association of County Engineers
 and Surveyors (OACES)
 Oregon Assoc. of Hospitals & Health
 Systems
 Oregon Association of Nurseries
 Oregon Association of Realtors
 Oregon Business & Industry
 Oregon Concrete & Aggregate Producers
 Association
 Oregon Environmental Council
 Oregon Fuels Association
 Oregon League of Conservation Voters
 Oregon Public Ports Association
 Oregon Rail Users' League

Oregon Refuse and Recycling Association
 Oregon State Building & Construction
 Trades Council
 Oregon Trucking Association
 Oregon Transit Association
 Port of Portland
 Portland Business Alliance
 Providence Health and Services
 Ride Connection
 Rogue Valley Transit District
 South Metro Regional Transit
 The Chamber of Medford/Jackson County
 The Street Trust
 Tillamook County Transportation District
 TriMet
 Washington County





For more information please contact Drew Hagedorn at 503-380-1075 or drew.hagedorn@tonkon.com

June 30, 2017

Senator Richard Devlin
900 Court St. NE, S-213
Salem, OR 97301

Senator Devlin,

On behalf of Clackamas County and the Cities of Lake Oswego, Tualatin, and West Linn, we respectfully request your assistance in these final days of the legislative session to support additional funding for the I-205 highway bottleneck project. As you know, this major congestion relief project in your district between Stafford Road and the Abernethy Bridge is of vital importance to our jurisdictions, the Metro region, and the State of Oregon.

Since the beginning of session, we have closely monitored the work of the Joint Transportation Committee and were thrilled that the -3 amendment to HB 2017 provided full funding for the project (\$452M). As you know, widening this six mile stretch of I-205 will greatly aid our efforts on the Stafford urban reserve. In fact, just this week all of our jurisdictions along with Metro signed an intergovernmental agreement regarding the future of Stafford. The I-205 widening project was among the essential ingredients necessary to our making progress on this effort.

Unfortunately, as a result of the recent scale-back of the package, we now understand that the forthcoming -10 amendment provides I-205 with design funding only (\$15M). However, the region's two other bottleneck projects continue to receive substantial state funding through the amended bill. This unequal allocation of funds in the region favors some jurisdictions over others and will disproportionately impact the residents and business in the south metro area.

We implore you to find additional funding through the budget reconciliation bill that will help to demonstrate the state's full commitment to making this project a reality in the near term.

Thank you for your leadership.

Sincerely,



Jim Bernard, Chair
On behalf of the Clackamas County Board
of Commissioners



Lou Ogden, Mayor
On behalf of the Tualatin City Council



Russ Axelrod, Mayor
On behalf of the West Linn City Council



Kent Studebaker, Mayor
On behalf of the Lake Oswego City Council



Clackamas
County
Coordinating
Committee

Promoting partnership among the County, its Cities and Special Districts

March 13, 2017

Members of the Clackamas County Legislative Delegation

Re: State Transportation Funding Package

Dear Clackamas County legislators:

The Clackamas County Coordinating Committee (C4), made up of representatives of Clackamas County, its 14 cities, 6 transit providers, special districts, and community planning organizations would like to share with you their full support for a robust state transportation funding package that addresses the critical funding needs of the state, counties, cities and transit providers. Based on information from the Oregon Transportation Commission, we believe that a funding package of \$1 billion per year is necessary to meet the transportation needs of the state. In particular, we want to emphasize four categories of critical needs that should be addressed in any legislative package:

Support Increased Funding for Transportation System Preservation and Maintenance

We request that you support transportation funding legislation that provides increased and predictable funding mechanisms needed to maintain and improve our roads and highways in the most efficient manner possible. The state, counties and cities have all identified large gaps between needed and available funding for preservation and maintenance. Clackamas County alone has a shortfall of \$17 million per year, and many counties and cities face similar challenges as they struggle to preserve deteriorating roads. An increase in ongoing funding for preservation and maintenance will allow ODOT, counties, and cities to complete more projects and ensure that our transportation system is well-maintained.

Relieve Metropolitan Area Congestion

Funding for projects to relieve congestion at bottlenecks like I-205 in Clackamas County between the OR99E interchange in Oregon City and the Stafford Road interchange, including the Abernethy Bridge, is essential. Widening I-205 to three lanes at this location has been identified by C4 members as the highest priority in the county and is recognized statewide as one of the most important congestion relief projects in Oregon. This project, along with the I-5 Rose Quarter project in Portland and the OR217 project in Washington County, must be treated as critical investments for a sustainable Oregon economy. Delay in fixing these high congestion segments affects not only local residents and businesses, but also businesses throughout Oregon that must use these routes to move product to the Port of Portland and the Portland International Airport.

Prioritize Transit

We request that you support new funding resources for the transit systems in the state. In Clackamas County we depend on service from the largest transit system in Oregon (TriMet) but also are home to five medium to small transit systems in our outlying areas. All six are vital to the Clackamas County economy and

the health and welfare of our citizens. One of the consistent messages from the input meetings conducted by the Joint Legislative Committee on Transportation was the need for funding mechanisms to support transit throughout the state. From small towns to the major cities, the people of Oregon have come to recognize and value the contribution of transit to meeting the state's transportation needs and improving our quality of life. Data shows that Oregon ranks among the five lowest states in the nation in the amount of funding provided to transit. It is time for Oregon to step up and prioritize this issue.

Investment in Creating Jobs through Increases in ConnectOregon Funding

ConnectOregon has proven to be one of the best investments that the Legislature makes to increase the economic advantages of Oregon. C4 members ask that you support restoring the ConnectOregon program to its original funding level - \$100 million each biennium. The ports, rail networks and airports of the state are critical to Oregon's economic competitiveness. The ConnectOregon grant program provides funds to improve all of these vital "non-road" transportation systems to help keep Oregon's economy strong and vibrant.

Thank you very much for your consideration of our requests. We look forward to working with you to provide state and local transportation systems that support our economy and enable the rapid and safe movement of people and freight throughout Clackamas County and the state.

Sincerely,



Chair Jim Bernard, Clackamas County
C4 Co-Chair



Mayor Brian Hodson, City of Canby
C4 Co-Chair

C4 Membership: Clackamas County; the Clackamas Cities of Canby, Estacada, Gladstone, Happy Valley, Johnson City, Lake Oswego, Milwaukie, Molalla, Oregon City, Rivergrove, Sandy, Tualatin, West Linn, Wilsonville; Clackamas CPOs, Hamlets, and Special Districts



May 22, 2017

The Honorable Senator Brian Boquist, Chair
 Joint Committee on Transportation Preservation and Modernization
 900 Court St, NE
 Salem, OR 97301

Dear Senator Boquist,

We are very encouraged by the state transportation package under development and appreciate your leadership in facilitating many of its elements.

One key element that JPACT has supported to date is partnering with the state to fund the three State priority highway bottleneck improvements in the Metro region: I-5 at the Rose Quarter, Highway 217 North and South, and 205 between the Abernethy Bridge and Stafford Road.

JPACT supports partnering with the State to jointly fund these significant state highway system improvements.

Addressing congestion on our roads is both a state and regional issue, and raising revenue both statewide and regionally is a smart way to finance these costly congestion relief projects given the current state of available transportation finance and the backlog of maintenance.

We urge legislators to enact a surcharge that is imposed by the state, as the most effective way to establish a lasting, balanced source of funding for the local match on these highway bottleneck projects.

Using a state-established regional surcharge to match state-wide contributions is an innovative approach to financing long-overdue improvements to state facilities that are critical to the region and the state's economic future.

Sincerely,

Craig Dirksen, JPACT Chair
 Councilor, Metro

Roy Rogers
 Commissioner, Washington
 County

Dan Saltzman
 Commissioner, City of Portland

Shirley Craddick
Councillor, Metro

Paul Savas
Commissioner, Clackamas
County

Jessica Vega Pederson
Commissioner, Multnomah
County

Bob Stacey
Councillor, Metro

Denny Doyle
Mayor, City of Beaverton
Representative of Metro-area
Cities of Washington County

Steve Callaway
Mayor, City of Hillsboro

John Cook
Mayor, City of Tigard

Tim Knapp
Mayor, City of Wilsonville
Representative of Metro-area
Cities of Clackamas County

Lori DeRemer
Mayor, City of Happy Valley

Krisanna Clark
Mayor, City of Sherwood

Mark Gamba
Mayor, City of Milwaukie

Neil McFarlane
General Manager, TriMet

Bill Wyatt
Executive Director, Port of Portland

May 17, 2017

Joint Committee on Transportation Preservation and Modernization
Oregon State Legislature

Re: State Transportation Funding Package – Secondary Projects

Dear Co-Chairs Beyer & McKeown:

Thank you for your tireless work toward developing a draft framework for the state transportation package. We greatly appreciate the time and energy that your Committee has devoted to this effort since the start of session.

As the package continues to evolve, we wish to bring the Sunrise Corridor to your attention. As you may know, Phase I of the Sunrise Expressway opened last year and has greatly relieved congestion along OR 212 from its intersection of I-205 to 122nd Avenue. This new state facility has allowed numerous businesses in the Clackamas Industrial Area to divert large volumes of freight traffic away from what used to be one of the most congested two miles in the metropolitan region.

Looking ahead, we would like to continue the momentum on this transportation success by turning our attention to Sunrise Phase II. This next phase of the project would extend the new Expressway east from 122nd Ave. to 172nd Ave., helping to further relieve congestion along this busy corridor. In addition, the project will directly benefit the rapidly growing community of Happy Valley and coincide with the city's work to redevelop the adjacent Rock Creek Employment Area.

As the Committee considers possible secondary future projects in the 10-20 year timeframe, we respectfully request the inclusion of Sunrise Phase II. While our immediate priority remains addressing the region's three bottleneck projects as identified in the draft proposal, we also must begin laying the groundwork for the next set of projects in the pipeline. A \$20 million investment today for Phase II will allow ODOT and partners to begin strategic right-of-way acquisition along the corridor. It also moves the project closer to shovel-ready status, so that it may be considered for construction once the three bottlenecks have been completed. We think this proactive approach to project readiness is the right way to do business that strategically targets our state's most congested corridors while also saving significant taxpayer dollars in the long run.

Thank you for your consideration.


Sincerely,



Senator Rod Monroe



Senator Chuck Thomsen



Senator Alan Olsen



Rep. Janelle Bynum



Rep. Bill Kenemer

June 16, 2017

Senator Richard Devlin
900 Court St. NE, S-213
Salem, OR 97301

Representative Julie Parrish
900 Court St. NE, H-371
Salem, OR 97301

Dear Senator Devlin and Representative Parrish:

On behalf of our respective jurisdictions and associations that collectively represent the south metro area, we are writing to request your strong support for the 2017 state transportation funding package under development in the Legislature. As you know, passage of a robust transportation package is a top priority for each of our constituencies this session. In particular, the current proposal is key to relieving increasingly worse I-205 traffic congestion in your districts while putting Oregon on a path to a more reliable, safe, and sustainable transportation system.

The Portland metro region — and especially the south metro area — have seen significant population and economic growth since the Great Recession. With that expansion has come major roadway congestion. Today, I-205 has an average daily traffic volume of 155,000-165,000 vehicles — even more than on I-5. On any given day, the congestion caused by the 6-mile long bottleneck between the Abernethy Bridge and Stafford Road creates three to four additional miles of gridlock on I-205, and results in significant traffic diversions onto local streets that clog our communities. Fixing this stretch of I-205 by widening the freeway to three lanes in each direction, including auxiliary lanes on the Abernethy Bridge to improve the flow of merging traffic, is critical not only to local residents and businesses, but also to businesses throughout Oregon that rely on this corridor to move products to the Port of Portland, the Portland International Airport, and beyond.

We are pleased that through our vigorous advocacy at the regional level, the I-205 project has been identified as one of three key bottlenecks in need of immediate improvement in the Portland metro area. These projects, which also include the I-5 Rose Quarter and Highway 217, total a combined \$1 billion. And over the past five months, we have worked closely with members of the Joint Committee on Transportation Preservation and Modernization on a legislative proposal that targets full funding for the I-205 project (\$452 million) leading to construction in approximately 2020 — years before the similarly-sized I-5 Rose Quarter project is built. This represents a significant achievement for the south metro area and we cannot overstate its importance to residents, commuters, and businesses.

We now look to you, as bipartisan representatives of the communities directly impacted by the I-205 project, to be our ambassadors with your legislative colleagues to ensure that this transportation package is passed this session and that I-205 remains in the proposal as a fully-funded project with an early construction start date. Our communities and constituents can no

longer afford to see this issue further delayed, which would result in ever-worsening congestion leading to stagnating economic growth and further deterioration of our transportation system.

Once again, we cannot stress enough the importance of this effort to the future of our region and our state. The proposal under development represents a potentially once-in-a-lifetime opportunity to support a key freight and commuter network affecting Clackamas County and its cities in a way that is unprecedented in recent history. We urge you to usher forward this positive momentum by collaborating with your colleagues to successfully pass the transportation package this session. Your efforts to help achieve this goal have our full support.

Thank you for your leadership.

Sincerely,



Jim Bernard, Chair
On behalf of the Clackamas County Board
Of Commissioners



Lou Ogden, Mayor
On behalf of the Tualatin City Council



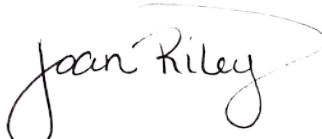
Russ Axelrod, Mayor
On behalf of the West Linn City Council



Kent Studebaker, Mayor
On behalf of the Lake Oswego City Council



Annette Mattson, President
Clackamas County Business Alliance



Joan Riley, Board Chair
Tualatin Chamber of Commerce



Keith Dickerson, Chief Executive Officer
Lake Oswego Chamber of Commerce

CC: Governor Kate Brown
Senator Lee Beyer
Representative Caddy McKeown
Senator Brian Boquist
Representative Cliff Bentz



April 12, 2017

Rep. Brian Clem, Chair
House Committee on Agriculture and Natural Resources
Oregon State Capitol
Salem, OR 97301

RE: House Bill 2094

Chair Clem and Members of the Committee:

On behalf of Metro, Clackamas County and Multnomah County, we urge you to oppose legislation on local urban and rural reserve designations this session. As we reported in a discussion group convened by Chair Clem late last month, the Portland metropolitan region is poised to complete work on the reserves this spring and does not need the Legislature to intervene. In addition, we strongly oppose state action that would overturn or make changes to local reserves designations.

As you know, our jurisdictions are currently in the midst of proceedings to hear and act upon the technical findings required to finalize the designation of urban and rural reserves in both counties. The Metro Council held a series of hearings in March and is set to act on an urban reserves ordinance this Thursday, April 13. Meanwhile, Clackamas County will hold the first of two public hearings this Wednesday and is scheduled to take action on the findings on May 11. Multnomah County has issued a notice to commence hearings in May.

It is our hope that, after we complete our work this spring, the Department of Land Conservation and Development will be able to consider and acknowledge our work by the end of the summer.

As representatives of the local governments responsible for designating where we will grow over the next 50 years, and what lands we will protect from development, we urge you to allow our work to proceed and oppose legislation that would substitute a state determination or make changes to local reserves designations.

Sincerely,

Handwritten signature of Jim Bernard in blue ink.

Jim Bernard
Clackamas County Chair

Handwritten signature of Tom Hughes in blue ink.

Tom Hughes
Metro Council President

Handwritten signature of Deborah Kafoury in blue ink.

Deborah Kafoury
Multnomah County Chair



Clackamas
County
Coordinating
Committee

Promoting partnership among the County, its Cities and Special Districts

C4 Letter of Support for HB 2095: Allows Metro to Make Modest Mid-Cycle Residential Urban Growth Boundary (UGB) Expansion

To Chair Clem, Vice-Chairs McLain and Sprenger, and Members of the House Committee on Agriculture and Natural Resources:

The Clackamas County Coordinating Committee (C4) is writing in support of HB 2095 that allows the greater Portland Metro region to more flexibly manage and accommodate residential growth and development.

HB 2095 allows the metro region to be more nimble in responding to the increasing demand for housing by allowing Metro to accommodate population growth in those cities that demonstrate the ability to develop Urban Growth Boundary (UGB) expansion areas.

This bill is a practical solution that permits Metro, like other cities in Oregon, greater leeway to make modest UGB expansions up to 1,000 acres for residential land uses midway through the six-year statutory urban-growth cycle while still maintaining sufficient land in the UGB for 20 years of growth. HB 2095 facilitates common-sense decisions to only expand the UGB into urban reserves where a city is willing and able to provide urban infrastructure services to serve new development.

HB 2095 protects surrounding cities like Canby, Molalla and Sandy from excess surplus growth and the accompanying traffic congestion and infrastructure strains.

Member jurisdictions respectfully urge a DO PASS vote on HB 2095. Thank you for your time and consideration.

Sincerely,

Chair Jim Bernard
Co-Chair, C4

Mayor Brian Hodson
Co-Chair, C4

C4 Membership: Clackamas County; the Clackamas Cities of Canby, Estacada, Gladstone, Happy Valley, Johnson City, Lake Oswego, Milwaukie, Molalla, Oregon City, Rivergrove, Sandy, Tualatin, West Linn, Wilsonville; Clackamas CPOs, Hamlets, and Special Districts

VOTE YES on House Bill 2095

Allows the Metro region to more flexibly manage growth and development

We urge your support of House Bill 2095, which allows the Metro region to more flexibly manage growth and development. Specifically, this measure would:

- Allow our region to consider adding modest amounts of residential land to the urban growth boundary (UGB) midway through the existing six-year urban growth cycle.
- Require that Metro revise the previous urban growth forecast in making a mid-cycle UGB addition.
- Require these residential land additions come at the request of a city.
- Limit this mid-cycle authority to no more than 1,000 acres total.
- Maintain the requirement that Metro conduct a review of urban growth every six-years and keep enough land in the UGB for 20 years of growth.

State law currently limits our region to considering UGB additions only at the time we conduct an extensive forecast and review of land inventory, which occurs every six years. This means that a city that has an opportunity to leverage existing public investments into new development in a small, adjacent area may have to wait years for that area to be brought into the UGB and begin development.

A Task Force of Mayors, County Chairs, and representatives of home builders and land conservation advocates convened during 2016 recommended the changes contained in this measure.

HB 2095 will allow our region to better manage urban growth, targeting areas where cities are ready and able to provide the pipes, roads, parks and other infrastructure needed to support development. This will allow our region to facilitate common-sense decisions to expand the UGB modestly onto lands that have been selected as urban reserves where and when a city is willing to provide urban services.

HB 2095 will allow the Metro region to more nimbly manage urban growth while continuing to protect farm and forestland. **We urge a “yes” vote on HB 2095.**



Help Establish a Statewide Drug-Take Back Program by Supporting HB 2645A:

Endorsed by:

Allcare Health
Association of Clean Water Agencies
Association of Oregon Counties
Association of Oregon Recyclers
Bring Recycling
City of Eugene
City of Hillsboro
City of Portland
Clackamas County
Clean Water Services
Coalition of Local Health Officials
CODA, Inc
Lane County
League of Oregon Cities
Marion County
Metro
Oregon Association of Chiefs of Police
Oregon Coalition of the Responsible Use of Medicines
Oregon District Attorneys Association
Oregon Environmental Council
Oregon Nurses Association
Oregon Prevention Education and Recovery Association
Oregon Public Health Association
Oregon Society of Health-System Pharmacists
Oregon State Pharmacy Association
Oregon State Sheriffs' Association
Oregon Water Utility Council
Providence Health & Services
Washington County

Unused prescription drugs in a home's medicine cabinet can present a significant public health and safety concern. These medications, if not properly disposed of, can lead to abuse and accidental poisonings. According to the Oregon Health Authority, there has been a 450 percent increase in the number of deaths from prescription drug overdoses in the last 10 years.

Oregon's current system for collecting unwanted prescription drugs relies heavily on law enforcement agencies. While the current system plays a vital role in keeping prescription drugs out of the wrong hands and helps prevent Oregonians from improper disposal, it is not highly convenient. Many citizens are unaware of these disposal opportunities, are not comfortable with disposing of medications at a police station, or are not likely to use this infrastructure as the hours of operation are typically limited.

However, in 2014, the U.S. Drug Enforcement Administration adopted rules that authorized additional entities, including pharmacies, to collect unused prescription drugs which can then be shipped for ultimate safe disposal. These new DEA regulations present states with the opportunity to expand access to safely and responsibly dispose of unused or unwanted medications.

HB 2645A would establish a statewide prescription drug take-back program to enhance access to safe and responsible disposal opportunities:

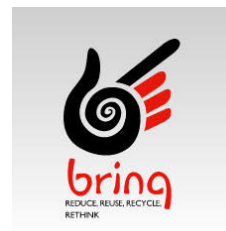
- The bill requires prescription drug manufacturer's to establish and fund a statewide drug take-back program.
- The system would support increased access to drug collection kiosks. Many would be located in pharmacies making kiosks more visible and convenient to safely discard unused medications.
- The system will also include an outreach program to educate consumers on the safe and secure storage of medications, the inherent risks of improperly storing or disposing of opioids or opiates, and to discourage disposal of covered drugs in the garbage or sewer system.
- Program costs for Alameda County, CA have been estimated to be one cent for every ten dollars of prescription (0.1% of sales).
- Convenient drug disposal may reduce contamination of Oregon's waterways because fewer medications will be flushed down toilets; most municipal treatment processes cannot remove all environmentally harmful compounds.

Convenience Leads to Success:

Similar programs in other states and countries have resulted in increased collection of medications. For example, **a program established in San Francisco, California has resulted in pharmacies collecting 80,437 pounds, compared to law enforcement collection of 4,095 pounds during the same timeframe.**

Fees collected will cover all program expenses including state agency costs; there will be no impact on the general fund.





May 11, 2017

The Honorable Senator Michael Dembrow, Chair
Senate Committee on Environment and Natural Resources
900 Court Street, NE
Salem, OR 97301

RE: Support for House Bill 2968

Dear Senator Dembrow,

The entities below support development of a pilot program to create a voluntary cleanup process that satisfies all applicable state and federal requirements and allows for the issuance of a release of liability under state and federal law on completion of cleanup.

Currently, cleanups have to comply with potentially conflicting state and federal cleanup programs. Investigation and cleanup has to be done in accordance with multiple programs, the processes and requirements of which operate differently and independently. There is little opportunity to coordinate across programs and no agency incentives to assure coordination and consistency.

Federal cleanup programs under the Comprehensive Environmental Response Compensation and Liability Act (CERCLA), the Resource Conservation and Recovery Act (RCRA) and the Toxic Substances Control Act (TSCA) and their state law analogs operate independently and do not mesh well.

The programs use different and often uncoordinated processes and programs to apply the same scientific information on risk to human health and the environment to get to the same result: a cleanup protective of human health and the environment. A pilot program to coordinate and ultimately reconcile these potentially conflicting programs would improve the reconciliation, speed, and effectiveness of cleanups.

Finding a way to reconcile the programs will lead to greater certainty for those tasked with cleaning up contamination and establish a path to getting releases of legal liability under all applicable programs, under state and federal law. Assuring certainty, speed and finality of cleanups is very important to cleaning up brownfield contamination sites. Reconciliation and coordination of state and federal requirements also promotes efficient and effective use of resources.

Transparency of the cleanup process and criteria is also promoted by a pilot to coordinate the various requirements of the different programs. Properly implemented, the pilot would lead to a clearer investigation and cleanup process, clearer and consistent cleanup requirements, and consequent greater community acceptance of the cleanup.

Coordination between state and federal cleanup regulators will also lead to better use of scarce state and federal resources.

For these reasons, we urge your support for HB 2968.





May 28, 2017

Clackamas County Board of Commissioners
Policy Position
HB 3380: Family Sentencing Alternative Pilot Program

Clackamas County supports HB 3380: The Board of County Commissioners supports efforts to expand the Family Sentencing Alternative Pilot Program established in 2015.

HB 3380 modifies the Family Sentencing Alternative Pilot Program (FSAP), preventing children from entering foster care, holding offenders accountable, and reducing prison bed utilization. Specifically, the FSAP allows some nonviolent offenders who have minor children to be eligible for an intensive supervision program in lieu of a prison sentence. The program includes special conditions of probation ranging from vocational training, parenting, and life skills classes to drug, alcohol, or mental health treatment.

In Clackamas County, the prison population at the Coffee Creek Correctional Facility is burgeoning. As the only Department of Corrections facility where women are housed, this growing population could create the need to open an additional prison to accommodate female prisoners. The opening and continued operation of a prison is an expensive proposition – upwards of \$100 per day per incarcerated person. Based on costs of a similar program in Washington, the Family Sentencing Alternative Pilot Program could cost roughly \$31 per day per supervised offender – nearly 77% cost savings per offender.

Clackamas County Corrections strives to ensure that offenders being reintroduced into society have the tools and support they need to thrive and contribute to their families and communities. Supportive services for parents in the criminal justice system are particularly important, as they have been shown to break inter-generational cycles of crime.

Additionally, Clackamas County is eager to join currently participating counties like Multnomah and Washington County to ensure community correction solutions like the FSAP are available to the entire Portland metropolitan area.

We urge a “do pass” recommendation for HB 3380.

Please contact Chris Lyons at clyons@clackamas.us for more information.



79th LEGISLATIVE ASSEMBLY

May 11, 2017

Co-Chair Richard Devlin
Co-Chair Nancy Nathanson
Legislative Committee on Ways and Means
Oregon State Capitol
900 Court St. NE
Salem, OR 97301

Re: Support for SB 5505, Clackamas County Courthouse Replacement Project

Dear Co-Chairs Devlin and Nathanson:

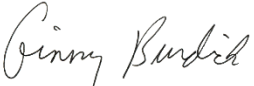
We write to encourage your support of SB 5505, a bill that addresses the Judicial Department's request for \$1.25 million to plan a new Clackamas County Courthouse. As legislators, we strongly support this project because we know it will improve public safety, efficiency, and fairness in our communities.

As the population of Clackamas County grows, the current courthouse facility is decreasingly able to meet public need. Cases are being delayed four to six weeks due to inadequate capacity, which can cause major disruptions to people's lives. In addition, insufficient space in the existing facility has forced the District Attorney's office to rent office space in Oregon City, which consumes public funds that otherwise could be used to support vital county services. Lastly, the existing courthouse does not have a jury assembly space, increasing the risk of improper influence, and limiting a jury's ability to fairly and completely consider cases.

Building a new facility will save money and improve safety by consolidating the District Attorney's office within the courthouse, and by siting the new courthouse near other county services. The new courthouse will be more seismically safe than the current building, and will have better security features, which will keep judges, witnesses, jurors, defendants, and visitors safe from harm. The new facility will also decrease delays, enabling the people who engage with the court system to more quickly resolve their cases and return to a normal routine.

This session, we have been searching for ways to improve safety and fairness in communities across Oregon while reducing costs. The Clackamas County Courthouse replacement is a great step we can take to operationalize these goals. We hope you'll give it close consideration.

Sincerely,


Senator Ginny Burdick


Representative Margaret Doherty


Senator Ted Ferrioli



Representative Mark Johnson



Representative Bill Kennemer



Representative Rick Lewis



Representative Ann Lininger



Senator Alan Olsen



Representative Julie Parrish



Representative Karin Power

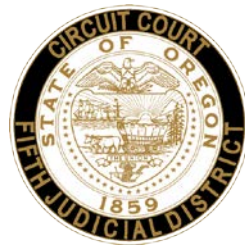


Senator Kathleen Taylor



Senator Chuck Thomsen

CC: Speaker Tina Kotek
Senator Fred Girod
Representative Paul Holvey



May 11, 2017

Joint Committee on Ways and Means
Subcommittee on Capital Construction

Re: SB 5505 – Clackamas County Courthouse Replacement Project

Dear Co-Chair Girod, Co-Chair Holvey, and Members of the Subcommittee:

We urge your support for the \$1.25 million bond funding request for planning of the Clackamas County Courthouse replacement project. The bond authorization for the 2017-2019 biennium will enable Clackamas County to continue the momentum on the project and allow the County to return to the Legislature in 2019 and 2021 with a final design and construction requests.

Built in 1936, the Clackamas County Courthouse is located in downtown Oregon City and currently serves hundreds, and sometimes thousands, of residents each day. It was originally constructed to house one courtroom but has been modified over time to accommodate 10 additional courtrooms and a total of 11 judges. After 81 years of operation, the building suffers from significant capacity, safety, seismic, and ADA challenges. In particular, the demands of our increasing population have outgrown our facility's ability to adequately hold hearings in a timely manner and conduct courtroom business in a way that is safe for jurors, judges, and the public.

Not only is the Clackamas County Courthouse already undersized and over-utilized, the population in Clackamas County is expected to grow by 53% by the year 2050. The recommended number of courtrooms to serve that anticipated population increase is between 18 and 26. This level of growth cannot be accommodated in the current facility due to seismic concerns and space constraints along Main Street in Oregon City.

The following examples are realities for Clackamas County, and showcase the delayed justice, economic loss, and safety concerns stemming from the courthouse's inadequacy.

- Currently, a mother in need of pre-trial help with support for herself and her children must wait 116 days for a hearing. In 2012, the wait was 63 days.
- Complex civil litigation trials, which typically last four to six weeks, are continually being scheduled one-year out. Most cases are large condominium projects where often hundreds of owners find themselves unable to sell their property until the case is resolved.

- Thousands of criminal cases are heard at the County Courthouse each year. Inadequate space increases life-safety risks for judges, jurors, and victims.

Work is currently underway to design a new, larger courthouse that will be located on the County's existing Red Soils campus in Oregon City. Clackamas County has already invested millions of dollars in preparing for the courthouse relocation, including purchasing the land, having an approved Master Plan, and pre-installing utilities. In addition, the future site of the courthouse is in close proximity to other complimentary services such as the County Jail, Mediation Services, Juvenile Services, and the Family Justice Center. Further, the courthouse will co-locate the State Department of Human Services, which will provide family services and a daytime safe space for children involved in justice system activity.

The funding we hope to secure in the 2017-19 biennium from the Oregon Courthouse Capital Construction and Improvement Fund is essential to Clackamas County and its nearly 400,000 residents who rely on dependable public safety services. We look forward to working with the state to ensure our residents and all Oregonians have safe, unhindered, and timely access to public safety services in Clackamas County.

Please contact Chris Lyons at clyons@clackamas.us for more information.

Sincerely,



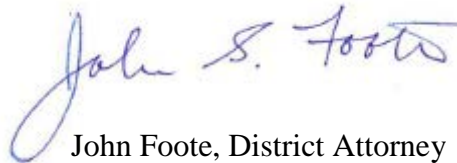
Jim Bernard, Chair
On behalf of the Clackamas County
Board of Commissioners



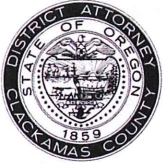
Robert D. Herndon, Presiding Judge
Clackamas County Circuit Court



Craig Roberts, Sheriff
Clackamas County



John Foote, District Attorney
Clackamas County



John S. Foote, District Attorney for Clackamas County

Clackamas County Courthouse, 807 Main Street, Room 7, Oregon City, Oregon 97045
503 655-8431, FAX 503 650-8943, www.co.clackamas.or.us/da/

Clackamas County District Attorney Supports Continuing the Courthouse Replacement Program

We again wish to express our appreciation to Chief Justice Balmer and the Association of Oregon Counties for the inclusion of Clackamas County's courthouse replacement plan in your funding consideration. Continued state support would assure that Clackamas County has the planning funds it needs to accelerate its courthouse replacement project to meet the needs of residents in the County.

We are requesting your support for \$1.25 million to continue our planning for a new courthouse in Clackamas County.

The Clackamas County Courthouse was originally constructed in 1936 to contain one courtroom, as well as other county offices, including commissioners, etc. Over the past 81 years, it has been continually reconfigured as the county has grown enormously. Today all other county offices have been moved to their own separate county buildings, except for most of the functions of the court and District Attorney's Office. Because the courthouse is small, it only contains 11 courtrooms and slightly less than half of the District Attorney's Office.

Clackamas County is the third biggest county in the state, surpassed in population only by Washington and Multnomah Counties. However, because of the small size of the old courthouse, the county has been limited to 11 sitting circuit court judges, which is less than both Lane County (with 15 judges) and Marion County (with 14 judges). This chronic shortage of judges in Clackamas County, caused by a building that has limited capacity, has substantially impacted the Clackamas County court's ability to meet all of its timely obligations to its residents and visitors. In addition, the Clackamas County District Attorney's Office, like virtually all other District Attorney offices in the state and around the country, has been located in the courthouse since its inception. However, due to space shortages, more than half of the current District Attorney's Office, is located in buildings around Oregon City. These buildings are old and lack any kind of courthouse security. Only a new larger courthouse will solve these challenges.

The jury assembly room, a few small meeting rooms and the law library are contained in a building about a half block away, necessitating that all juries called to serve in the courthouse, must travel with juror badges plainly displayed, outside on the sidewalk around to the opposite side of the courthouse to a separate entrance. The jurors, by necessity, must walk past legal counsel, witnesses, victims and defendants entering the front of the courthouse, while they are outside the secure perimeter of the courthouse. Even within the courthouse, without a jury assembly space within the building itself, cramped circulation places prisoners among the public, Judges, court staff and attorneys.

There is no secure perimeter around the courthouse because it sits within a small, but vibrant historic shopping area with extremely limited parking for visitors, witnesses, victims, law enforcement and staff.

A recent seismic study of the courthouse found that it sits on a sandy base which will become liquefied in a significant earthquake. The courthouse sits on a slope and its western foundation sits within feet of the banks of the Willamette River. The recent seismic study indicates that liquefaction in an earthquake would result in the courthouse sliding into the river, obviously placing the entire area around and in the courthouse in significant danger.

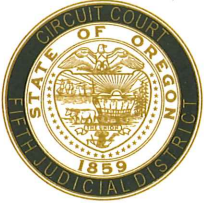
Clackamas County established what is called its Red Soils Masterplan in 1998. A proposed new courthouse on the Red Soils campus has been in the masterplan since its inception. The plan provides a cohesive and integrated public service center for all residents of and visitors to the county, including a new fully functioning courthouse.

We urge the Committee to support Clackamas County's current funding request for \$1.25 million in the planning funds from the 2017 legislature.

Sincerely,



John S. Foote
District Attorney



CIRCUIT COURT OF OREGON

FIFTH JUDICIAL DISTRICT
CLACKAMAS COUNTY COURTHOUSE
OREGON CITY, OREGON 97045

ROBERT D. HERNDON
PRESIDING CIRCUIT COURT JUDGE

(503) 655-8644
FAX (503) 650-8944

March 10, 2017

Clackamas County Presiding Judge Supports Continuing the Courthouse Replacement Program

I am writing to the Joint Ways & Means Subcommittee on Public Safety as the Presiding Judge of Clackamas County to ask for your support for the funds needed to plan and construct a new courthouse. The long term health of justice in this county depends on the construction of a facility which is sized adequately for current and future demand for services and is structurally safe.

The Clackamas County Courthouse was originally constructed in 1936 to house one courtroom, it has been modified over the years to add ten additional courtrooms. The 1936 design makes ADA improvements expensive and less than desirable in function. Though there have been upgrades to most systems over the past 80 years, the building remains inadequate to the demands of court operations.

Our current Courthouse in downtown Oregon City is landlocked and suffering from safety challenges. There is no jury assembly space within the building, and no separation of circulation within the building among the public, prisoners, Judges, and court staff. Parking near the courthouse is extremely limited, and staff, court proceedings attendees, and jurors must pay for parking and walk several blocks to the courthouse.

A critical factor driving construction of a new courthouse is that the structure of the Clackamas County Courthouse was found to be seismically unsound in two studies. A seismic evaluation found that the building would experience significant damage during a 'design level' earthquake (500 year event) and pose a risk to the life safety of the occupants. A subsequent geotechnical and seismic hazard evaluation indicates that the site is susceptible to liquefaction under 'design levels' of ground shaking with the potential for several inches of settlement and spreading.

In addition, access to justice in Clackamas County is currently on life support. We have been identified as the first or second county in need of additional judges for at least 15 years and we have been approved for several additional judges but have no space to accommodate them. The need for these additional judges can be demonstrated with just a couple of important facts:

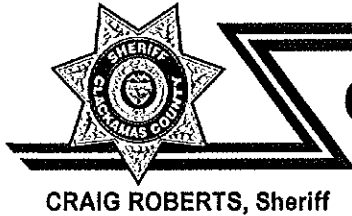
1. Right now a young mother who needs pre-trial help with support for herself and her children must wait 116 days for a hearing. In 2012, the wait was 63 days which was unacceptable at that time.
2. Complex civil litigation is the order of business. These are cases which typically last 4 to 6 weeks. We are continually scheduling those cases years out. Most of the cases are large condo projects where often hundreds of owners find themselves unable to sell their property until the case is resolved
3. We set over thousands of criminal cases for trial Victim's rights and public safety are a concern.

For over 20 years Clackamas County has been planning, building, and consolidating relevant services to the County owned Red Soils Campus in Oregon City to provide a cohesive integrated public service center for citizens. A new Courthouse facility has been the center of that master plan since its inception. I urge the Committee to support Clackamas County's current funding request for \$1.25 million for planning to spur our momentum toward a newly constructed courthouse by 2023.

Sincerely,



Robert D. Herndon
Presiding Judge



Clackamas County Sheriff's Office

March 14, 2017

Clackamas County Sheriff Supports Continuing the Courthouse Replacement Program

I am writing to thank you for including Clackamas County's courthouse replacement plan in your funding consideration within the Chief Justice's Courthouse Replacement Program. State support in 2017 would guarantee that Clackamas County has the planning funds it needs to accelerate its courthouse replacement.

I am asking for your support for \$1.25 million to plan a new courthouse in our county. We are in need of a properly sized and structurally safe facility. While there have been upgrades to the current courthouse over the past 80 years, the building is inadequate for today's needs.

As a result of the distance between the current courthouse and the County Jail, Sheriff's deputies must transport prisoners for trial and other court appearances several times throughout the day. The construction of a new courthouse on the County's Red Soils campus will be on the same campus as the current jail. This co-location will save significant human and financial resources.

Clackamas County has been planning, building, and consolidating services on its Red Soils Campus in Oregon City over many years with the vision of providing an integrated public service center for citizens. The County has an approved master plan for realizing that vision.

I urge the Committee to support Clackamas County's current funding request for \$1.25 million in planning funds from the 2017 legislature.

Sincerely,



Craig Roberts
Sheriff

May 12, 2017

Re: SB 5505 – Clackamas County Courthouse Replacement Project

Co-Chairs Devlin and Nathanson,

We write today as a coalition of public safety officials, policymakers, and community members in Clackamas County to voice our full support for the Clackamas County Courthouse replacement project. Improving public safety happens across many forums, but the local courthouse represents a common ground where our work joins together to benefit our communities. As individuals, we represent the wide variety of perspectives present in our county, and we often see public safety issues differently. But in this we all agree – replacing the aging Clackamas County Courthouse is an urgent priority.

Built in 1936, the Clackamas County Courthouse has become too small and unsafe to meet the needs of our fast growing county. Cases are being significantly delayed, which negatively impacts the lives of people who engage with the county court system. The lack of appropriate space also creates openings for improper interactions between jurors, witnesses, defendants, and attorneys. In addition, the building is not seismically sound and its current site along the Willamette River is susceptible to liquefaction in the event of a large earthquake. By building a new courthouse near other county services, we can improve safety, efficiency, accessibility, and fairness for everyone who uses the courthouse, and for everyone who lives, works, or recreates in Clackamas County.

Clackamas County is ready, willing, and able to undertake the process of rebuilding its courthouse. We believe that doing so will be of great benefit to our county and the state, and we hope you will give this project close consideration.

Sincerely,



Jim Bernard, Chair
Clackamas County Board of Commissioners




Paul Savas, Commissioner
Clackamas County Board of Commissioners



Martha Schrader, Commissioner
Clackamas County Board of Commissioners



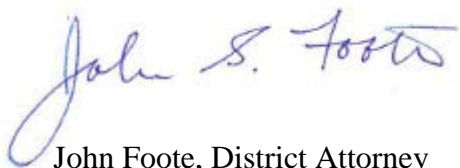
Ken Humberston, Commissioner
Clackamas County Board of Commissioners



Sonya Fischer, Commissioner
Clackamas County Board of Commissioners




Robert D. Herndon, Presiding Judge
Clackamas County Circuit Court



John Foote, District Attorney
Clackamas County



Craig Roberts, Sheriff
Clackamas County



Representative Ann Lininger, District 38
Oregon State Legislature



Representative Bill Kennemer, District 39
Oregon State Legislature



Karen Brisbin, Justice of the Peace
Clackamas County Justice Court



Charlotte Lehan, Councilor
Wilsonville City Council



Alice Norris, former Mayor
City of Oregon City



Melissa Erlbaum, Executive Director
Clackamas Women's Services



Jackie Manz, Council President
Lake Oswego City Council



Jeff Gudman, Councilor
Lake Oswego City Council



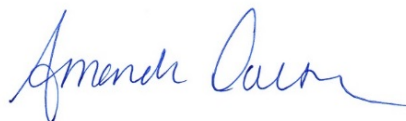
Theresa M. Kohlhoff, Councilor
Lake Oswego City Council



Brent Barton, Attorney
Barton Trial Attorneys



Robert R. Selander, former Presiding Judge
Clackamas County Circuit Court



Amanda Dalton, Partner
Metro Law Group LLC



Peter O. Watts, Attorney
Jordan Ramis



Michael H. Bloom, Attorney
Michael H. Bloom, P.C.



C. Lane Borg, Executive Director
Metropolitan Public Defender Services, INC.



Robert Le Chevallier, Partner
Buckley Law, PC.

CC: Speaker Tina Kotek
President Peter Courtney
Senator Fred Girod
Representative Paul Holvey

March 2, 2017

Members of the Clackamas County Legislative Delegation

Re: Emergency Housing Account and State Homeless Assistance Programs

Dear Clackamas County Delegation:

We are writing to you today to ask for your assistance and support as you begin the 2017 Legislative session. We, the undersigned, represent a number of organizations in Clackamas County that work to ensure everyone has a safe place to call home. On any given night in Oregon thousands of people, including older adults and young children, do not have a safe place to call home, nor do they have a warm place to sleep. Our organizations work hard every day to prevent and end homelessness and to provide safety and shelter for those who are experiencing homelessness.

As a community, we know we can do better to prevent and end homelessness. Our staff and organizations have used all of our available resources, including rent assistance funds, in-kind donations, staff hours, volunteers, and more, to achieve this goal.

The severe weather that we've experienced over the past few months has highlighted the need in Clackamas County, as well as the heartfelt response from so many in our communities to help those living without adequate shelter. Over the course of the winter, three Clackamas County warming centers have provided life-saving shelter to an average of 88 people each night. On some nights, the demand for overnight shelter in Oregon City and North Clackamas was so great that people were transported to the center in Molalla in order to ensure that nobody in Clackamas County died from exposure. The owner of a care facility opened up an unused portion of his facility to shelter the homeless, and the county made preparations to open the Fairgrounds and recruited county staff to support the effort in case additional capacity was needed.

We are most certainly dealing with a housing crisis in our community — a crisis that has literally become life or death for all Oregonians without a safe place to call home. Of the 572 households that contacted the county's Coordinated Housing Access line in 2016 and were found to meet the strict HUD definition of homelessness, 370 included children and 119 included a veteran. Some of our housing programs have waitlists of over 100 people.

Based on all of our collective experience working to address issues of housing and homelessness, we know today's housing crisis is impacting more communities and more families than ever before.

To solve this crisis we need additional resources of all types – emergency shelter, rent assistance, protections for people in existing housing, and more affordable housing. We know

how to end this crisis, and it will take a commitment of resources to achieve a community in which everyone has a safe place to call home.

In 2016, communities across the state received a one-time infusion of emergency housing resources through an additional \$10 million appropriated by the Legislature to the Emergency Housing Account and the State Homeless Assistance Program. These dollars in Clackamas County are being used to provide additional rent assistance, to increase shelter capacity, and to rapidly rehouse people as soon as possible.

In 2017, we are asking the Legislature to continue to support these critical and effective programs. We are supporting the Housing Alliance request for \$50 million for the Emergency Housing Account and State Homeless Assistance Programs over the biennium, and we strongly urge you to support this amount of funding. We know how to prevent and end homelessness for people – we do it every day. We need more resources to make this a reality for more people in Clackamas County.

Every day, we work to find permanent housing for people experiencing homelessness, to help prevent homelessness through emergency rent assistance and other eviction prevention services, and to help people find home and safety through emergency shelter. It's critical that we turn a corner and begin to collectively recognize that housing, much like our bridges and roads, parks and schools, is essential for creating a healthy Oregon. We know we can solve the problems of housing and homelessness in our communities through critical and needed investments.

Please feel welcome to contact Chris Lyons at Clackamas County for additional information: clyons@clackamas.us or 971-202-3007.

Thank you for your service to our state.

Sincerely,

Homeless Service Providers of Clackamas County



Jim Bernard, Chair

On behalf of the Clackamas County Board of Commissioners



Melissa Erlbaum, Executive Director
Clackamas Women's Services




Marty Gant, President and CFO
The Fathers Heart Street Ministry
www.TFHstreetministry.com



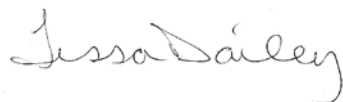
Martha McLennan, Executive Director
NW Housing Alternatives



Lorena Connelly, Board Member
Los Ninos Cuentan



Leota Childress, Director
Molalla Warming Center



Tessa Dailey
Youth & Family Ministries
St Stephen Lutheran Church



TO: House Judiciary Committee
FROM: Coalition to Restore Recreational Immunity
RE: Support for SB 327 A
DATE: May 9, 2017

With appreciation for the work done by all stakeholders involved in the recreational immunity issue and for the Chair of the Judiciary Committee's leadership, we ask that you support A-Engrossed SB 327, restoring Oregon's recreational immunity provisions.

The Oregon Public Use of Lands Act passed in 1995 with a goal of encouraging *public and private* owners of land to make their land available to the public for recreational purposes. It was understood that landowners, *both public and private*, who made their land available without charge for recreational use by the public were not liable if a person was injured while using the land for recreational purposes.

The Act increased the availability of land for free recreation by limiting liability to cities, counties, parks, schools and a wide range of private owners, including farmers and timber companies that allow hunters, anglers, hikers, mountain bikers and other members of the public to use or traverse their lands at no charge.

However, a recent Oregon Supreme Court decision narrowed the immunity guaranteed in the Act, which could result in a severe reduction of land available to Oregonians for their recreational use and enjoyment.

In *Johnson v. Gibson*, the Oregon Supreme Court held that when the Legislature passed the Public Lands Act, it intended only to immunize the actual landowner, and never intended recreational immunity to protect employees or agents acting on behalf of the landowners. However, if you ask those involved in the Act's passage and if you listen to legislative intent, this is not what was meant.

If this ruling is allowed to stand, it will undermine a landowner's recreational immunity from tort liability under the Act. Because public employers are statutorily required to indemnify their employees, those landowners will in fact be responsible for the actions of their employees that result in injury.

Landowners must now weigh whether allowing the public to recreate on their land and in their facilities is worth the increased risk of liability.

In light of the decision in *Johnson*, we merely seek to amend ORS 105.672 to restore recreational immunity as the Legislature originally intended. Language will simply confirm that a landowner's officers, employees, agents or volunteers who are acting within the scope of their employment or duties are also covered.

Members of the Coalition to Restore Recreational Immunity:

Association of Oregon Counties	Metropolitan Mayor's Consortium
Central Oregon Cities Organization Oregon	North Clackamas Parks & Recreation District
City of Beaverton	Oregon Bicycle Racing Association
City of Bend	Oregon Cattlemen's Association
City of Coburg	Oregon Dairy Farmers
City of Cottage Grove	Oregon Farm Bureau
City of Creswell	Oregon Forest Industries Council
City of Dunes City	Oregon Health & Sciences University
City of Eugene	Oregon Institute of Technology
City of Florence	Oregon Public Ports Association
City of Gresham	Oregon Recreation and Park Association
City of Hillsboro	Oregon School Boards Association
City of Lowell	Oregon School Employees Association
City of Medford	Oregon Seed Council
City of Oakridge	Oregon Small Woodlands Association
City of Oregon City	Oregon State University
City of Portland	Oregon Water Resources Congress
City of Salem	Oregonians in Action
City of Springfield	Port of Portland
City of Veneta	Portland General Electric
City of West Linn	Portland State University
Clackamas County	Power Sports
Clackamas River Water	Southern Oregon University
Coalition of Oregon Land Trusts	Special Districts Association of Oregon
Disciples of Dirt	Travel Lane County
Eastern Oregon University	University of Oregon
Friends of Nadaka	Washington County
Lane County	Western Oregon University
League of Oregon Cities	Winegrowers Association
Metro	

Entities who passed Resolutions Supporting Restoring Recreational Immunity Rights:

Arch Cape Domestic Water Supply District	Hermiston Irrigation District
Bend Park & Recreation District	Port of Cascade Locks
Bly Rural Fire Protection District	Port of the Dalles
Central Lincoln PUD	Port of Morrow
Chehalem Parks and Recreation District	Port of Newport
City of Beaverton	Port of St. Helens
City of La Grande	Port of Tillamook Bay
City of Oregon City	Port of Umpqua
City of Redmond	Redmond Area Park and Recreation District
City of Stayton	Rockwood People's Utility District
City of Tualatin	Rogue Valley Sewer Services
City of West Linn	Sisters Park and Recreation District
Clatskanie PUD	SW Lincoln County Water District
Cloverdale Sanitary District	Tualatin Hill Parks and Recreation District
Emerald Peoples Utility District	Tualatin Valley Fire District
Fern Ridge Library District	Tumalo Irrigation District
Grant County Transportation District	West Extension Irrigation District

Please Vote YES on Senate Bill 333

The availability of market-ready industrial sites is a key asset for areas hoping to expand or attract traded-sector jobs. However, many regions of the state lack an adequate supply of such sites. Even when land is zoned, planned and designated for future industrial jobs, significant capital investments (e.g., infrastructure, brownfield cleanup, wetland mitigation and site aggregation) may be required to make it market ready. Many local jurisdictions are unable to afford these investments or are not in a position to incur significant up-front costs by themselves.

In 2013, the Legislature addressed this problem by creating the Oregon Industrial Site Readiness Program. SB 246 authorized Business Oregon to offer partially forgivable loans or reimbursement of project costs to help public sector sponsors remove constraints to market readiness on regionally significant industrial sites in exchange for job creation commitments. These loans and reimbursements would be funded by a portion of the income taxes generated by new employment made possible by the project. However, the program has not been implemented due to technical flaws in its original design.

SB 333 provides several fixes to improve the workability of the program as well as its attractiveness to local governments and quality employers. The Industrial Site Readiness Coalition has worked with the appropriate state agencies to propose these changes.

The most significant changes in SB 333 include:

- The elimination of reporting requirements on employers. This change recognizes the fact that the loan or reimbursement agreement is between the public sector project sponsor and the state; the program provides no benefit to the employer. Wage data necessary for administering the program can be obtained from public agencies.
- The addition of job creation thresholds for participation in the program (thresholds are higher for urban areas than for rural areas).
- Allowing local sponsors to begin recovering a portion of their site readiness investments the year after jobs are created on a regionally significant industrial site, rather than after five years.

The potential economic benefit from successful traded-sector development (direct and indirect jobs, income and property tax revenues) that remains unrealized due to site constraints is significant. Growth in income tax revenues would make the state's general fund the largest beneficiary from an increase in traded-sector industrial jobs. By eliminating barriers to traded sector industrial development, SB 333 will benefit both the state and local governments.

We urge you to vote YES on Senate Bill 333.

