



Clackamas County Community Road Fund Advisory Committee

Meeting #1

6-8 p.m., Thursday, July 25, 2019

Development Services Building Room 118, 150 Beaver Creek Road,
Oregon City

MINUTES

Attendance

Committee members: Marti Bowne, Christina Day, Thomas Eskridge, Rich Fiala, Warren Holzem, Roseann Johnson, Stephen Joncus, Glenn Koehrsen, Nathan McCarty, Bill Merchant, James Prichard, April Quinn-McGinnis, Marge Stewart, Patricia Tawney

Board/Staff: Jim Bernard, Mike Bezner, Dave Queener, Ellen Rogalin, Jamie Stasny

I. Welcome

Commission Chair Jim Bernard welcomed everyone, and noted that the county has been talking about the need for a steady source of local road funds for more than 20 years.

Dave Queener introduced himself as the lead for the Clackamas County Development Agency and the staff lead for this committee. He asked each person to introduce themselves and identify their favorite road in Clackamas County.

II. Community Road Fund Background Information

Mike Bezner, assistant director of Transportation & Development, reviewed information about how we got to this point, with a Community Road Fund and the need for this committee. His points included the following:

- The county has been talking with the public about the need for local road funding since the 1980s.
- In 2018-19 we did extensive outreach with the public, the business community and others about the continued need for an ongoing source of local funds, and talked with our cities about the prospect of a local, countywide vehicle registration fee. The Board of Commissioners approved the fee in February.
- Clackamas County's road system includes 1,400 miles of roads; 111,000 linear feet of guardrail; 27,000 traffic signs; 180 bridges, and over 8,000 culverts and storm sewers. We maintain more miles of paved roads than any other Oregon county.
- Historically, road maintenance was funded through the State Highway Fund and federal timber receipts, and capital construction projects were funded with federal and state funds (with matching local money), transportation system development charges (paid by developers) and urban renewal. The federal timber receipts are now minimal and the county is using the last of its urban renewal funds in the Clackamas Town Center area.

- Oregon House Bill 2017, passed by the state legislature in 2017, increased state gas taxes and vehicle registration fees, which does provide some additional revenue to all Oregon counties and cities. Clackamas County is using the additional funds primarily for maintenance projects, with smaller amounts on ADA improvements and safety projects.
- Washington and Multnomah counties, with fewer road miles than Clackamas, both have had local sources of road funding since the 1970s.
- In discussions with the community, business leaders and cities, we came away with three transportation priorities – congestion relief, maintenance of local roads and improved safety – as well as setting up a strategic investment fund (SIF) to support a county/city collaboration on projects on mutual interest, and a \$30/vehicle/year countywide vehicle registration fee to provide funds.
- By law, cities receive 40% of the revenue from a countywide vehicle registration fee. The 40% will be distributed based on population to the 16 cities that are completely or partly in the county. The amounts range from approximately \$700,000/year for Lake Oswego (our largest city) to \$2,800/year for Barlow (with a population of just 135).
- The county’s portion of the revenue, approximately \$5-6 million/year, will be spent as follows: \$1 million to pave local roads, \$500,000 for safety improvements, and \$3.5-4 million for congestion relief capital projects. This committee is focusing on the capital projects.
- The county’s Transportation System Plan (TSP), most recently updated in 2013, includes nearly 40 high priority, congestion relief projects. Those are the ones this committee will be asked to help winnow down to recommend to the Board of Commissioners which projects should be implemented first.
- County vehicle owners will begin paying the new fee in January 2020 and the county expects to begin receiving the revenue sometime later in 2020.

Discussion followed about the cost of road maintenance, roundabouts, the TSP, coordinating with cities and the state, and implications for the regional transportation measure initiative led by Metro (known as T2020).

III. **CRFAC Charge and Responsibilities (Dave Queener)**

This is the first new, permanent county advisory committee established in many years. The role of the committee is to advise and provide recommendations to transportation staff and the Board of County Commissioners about use of Community Road Fund monies for congestion relief projects

The CRFAC is charged with working with staff to:

- Develop criteria to analyze potential capital congestion relief projects to be funded with countywide VRF revenue.
- Apply that criteria to the high priority congestion relief projects in the County’s Transportation System Plan (TSP) and to any additional top priority congestion

relief projects that result from community input in order to identify and prioritize the congestion relief projects to be funded with VRF revenue.

- Based on the evaluation, recommend the order in which capital projects should be constructed.
- Review the project list annually and report progress to the Board of Commissioners

IV. **Operational Issues (Dave Queener)**

Bylaws: Committee members are asked to review the draft bylaws and let Dave know about any suggested changes. They will be presented to the group for action at the next meeting. The committee will also be asked to elect a chair and vice chair at a future meeting.

Meeting schedule: While the eventual goal is to have the committee meet two to four times a year, over the next few months the committee may need to meet as many as six times to develop the first set of recommendations. The plan is to have recommendations for capital congestion relief projects to the Board of Commissioners in November 2019.

Protocol: Committee members are also asked to review draft committee protocols in preparation for action at the next meeting. It was suggested that we add a note about people raising their nameplates when they want to speak.

Discussion:

More information about the specific projects and the process for developing recommendations will be discussed at the next meeting.

Committee members are welcome to talk about the committee with others, but should be sure to be clear they are speaking for themselves, not for the group (unless designated to speak for the group).

We will use Robert's Rules of Order – 3 meetings -- to determine how often we work to get to consensus before going with the majority.

V. **Next Steps (Dave Queener)**

Six regional meetings are scheduled in late July and early August to talk about the high priority congestion relief projects from the Transportation System Plan. Committee members are invited to attend and to encourage others who may be interested to attend.

Our next meeting will be the week of August 19. We'll send out a Doodle poll to see what date and time works for the most people.

At the next meeting we will adopt the bylaws and protocol, learn more about how the high priority projects were originally identified and evaluated, review input from the regional meetings and discuss the process we will use moving forward

VI. **Adjourn**