

CLACKAMAS COUNTY BOARD OF COUNTY COMMISSIONERS

Policy Session Worksheet

Presentation Date: March 2, 2021 **Approx. Start Time:** 1:30 pm **Approx. Length:** 1 hour

Presentation Title: Vehicle Registration Fee Update

Department: Transportation & Development

Presenters: Dan Johnson, Director; Mike Bezner, Assistant Director; Dave Queener, Project Manager

Other Invitees: Diedre Landon, Administrative Services Manager, DTD; Shane Abbott, Transportation Operations Manager, DTD; Trent Wilson, Government Affairs Specialist, Public and Government Affairs (PGA); Ellen Rogalin, Community Relations Specialist-Senior, PGA; Nate Boderman, County Counsel's Office

WHAT ACTION ARE YOU REQUESTING FROM THE BOARD?

No action needed. Informational only.

EXECUTIVE SUMMARY

A. Introduction

For decades Clackamas County has struggled to secure sufficient stable funding to maintain and improve our over 1,400 miles of county roadways – the county's largest single asset. Without access to the local funding sources found in neighboring counties (local gas tax, Transportation Maintenance Utility Fee, vehicle registration fees and, for Washington County, local property tax), the gap between increasing needs and insufficient funds continued to grow year after year.

Historically, road funding falls into two primary areas: 1) maintenance to ensure our current roads are safe and repaired, and 2) capital new construction to increase safety, relieve congestion and provide for smoother, more reliable travel for growing numbers of travelers. With a necessary emphasis on the condition of our current road system, our funding sources -- State Highway Funds (Road Fund) and Timber Receipts (Secure Rural School funds) -- were directed predominantly to maintenance.

Capital projects have been historically funded by money available through grants and programs from other entities (federal, state or other), urban renewal and Transportation System Development Charges (TSDCs), supplemented when possible and needed with small amounts of Road Fund. These capital funding sources all have limits on when and for what purpose they can be used, many are dwindling and many have requirements that do not align with the values or needs of Clackamas County.

In 2017 the State of Oregon did provide additional road funding to all counties with the passage of HB2017. We directed these resources to help meet the following needs: increased paving of our most heavily used roads – arterials and collectors; modifications required by the federal Americans with Disabilities Act (ADA), and safety improvements throughout the county. The HB2017 funds provided fund increases in certain areas, but significant gaps still existed.

Based on the aforementioned conditions, on February 21, 2019, the Board of County Commissioners approved the first-ever county-wide vehicle registration fee (VRF) with the adoption of Chapter 7.07 into the County Code.

The \$30/vehicle/year fee became effective in January 2020. The fee was anticipated to generate a total of approximately \$11.3 million per year. Actual revenues for 2020 came in lower than projected because of the deferral of registrations due to the COVID-19 pandemic. Much of the deferred revenue will eventually be received once all registrations are brought up-to-date.

The VRF revenue is divided between the county and cities in the county, as follows:

- *50% for the county* to use on its roads for congestion relief, safety improvements and local road paving projects, tracked through a new **Community Road Fund (CRF) program**
 - Projected: ~\$5.6 million/year
 - Actual for calendar year 2020: ~\$4 million because of the pandemic
- *40% for cities* to use on their roads as they determine, distributed based on population
 - Projected: ~\$4.6 million/year
 - Actual for calendar year 2020: ~\$3.2 million because of the pandemic
 - Though distribution varies based on population, three of the largest cities in the county are receiving revenues ranging from \$500,000 to \$700,000 a year.
- *10% for a Strategic Investment Fund*, set aside by the county, to be used jointly as agreed to by the county and cities on road transfers and transportation projects of mutual interest
 - Projected: ~\$1.1 million/year
 - Actual for calendar year 2020: ~\$800,000 because of the pandemic
 - The first road transfer from this program is in process with the city of Canby, for almost 1.5 miles of roads.

B. Community Road Fund Projects

➤ **Congestion Relief**

The county's Transportation System Plan (TSP), adopted in 2013, used an extensive community outreach process to identify hundreds of transportation projects needed throughout unincorporated Clackamas County in the next 20 years. That in-depth process provided a list of high-priority congestion relief projects for the county's newest ongoing advisory committee – the Community Road Fund Advisory Committee (CRFAC) -- to prioritize for funding.

The 15-member CRFAC, made up of residents from through unincorporated Clackamas County, met six times from July to October 2019 to, as charged:

- 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 TSP and to any additional top priority congestion relief projects that might result from community input, and
- Recommend the order in which capital congestion relief projects should be constructed.

The final recommendation from the committee, taking into consideration all the evaluation criteria and how the congestion relief projects relate to the safety and local road paving projects, was presented to the Board for consideration on Nov. 12, 2019.

Project status: 7 projects on the approved list for CRF funding -- 3 are in the design phase (consultants hired), 2 are in the request-for-proposal development stage to prepare to bid for and hire consultants, and 2 more will begin design later this year or next.

➤ **Safety Improvements**

Safety improvement projects are identified in several adopted plans, including the TSP, the Transportation Safety Action Plan (TSAP) and the five-year capital improvements list, and from annual safety ranking calculations. The projects slated for the first CRF funds were analyzed by staff based on the state safety index number, benefit-to-cost ratio (crashes prevented) and health index, and then reviewed and approved by the county's Traffic Safety Commission.

Project status: 7 projects on the first approved list, with 4 currently under construction.

➤ **Local Road Paving**

Approximately half of the county’s 1,400 miles of roadways are local roads. Because local roads, by definition, have much less traffic than collector and arterial roads, over the years Transportation Maintenance has focused its limited paving funds on the busier roads. However, with a stable source of local revenue, we can include local roads in our paving packages. The local roads recommended to be paved were selected by staff based upon a pavement management system that uses roadway condition data to recommend paving priorities. To make the best use of funds, the recommendations reflect opportunities to combine local road paving projects with other paving projects as well as with congestion relief and safety projects.

Project status: 7 local road paving packages scheduled, including 2 completed in 2020, 2 being prepared for construction bids for 2021, 1 planned for 2022, and 2 planned for 2023.

➤ **Strategic Investment Fund (SIF)**

Working with C4, the county and cities in the county agreed that the SIF would be used to pay for the *transfer of jurisdiction of county-maintained roads* within city boundaries to the cities within which they are located. In addition, the funds will be used for *capital projects of mutual interest* between the county and one or more cities. The county and cities worked together to identify county roads to transfer and capital projects to program. C4 reviewed the list and approved a multi-year work plan. All transfers are contingent upon official approval of the Board of Commissioners and the city’s council, per state law.

Project status: We are in negotiations with Canby to transfer almost 1.5 miles of county roads, and are preparing to begin design of a safety project on 362nd outside of Sandy.

C. Implementation and Current Status

With Board approval of recommended projects in November 2019, staff began immediately to plan to get projects underway once the vehicle registration fee went into effect on January 1, 2020. As of today there are a total of 21 county projects scheduled, as well as two SIF projects, as noted above. Attachment A shows the location of and lists the CRF and HB2017 projects throughout the county.

FINANCIAL IMPLICATIONS (current year and ongoing)

Is this item in your current budget? YES NO

- **What is the cost?** Original estimate was \$11.3 million per year. The actual amount will vary each year based on the number of vehicle registrations completed.
- **What is the funding source?** Community Road Fund (County Vehicle Registration Fee)

STRATEGIC PLAN ALIGNMENT

- **How does this item align with your Department’s Strategic Business Plan goals?**
This aligns with DTD’s mission to provide services so that future generations can experience and invest in a healthy, safe and livable community.
- **How does this item align with the County’s Performance Clackamas goals?**
This aligns with the Board goal to provide a strong infrastructure.

LEGAL/POLICY REQUIREMENTS

Staff worked with County Counsel and state officials to ensure smooth adoption and implementation of the vehicle registration fee.

Revoking the VRF:

In order to revoke the fee, County Counsel advises that the following steps would need to be taken.

- The VRF is implemented through the County Code in Chapter 7.07 pursuant to the authority granted in ORS 801.040, 801.041, and 803.445. To formally eliminate the County's ability to collect a VRF, Chapter 7.07 would need to be repealed.
 - The standard process requires the Board to hold two readings and two public hearings on an ordinance to repeal not less than 13 days apart.
 - It is possible to adopt an ordinance in one reading provided there are emergency circumstances and the vote of the Board is unanimous.
- The County entered into an intergovernmental agreement (IGA) with the Oregon Department of Transportation (ODOT) to collect the VRF on the County's behalf, as required by state statute. The County has the unilateral right to terminate this IGA upon 30 days' written notice, sent to the state by certified mail or delivered in person.
- Once Chapter 7.07 is repealed and the IGA is terminated, the County's ability to collect a VRF will be eliminated. While coordinating these two actions is not legally required, it would provide the smoothest transition for the County, the state and the public to coordinate the timing of these actions.
 - The Board can set an effective date for when the repeal of Chapter 7.07 becomes effective. Ideally, the effective date of the repeal would be at the same time, or sometime before, the termination of the IGA with ODOT to give DMV time to wind up its notification and collection efforts on behalf of the County. Furthermore, the IGA contains certain terms that direct how miscollected VRF funds are to be reimbursed, so it provides a mechanism to address VRF funds that may be paid to DMV after the VRF repeal date.
 - While 30 days may be the minimum amount of time that the County could be required to wait in order to wind up its agreement with the state, other considerations may inform the timing of a potential termination.
 - DMV provides renewal notices more than 30 days in advance of the date by which a registrant must pay their mandated fee. Allowing more than 30 days could help ensure that DMV is able to properly notify individuals of the correct amount they will owe instead of potentially collecting the County's VRF and then having to issue a refund if the amount is paid after termination of Chapter 7.07.
 - Vehicle registrations are valid for two years. Allowing the program to run for a full two-year cycle would ensure that all individuals subject to the County's VRF were impacted equally.

Other legal implications of revoking the fee include the following:

- The County has consultant contracts that obligate funds from the CRF. These contracts have standard termination provisions that would allow us to terminate for convenience or upon a determination that funding is no longer available.
- We planned on entering into agreements with cities for road transfers using the Strategic Investment Fund. No agreements have been executed yet, but two are under negotiation.
- Cities in the county are entitled to a 40% portion of the VRF revenue, distributed on the basis of population. We do not have any IGAs in place regarding distribution, so there is nothing for us to affirmatively terminate, but cities are already using the revenue for a variety of road improvement projects. For example:
 - Happy Valley: road maintenance and pedestrian improvements, i.e., sidewalks, rapid response flashing beacons (RRFB), lighting, signage and striping;
 - Lake Oswego: maintaining existing transportation system, including paving projects, slurry seals, replaced curb ramps, and associated ADA compliant ramps.

- Molalla: maintaining streets and sidewalks, and doing spot repairs;
- Oregon City: installing safety improvements, including Rectangular Rapid Flashing Beacons (RRFB) on crosswalks on Molalla Ave. and near schools
- Sandy: planning to bond against the VRF revenue stream to fund their highest priority project -- the extension of SE 362nd north of US 26 and extension of Bell St. west to connect with 362nd.
- Wilsonville: high priority projects including intersection improvements, safety projects, urban road projects and sidewalk infill.

Referring a Measure to the Ballot:

To refer the VRF to the ballot, County Counsel advises that the following steps would need to be taken.

- A majority of the Board would need to adopt a resolution authorizing such a referral.
 - Referrals such as this may vary in scope from something as simple as an advisory vote of electors to the full text of an ordinance that would become part of the County Code.
- Once a resolution is adopted, it takes a minimum of 81 days before the election date to process the referral. This includes time:
 - to draft and file a ballot title, or to have the District Attorney do so if actual text is being referred to the voters,
 - to publish the ballot title and allow time for voters to review and challenge, and
 - to draft the explanatory statement.
- Once the referral is certified to the ballot, the county elections official will assign a measure number. If actual text is referred to the voters for approval, it would take effect immediately upon the approval of a majority of those voting on the proposed ordinance.

If the Board were to repeal the current Chapter 7.07 and refer something similar to the voters and it was approved, we would need to re-engage the state to enter into the required IGA and to re-implement the notices and the computer automation associated with collection of the VRF on the County's behalf. While we don't know exactly how long this would take, for reference, from the date the Board adopted the original VRF ordinance it took about nine months to finalize the IGA and about 11 months for DMV to begin collecting the VRF.

PUBLIC/GOVERNMENTAL PARTICIPATION

County staff and elected officials have shared information and gathered input about transportation funding needs from and with the public and jurisdictional partners for more than 20 years, including eight major community education/outreach efforts since 1986.

All but one ballot measure on funding transportation projects were voted down by county citizens.

- 1986: Fuel License Fee (not supported)
- 1995: Fuel License Fee (not supported)
- 1997: Vehicle Registration Fee (not supported)
- 1997: Fuel License Fee (not supported)
- 2003: Road & Maintenance Fee (not supported)
- 2011: Vehicle Registration Fee for Sellwood Bridge (not supported)
- 2016: Pursue voter-approved funding for a limited period of time for deferred maintenance (supported)
- 2016: Fuel Tax (not supported)

Board approval of the VRF in early 2019 was preceded by extensive outreach. For example, during fall 2018 leadership from the Department of Transportation & Development shared information with community and business groups about the need for a countywide VRF to raise additional funds for local transportation projects. The meetings were publicized by the organizations that hosted the meetings, and by the county through emails, social media, flyers and the county website.

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

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

Meetings were held throughout the county:

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

At the time, there were three general responses from participants:

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

During this same time period, extensive and intensive discussions were held with our city partners, primarily through C4 meetings. In 2018 alone, C4 held discussions on the need for road funded four times -- in June (at the C4 retreat, where the group asked the county to move forward with the VRF concept at \$25-\$30/year/vehicle), in August and September, with discussion about the concept of a county/city Strategic Investment Fund, and in November.

At this time, two county community advisory committees – the Community Road Fund Advisory Committee and the Traffic Safety Commission – have been closely involved with selection of recommended projects to fund through the Community Road Fund.

Moving forward, if the BCC chooses to pursue a change to the status of the current VRF/CRF, we would recommend seeking input from the committees mentioned above, as well as the cities, CPOs, chambers and other business organizations and other community groups.

OPTIONS

No action needed; informational only.

RECOMMENDATION

No action needed; informational only.

ATTACHMENTS

- A. Current Projects Map and List
- B. Presentation

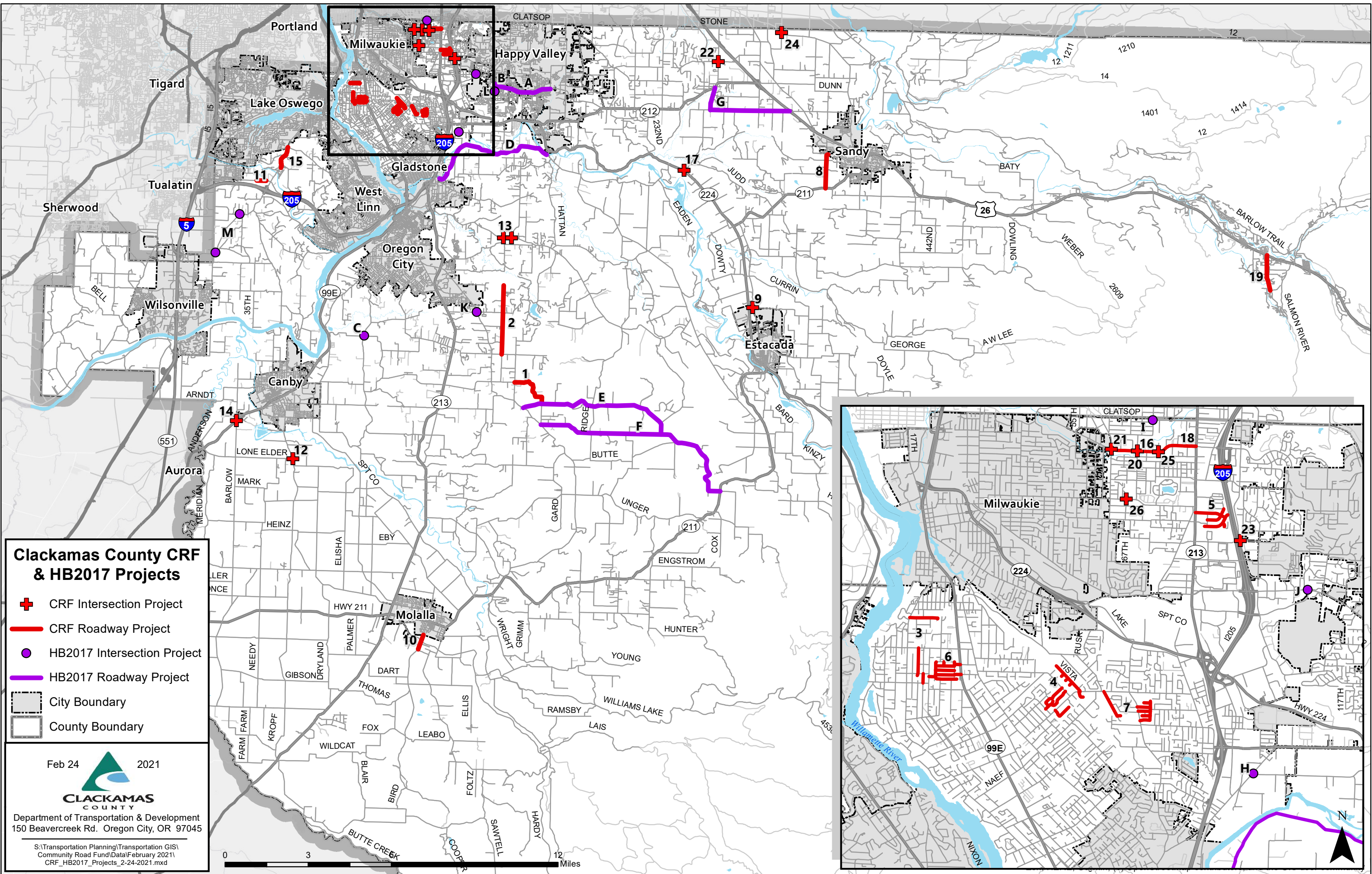
SUBMITTED BY:

Division Director/Head Approval _____

Department Director/Head Approval _____

County Administrator Approval _____

For information on this issue or copies of attachments, please contact David Queener at 503-742-4322



Clackamas County CRF & HB2017 Projects

- + CRF Intersection Project
- CRF Roadway Project
- HB2017 Intersection Project
- HB2017 Roadway Project
- City Boundary
- County Boundary

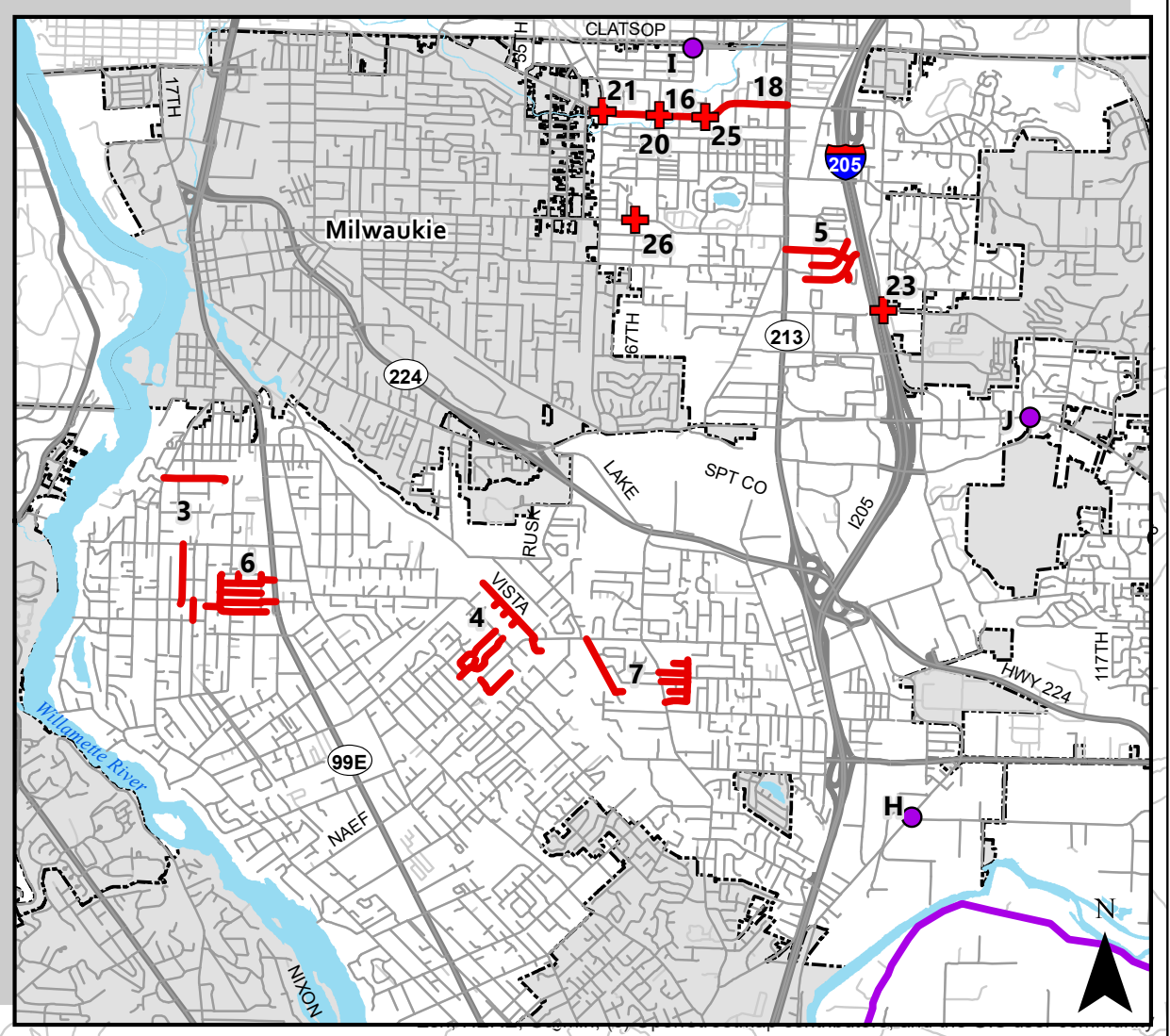
Feb 24 2021



CLACKAMAS COUNTY
 Department of Transportation & Development
 150 Beaver Creek Rd. Oregon City, OR 97045

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0 3 12 Miles



Community Road Fund (CRF) Projects

1. Carus Rd – Paving
2. Ferguson Rd – Paving
3. Arista Area Package – Paving
 - Lee Ave
 - Arista Dr
 - Silver Springs Rd
4. Thiessen Area Package – Paving
 - El Centro Way
 - El Centro Ct
 - La Mesa Way
 - Sierra Vista Dr
 - Harmon Ct
 - Vista Ln
 - Anaconda Ct
 - Bantam Ct
 - Cornish Ct
5. Boyer/King Rd Area Package – Paving
 - Owen Dr (85th to King Rd)
 - King Rd (82nd Ave to Owen Dr)
 - King Rd (Owen Dr to Spencer Rd)
 - Spencer Dr
 - Owen Dr (King Rd to Owen Dr)
 - Spencer Ct
6. McLoughlin Neighborhood Package – Paving
 - Woodland Way
 - Park Rd
 - Chestnut St
 - Laurel St
 - Pine Ln
 - Bunnell St
 - Maple St
 - Walnut St
 - Park Entrance Rd
7. Webster Area Package – Paving
 - San Marcos Ave
 - Antigua Ave
 - Cypress Ave
 - Renada St
 - Eldorado Ct
 - Delray Ave (Cypress Ave to Antigua Ave)
 - Delray Ave (Cypress Ave to dead end)
 - Aldercrest Ct
 - Kern Ct

8. 362nd Ave – Paved Shoulders & Safety Improvements
9. Duus Rd & Eagle Creek Rd Intersection – Relocation/Turn Lanes
10. Bear Creek Bridge & Molalla Ave – Shoulders
11. Borland Rd – Bike/Ped
12. Canby-Marquam Hwy & Lone Elder Rd Intersection Improvements
13. Redland Rd at Ferguson Rd and Bradley Rd – Turn Lanes
14. Barlow Rd & OR 99E Intersection Study
15. Stafford Rd Improvements
16. *Johnson Creek Blvd (82nd Ave to Milwaukie Limits) Improvements
17. Amisigger Rd & OR 224 Intersection Improvements
18. *Johnson Creek Blvd (79th Pl to 82nd Ave)
19. Welches Rd
20. *Johnson Creek Blvd & Bell Ave – Safety Improvements
21. *Johnson Creek Blvd & Linwood Ave – Safety Improvements
22. 282nd Ave & Haley Rd – Safety Improvements
23. Bob Schumacher Rd & Causey Ave – Safety Improvements
24. Bluff Rd & 327th Ave Intersection Enhancements
25. *Johnson Creek Blvd & 74th Ave – Safety Enhancements
26. King Rd & 66th Ave Intersection – Safety Enhancements

Countywide Projects (not on map)

27. Community Road Fund – SIF Jurisdictional Transfers

** This is one of several components of the overall Johnson Creek Blvd Improvements project*

HB 2017 Projects

- A. Sunnyside Rd (132nd Ave to 162nd Ave) – Paving
 - B. Sunnyside Rd (122nd Ave to 132nd Ave) – Paving
 - C. Central Point Rd & New Era Rd – Intersection Realignment
 - D. Clackamas River Dr – Paving
 - E. Lower Highland Package – Paving
 - F. Upper Highland Road Package – Paving
 - G. Kelso Rd & Richey Rd Package – Paving
 - H. Jennifer Rd & Evelyn Rd – Safety Improvements
 - I. 72nd Ave & Luther Rd Intersection – Safety Improvements
 - J. Sunnyside Rd & Sunnybrook Blvd – Safety Improvements
 - K. Beavercreek Rd & Henrici Rd – Safety Improvements
 - L. 122nd Ave & Mather Rd – Intersection Control Feasibility Study
 - M. Stafford Rd & Gage Rd/Schatz Rd – Intersection Safety Improvements
- Countywide Projects (not on map)
- N. Guardrail System Upgrades – Systemic
 - O. Recessed Reflectorized Pavement Markings
 - P. Radar Sign Project

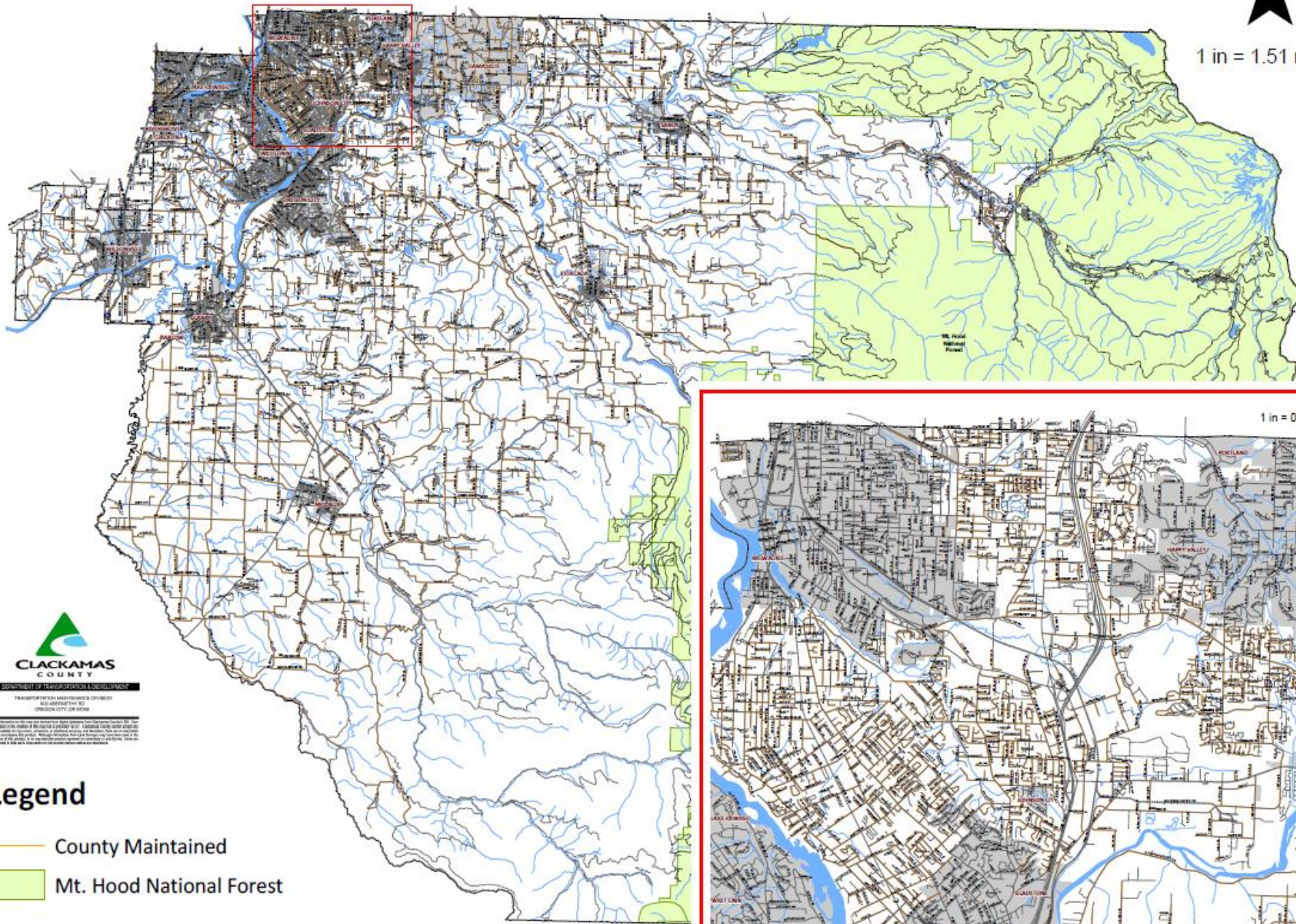


COMMUNITY ROAD FUND

Funded by local vehicle registration fee



Board of County Commissioners
Policy Session – March 2, 2021



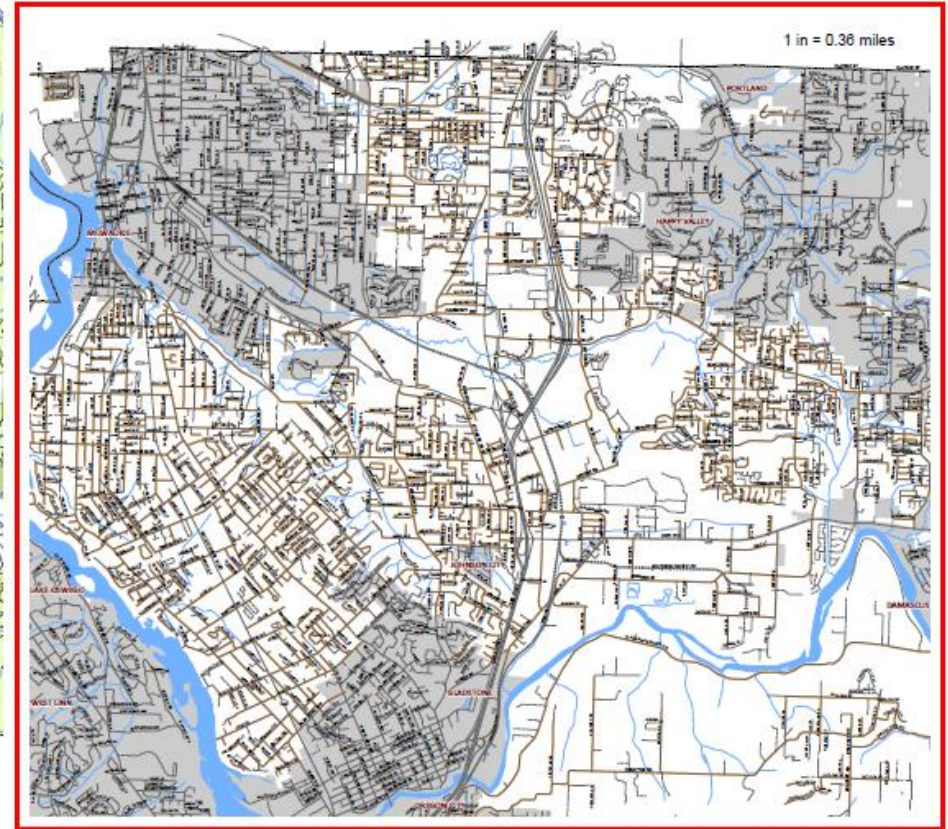
1 in = 1.51 miles



CLACKAMAS COUNTY
 TRANSPORTATION IMPROVEMENT DISTRICTS
 NO ASSURANCE OF ACCURACY
 ORIGIN: CITY OF SEASIDE

Legend

- County Maintained
- Mt. Hood National Forest



1 in = 0.36 miles



Our Road System...By the Numbers

- **180** bridges
- **700** miles of road striping
- **1,400** road miles (40+ miles in cities)
- **1,900** manholes
- **2,400** miles of gravel shoulder
- **8,100** culverts
- **9,300** catch basins
- **27,000** traffic signs
- **111,000** linear feet of guardrail
- **1** Canby Ferry



Clackamas County:

How our roads used to be funded

Maintenance

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



Capital Projects (Historic)

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

Clackamas County

Road funding with HB2017 when fully funded (9 years)

Maintenance

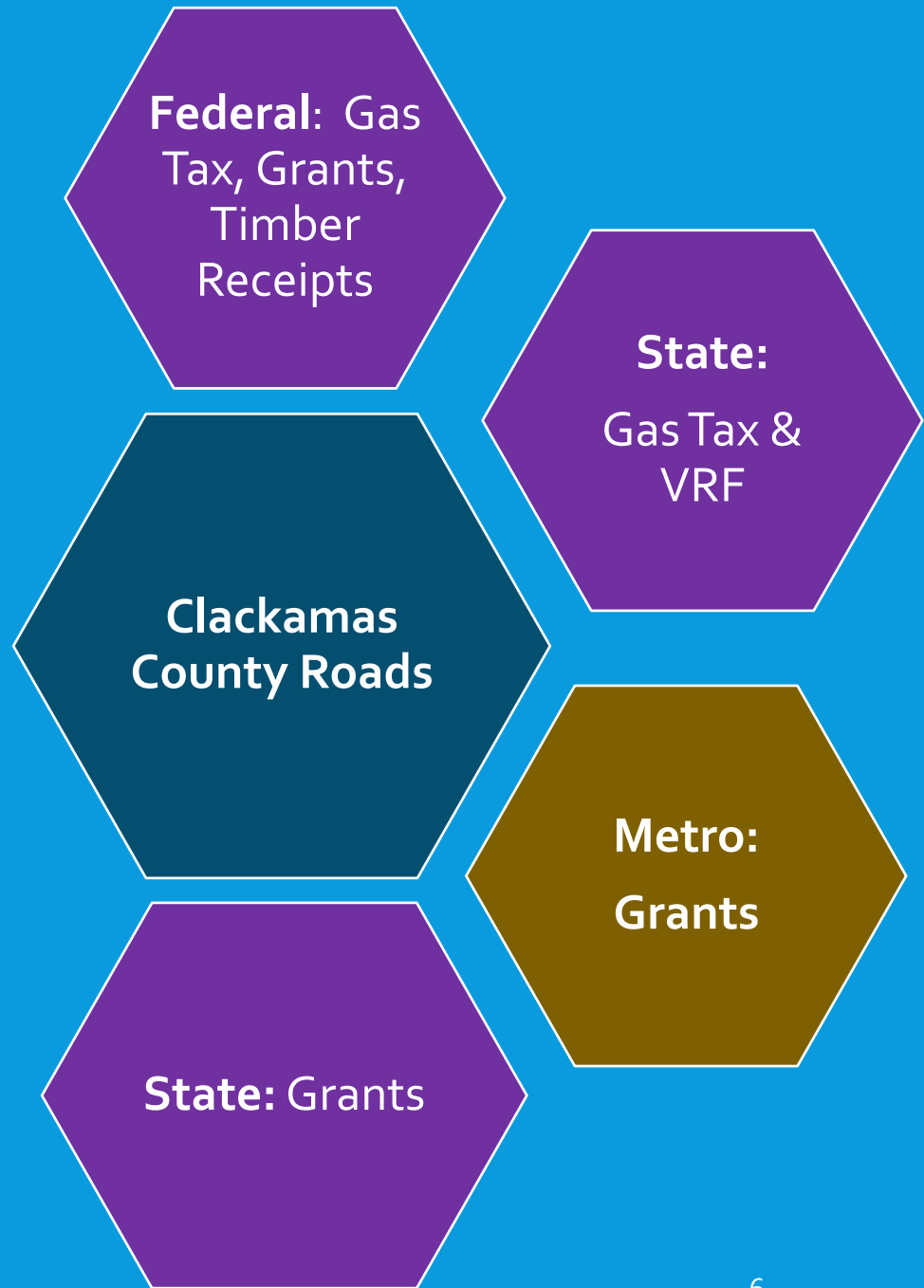
- Arterial/Collector Paving (annual average)
Increase from \$3 million to \$8.5 million
- Local Road Paving (annual average)
\$0
- ADA Improvements
Increase from \$180,000 to \$700,000
- Safety
Increase from \$260,000 to \$1.5m

Capital Projects

- \$0



**We're missing
pieces of the
funding pie.**



Through Dec. 31, 2019

Road Funding by County – Portland Metro Region

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



9/18/2018



Transportation Temperature Check

In spring 2018 we interviewed 29 business and community leaders.

Oregon City Business Alliance * Happy Valley Business Alliance

Wilsonville Chamber * Molalla Chamber * Canby Chamber

Clackamas County Business Alliance * Lake Oswego Chamber

Estacada Chamber * North Clackamas Chamber * Oregon City Chamber

Clackamas Community College * Downtown Oregon City Association

West Linn Chamber * Home Builders Association * Oak Lodge Water Services District

Pacific Northwest Defense Coalition * Oregon Manufacturing and Ext. Partnership

Plus, conversations with City of Tualatin and City of Molalla.



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

They supported and had as priorities for the next 5 years:

- Congestion relief
- Local road maintenance
- Safety projects

They supported the idea of a *strategic "investment" fund* for local transportation needs.

They supported the idea of a *vehicle registration fee*.



SO WE MOVED THE
DISCUSSION FORWARD



We talked with the community...

11 presentations throughout County

- * 7 to community groups hosted by the Clackamas County Committee for Community Involvement (CCI) and/or Community Planning Organizations (CPOs)
- * 3 to business groups hosted by a Chamber or Business Alliance
- * 1 to a city council (by invitation)

Community engagement meetings:

- * Incorporated: Clackamas, Oak Grove, Oregon City, Milwaukie
- * Unincorporated: Milwaukie, Molalla, Redland, Welches, Estacada



We talked about...



Unmet County Transportation Needs

- Identify transportation priorities
- Understand level of support for resolving unmet needs
- Learn about related concerns

Local Control

- Determine interest in more local control and collaboration

Vehicle Registration Fee

- Understand level of support for a county-wide vehicle registration fee



We talked with C4....

Clackamas County Coordinating Committee

We asked:

- Is there interest in moving forward with a vehicle registration fee (VRF) adopted by the BCC? **Yes**
- If so, what is a reasonable VRF rate? **\$30**
- Is there interest in a *strategic investment fund*? **Yes**
- If so, what for, how much and decided by whom? **10%**

SIF (Strategic Investment Fund): Capital Projects/Congestion Relief

- **What:** Complete or contribute to capital projects that address congestion relief or safety and benefit multiple jurisdictions in Clackamas County.

Who and How: County and cities, every 2-5 years...

- Identify *cross-jurisdictional projects* on their TSPs, compile a list
- Determine feasibility, set priorities (based on readiness for construction, safety, traffic, etc.)
- Establish timelines
- Staff gathers data
- C4 sets priorities

SIF: Maintenance -- Road Transfers

What: *Transfer jurisdiction of county-maintained roads within city boundaries to the cities within which they are located.*

How: County and cities *identify county roads* in cities to transfer to cities.

C4 reviews the list based on need – average daily traffic (ADT), current condition, safety, etc. – and *identifies which roads* to be transferred.

All transfers are contingent upon official approval of the Board of County Commissioners and the city's council, per state law.

Clackamas County: Our Need

Community Road Fund (CRF) Advisory Committee

The 15-member CRFAC made up of residents from throughout unincorporated Clackamas County met six times from July to October 2019 to, as charged:

- 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 identified in the adopted Transportation System Plan and to any additional top priority congestion relief projects that might result from community input, and
- Recommend the order in which capital congestion relief projects should be constructed
- Review and affirm recommended safety improvements identified in the Transportation Safety Action Plan
- Review and affirm local road paving packages



CRF: Congestion Relief Projects

7 projects on current approved list for CRF funding

- Canby-Marquam Highway / Lone Elder Intersection Improvements – **CONSULTANT HIRED**
- Redland Road Turn Lanes at Ferguson and Bradley – **CONSULTANT HIRED**
- Barlow Road at 99E Intersection Study
- Stafford Road (Pattulo Way to Rosemont Road) Improvements (includes intersections with Childs and Johnson) – **CONSULTANT HIRED**
- Johnson Creek Blvd (82nd Ave to end-of-county maintenance) Improvements
- Amisigger Road at OR224 Intersection Improvements
- Welches Road Bike/Pedestrian Improvements

CRF: Safety Projects

7 projects on current approved list for CRF funding

- Johnson Creek Blvd at Bell Ave – **UNDER CONSTRUCTION**
- Johnson Creek Blvd at Linwood – **UNDER CONSTRUCTION**
- 282nd at Haley
- Bob Schumacher at Causey – **UNDER CONSTRUCTION**
- Bluff at 327th
- Johnson Creek Blvd at 74th
- King Rd at 66th
- *AND... New projects will be identified with a new software package*

CRF: Local Paving Projects

7 projects on current approved list for CRF funding

- Carus Road - **COMPLETE**
- Ferguson Road - **COMPLETE**
- Arista Area
- Thiessen Area
- Boyer/King Area
- McLoughlin Neighborhood
- Webster Area
- *AND... we hired a consultant to develop a methodology to select the next top priority projects*

CRF: STRATEGIC INVESTMENT FUND (SIF) PROJECTS

- *Transfer jurisdiction of county-maintained roads within city boundaries to the cities within which they are located*
 - Working with Canby to transfer almost 1.5 miles of roads this year.
 - Multi-year plan to transfer roads with 6 additional cities.
- *Plan to design/construct 4 projects with city partners*
 - 362nd Ave. Paved Shoulders and Safety Improvements
 - Duus Rd / Eagle Creek Road Intersection
 - Bear Creek Bridge and Molalla Ave Shoulders
 - Borland Road Bike/Ped Path

CRF: IN ADDITION...

CRF funds allow us to leverage and use other funds, including:

- \$4.8 million in system development charges (SDCs)
- \$635,000 in urban renewal funds
- \$1.5 million in state revenue
- \$75,000 in private contributions

CRF funds allow us to support road needs in urban and rural areas

*Includes Leveraged Funds	Completed and Programmed Projects	
	Urban	Rural
CRF	\$16 million	\$28 million
HB2017	\$17 million	\$8 million
CRF + HB2017	\$33 million	\$36 million

CURRENT STATUS OF LOCAL FUNDING



LOCAL ROAD FUNDING BY COUNTY – PORTLAND METRO REGION (AS OF JAN. 1, 2021)

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

<p>WASHINGTON COUNTY Annual collections: \$48.6 M</p>	<p>Road miles: 1,300</p>	<p>Local Gas Tax (\$0.01) 1977 \$2.1M/yr</p>	<p>Local Property Tax 1986 \$35M/yr</p>	<p>Road Maint. District 1987 \$3.7M/yr</p>	<p>Vehicle Reg Fee (\$30/yr) 2018 \$7.8M/yr</p>
<p>MULTNOMAH COUNTY Annual collections: \$41.1 M</p>	<p>Road miles: 230</p>	<p>Local Gas Tax (\$0.03) 1976 \$6.8M/yr</p>	<p>Vehicle Reg Fee* (\$56/yr) 2021 \$34.3M/yr</p>	<p><i>*This replaces the \$19 VRF that was in place from 2009-20.</i></p>	
<p>CLACKAMAS COUNTY Annual collections: \$5.5 M</p>	<p>Road miles: 1,400+</p>	<p>Vehicle Reg Fee (\$30/yr) 2020 \$5.5M/yr</p>			

Legal/Policy Requirements

The VRF is implemented through County Code Chapter 7.07

- **To repeal the VRF:**
 - BCC must hold two public readings and two public hearings, not less than 13 days apart
 - It is possible for the BCC to repeal an ordinance in one reading provided there are emergency circumstances and the vote of the BCC is unanimous
 - BCC must terminate Intergovernmental Agreement (IGA) with Oregon Department of Transportation

Other legal implications...

- Current / pending contracts with consultants, contractors
- Planned expenditures (project scope)
- SIF: Road transfer negotiations are underway with cities
- Cities entitled to 40% of VRF revenue, are using and planning uses for revenue, e.g.,
 - Sandy – bonding for capital road projects
 - Happy Valley, Lake Oswego, Molalla – road maintenance and repairs
 - Oregon City – road safety improvements
 - Wilsonville – intersection, safety and pedestrian improvements

Next steps to considering repeal...

- **Seek Input**
 - City coordination
 - C₄
 - Community Road Fund Advisory Committee (CRFAC)
 - Traffic Safety Commission
 - Business and community leaders
- **Assess financial impact of canceling projects**



QUESTIONS?

www.clackamas.us/transportation/crf

