

CLACKAMAS COUNTY BOARD OF COUNTY COMMISSIONERS

Policy Session Worksheet

Presentation Date: 8/3/22 **Approx. Start Time:** 10:00AM **Approx. Length:** 30 minutes

Presentation Title: County Roads Transportation Update

Department: Transportation and Development

Presenters: Dan Johnson, Director; Mike Bezner, Assistant Director

Other Invitees: Shane Abbott, Transportation Maintenance Manager

WHAT ACTION ARE YOU REQUESTING FROM THE BOARD?

The Board has requested an update on transportation funding sources and current policy directing the investment of those funds onto the County road system. No actions requested; this is informational only.

EXECUTIVE SUMMARY:

The Department of Transportation and Development (DTD) performs a variety of transportation services that includes maintenance, operations, traffic safety, capital project design and construction, road statute administration, transportation planning, development review, and regional coordination. These services protect, enhance, and plan for our 1,400-mile county road system and its associated bridges, culverts, drainage systems, traffic signals, striping, bike lanes, guardrail, and ferry boat. For a more detailed accounting of the County's most extensive set of assets, please see Attachment A.

These services are funded through various sources including:

- State Highway Fund,
- Urban Renewal,
- Community Road Fund,
- Strategic Investment Fund,
- State and Federal grants,
- Secure Rural Schools funding and
- System Development Charges (SDC).

These funding sources are strategically leveraged to maximize their efficiencies in funding capital and maintenance projects so the public can travel safely and efficiently in Clackamas County.

DTD uses multiple policy directives and plans to guide how the above funds are used on the transportation system. These include existing policies and direction received from the Board of County Commissioners (BCC) as set forth in the Transportation System Plan, the Transportation Safety Action Plan, the ordinance approving the Community Road Fund, and direction to allocate an average of \$8.5 million per year of Road Fund towards pavement preservation once House Bill 2017 (HB2017) is fully implemented. See Attachment B for more detail on policy direction documents.

Over the last two years there has also been an enhanced focus on transit throughout the County. Currently there are two aspects of transit that Clackamas County Departments are working on. First, Health, Housing, and Human Services (H3S) operates the Mt. Hood Express and provides Elderly and Disabled transportation services (e.g. Clackamas Connects, last mile shuttles). Second, long range transit planning is led by DTD's Transportation Planning group (including development of the County's Transit Development Plan).

FINANCIAL IMPLICATIONS (current year and ongoing):

Is this item in your current budget? YES NO

What is the cost? \$ n/a What is the funding source? n/a

STRATEGIC PLAN ALIGNMENT:

- How does this item align with your Department’s Strategic Business Plan goals? The Transportation Line of Business’s purpose to provide safety, maintenance, engineering, construction and operations services to users of the transportation system so they can travel safely and efficiently in Clackamas County.
- How does this item align with the County’s Performance Clackamas goals? This is directly aligned with the BCC’s goal to Build a Strong Infrastructure.

LEGAL/POLICY REQUIREMENTS:

State Highway funds and Community Road Funds are limited by the Oregon Constitution to be spent for road purposes.

PUBLIC/GOVERNMENTAL PARTICIPATION:

There are multiple opportunities for the public to participate in transportation funding decisions through the development of plans, advisory committees, and project-specific outreach.

OPTIONS:

This presentation is informational only.

RECOMMENDATION: n/a

ATTACHMENTS:

- A: Transportation System Assets and Annual Maintenance Services
- B: Transportation Policy Directives

SUBMITTED BY:

Division Director/Head Approval _____

Department Director/Head Approval *Dan Johnson*

County Administrator Approval _____

For information on this issue or copies of attachments, please contact Mike Bezner @ 503-742-4651

**Transportation System
Assets and Annual Maintenance Services
2021**

Assets

- 116,356 feet of guardrails
- 73,479 traffic signs in 17,293 locations
- 19,091 feet of frontage culverts
- 10,248 catch basins
- 8,466 culverts & 48 miles of storm sewers
- 2,359 miles of gravel shoulder
- 2,173 manholes
- 1400 linear miles of roadway
- 230 drywells
- 180 vehicle bridges
- 1 ferry

Annual Services include:

- 2,646 public maintenance calls responded to
- 2,117 miles of street sweeping
- 1,380 miles of mechanical mowing and brush cutting
- 147 miles of shoulders repaired
- 36 miles of ditches maintained
- Cleaned and removed 344 cubic yards of material/debris from:
 - Catch basins
 - Cross culverts
 - Drywells
 - Frontage culverts
 - Manholes
- Annual contract paving average of 12.6 miles
- 24-hour snow removal on major roads
- 150 deer removed from roadway or roadside
- 1,380 feet of roadway cracks sealed

Transportation Policy Directives July 2022

Transportation System Plan (TSP), Chapter 5 of the County's Comprehensive Plan-

- Adopted in 2013 by the Planning Commission and Board of County Commissioners (BCC).
- Activity: Major update planned to begin in 2023.
- Content: Reflects relevant national, state and regional transportation and planning requirements, and provides policies, guidelines and projects to meet transportation needs for residents, businesses and visitors in unincorporated Clackamas County for 20 years.
- Used to develop the 5 Year Transportation Capital Improvement Plan that includes funded projects that are scheduled to be constructed in the next 5 years.

Transportation Safety Action Plan

- Adopted in 2019 by the BCC.
- Content: This plan is the roadmap to achieve the County's goal to eliminate fatal and serious injury crashes on its roads by 2035.

Community Road Fund

- Adopted in 2019 by the BCC.
- Content: Allocates revenue from the county's vehicle registration fee to congestion relief, safety and local road paving projects and to the Strategic Investment Fund (SIF), which covers projects of mutual interest with cities and road jurisdiction transfers. Congestion relief projects are proposed by the Community Road Fund Advisory Committee and approved by the BCC. SIF projects proposed by C4 and approved by BCC.

House Bill 2017 (HB2017) funding (statewide gas tax and vehicle registration fee increases)

- Direction from BCC.
- Content: Allocate an average of \$8.5 million per year towards pavement preservation once HB2017 is fully implemented in 2024.

Bike Master Plan and Pedestrian Master Plan

- Adopted almost 20 years ago by the BCC.
- Activity: Currently undergoing a major update into a single Walk Bike Clackamas Plan that will be brought to the BCC for proposed adoption in late 2023 or early 2024.
- Content: Assessment of bicycle and pedestrian transportation in Clackamas County and recommendations for establishing a county-wide network.

Proposed Transportation Funding Solutions Values Statement (e.g. tolling of I-205)

- Adopted in 2021 by BCC.
- Activity: There has been significant discussion over the last year concerning diversion caused by proposed tolling of Interstate 205 (I-205). County staff participate in committees and work groups, review technical data and modeling, and comment on plans, reports and proposals.
- Content: The intent is to hold ODOT accountable for the impacts of the proposed project. This work might inform future policy decisions.

Transit Development Plan

- Adopted in 2021 by BCC
- Content: Sets the stage for increased transit throughout the county and used to guide transit investments. With seven transit service providers in Clackamas County, there are still large areas of the county with no transit service, and existing service varies in frequency, access and connectivity.

Network-Level 5-Year Maintenance and Rehabilitation Plan: Though this is not a policy directive, staff use it to inform the selection of pavement preservation projects based on a technical analysis. This was developed by staff and a consultant using a data-driven approach.