

**CLACKAMAS COUNTY BOARD OF COUNTY COMMISSIONERS**  
**Policy Session Worksheet**

**Presentation Date:** 12/18/18   **Approx Start Time:** 11 am   **Approx Length:** 1 hr

**Presentation Title:** Vehicle Registration Fee Outreach and Options

**Department:** Transportation & Development, Public & Government Affairs

**Presenters:** Dan Johnson, Director, DTD; Gary Schmidt, Director, PGA; Mike Bezner, Assistant Director-Transportation, DTD

**Other Invitees:** Diedre Landon, DTD; Ellen Rogalin, PGA/DTD

**WHAT ACTION ARE YOU REQUESTING FROM THE BOARD?**

Direction on next steps related to a possible countywide Vehicle Registration Fee (VRF) to provide an ongoing source of local funds for transportation safety, road maintenance and congestion relief.

**EXECUTIVE SUMMARY:**

In response to a continuing need for a steady, local source of funds to maintain and improve our transportation system, officials from both Clackamas County and cities in the county have concluded that a countywide vehicle registration fee (VRF) is needed.

Even with the additional funds coming in from HB 2017, without a stable local source of funds the county will not be able to provide all of the services that its residents value and desire. With a local funding source the county could provide enhanced services, including annual paving projects for local/residential roads, a wider variety of capital construction projects to relieve congestion in urban and rural areas, and additional improvements to increase safety.

After years of analysis and discussion along with conversations with business representatives this past spring, County and city officials agreed to consider a \$30/year/vehicle local, countywide VRF.

Though Oregon State law prescribes a standard distribution of county VRF funds of 60% to go to the county and 40% to go to the cities, County and city officials agreed to consider a different split –

- 40% would continue to go to the cities, based on population
- 50% would come to the County; and
- The remaining 10% that would normally be County funding would be allocated into a strategic investment fund for multi-jurisdictional projects.

Since the County/city agreement this summer, staff has engaged in two major initiatives to continue to explore the VRF option.

1. **Outreach:** During fall 2018, leadership from the Department of Transportation & Development shared information (see Appendix A) with community and business groups about the need for a possible countywide VRF to raise additional transportation funds. The meetings were publicized by the organizations that hosted the meetings, and by the county through emails, social media, flyers and website.
  - a) There were 11 presentations with a total of approximately 200 participants (see Appendix B):
    - 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)
- b) Meetings were held in locations throughout the county:
  - a. Unincorporated areas – Clackamas, Oak Grove, Redland, Welches
  - b. Incorporated areas – Estacada, Milwaukie, Molalla, Oregon City
- c) 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

## 2. Analysis and Discussion of How Best to Use VRF Revenue:

*Cities:* County staff visited with city staff to identify top transportation priorities in each jurisdiction. City needs fell into three categories: 1) paving and general maintenance, 2) capital projects and 3) sidewalks and/or ADA curb ramps.

*County:* Any additional revenue would be directed into the following three areas of need: 1) Congestion Relief (capital), 2) safety and 3) development of a local road maintenance program.

- A. ***Congestion Relief:*** To analyze congestion relief/capital needs for unincorporated areas of the county, staff re-evaluated the condition of our roadways and re-examined the needs prioritized in the County's Transportation System Plan (TSP). (See Attachment D for a possible list of top priority TSP projects to consider funding with local VRF revenue.)

The county focused on projects that meet the following criteria:

- *Priority.* Listed in Tier 1 of our TSP, that was developed with extensive input from the public and adopted by the BCC in 2013.
- *Geographic distribution.* At least one high priority project in each general area of the County.
- *Congestion relief component* in response to what we heard repeatedly from the community to do something about congestion. (The only exception is near Mt. Hood where there aren't many opportunities for congestion relief projects.)
- *Need for funds.* The likelihood that the project wouldn't be built without funding from a local VRF or something similar.

- B. ***Safety:*** The County has taken an active role in trying to ensure a safe travel environment for everyone traveling to or through Clackamas County, as evidenced by updating the Clackamas County *Drive to Zero* Transportation Safety Action Plan. Funding would be allocated for additional safety projects throughout the system as prioritized by the Plan.
- C. ***Local Road Maintenance:*** Currently we direct our available funds towards the higher capacity county roadways, such as arterials and collectors that benefit the most users. Clackamas County does not have a local road paving program for neighborhood streets. Based on current funding estimates, up to \$1 million of VRF revenue could be allocated to a paving program to ensure our local road system is maintained.

**FINANCIAL IMPLICATIONS** (current year and ongoing):

Is this item in your current budget? YES **NO** N/A                      What is the cost? \$ **N/A**

**STRATEGIC PLAN ALIGNMENT:**

- How does this item align with your Department’s Strategic Business Plan goals?
  - DTD:
    - *By 2022, maintain the average condition of paved county roads at 70 PCI (Pavement Condition Index) or higher*
    - *By 2022, improve the average condition of urban local county roads to a PCI of 70 or higher*
  - PGA: *By 2019, the \$17 million road maintenance funding gap will be addressed*
- How does this item align with the County’s Performance Clackamas goals? *By 2019, improve the average condition of paved county roads to a PCI rating of 70.*

**LEGAL/POLICY REQUIREMENTS:**

Road funds from HB 2017 and/or a local VRF may only be used for road purposes. State law allows Clackamas County to implement a VRF through either a public vote or through Board approval of an ordinance.

If the Board were to direct staff to proceed with a VRF with a Board ordinance, the process would follow the county’s usual ordinance adoption procedures, with two separate readings by the Board at least 13 days apart and an effective date no sooner than 90 days after adoption (unless an emergency is declared). As with any ordinance, the VRF ordinance would be subject to referendum; a challenger would have 90 days from the effective date of the ordinance to initiate the referendum process.

If the Board were to direct staff to proceed with a VRF through a public vote, staff would work with County Counsel to develop ballot language for future Board consideration.

**PUBLIC/GOVERNMENTAL PARTICIPATION:**

In addition to the meetings referred to above, for years there has been extensive outreach to the general public, business community and others about road funding needs.

**OPTIONS:**

1. Direct staff to advance implementation of a local vehicle registration fee, subject to a process (either ordinance or public vote) as determined by the Board of Commissioners.
2. Direct staff to conduct further outreach, analysis and/or other steps related to a possible future countywide vehicle registration fee.
3. Direct staff to take no further action on this topic.

**RECOMMENDATION:**

1. Staff respectfully requests that the Board direct staff to advance implementation of a local vehicle registration fee, subject to a process (either ordinance or public vote) as determined by the Board of Commissioners.

**ATTACHMENTS**

- A. *The Road Ahead 2018: The Conversation Continues* (presentation slides)
- B. Fall 2018 Outreach Presentations Schedule
- C. Summary of Input Received About a Possible Countywide VRF
- D. Possible High Priority County TSP Projects to Consider Funding with VRF Revenue
- E. *2018 Local Vehicle Registration Fee (VRF): Strategic Investment Fund Revenue Opportunity Projections*

**SUBMITTED BY:**

Division Director/Head Approval \_\_\_\_\_

Department Director/Head Approval \_\_\_\_\_

County Administrator Approval \_\_\_\_\_

*For information on this issue, please contact Mike Bezner, [mikebez@clackamas.us](mailto:mikebez@clackamas.us) or 503-742-4651.*



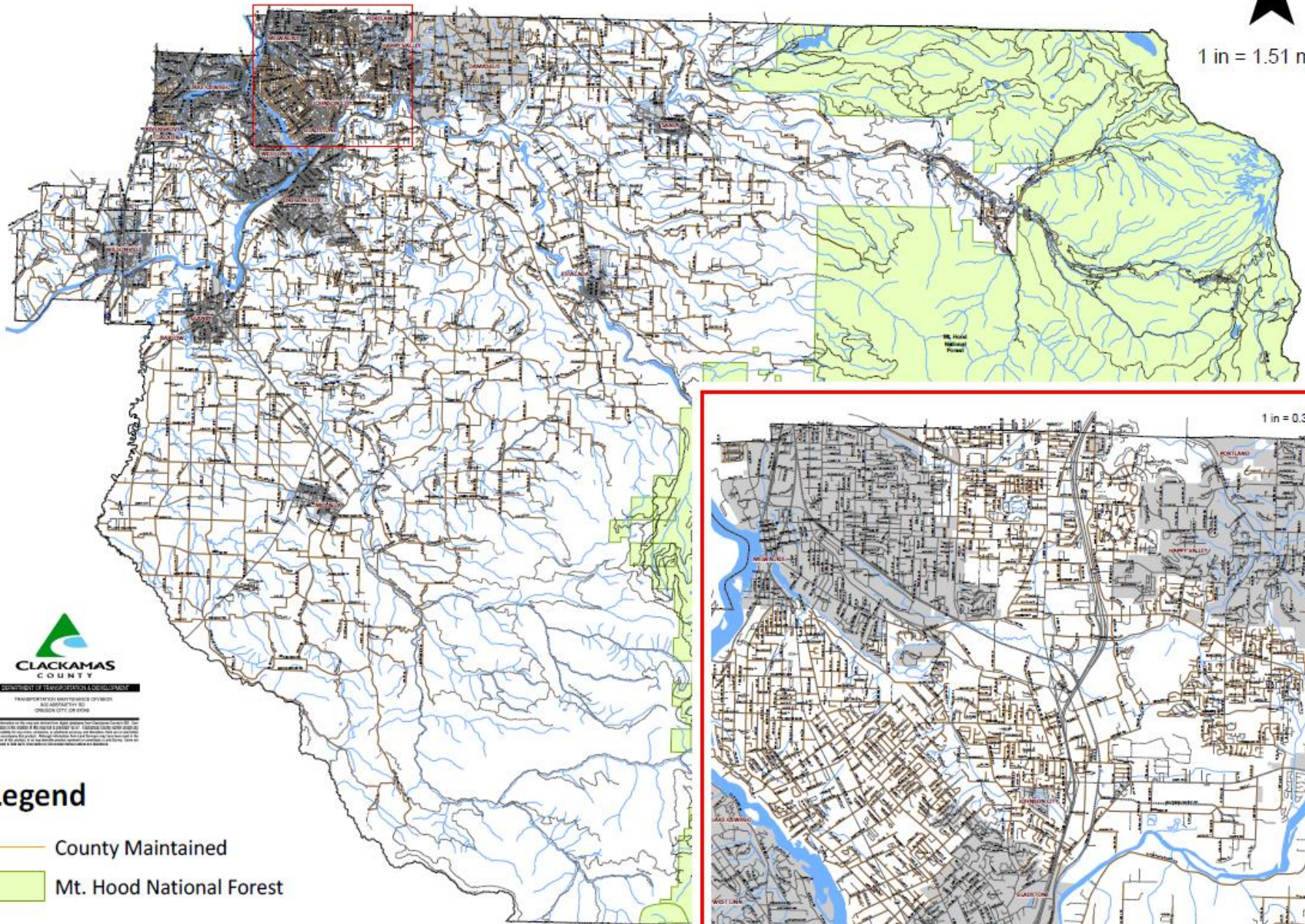
# THE ROAD AHEAD, 2018

## Continuing the Conversation

Presentation to Business and  
Community Groups

October – December 2018

Presented by Clackamas County Department of  
Transportation & Development



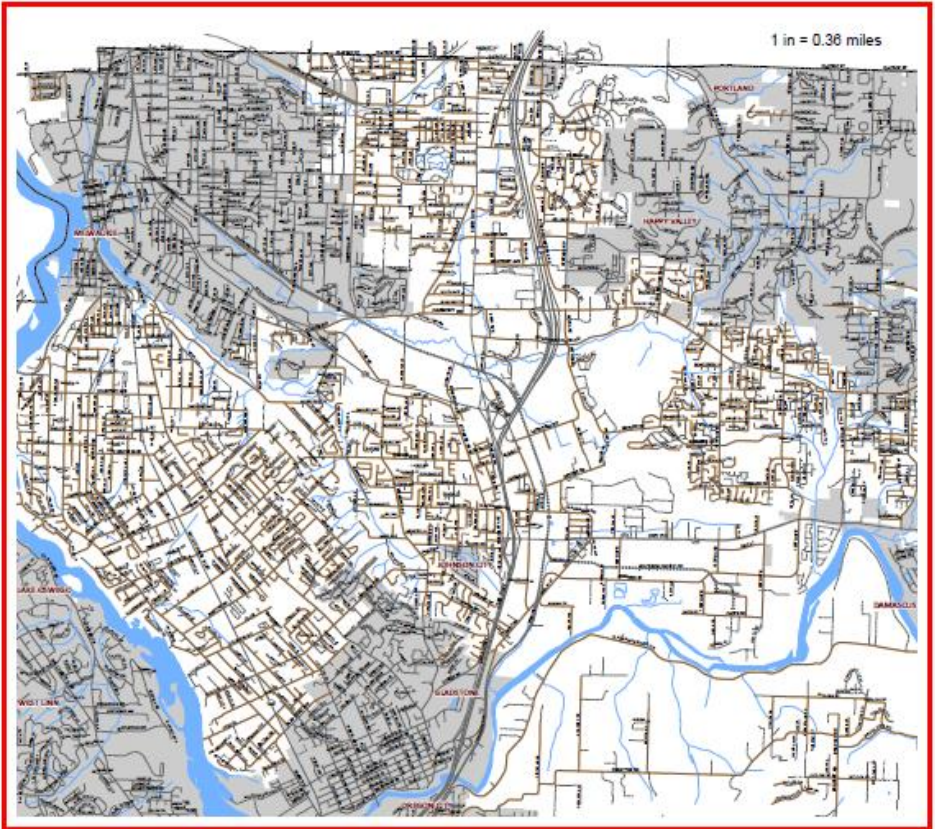
1 in = 1.51 miles



**CLACKAMAS COUNTY**  
 TRANSPORTATION MAINTENANCE DIVISION  
 800 ASTORWAY #3  
 GRESHAM, OR 97030

**Legend**

- County Maintained
- Mt. Hood National Forest



1 in = 0.36 miles



# County Road System

**1,400 road miles** (including 40+ miles inside cities)

- 700 miles of road striping
- 1,900 manholes
- 2,400 miles of gravel shoulder
- 27,000 traffic signs
- 8,100 culverts
- 9,300 catch basins
- 111,000 linear feet of guardrail

**PLUS**

- 180 bridges
- 1 ferry



# Road funding in Clackamas County

## Maintenance

- State Highway Fund (Road Fund)
- Federal Timber Receipts/Secure Rural Schools
- **State House Bill (HB) 2017 (new)**

## Capital Projects (historic)

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



# In 2017...State Legislature passed House Bill 2017

- Increased funding is **phased in**:
  - Additional \$3 million in 2018, to
  - Additional \$13 million/year by 2027 and beyond

# HB2017: It helped...

## Maintenance: Arterials & Collectors



Safety



ADA



Bike / Ped



# But even with House Bill 2017....

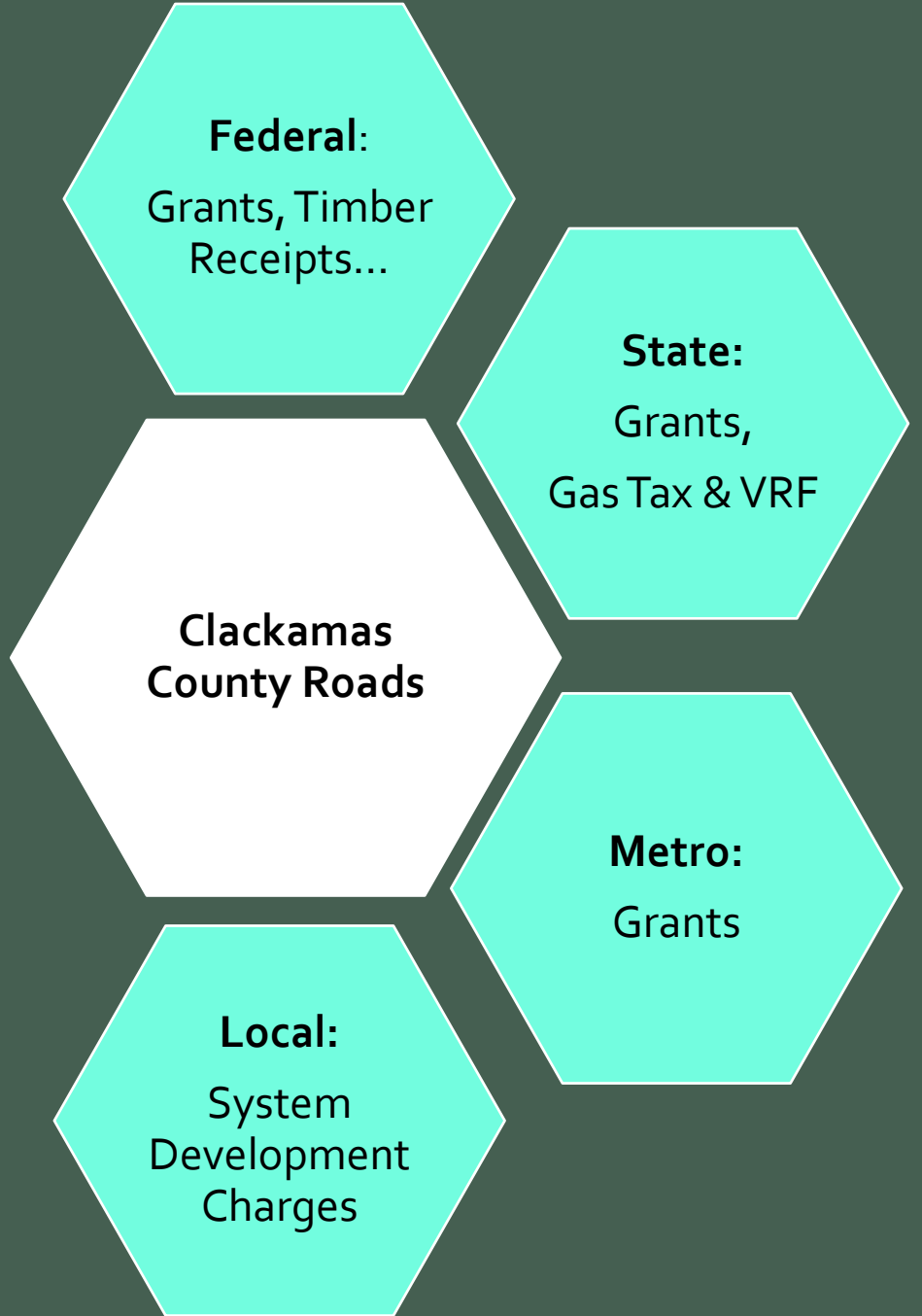
## County still has unmet needs:

- Construct **capital projects** to relieve congestion
- **Local road** maintenance
- **Safety** improvements
- **ADA/curb ramps**
- **Multi-use paths/bike paths/sidewalks**
- Relocating **Transportation Maintenance**

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

**Local:**  
Locally-  
Controlled  
Funding Source

**Local:**  
Urban Renewal



## 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.)



# Transportation Temperature Check

We interviewed 29 business and community leaders in spring 2018.

They expressed support for:

**Congestion** relief projects

Maintenance program for **local roads**

More **safety** projects

Idea of ***strategic investment fund*** for local transportation needs

Idea of a ***vehicle registration fee (VRF)***

# We talked with C4...

## Clackamas County Coordinating Committee

Should we move forward with a vehicle registration fee (VRF) adopted by the Board of Commissioners?

**YES**

If yes, what's a reasonable rate?

**\$30/year/vehicle**

Is there interest in creating a *Strategic Investment Fund (SIF)*?

**YES**

If yes, how much?

**10%**



# We talked with city staff...

## They need funds for:

- Capital projects
- Paving & general maintenance
- Sidewalks and/or ADA curb ramps





# We talked with community leadership

## Committee for Community Involvement (CCI)

- Advisory group to Board of Commissioners
- Oversees CPO and Hamlet program
- Expressed support for a vehicle registration fee (VRF)
- Hosted regional community meetings
  - Estacada
  - Molalla
  - Oak Grove
  - Welches

# Clackamas County needs



- Maintain arterial and collector roads (HB 2017)
- Multi-use paths/bike paths/sidewalks (HB 2017)
- Replace/install curb ramps to meet ADA standards (HB 2017)
- **Safety** (HB 2017/VRF)
- **Local road maintenance** program (VRF)
- Construct **capital projects** to relieve congestion (VRF)
- Relocate Transportation Maintenance facilities



# Potential VRF Annual Revenue

City	Population (July 1, 2017)	Annual Revenue*	City	Population (July 1, 2017)	Annual Revenue*
Lake Oswego**	34,855	\$703,222	Damascus***	10,625	\$214,364
Oregon City	34,240	\$690,807	Molalla	9,085	\$183,294
West Linn	25,615	\$516,794	Estacada	3,155	\$63,654
Wilsonville**	21,260	\$428,938	Tualatin**	2,911	\$58,741
Milwaukie	20,510	\$413,798	Portland**	766	\$15,455
Happy Valley	18,680	\$376,877	Johnson City	565	\$11,399
Canby	16,420	\$331,281	Rivergrove**	459	\$9,253
Gladstone	11,660	\$235,246	Barlow	135	\$2,724
Sandy	10,655	\$214,969	County		\$5,588,520

Strategic Investment Fund (SIF): \$1,117,704

\*Based on population, per state law

\*\*Part of this city is outside Clackamas County

\*\*\*Per state law, funds that would have gone to the former city go to the county for 10 years



# SIF: Congestion Relief



Capital projects that benefit multiple jurisdictions

**When:** Every 2-5 years

**Who:** Clackamas County Coordinating Committee (C<sub>4</sub>)

**How:** Identify and prioritize *cross-jurisdictional* projects

# SIF: Maintenance/Road Transfers

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

**When:** Annually

**Who:** Clackamas County Coordinating Committee (C<sub>4</sub>)

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

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



# VRF Impact on Motorists

- **\$30 per vehicle per year (\$60 paid every two years)**
  - Paid every other year when motorists renew vehicle registration
  - Not applicable to one-time permanent vehicle registrations
- **Included:** motorcycles (at \$15); cars, pick-up trucks, vans and other passenger vehicles
- **Excluded:**
  - Unregistered farm equipment
  - Heavy trucks (they pay weight-mile tax)

# Steps Taken



- We've reached out to businesses
- We're reaching out to the community
- We've coordinated with C4
- We're meeting with the Board of Commissioners





# QUESTIONS?

**Visit our website for more information:**  
[www.Clackamas.us/transportation/VRF](http://www.Clackamas.us/transportation/VRF)



**Fall 2018 Outreach Presentations Schedule**  
**December 7, 2018**

<b>When</b>	<b>Where</b>	<b>Audience</b>	<b>Host</b>	<b>Staffing / Set-Up</b>
Tuesday, Sept. 18 7 p.m.	Clackamas County Public Services Building Room 497	Committee for Community Involvement (CCI)	CCI	Presenters: Mike Bezner Attendance: 10
Monday, Oct. 15 6 pm	Clackamas County Development Services Bldg.	Community Leaders Forum	Clackamas County	Presenter: Dan Johnson Attendance: 35
Tuesday, Oct. 23 11:30 am	Abernethy Center	Business	Oregon City Business Association	Presenters: Johnson, Bezner, Diedre Landon BCC: Jim Bernard Attendance: 40
Thursday, Nov. 1 11:30 am	Estacada City Hall	Mountain/Rural Business	Clackamas County	Presenters: Johnson, Bezner, Landon Attendance: 3
Monday, Nov. 5 6-7:30 pm	Estacada Community Center	Community	CCI	Presenters: Johnson, Bezner, Landon Attendance: 22
Wednesday, Nov. 7 7 pm	Redland-Viola- Fishers Mill CPO	CPO members and others	CPO	Presenters: Joe Marek, Christian Snuffin (Redland Road Safety Audit); Mike Bezner (RSA and VRF) Attendance: ~50
Tuesday, Nov. 13 7:30 am	Clackamas Community College - Harmony West	Business	Clackamas County	Presenters: Johnson, Bezner Attendance: 1
Monday, Nov. 19 6 pm	Molalla Public Library	Community	CCI	Presenters: Johnson, Bezner, Landon Attendance: 8
Monday, Nov. 26 6 pm	Rose Villa, Oak Grove	Community	CCI	Presenters: Johnson, Bezner, Landon Attendance: 24
Tuesday, Nov. 27 6 pm	Resort at the Mountain, Welches	Community	CCI	Presenters: Johnson, Bezner, Landon Attendance: 8
Tuesday, Dec. 4 7 p.m.	Milwaukie City Hall	Milwaukie City Council	Milwaukie	Presenters: Johnson, Bezner Attendance: 10

*The Road Ahead 2018: The Conversation Continues***Summary of Input Received About a Possible Countywide VRF, Fall 2018**

December 18, 2018

During fall 2018, leadership from the Clackamas County Department of Transportation & Development shared information with community and business groups about the need for a possible countywide vehicle registration fee (VRF) to provide a steady source of local funds to meet local transportation needs. The meetings were publicized by the organizations that hosted the meetings, as well as by the county through emails, social media, flyers and website.

- There were 11 presentations with a total of approximately 200 participants
  - 7 to community groups (hosted by the Clackamas County Committee for Community Involvement – CCI – and/or a CPO)
  - 3 to business groups (hosted by a chamber or business alliance)
  - 1 to a city council (invited by the city)
- Meetings were held throughout the county:
  - Unincorporated areas – Clackamas, Oak Grove, Redland, Welches
  - Incorporated areas – Estacada, Milwaukie, Molalla, Oregon City
- The majority of responses fell into one of three categories:
  - Questions about the specific impact of the VRF on them, e.g., which vehicles would be included; and the hardship that might entail
  - Wondering why the County hasn't pursued a gas tax
  - Better understanding of the need, and a belief that most people would understand the need if they attended a similar County education session

Specific comments from some of the meetings are below, followed by a couple of email comments.

**Community Leaders**

- I support VRF
- Yes. Pass VRF!
- Regional VRF meetings are good! We need the VRF. Please do not back out!
- I would like regional meetings for VRF presentations
- Regional meetings for VRF presentations is a very good idea. Allow community to get access.
- Yes to 3 or 4 regional meetings for VRF
- Rural road funding -- the concern is the process for prioritizing projects -- when it comes to a vote at C-4 each city gets one vote and all of rural (45%) gets one vote
- C-4 should have representation equal to the current population ratio (55% cities vs 45% unincorporated) not the current ratio.
- When cities annex roads, make them transfer jurisdiction also.
- Limit to vehicles/trucks
- Limit tax to \$30 per year

**Estacada City Hall**

- Multnomah County has a large VRF compared to their road mileage, but they use the VRF for the large bridges they own
- Some cities are not getting a lot of money, but it can be used as match money for grants to increase it by 5 to 10 times.
- Don't like that you say that the BCC has the "authority" to implement a VRF.

### **Estacada Community Center**

- Has this already been decided? Does our feedback matter?
- Why is this not going to be voted on?
- What vehicles are exempt?
- Will commercial trucks have to pay?
- Do veterans who are exempt from registration fees still have to pay?
- How will this impact seniors? Folks on fixed incomes?
- Will there be people/companies who avoid registering their vehicles here because of this? Will there be a penalty for that?
- How will you decide what projects get selected?
- How can we trust that you will do the projects you say you will do?
- How will the funds be dispersed?
- What projects will the City of Estacada work on?
- How many miles of county roads are inside the city limits of Estacada?
- Will the fee go up with inflation?
- Will you penalize people who leave their studded tires on all year long?
- What are timber receipts?
- How does this fee compare with Washington County?
- What businesses participated in the study?
- We need this. I wish we would have just passed the gas tax.
- We have 4 vehicles to register here but we are retired and travel most of the year. This doesn't seem to fair that we have to pay the fees if we don't spend much time here.
- What are you doing to fix the safety issues on Eagle Creek Hwy?
- What do you mean when you say "congestion relief"?
- What percent of the current gas tax does the county get?
- The population data you are using is old.
- Why are we moving so quickly on this?
- I support this. Our roads are in poor condition.
- I support this. I worry about the safety of our kids on school buses on rural roads in the condition many of them are in.
- What is C-4?

### **Welches/Resort at the Mountain**

- Why is the state distribution based on registration and not need? It's a poor system.
- Vista Loop intersection – state highway. Provide TSDC exemption; Sunnyside Road.
- Fairway – sinkhole at Nickolav intersection, middle of the road.
- How is existing money spent?
- Washington County – per capita income of Washington County and Clackamas County.
- Federal/state land parking pass – can we keep that resource?
- I have 7 cars -- \$30/year is a lot. My income isn't going up at that percentage rate.
- Pursue a gas tax locally.
- Who represents this area?
- It is \$60 every two years. Everyone has their hand out.
- ADA improvements. The unfunded mandate needs to change.
- Need to educate the urban residents that the rural roads benefit them and vice-a-versa.

### **Oak Grove/Rose Villa**

- Identify responsibilities – maintenance, roads, state
- Rate per 1,000 in Washington County

- Why don't we have a gas tax? When was it voted on?
- Consider spending 100% of the 60% and spend it locally. Can you allocate it to the Oak Grove unincorporated area? How do we geographically split the county for funding?
- Consider a road district for the unincorporated area. Why didn't the road district pass?
- Consider lower gas tax rate.
- Sunset/reduce gas tax.
- How do you manage the outreach and messaging?
- You didn't do a good enough job selling the gas tax to the people.
- How will the money be distributed?
- Will something else be enacted?
- Why is there an administrative fee?
- C4 control does not seem proportional for the money
- Community involvement. 4 CPO chairs are here. C4 doesn't provide adequate representation. Ask residents if they support it; do they want it.
- You approached the businesses, but didn't involve citizens in the initial discussions. I don't have any concerns about the VRF priorities, but am concerned that we weren't asked.
- What do residents want? How do you initiate public interaction?
- Public involvement increased as a result of local interest surrounding a project.
- Not much support or interest in the fee.
- Dealer transaction fees. Keep overhead costs down.
- Trust was broken in 2013. Need to clearly identify our intent.
- How do you fully fund River Road and Oatfield?
- Publish the project list every year; be transparent; prioritize it. Increase outreach.
- Jennings Avenue. Money set aside build trust with the area with the project.
- Metro – what was the funding cycle?
- Abernethy tolling will influence local roads.
- Construction for sidewalks.
- Find SDC money to help match Jennings/Oak Lodge/River Road.

### **Molalla Public Library**

- List of project contributions from road fund
- Should be more clear. \$30/year/vehicle = \$60/vehicle impact every two years
- Motor homes should pay, too; they are impacting the road.
- Out-of-state plates are not reregistering and there is no enforcement. You're missing out on the dollars from work vehicles and light vehicles.
- Union Mills concerns – safety, signage, bypass, need safety audit, sight distance, ODOT
- Rural/urban balance
- Citizen involvement to determine how people can be involved
- Do we provide a bonus for private contractors to finish early?
- What is the condition of the roads?
- Why not a gas tax?
- What vehicles are included?
- Will there be a low-income exemption?
- What projects will be selected for completion first?
- How can we make suggestions on what projects we feel should be prioritized?
- Will this impact local logging?
- I can barely afford to register my vehicle as it is. Will there be a way to ask for an exemption due to financial hardship?

- I am in complete support. How can I help support this? What do the commissioners need to hear from me in order to move forward?
- This seems expensive. Are you sure there is no other way?
- When will this take effect?
- Will this be forever? Will the fee amount ever go up?
- What happens next?
- What other outreach are you doing?
- When will the fees be in effect?

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**EMAIL COMMENTS** (staff responded, as appropriate)

I read in the "County Happenings" newspaper that the county is considering creating a countywide vehicle registration fee. I am very much in favor of this new fee. There is no reason that Clackamas County should go without the funds it needs to maintain and improve our roads.

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Reading the article in the Clack co quarterly regarding the proposed vehicle fee I wanted to share a few thoughts on this proposal.

First of all we voted on a similar measure a year ago which did pass. In this measure almost the same verbiage was used as to what this new proposal would accomplish. We were told that the 2017 measure was needed to bring 1400 miles of clackamas county roads "up to a pci of 70 ", now you are saying that this was not the case at all, that additional monies are needed to accomplish what the 2017 measure was supposed to. What gives? Why were we told one thing on the 2017 measure and now are being told that another fee is needed to accomplish what the other measure was supposed to.

Yes , it is easy for the county to say yes, we need more money, again, for roads and then it always seems to get channeled to others projects . This is where the taxpayers get frustrated and mad , we are told one thing then the money gets sidetracked into other projects like bike paths or something else . When are bicycle owners going to have to start paying their fair share?

Have you figured what effect this additional reaching into pockets will have on seniors. Do you know what a FIXED income is . Many of us do not have access to mass transit so we must maintain an automobile. This fee will just be another hardship on seniors and low income people. We certainly want a vote of the people on this as most people I know thought the 2017 vote would put this issue to bed for a while. I would appreciate a response .

## Possible High Priority County Transportation System Plan (TSP) Projects to Consider Funding with VRF Revenue

DRAFT: December 18, 2018

NAME	PROJECT DESCRIPTION	LOCATION	RURAL or URBAN	General County Region	CPO
Airport Rd	Install traffic signal	Airport Rd / Miley Rd intersection	Rural	Aurora	Aurora - Butteville - Barlow
Beavercreek Rd	Add paved shoulders in accordance with the Active Transportation Plan and turn lanes at major intersections.	Henrici Rd to Yeoman Rd/Steiner Rd	Rural	Beavercreek	Beavercreek
Beavercreek Rd	Construct roundabout with additional analysis	Beavercreek Rd / Leland Rd / Kamrath Rd intersection	Rural	Beavercreek	Beavercreek
Amisigger Rd / Kelso Rd	Add paved shoulders; turn lanes at Amisigger/OR 212 and Kelso/Richey; smooth curves.	OR 224 to Kelso / Richey Rd	Rural	Boring	Boring
Richey Rd	Add paved shoulders and left turn lane at Richey Rd and OR 212	Kelso Rd to OR 212	Rural	Boring	Boring
Barlow Rd	Add dual left-turn lanes on southbound Barlow Rd	Barlow Rd / OR 99E intersection	Rural	Canby	South Canby
Canby-Marquam Highway	Reconstruct intersection; install northbound left-turn lane and southbound right-turn lane	Canby-Marquam Hwy / Lone Elder Rd intersection	Rural	Canby	South Canby
Holly St	Add paved shoulders in accordance with the Active Transportation Plan.	Territorial Rd to Canby Ferry	Rural	Canby	Aurora - Butteville - Barlow
Township Rd	Add paved shoulders and turn lanes at major intersections	Central Point Rd to Canby City limit	Rural	Canby	Central Point - Leland - New Era/Canby
Hattan Rd	Install southbound right-turn lane	Hattan Rd / Gronlund Rd intersection	Rural	Carver	Carver Logan
Springwater Rd	Install signal at Clackamas River Dr	Springwater Rd / Clackamas River Dr intersection	Rural	Carver	Carver Logan
Eagle Creek Rd	Remove horizontal curve, relocate intersection, add paved shoulders and turn lanes at major intersection; investigate speed zone south of Currin Rd	Currin Rd to Duus Rd	Rural	Estacada	Eagle Creek - Barton/Estacada
97th Ave / Mather Rd	Add bikeways, pedestrian facilities and eastbound left turn lanes at Mather Rd / Summers Ln	Lawnfield Rd to Summers Ln	Urban	Happy Valley	Sunnyside - West Mt. Scott
Johnson Creek Blvd	Add signal to either Johnson Creek Blvd and 79th Pl or 80th Ave	Johnson Creek Blvd near 79th Pl	Urban	Milwaukie	Southgate
Johnson Creek Blvd	Extend westbound left-turn lane and rebuild median; install dual northbound and southbound left-turn lanes	Johnson Creek Blvd / OR 213 intersection	Urban	Milwaukie	Southgate
Johnson Creek Blvd	Widen to 3 lanes with bikeways and pedestrian facilities	55th Ave to Bell Ave	Urban	Milwaukie	Southgate

## Possible High Priority County Transportation System Plan (TSP) Projects to Consider Funding with VRF Revenue

DRAFT: December 18, 2018

NAME	PROJECT DESCRIPTION	LOCATION	RURAL or URBAN	General County Region	CPO
Harmony Rd	Railroad crossing and intersection improvements based on further study of intersection operations including bikeways and pedestrian facilities to be undertake jointly by the City of Milwaukie and the County	Railroad Ave / Linwood Ave / Harmony Rd	Urban	Milwaukie	Oak Grove Community Council / Clackamas
Welches Rd	Add paved shoulders; add pedestrian facilities in Welches rural center; evaluate pedestrian crossing near Stage Stop Rd; add multi-use path	US 26 to Birdie Ln	Rural	Mountain	Mt. Hood Cooridor
Fairway Ave	Add paved shoulders	Arrah Wanna Blvd to Salmon River Rd	Rural	Mountain	Mt. Hood Cooridor
Arrah Wanna Blvd	Add paved shoulders. In the interim, add 4-foot paved shoulders.	US 26 to Fairway Ave	Rural	Mountain	Mt. Hood Cooridor
Brightwood Loop Rd	Add 4-foot paved shoulders	US 26 to US 26	Rural	Mountain	Mt. Hood Cooridor
Union Mills Rd	Add turn lanes at major intersections	OR 213 to OR 211	Rural	Mulino	Mulino CPO
Union Mills Rd	Construct a shoulder on the south side of the roadway	OR 213 to OR 211	Rural	Mulino	Mulino CPO
Concord Rd	Add turn lanes at major intersections	River Rd to Oatfield Rd	Urban	Oak Grove	Oak Grove Community Council
Oatfield Rd	Add southbound and eastbound left-turn lanes	Oatfield Rd / McNary Rd intersection	Urban	Oak Grove	Oak Grove Community Council
Thiessen Rd	Add turn lanes on Thiessen Rd; consider converting to two-way stop controlled	Thiessen Rd / Aldercrest Rd intersection	Urban	Oak Grove	Clackamas
Springwater Rd	Add paved shoulders in accordance with the Active Transportation Plan and turn lanes at major intersections	Hattan Rd to Bakers Ferry Rd	Rural	Redland	Redland - Fischers Mill - Viola / Carver Logan
Redland Rd	Construct roundabout	Redland Rd / Ferguson Rd intersection	Rural	Redland	Holcomb- Outlook
Redland Rd	Install eastbound left-turn lane	Redland Rd / Bradley Rd intersection	Rural	Redland	Holcomb- Outlook
Fischers Mill Rd	Install eastbound left-turn lane	Fischers Mill / Hattan Rd intersection	Rural	Redland	Redland - Fischers Mill - Viola
Redland Rd	Install traffic signal and westbound and northbound left-turn lanes or roundabout	Redland Rd / Holly Rd intersection	Urban	Redland	Holcomb- Outlook
Henrici Rd	Add paved shoulders and turn lanes at major intersections. Remove horizontal and vertical curves	Beavercreek Rd to Ferguson Rd	Rural	Redland	Beavercreek
65th Ave	Construct roundabout	65th Ave / Elligsen Rd / Stafford Rd intersection	Rural	Stafford	Far West Association of Neighbors
Stafford Rd	Install traffic signal and southbound and northbound turn lanes or roundabout	Stafford Rd / Childs Rd intersection	Rural	Stafford	Stafford-Tualatin Valley

## Possible High Priority County Transportation System Plan (TSP) Projects to Consider Funding with VRF Revenue

DRAFT: December 18, 2018

NAME	PROJECT DESCRIPTION	LOCATION	RURAL or URBAN	General County Region	CPO
Stafford Rd	Add paved shoulders in accordance with the Active Transportation Plan and turn lanes at major intersections	Rosemont Rd to I-205	Rural	Stafford	Stafford-Tualatin Valley
Rosemont Rd	Add paved shoulders and turn lanes at major intersections	Stafford Rd to West Linn	Rural	Stafford	Stafford-Tualatin Valley
Borland Rd	Add paved shoulders in accordance with the Active Transportation Plan	Stafford Rd to West Linn city limits	Rural	Stafford	Stafford-Tualatin Valley
Borland Rd	Add paved shoulders in accordance with the Active Transportation Plan and turn lanes at major intersections	Tualatin city limits to Stafford Rd	Rural	Stafford	Stafford-Tualatin Valley



## 2018 Local Vehicle Registration Fee (VRF)

### Strategic Investment Fund Revenue Opportunity Projections

Jurisdiction	Revenue Share	Revenue Collection
City Share (%)	40%	\$4,470,816.00
County Share (%)	50%	\$5,588,520.00
County Strategic Investment Fund (%)	10%	\$1,117,704.00
<b>Estimated Annual Revenue Collection *</b>	<b>100%</b>	<b>\$11,177,040.00</b>

Revenue Source	Rate	Assumptions
<b>Vehicle Registration Fee (VRF)</b> <i>(Maximum is \$56 per year.)</i>	<b>\$30</b>	--> Annually (per registered vehicle.) --> 50% reduction for motorcycles.

<b>Annual \$ Collection</b>	<b>\$11,177,040</b>
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Jurisdiction	Annual \$ Distribution	Population **	City Distribution Percentage
Barlow	\$2,724	135	0.06%
Canby	\$331,281	16,420	7.41%
Damascus ***	\$214,364	10,625	4.79%
Estacada	\$63,654	3,155	1.42%
Gladstone	\$235,246	11,660	5.26%
Happy Valley	\$376,877	18,680	8.43%
Johnson City	\$11,399	565	0.25%
Lake Oswego ****	\$703,222	34,855	15.73%
Milwaukie	\$413,798	20,510	9.26%
Molalla	\$183,294	9,085	4.10%
Oregon City	\$690,807	34,240	15.45%
Portland ****	\$15,455	766	0.35%
Rivergrove ****	\$9,253	459	0.21%
Sandy	\$214,969	10,655	4.81%
Tualatin ****	\$58,741	2,911	1.31%
West Linn	\$516,794	25,615	11.56%
Wilsonville ****	\$428,938	21,260	9.59%
Clackamas County	\$5,588,520		
County Strategic Investment Fund	\$1,117,704		
<b>Totals:</b>	<b>\$11,177,040</b>		<b>100%</b>

\* Registered passenger vehicles and motorcycles updated to reflect ODOT December 31, 2017 registration numbers.

\*\* Population estimates are based on Portland State University (PSU) Population for Oregon and its Counties and Incorporated Cities and Towns: July 1, 2017.

\*\*\* Though Damascus is disincorporated, state law distributes State Motor Vehicle Fund receipts previously assigned to the City to Clackamas County for 10-years after disincorporation.

\*\*\*\* A portion of this city is outside Clackamas County; population represents the population PSU estimates within Clackamas County jurisdiction.