

CLACKAMAS COUNTY BOARD OF COUNTY COMMISSIONERS

Study Session Worksheet

Presentation Date: April 29, 2014

Approx. Start Time: 10:30 a.m.

Approx. Length: 60 min.

Presentation Title: Funding Transportation Maintenance and Road Surfacing: Next Steps

Departments: Public & Government Affairs, Transportation & Development

Presenters: Gary Schmidt, Director, PGA; Barb Cartmill, Acting Director, DTD;
Ari Wubbold and James Kandall, DHM Research

Other Invitees: Sam Irving, Warren Gadberry, Randy Harmon, Mike Bezner and Diedre Landon: DTD; Tim Heider and Ellen Rogalin, PGA.

WHAT ACTION ARE YOU REQUESTING FROM THE BOARD?

Review of the results of the road maintenance and funding outreach, review a summary of the Voter Transportation Survey, and seek direction on next steps.

EXECUTIVE SUMMARY:

Between October and December 2013, the Board of County Commissioners held three planning sessions and two study sessions on the vital topic of the County's growing transportation maintenance needs and dwindling transportation maintenance funds. At the November 12, 2013 study session, the Commissioners generally agreed that the cost of the funding mechanism should be no more than \$10 per month per household, and that the mechanism should probably have a sunset date, but decided to wait for the results of the outreach to determine the specific components of a funding mechanism to take to voters.

Answers to other questions, such as which funding mechanism to propose and whether the mechanism would be county-wide or just in the unincorporated areas, were also delayed until after at least the first wave of public outreach and a public survey.

Since then County staff and commissioners have:

- Attended more than 20 community and business meetings, to approximately 400 people total, to present information, listen to concerns and answer questions about the complexity and cost of maintaining the County's 1,400-mile road system.
 - Offers were made to more than 50 community and business groups throughout the County to talk with their members at their convenience.
 - A PowerPoint presentation, speaking points and handout were prepared for staff to use at the presentation.
 - Audiences ranged in size from six to more than 60.
 - Another 12 presentations are currently scheduled.
 - The focus has been on the size of the County's road system, all the various tasks involved with keeping roads in good condition (e.g., ditching, culverts, drainage, street sweeping, etc., in addition to paving) and the related costs.

- Commissioned a random sample scientific telephone survey of likely voters (this is separate from the 2014 Clackamas County Community Survey) to gauge the public's perceptions of the road maintenance situation and to measure public support for dedicated funding alternatives.
 - The survey was conducted by DHM Research from March 13-16, 2014.
 - Four hundred likely voters were surveyed.
 - The major findings are summarized in the attached report.
- Provided a wide variety of information about the road system through the County website, *Citizen News* and other media.

At previous meetings, Commissioners have discussed the possibility of placing a funding measure before voters to support road maintenance needs. The next earliest option to do so is in November 2014, which would require a Board resolution considering the measure no later than June 19.

FINANCIAL IMPLICATIONS: (current year and ongoing):

The cost of the survey of likely voters on transportation issues was \$15,800.

The current gap between the amount of available federal and state revenue for road maintenance and our maintenance needs is approximately \$17 million. Since that gap has grown approximately \$660,000 per year since 2007 (when a citizens task force estimated the gap at "only" \$13 million), it is expected to continue to keep growing at a steady pace.

The more the road system deteriorates, the more it will cost to repair it. Current estimates for returning a roadway to good condition are as follows:

- \$22,000/mile — to maintain a road in very good to excellent condition
- \$44,000/mile — to maintain a road in good condition
- \$176,000/mile — to upgrade a road in fair condition
- \$440,000/mile — to reconstruct a road in very poor to fair condition

LEGAL/POLICY REQUIREMENTS:

There are deadlines and requirements related to ballot measures, which vary depending on if and when a measure is proposed.

PUBLIC/GOVERNMENTAL PARTICIPATION:

PGA and DTD staff have worked closely together to plan, create and implement the outreach and education activities that have taken place the past few months. It is anticipated that the outreach efforts will continue to move forward in response to direction from the Board.

The public in general, as well as County agency partners and other organizations, have been informed and consulted through presentations at community and business meetings, website, social media, *Citizen News* and other communication channels.

The results of the public survey will be posted on social media and the county webpage, highlighted in *Citizen News* and through other communications channels, and be available to people upon request.

OPTIONS:

1. Direct staff to continue a public outreach and education program, and prepare to take one or more funding mechanisms to voters in November 2014.
2. Direct staff to continue a public outreach and education program on the needs and costs of maintaining the County's road system and not go to voters in November 2014. *In addition, direct staff to regularly report the outcome of that outreach to the BCC every six weeks, starting in July 2014, with recommendations (based on public feedback) for what funding mechanism(s) to present to voters in May 2015 or later.*
3. Direct staff to continue public outreach and education on the needs and costs of maintaining the County's road system without any timeline for a referral to voters.

RECOMMENDATION:

Staff respectfully recommends that the Board approve Option 2: Direct staff to continue a public outreach and education program on the needs and costs of maintaining the County's road system and not go to voters in November 2014. In addition, direct staff to regularly report the outcome of that outreach to the BCC every six weeks, starting in July 2014, with recommendations (based on public feedback) for what funding mechanism(s) to present to voters in May 2015 or later.

ATTACHMENTS:

- 2014 Random Sample Survey of Likely Voters on Transportation Issues
 - PowerPoint summary
 - Summary report
 - Verbatim responses
- 2014 Clackamas County Community Survey
- *Preliminary Road Funding Initiative Outreach and Education Timeline, Nov. 12, 2013*
- Roads Outreach presentation schedule

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 Gary Schmidt @ 503-742-5908



CLACKAMAS COUNTY TRANSPORTATION

PREPARED FOR
Clackamas County
April 2014

www.dhmresearch.com

Methodology

- Telephone survey of 400 likely voters
- Conducted March 13-16th, 2014
- Averaged 10 minutes in length
- For a representative sample, quotas were set by age, geography, gender, and political party
- Margin of error between +/-4.9% at 95% confidence level

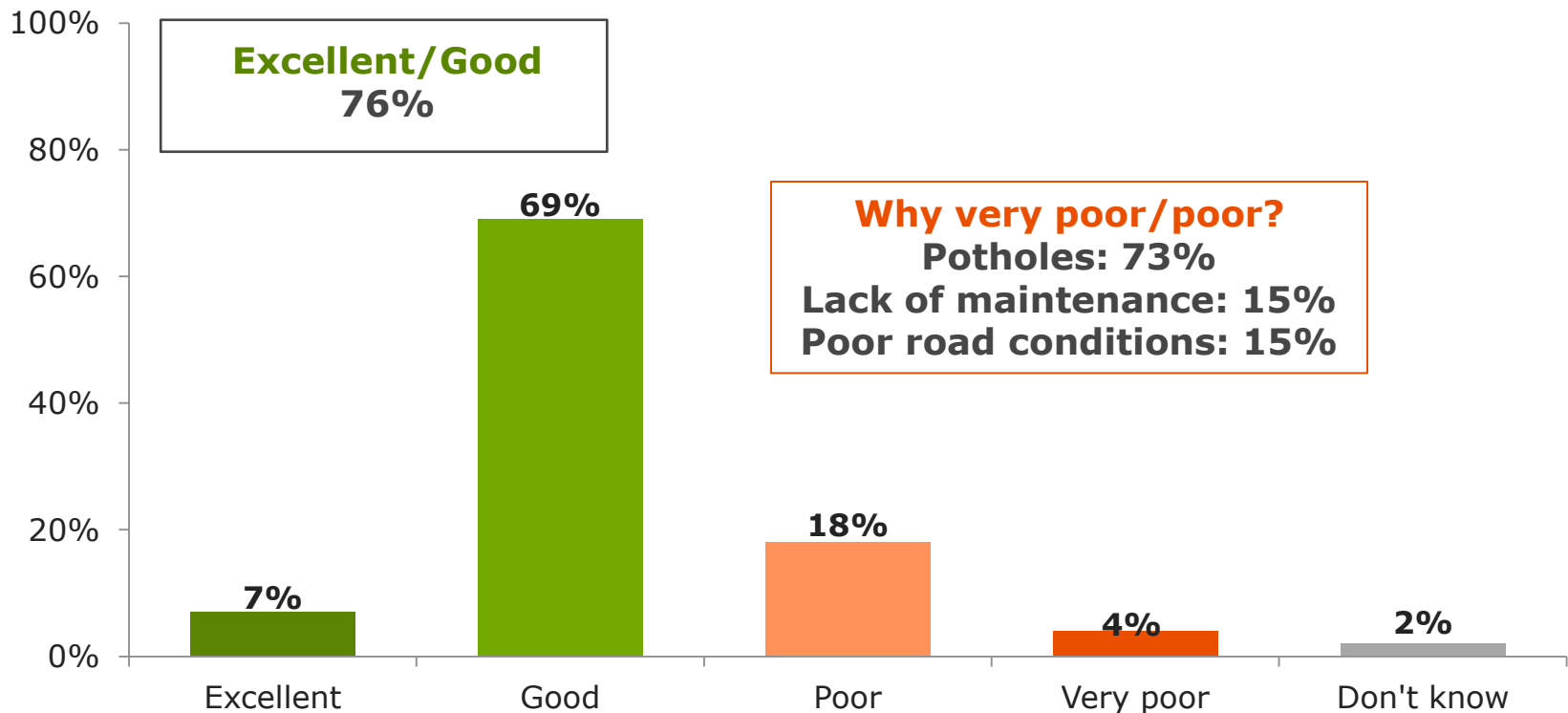
Who was surveyed? Quotas and statistical weighting provided a representative sample.

	2014 Transportation Telephone Survey	Likely Votes (2 of 4 – 4 of 4)
Age		
18-34	9%	9%
35-54	30%	30%
55+	60%	61%
Geography		
Lake Oswego/Milwaukie/Oak Grove/Gladstone	23%	23%
West Linn/Oregon City	15%	15%
Happy Valley/Damascus/Sandy	9%	9%
Wilsonville/Canby/Molalla	9%	9%
All others	44%	44%
Gender		
Male	47%	47%
Female	53%	53%
Party		
Democrat	41%	41%
Republican	39%	39%
Independent/Other	20%	20%

KEY FINDINGS

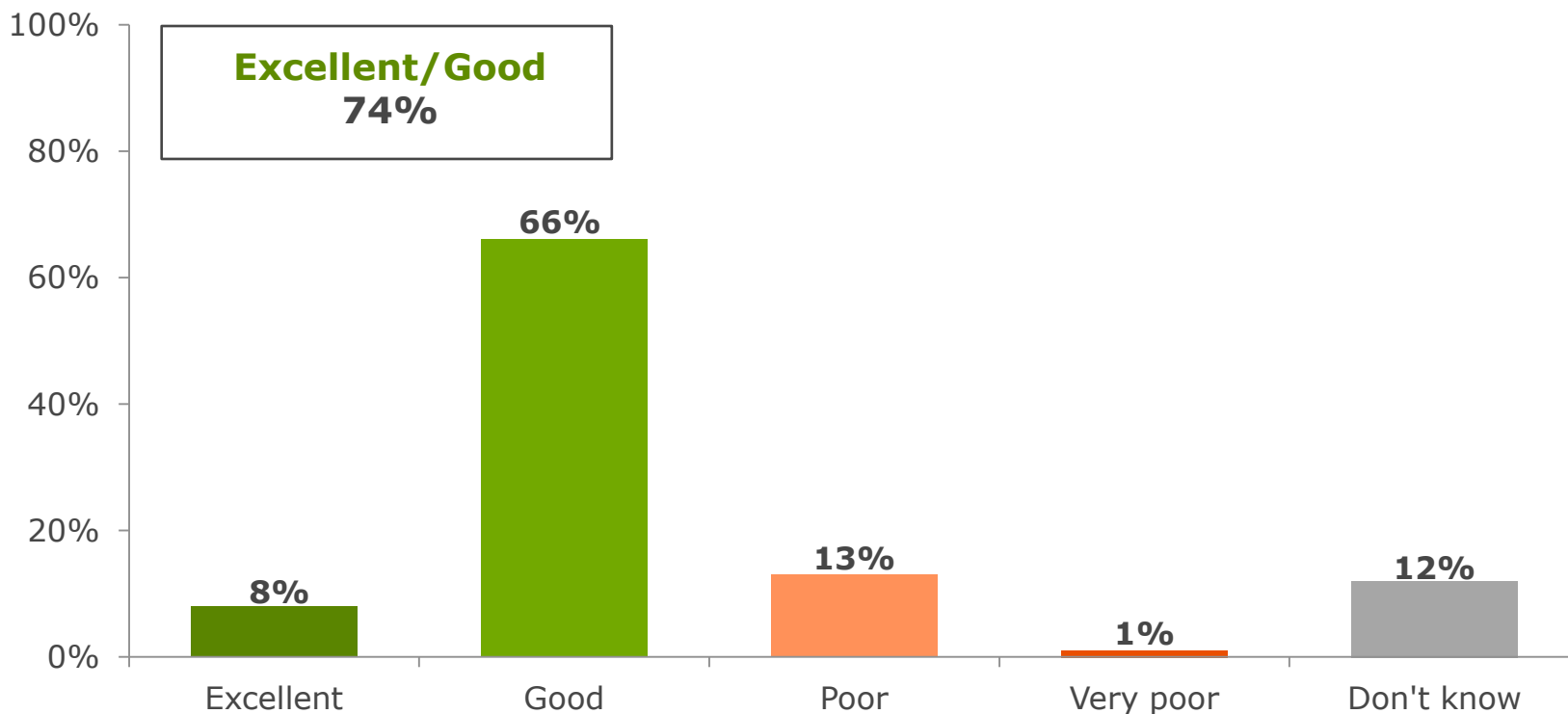
A strong majority felt the roads in their area of the County were in excellent or good condition.

Condition of Roads in Clackamas County



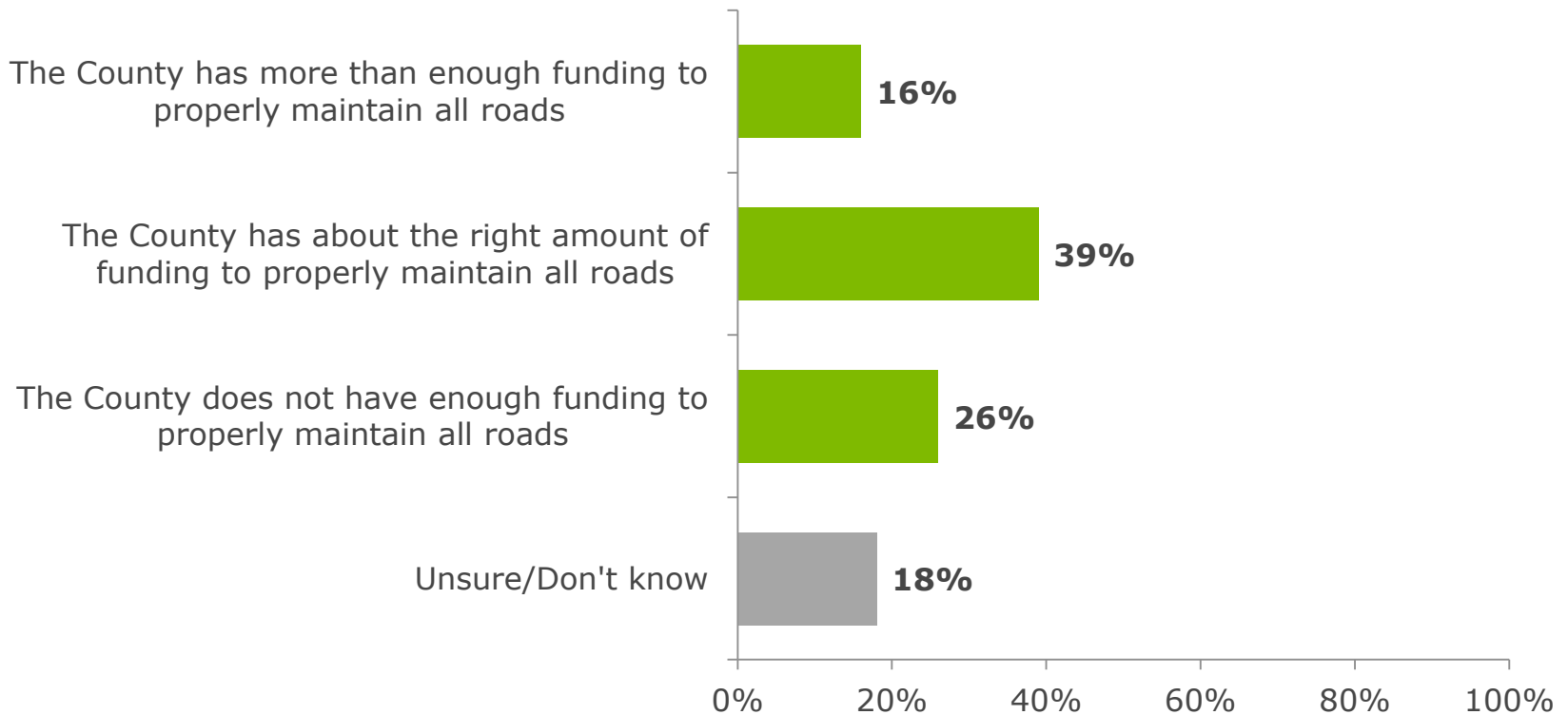
Three in four felt the County was doing an excellent or good job making sure their area of the County receives a fair share of transportation maintenance services.

Fair Share of Transportation Maintenance Services



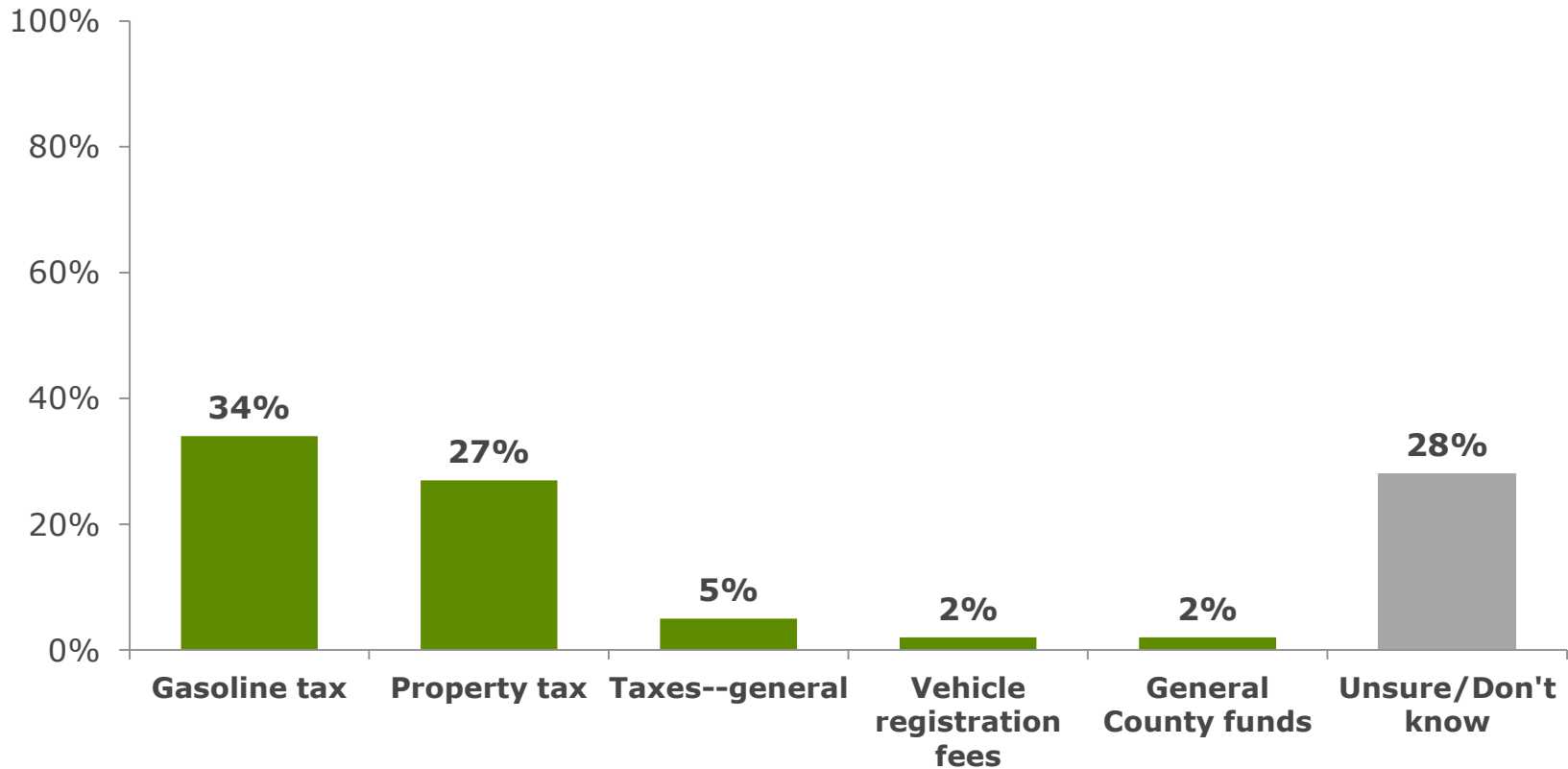
A majority of voters felt that the County has more than enough or the right amount of funding to properly maintain roads.

Funding to Properly Maintain County Roads



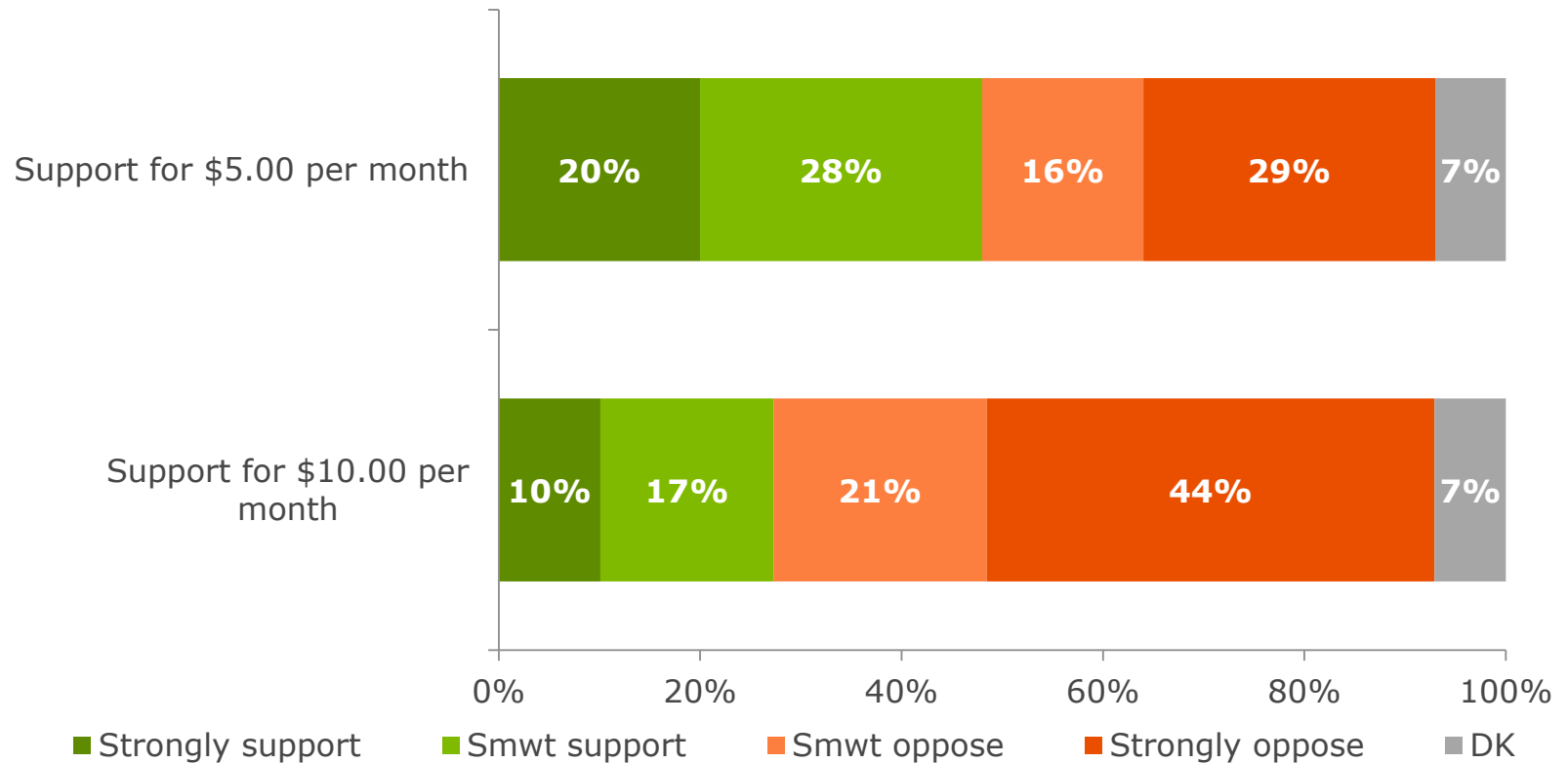
Unprompted, gasoline tax and property tax were the road maintenance funding sources most commonly mentioned.

What is the Primary Funding Source for Road Maintenance in Clackamas County?

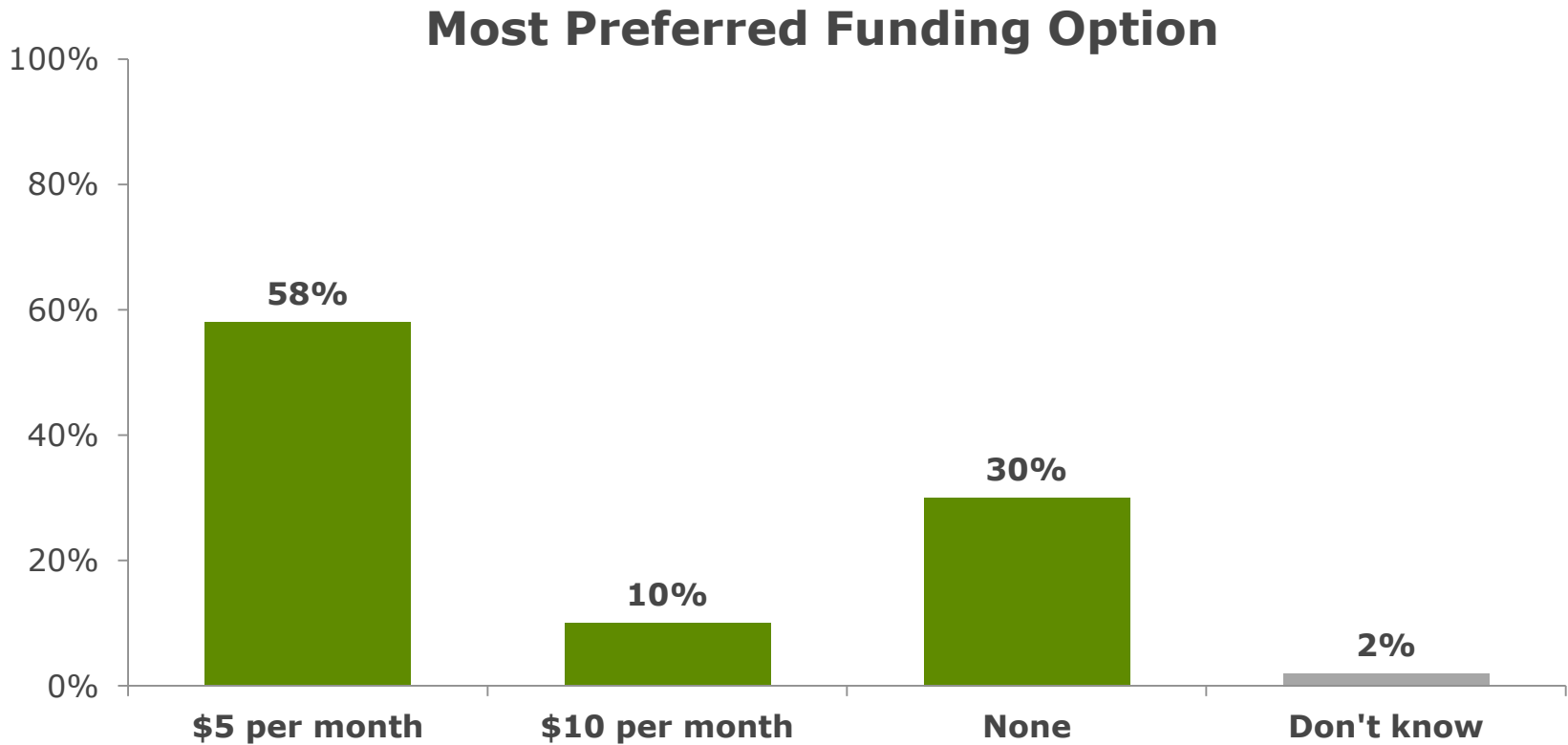


Overall, voters were split in the support for the \$5.00 fee while a majority opposed the \$10 fee.

Support for Monthly Fee/Tax Increase

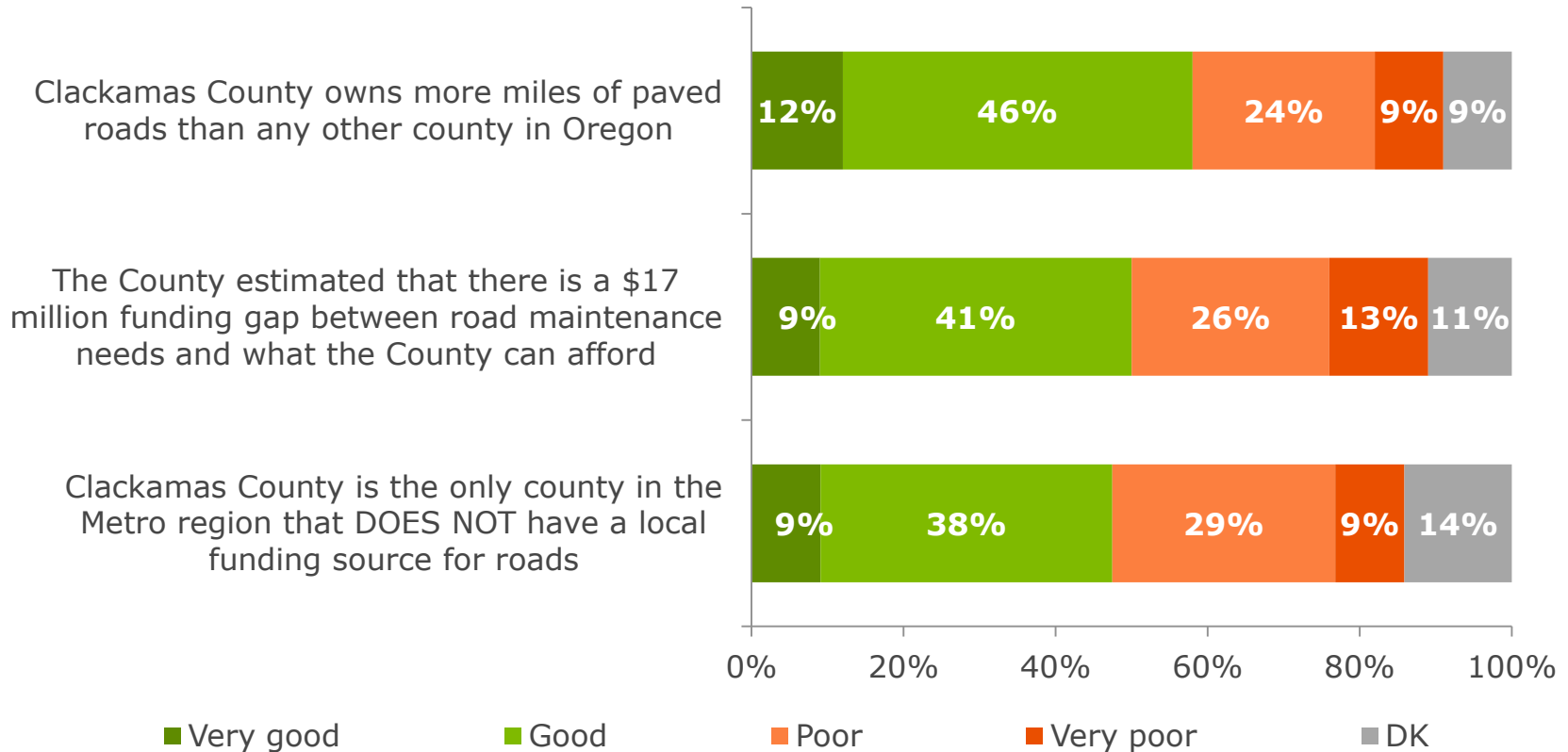


When forced to choose the most preferred funding option, six in ten preferred \$5 per month.



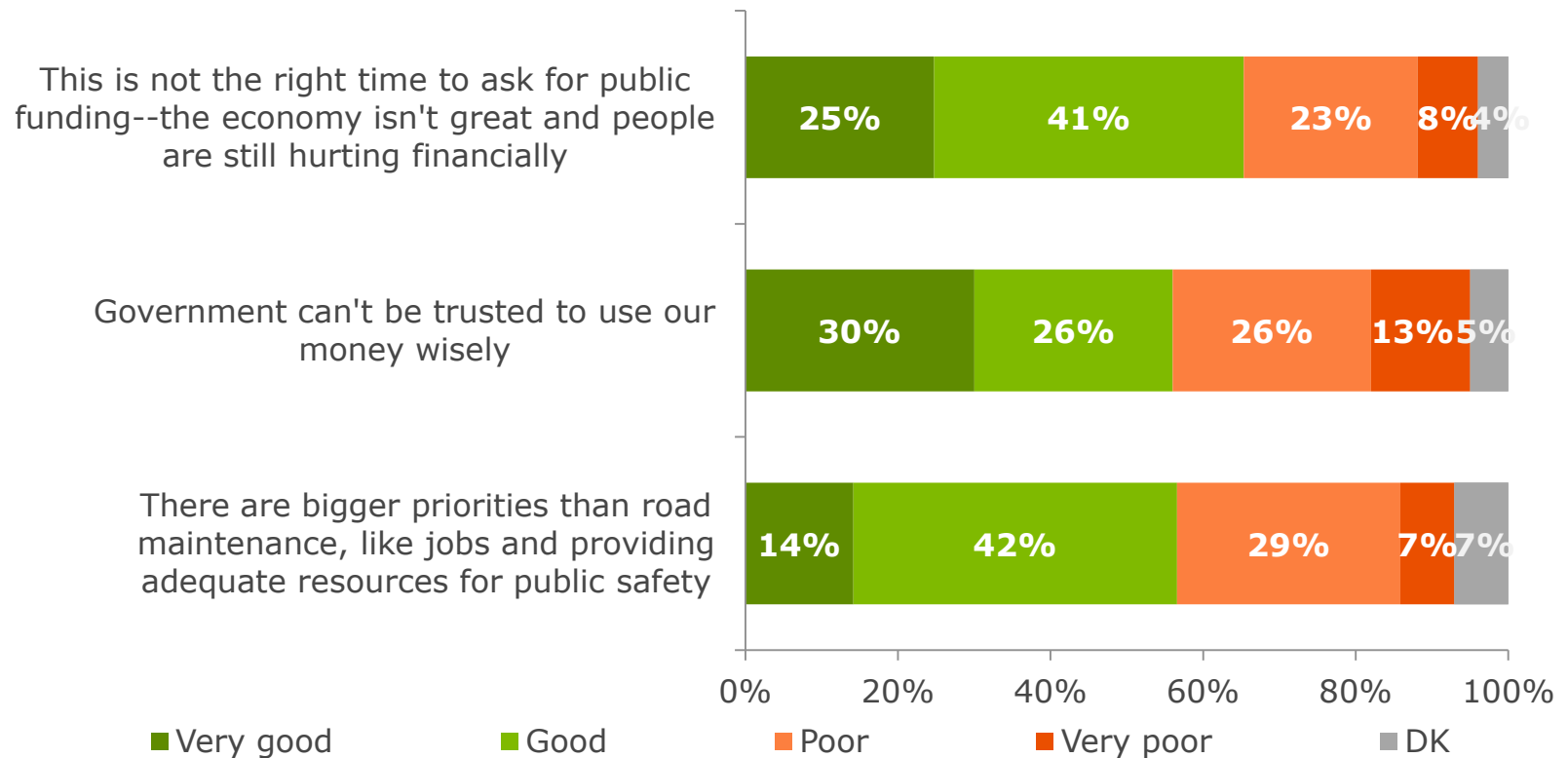
Clackamas County owns more miles of paved roads than any other county in Oregon was found to be a very good or good reason to support increased funding by a majority of voters.

Reasons to Support Increased Funding for Road Maintenance



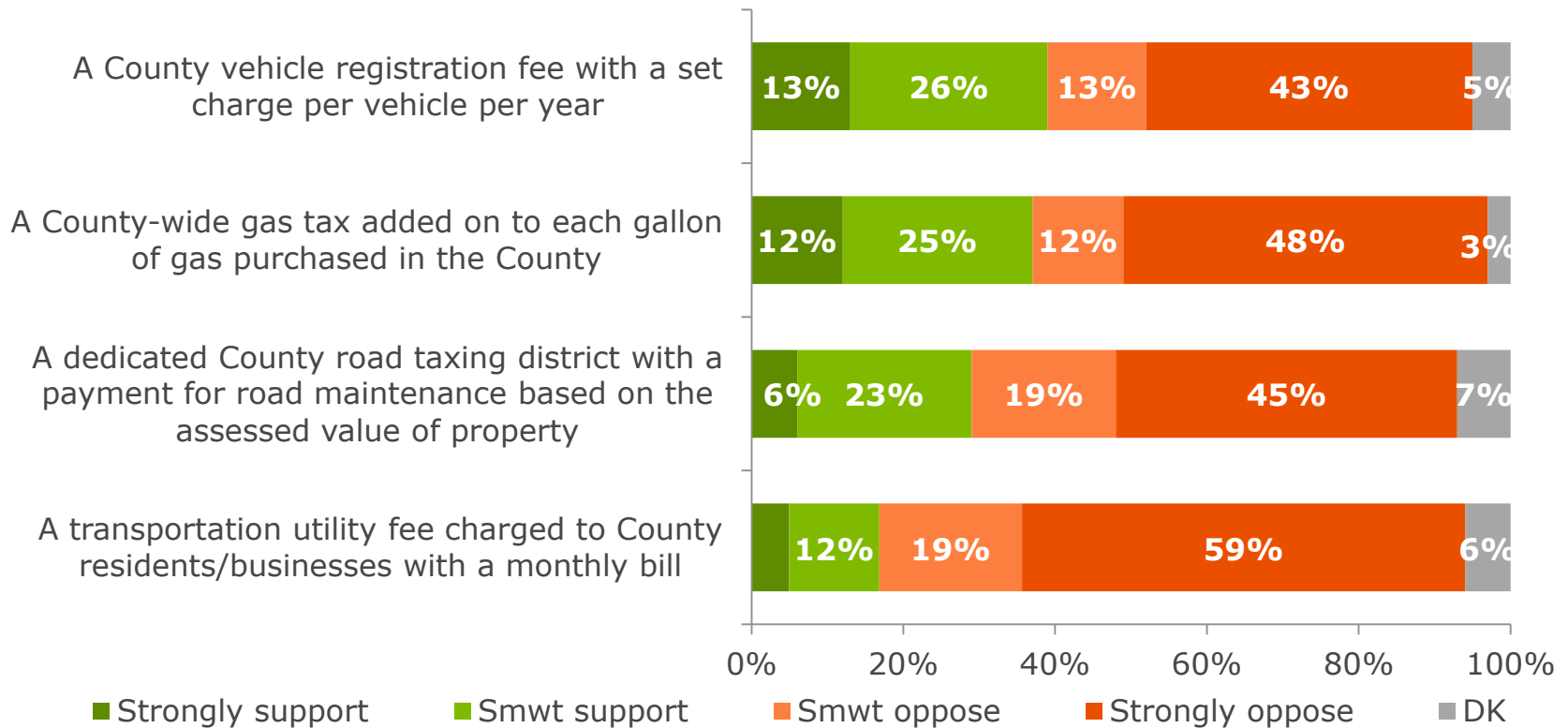
The current condition of the economy was the most compelling reason to oppose increased funding for road maintenance.

Reasons to Oppose Increased Funding for Road Maintenance



Vehicle registration fee and gasoline tax were funding options that received the highest support.

Support for Tax or Fee Options





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PREPARED FOR:

CLACKAMAS COUNTY

Transportation Survey Report

March 2014

PREPARED BY:

DHM RESEARCH

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1. | INTRODUCTION AND METHODOLOGY

Between March 13 and 16, 2014, Davis, Hibbitts & Midghall, Inc. (DHM Research) conducted a telephone survey of 400 likely voters in Clackamas County to test opinions around transportation priorities and funding. Likely voter is defined as having voted in at least 2 of the last 4 general and primary elections. When appropriate, results are benchmarked against a Clackamas County community telephone survey conducted in February and March, 2014¹.

Research Methodology: The telephone survey consisted of 400 likely voters in Clackamas County and took approximately 10 minutes to administer. This is a sufficient sample size to assess voters' opinions generally and to review findings by multiple subgroups, including age, gender, political party, and geographic area of the County.

In gathering responses, a variety of quality control measures were employed, including questionnaire pre-testing and validations. For a representative sample, quotas were set by age, gender, and political party. In the annotated questionnaire, results may add up to 99% or 101% due to rounding.

Statement of Limitations: Any sampling of opinions or attitudes is subject to a margin of error. The margin of error is a standard statistical calculation that represents differences between the sample and total population at a confidence interval, or probability, calculated to be 95%. This means that there is a 95% probability that the sample taken for this study would fall within the stated margins of error if compared with the results achieved from surveying the entire population.

For a sample size of 400, the margin of error would fall within +/-2.6% and +/-4.9% at the 95% confidence level. If they answered 50% each way, the margin of error would be 4.9%. The reason for the difference lies in the fact that when response categories are relatively even in size, each is numerically smaller and thus slightly less able--on a statistical basis--to approximate the larger population.

DHM Research Background: DHM Research has been providing opinion research and consultation throughout the Pacific Northwest and other regions of the United States for over three decades. The firm is non-partisan and independent and specializes in research projects to support public policy-making. www.dhmresearch.com

¹ This was a telephone survey of 400 Clackamas County residents (ages 18+) about general County services and issues.

2. | SUMMARY AND OBSERVATIONS

Voters believe the roads in Clackamas County are in good condition and that the County does a good job of maintaining roads.

- Three-quarters (76%) feel the roads in their area of Clackamas County are in either excellent or good condition.
 - This is consistent with a separate study about County services (2014 Community Survey), where 71% felt roads in their area were in excellent or good condition.
- Potholes are the main reason for a very poor or poor rating of roads, mentioned by 73%.
 - This was also the top reason in the 2014 Community Survey.
- Three-quarters (74%) say Clackamas County is doing an overall good job at providing transportation maintenance services for their area of the County.

Many voters are unsure about how roads are funded in the County, but 55% feel the County has enough funds to maintain roads.

- Over a majority believe the County has the right amount of funds (39%) or more than enough funds (16%) to properly maintain roads.
 - This belief is higher among males than females (64% vs. 48%) and Republicans than Democrats (61% vs. 48%).
- One-quarter (26%) say the County does not have enough funds for road maintenance.
 - Voters ages 55 and older (31%) and Democrats (35%) are more likely to say the County does not have enough funding.
- A large number of voters (28%) are unsure about the primary funding source for road maintenance in the County. This is common for many public services and in particular for transportation, and presents an opportunity for public outreach and education with voters.
- Top funding sources mentioned by voters include: gasoline tax (34%) and property tax (27%).
 - Unsure responses decrease with age (18-34: 45%; 35-54: 33%; 55+: 23%).

Support for additional taxes and fees for road maintenance in the County may be difficult without additional public outreach.

- \$5 vs. \$10 options: Neither option receives support above 50% on its own.
 - The \$5 option receives higher support than the \$10 option (48% strongly/somewhat support vs. 27%).
- Top supporters for the \$5 option:
 - Happy Valley/Damascus/Sandy residents (62%) and Democrats (59%).
- Top supporters for the \$10 option:
 - Happy Valley/Damascus/Sandy residents (42%), West Linn/Oregon City residents (37%), and Democrats (36%).
- In a head-to-head test, 30% would support neither of the options, while 58% would support the \$5 option and only 10% would support the \$10 option.

Voters are mixed between a vehicle registration fee and a gas tax as a funding source for road repairs, though neither receives support reaching 40%.

- A county vehicle registration fee receives 39% overall support, a County-wide gas tax is at 37%.
 - The two other options—a road taxing district and a monthly transportation utility fee—receive minimal support: 29% and 17%.
 - The mixed support for these taxes and fees is consistent with findings from the 2014 Community Survey.
- Support for the funding options tends to be strongest among younger voters, Democrats, and those with higher education levels.

The highest-rated reason to support new funding for road maintenance of the three options presented is *Clackamas County owns more miles of paved roads than any other county in Oregon.*

- Six in ten (58%) say this is a very good or good reason to support more funding for road maintenance.
 - No other statement receives more than 50%.
 - Democrats and younger voters are more likely to say all of the reasons to support increased funding are very good or good reasons.

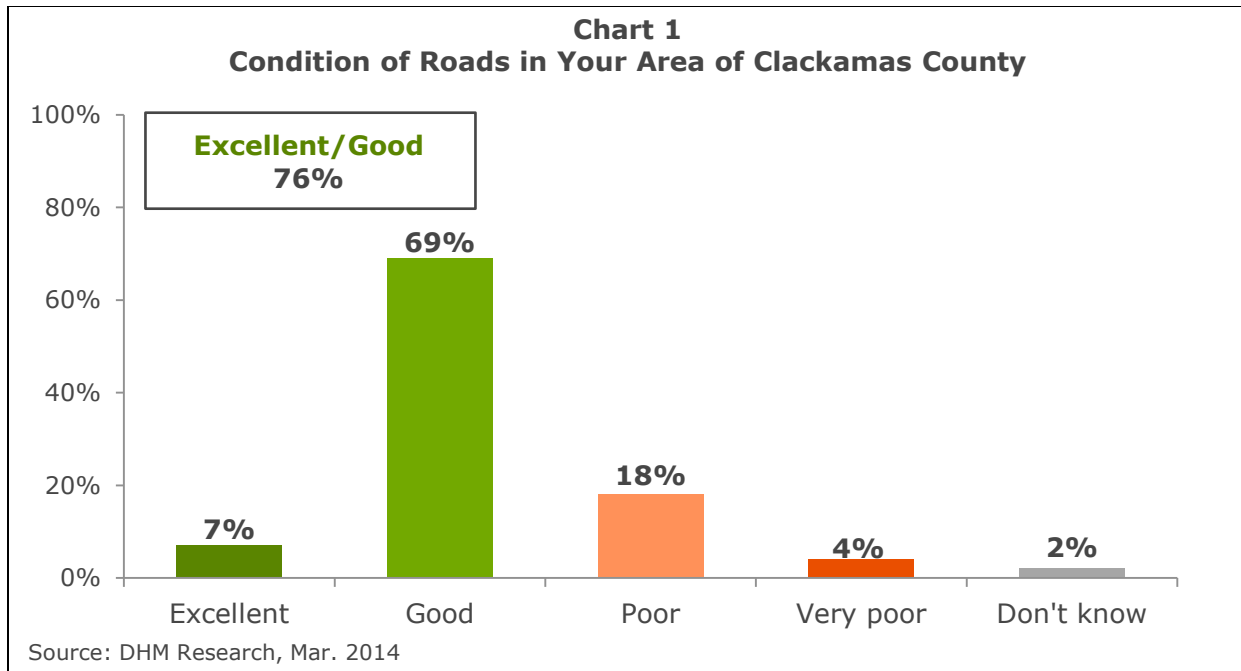
The highest-rated reason to oppose new funding for road maintenance of the three options presented is *This is not the right time to ask for public funding. The economy isn't great and people are still hurting financially in the County.*

- Two-thirds (66%) say this is a very good or good reason to oppose more funding for road maintenance.
 - This concern over economic conditions is consistent with other community surveys we have conducted across the state.
 - All statements are rated as very good or good by more than 50%.
 - Republicans are more likely than Democrats to say all of the reasons to oppose increased funding are very good or good.

3. | KEY FINDINGS

3.1 GENERAL TRANSPORTATION

Voters were asked how they felt about the condition of roads in their area of Clackamas County (Q1).



Three-quarters (76%) felt the roads in their area of Clackamas County were generally in good condition (excellent/good). Less than one-quarter (22%) felt roads were generally in poor condition (very poor/poor). A minimal amount of voters (2%) were unsure of the condition of roads in their area.

This was consistent with findings from a separate study about County services (2014 Community Survey), where 71% felt roads in their area were excellent or good².

Demographic Differences: Voters ages 18-34 were more likely than those ages 35 and older to rate road conditions in their area of the County as “very good” or “good” (87% vs. 74-78%). Additionally, females were more likely than males to rate road conditions as “very good” or “good” (80% vs. 71%), as were Democrats compared to Republicans (80% vs. 71%). There were no significant differences by region of the County.

² A telephone survey of 400 residents in Clackamas County conducted in February and March of 2014.

Voters who felt the roads in their area were in a “very poor” or “poor” condition were asked in an open-ended format why they felt that way (Q2).

Table 1
Why do you say the roads are in poor or very poor condition?

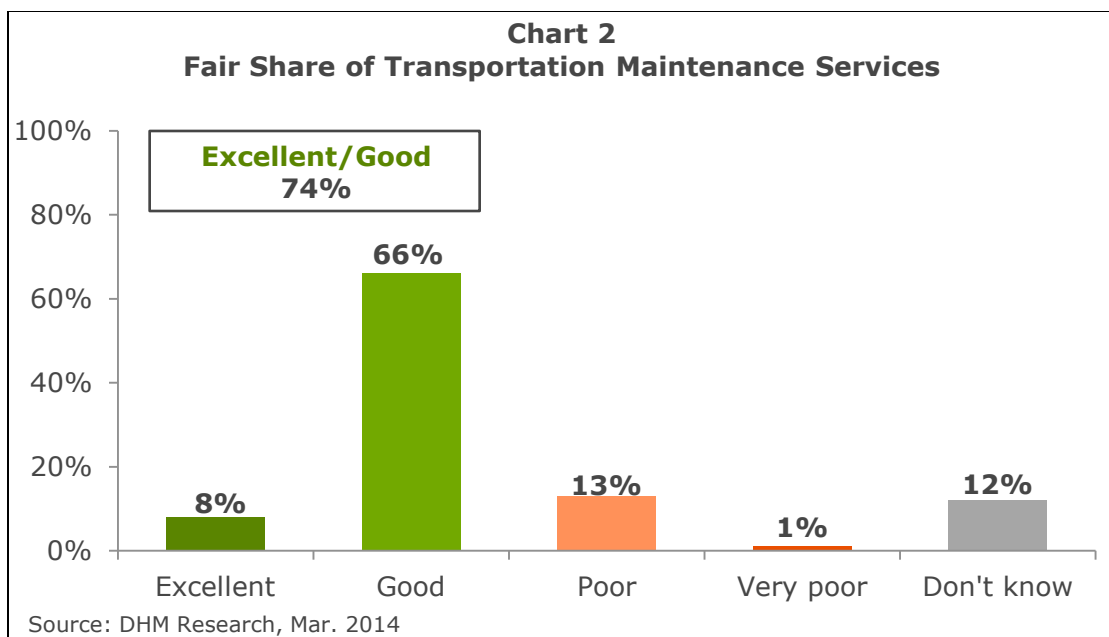
Response Category	N=88
Potholes	73%
Lack of maintenance-general	15%
Roads are in bad condition	15%
All other responses	5% or less
None/nothing	1%
Don't know	0%

Source: DHM Research, Mar. 2014

There were three major contributing factors as to why residents felt the conditions of the roads in their area were poor. A strong majority mentioned *potholes* (73%), and 15% mentioned both a lack of *maintenance-general* and that *roads are in bad condition*. Potholes were also the top reason mentioned in the 2014 Community Survey.

Demographic Differences: There were no significant subgroup differences (including age, gender, and region of the County).

Voters were asked how good of a job Clackamas County is doing making sure their area of the County receives a fair share of transportation maintenance services (Q3).

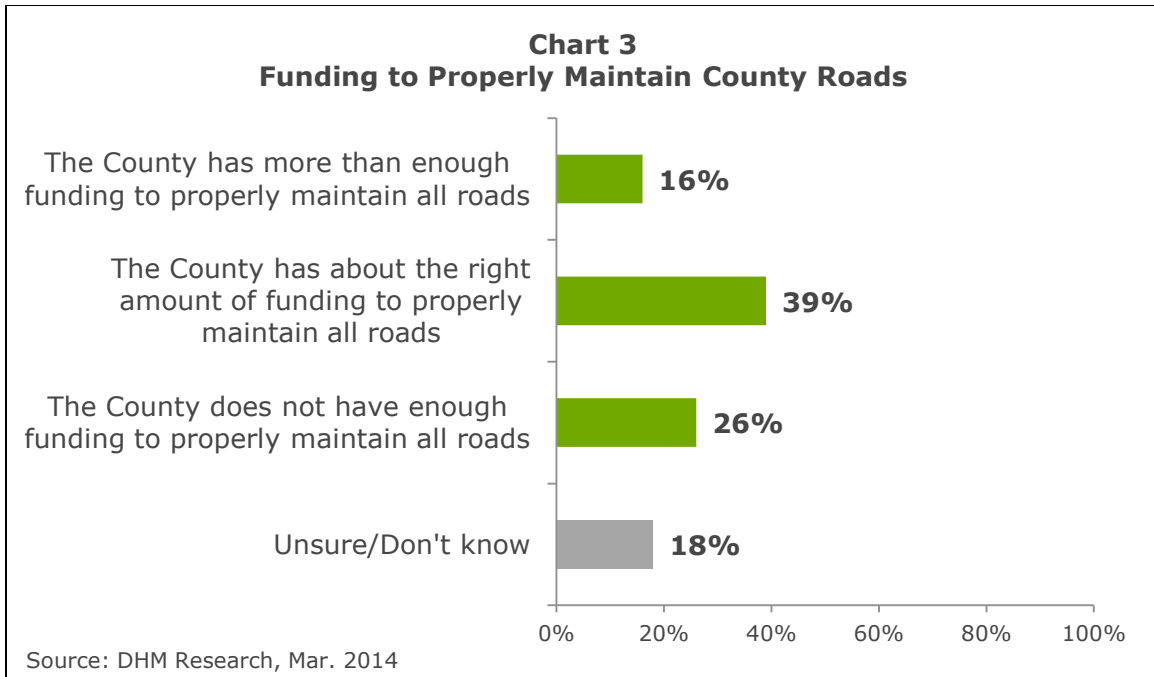


Three-quarters (74%) of voters said Clackamas County was doing an overall good job (excellent/good) of providing a fair share of transportation maintenance services for their area of the County. Only 14% of voters said that Clackamas County was doing an overall poor job (very poor/poor) and 12% were unsure.

Demographic Differences: Again, voters ages 18-34 were more likely than those ages 35 and older to provide an overall positive rating (98% vs. 72%). Similarly, voters who have lived in the County for five years or less (84%) provided higher overall positive ratings than longer-term residents (71-74%). Regionally, voters from the area of West Linn/Oregon City³ gave the highest overall positive ratings (80%), with the lowest provided by voters from the area of Lake Oswego/Milwaukie/Oak Grove/Gladstone (66%). Independents (86%) were more likely than Republicans (70%) and Democrats (72%) to provide an overall positive rating. Homeowners provided higher overall positive ratings than renters (86% vs. 73%). There were no significant differences by gender.

3.2 TAXES/FEES FOR TRANSPORTATION MAINTENANCE

Voters were provided a series of statements pertaining to the adequacy of funding for County road maintenance and were asked which they agreed with most (Q4).



Over a majority (55%) felt the County has the right amount of funds (39%) or more than enough funds (16%) to properly maintain roads.

Less than two in ten (16%) said that the County has more than enough funding for road maintenance.

Demographic Differences: Males were more likely than females to say the County has more than enough funding (21% vs. 11%). There were no significant differences by age or region of the County.

³ Area of County was combined into like areas which included Lake Oswego/Milwaukie/Oak Grove/Gladstone; West Linn/Oregon City; Happy Valley/Damascus/Sandy; Wilsonville/Canby/Molalla; and "All Others."

The most popular individual option was the County has about the right amount of funding for road maintenance (39%).

Demographic Differences: Voters from West Linn/Oregon City and Wilsonville/Canby/Molalla were more likely than those from Happy Valley/Damascus/Sandy to say the County has the right amount of funding (49-51% vs. 24%). Voters with some college education or a college degree were more likely than those with a high school diploma or less education to say the County has the right amount of funding (41-44% vs. 28%). There were no significant differences by age or gender.

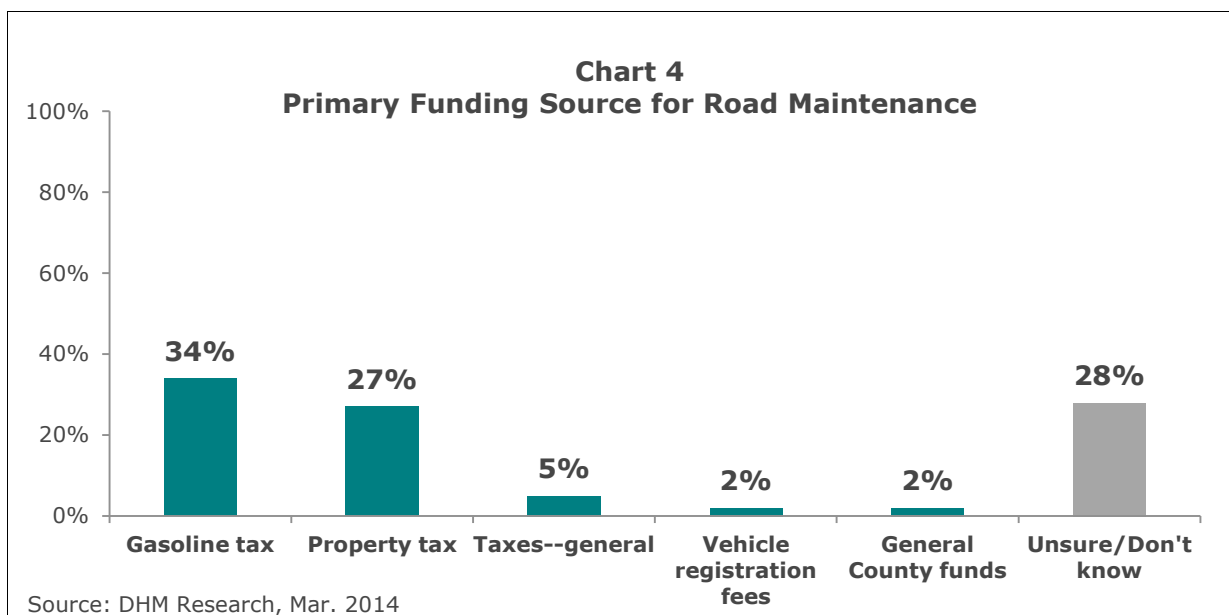
One-quarter (26%) said the County does not have enough funding for road maintenance.

Demographic Differences: Voters ages 55 and older were more likely than those ages 18-54 to say the County does not have enough funding (31% vs. 19-21%). Voters from Happy Valley/Damascus/Sandy were more likely than voters from all other areas of the County to agree with this statement (42% vs. 11-29%). Democrats (35%) were also more likely than Republicans (19%) and Independents (22%) to agree with this statement. There were no significant differences by gender.

One in five (18%) said they were unsure.

Demographic Differences: Females were more likely than males to be unsure (23% vs. 14%). There were no significant differences by age or region of the County.

Voters were asked, without being given answers to choose from, what they thought the primary funding source for road maintenance in Clackamas County was (Q5).



Gasoline tax (34%) was the funding source most commonly mentioned by voters.

Demographic Differences: Reference of *gasoline tax* increased with age (18-34: 11%; 35-54: 28%; 55+: 40%). Males were also more likely than females to cite *gasoline tax* (43% vs. 26%). There were no significant differences by region of the County.

Property tax (27%) was the second most commonly mentioned funding source.

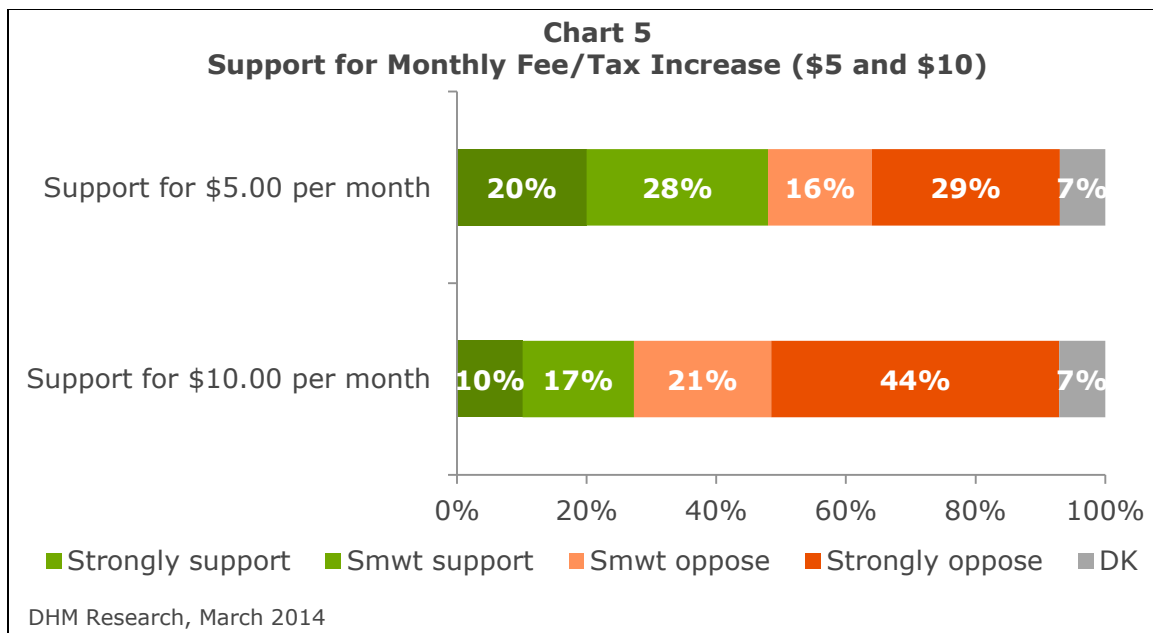
Demographic Differences: Voters with a college degree or higher education were more likely than those with a high school diploma or less education to reference *property tax* (31% vs. 17%). There were no significant differences by age, gender, or region of the County.

One-quarter (28%) of voters were unsure what the primary funding source was.

Demographic Differences: Unsure responses decrease with age (18-34: 45%; 35-54: 33%; 55+: 23%), and were slightly higher among females than males (32% vs. 24%). Voters who rented their homes were more likely than those who owned their homes to be unsure (42% vs. 25%). Additionally, voters with a high school diploma or less education and those with some college education were more likely than those with a college degree to be unsure (33-38% vs. 20%). There were no significant differences by region of the County.

Voters were then told that funding for road repairs comes from a variety of sources, including Clackamas County's share of state gasoline taxes; state vehicle registration and title fees; state weight-mile taxes paid by heavy trucks; and the federal government. They were also told that the County estimates that there is a \$17 million funding gap between what road repairs need to be made and what the County can afford each year based on available revenues.

Voters were then asked whether they would support or oppose new or increased fees or taxes to raise additional funds to pay for transportation maintenance in the County. Voters were asked to rate their support for two options that would cost the average household a \$5 or \$10 per month increase in fees/taxes (options were rotated and tested independently). Below is the level of support for both options (Q6-7).



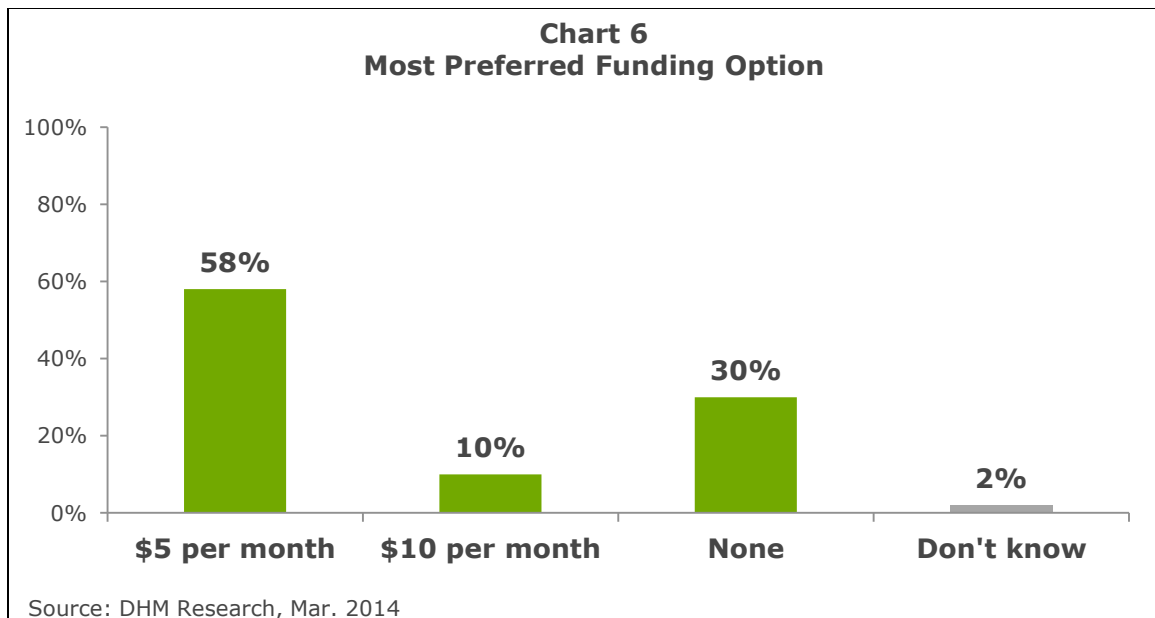
One-half of voters (48%) supported overall (strongly/somewhat) the **\$5 per month fee/tax increase**, while 45% were opposed. Only 7% were unsure.

Demographic Differences: Democrats (59%) and Independents (58%) were more likely than Republicans (31%) to support a \$5 per month increase. Voters living within incorporated⁴ Clackamas County were more likely than those in unincorporated Clackamas County to support this option (57% vs. 45%). Support decreased with the length of time one had lived in the County (0-5 years: 65%; 6-10: 58%; more than 10: 46%). Among voters who said Clackamas County has the right amount of funding for road maintenance (Q4), support for the \$5 option doubled that for the \$10 option (48% vs. 24%). Additionally, among voters who said the County does not have enough funding for roads (Q4), support for the \$5 option was markedly higher than for the \$10 option (72% vs. 48%). There were no significant differences by age or gender.

There was little support for a **\$10 per month tax or fee increase** for transportation maintenance as only one-quarter of voters (27%) supported overall (strongly/somewhat) the proposal, while two-thirds (65%) were opposed. Like the \$5 option, 7% were unsure.

Demographic Differences: Voters from Happy Valley/Damascus/Sandy (42%) and West Linn/Oregon City (37%) were more supportive than voters from all other areas of the County (17-25%). Democrats (36%) and Independents (31%) were more likely than Republicans (16%) to support this option. Support decreased with the length of time one had lived in the County (0-5 years: 48%; 6-10: 29%; more than 10: 26%). There were no significant differences by age or gender.

Voters were then asked which of the two options they most preferred in a head-to-head test: \$5 or \$10 (Q8).



⁴ Voters were asked to self-identify as residing in either incorporated or unincorporated Clackamas County.

Six in ten (58%) voters preferred the **\$5 per month option**.

Demographic Differences: Voters ages 18-54 were more likely than those ages 55 and older to prefer the \$5 per month option (66-68% vs. 52%). Democrats (63%) preferred this option at a higher rate than Republicans (53%) and Independents (56%). Renters were more likely than homeowners to prefer this option (67% vs. 56%). Additionally, voters with at least some college education were more likely than those with a high school diploma or less education to prefer this option (62% vs. 48%). Among voters who said the County has the right amount of funding or not enough funding for road maintenance (Q4), roughly two-thirds (63-66%) preferred the \$5 per month option. There were no significant differences by gender or region of the County.

One in ten voters (10%) favored the **\$10 per month option**.

Demographic Differences: No demographic groups (including age, gender, and region of the County) preferred this option at a rate reaching 20%.

Three in ten (30%) preferred **none of the options**.

Demographic Differences: Voters ages 55 and older were more likely than those under the age of 55 to prefer none of the options (35% vs. 22-24%). Additionally, Republicans were more likely than Democrats to prefer neither option (41% vs. 20%). Voters living within incorporated Clackamas County were more likely than those living in unincorporated Clackamas area to prefer neither option as well (33% vs. 22%). Voters who own their home were twice as likely to prefer neither option compared to those who rent (32% vs. 15%). Lastly, those with a high school diploma or less education were more likely than those with a college education or higher to prefer neither option (43% vs. 24-31%). Among voters who said the County has more than enough funding for road maintenance (Q4), two-thirds (66%) preferred neither of the options. There were no significant differences by gender.

Voters were asked in an open-ended format the major reason why they preferred one funding option over the others (Q9).

Table 2
Reason for Funding Option Preference

Prefer \$10/month tax/fee	N=40
Road infrastructure needs to be maintained	32%
Good roads are needed	30%
Citizens need to pay taxes	12%
All other responses	6% or less
Don't know	3%
Prefer \$5/month tax/fee	N=230
I am on a fixed income	14%
Taxes are already high	12%
Wasteful spending	6%
More money out of my pocket	6%
They need to manage their money more wisely	5%
Road infrastructure needs to be maintained	5%
It is less money	5%
\$5 is reasonable	5%
Roads are currently fine	5%
They already have enough	5%
All other responses	4% or less
None/nothing	2%
Don't know	2%
Prefer neither tax/fee	N=121
Taxes are already high	32%
They already have enough	16%
Wasteful spending	12%
They need to manage their money more wisely	11%
I am on a fixed income	10%
All other responses	3% or less
None/nothing	1%
Don't know	1%

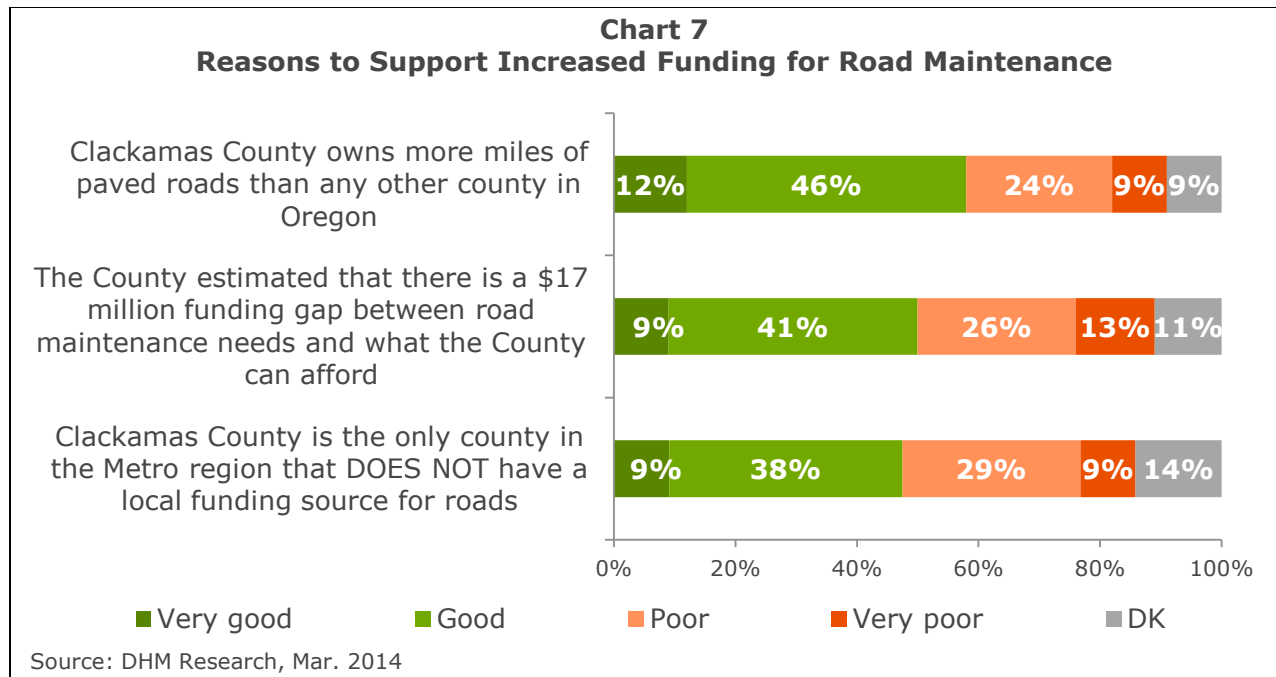
Source: DHM Research, Mar. 2014

The top reasons for supporting the \$10 option were *road infrastructure needs to be maintained* (32%) and *good roads are needed* (30%). For the \$5 option, top responses were *I am on fixed income* (14%) and *taxes are already high* (12%). The latter was also the top reason for preferring neither funding option (32%).

Demographic Differences: There were no significant subgroup differences (including age, gender, and region of the County).

3.3 REASONS TO SUPPORT AND OPPOSE INCREASED FUNDING

Voters were given a list of reasons to support increased funding for road maintenance in Clackamas County and were asked to rate whether they found each statement to be a good or poor reason to do so (Q10-12).



Of the three statements, *Clackamas County owns more miles of paved roads than any other county in Oregon* (58%) was the only statement that received an overall good (very good/good) rating of over 50% as a reason to support increased funding.

Demographic Differences: Overall good ratings for this statement decreased with age (18-34: 71%; 35-54: 63%; 55+: 54%). Voters from West Linn/Oregon City and Happy Valley/Damascus/Sandy were more likely than those from “all other” areas of the county to give an overall good rating for this statement (68-76% vs. 52%). Additionally, voters living within incorporated Clackamas County were more likely than those living in unincorporated Clackamas area to give an overall good rating for this statement (64% vs. 56%). Democrats (64%) and Independents (65%) were more likely than Republicans (47%) to rate this as an overall good reason to support increased funding for road maintenance as well. Among voters who said the County has more than enough or the right amount of funding for roads (Q4), this was the top-rated reason to support funding. Among those who said the County does not have enough funding (Q4), this reason to support was tied for highest-rated statement with *the County estimated that there is a \$17 million funding gap between road maintenance needs and what the County can afford*. Voters who preferred the \$5 per month funding option (Q8) rated this as the strongest reason to support increased funding. There were no significant differences by gender.

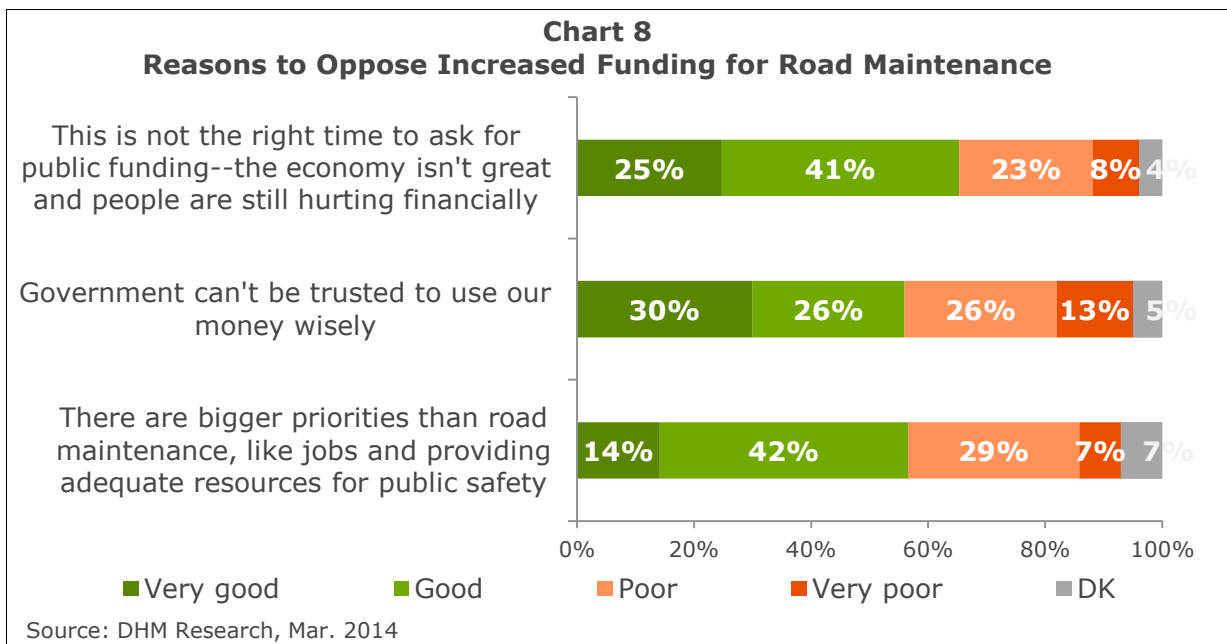
One-half (50%) gave an overall good rating for *the County estimated that there is a \$17 million funding gap between road maintenance needs and what the County can afford* as a reason to support increased funding.

Demographic Differences: Overall good ratings were higher among ages 18-34 than among older voters (64% vs. 49-50%). Similarly, overall good ratings decreased with the length of time one had lived in the County (0-5 years: 65%; 6-10: 58%; more than 10: 49%). Voters from Happy Valley/Damascus/Sandy were more likely than those from Lake Oswego/Milwaukie/Oak Grove/Gladstone, West Linn/Oregon City, and "all other" areas of the county to find this to be an overall good reason to support more funding (76% vs. 45-51%). Voters from incorporated Clackamas County rated this higher than those from unincorporated Clackamas County (56% vs. 46%). Like the previous statement, Democrats (56%) and Independents (61%) were more likely than Republicans (38%) to rate this as an overall good reason for more funding. Voters who preferred the \$10 per month funding option (Q8) rated this as the strongest reason to support increased funding. There were no significant differences by gender.

One-half (48%) gave an overall good rating for *Clackamas County is the only county in the Metro region that DOES NOT have a local funding source for roads* as a reason to support increased funding.

Demographic Differences: Overall good ratings decreased with age (18-34: 65%; 35-54: 56%; 55+: 41%). Similarly, overall good ratings generally decreased with the length of time one had lived in the County (0-10 years: 59-65%; more than 10: 45%). Voters from West Linn/Oregon City were more likely than those from Wilsonville/Canby/Molalla to rate this as an overall good reason to support more funding for road maintenance (58% vs. 34%). Additionally, Democrats were more likely than Republicans to rate this as an overall good reason for more funding (57% vs. 37%). Voters with a college education or higher were also more likely than those with a high school degree or less education to rate this statement as an overall good reason to support more funding (55% vs. 33%). There were no significant differences by gender.

Voters were given a list of reasons to oppose increased funding for road maintenance in Clackamas County and were asked to rate whether they found each statement to be a good or poor reason to do so (Q13-15).



Two-thirds of voters (66%) rated *this is not the right time to ask for public funding-the economy isn't great and people are still hurting financially* as an overall good reason (very good/good) to oppose more funding for road maintenance.

Demographic Differences: More than 50% of all major demographic groups (age, gender, party, and area of the County) found this to be an overall good reason to oppose more funding for roads. However, some subgroup differences stood out. Republicans (77%) were more likely than Democrats (59%) and Independents (60%) to rate this as an overall good reason to oppose more funding for road maintenance. Voters with a high school diploma or less education were more likely than those with some college education or higher to have rated this as an overall good reason to oppose more funding (83% vs. 62-63%). Voters who preferred neither/none of the funding options (Q8) rated this as the strongest reason to oppose increased funding.

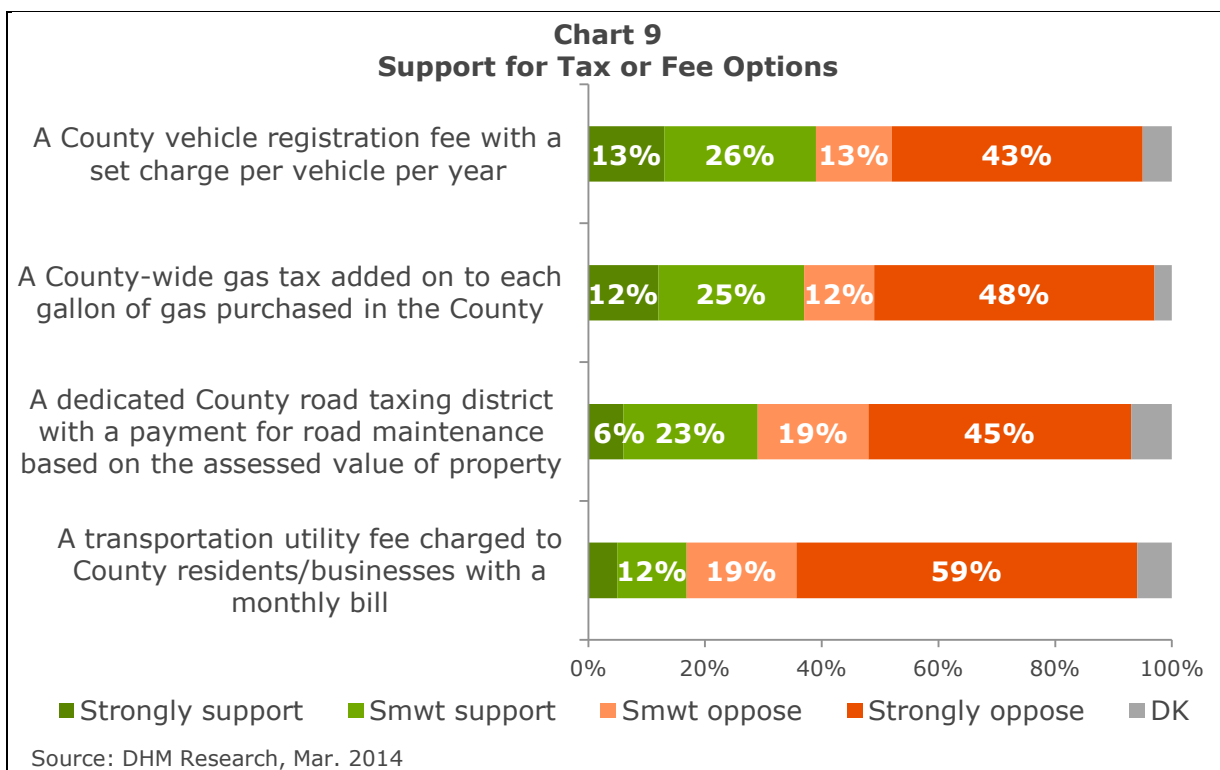
A majority of voters (56%) rated *government can't be trusted to use our money wisely* as an overall good reason to oppose more funding for road maintenance.

Demographic Differences: All geographic regions, other than Happy Valley/Damascus/Sandy, were significantly more likely than the aforementioned region to find this to be an overall good reason to oppose more funding for roads (56-61% vs. 29%). Voters from unincorporated Clackamas County rated this higher as a reason to oppose more funding than those from incorporated Clackamas County (61% vs. 52%), same as renters compared to homeowners (66% vs. 54%). Again, Republicans (70%) were more likely than Democrats (47%) and Independents (48%) to rate this as an overall good reason to oppose more funding. There were no significant differences by age or gender.

A majority of voters (56%) rated *there are bigger priorities than road maintenance, like jobs and providing adequate resources for public safety* as an overall good reason to oppose more funding for road maintenance.

Demographic Differences: Voters ages 35-54 were more likely than those ages 55 and older to rate this as an overall good reason to oppose more funding for road maintenance (67% vs. 50%). Females were more likely than males to rate this as an overall good reason to oppose more funding (63% vs. 48%). Renters rated this higher as a reason to oppose more funding than homeowners (69% vs. 55%). Voters from Wilsonville/Canby/Molalla (69%) were more likely than voters from the rest of Clackamas County to rate this as an overall good reason to support more funding for road maintenance. Republicans were again more likely than Democrats to rate this as an overall good reason to oppose more funding (62% vs. 49%).

Voters were given a list of possible tax or fee options to pay for road repairs in the County and were asked to rate their support for each (Q16-19).



Although support for each of the options was low, with none reaching a majority, some statements received more support than others. Top-tier statements included: *a County vehicle registration fee with a set charge per vehicle per year* (39%, strongly/somewhat support) and *a County-wide gas tax added on to each gallon of gas purchased in the County* (37%).

Support was similarly low in the 2014 Community Survey, in which *a County vehicle registration fee* received 35% overall support and *a County-wide gas tax* received 29%.

Demographic Differences:

A County vehicle registration fee:

Voters ages 18-54 were more likely than those ages 55 and above to support this option overall (47-49% vs. 33%). Females were more likely than males to support this option as well (44% vs. 32%). Democrats (53%) were more likely than Republicans (25%) and Independents (37%) to support this option. Additionally, voters with a college degree or higher education were more likely than those with some college or less education to support this option (46% vs. 30-33%). There were no significant differences by region of the County.

A County-wide gas tax:

Voters ages 35 and above were more likely than those ages 18-34 to support this option (38-42% vs. 18%). Those from Lake Oswego/Milwaukie/Oak Grove/Gladstone were more likely than voters from Wilsonville/Canby/Molalla to support this option as well (41% vs. 23%). Again, Democrats (48%) were more likely than Republicans (27%) and Independents (33%) to support this option. Additionally, voters with a college degree or higher education were more likely than those with a high school diploma or less education to support this option (44% vs. 24%). There were no significant differences by gender.

Second-tier responses included *a dedicated County road taxing district with a payment for road maintenance based on the assessed value of property (29%) and a transportation utility fee charged to County residents/businesses with a monthly bill in the same manner as other utility fees such as electricity, gas and water (17%).*

Results were similar to the 2014 Community Survey, in which *a dedicated County road taxing district* received 24% overall support. *A transportation utility fee* was not tested in the 2014 Community Survey.

Demographic Differences:

A dedicated County road taxing district:

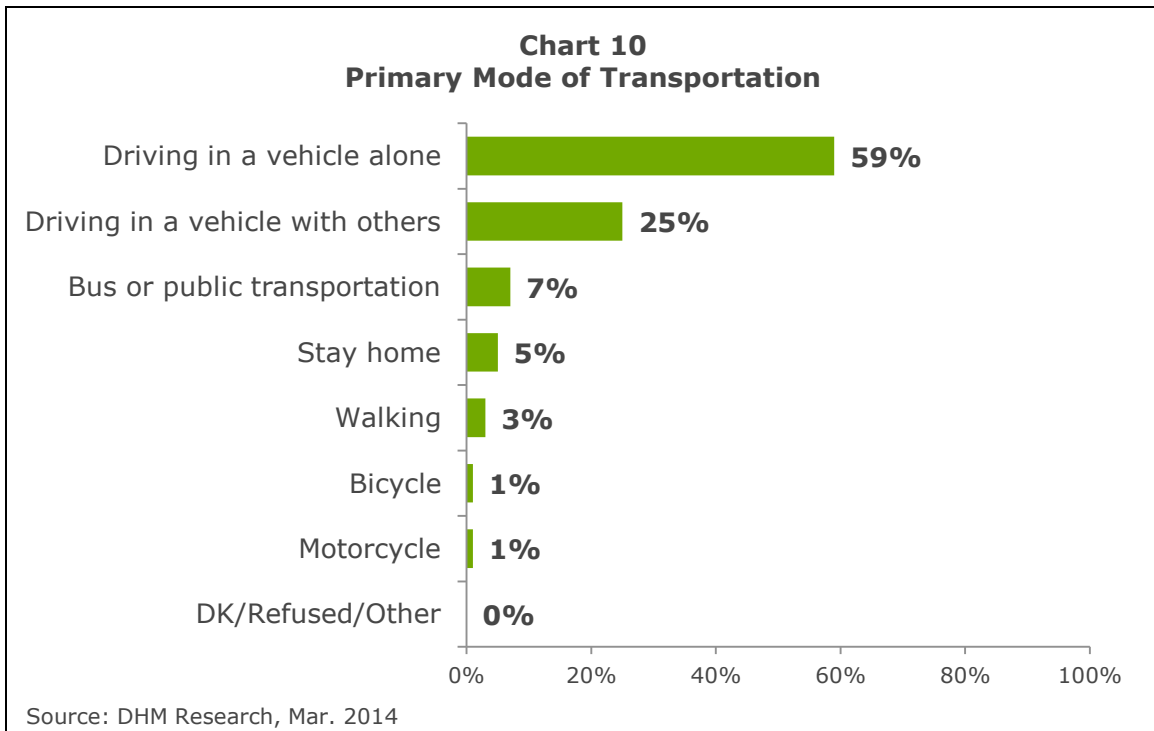
Voters ages 18-34 were more likely than those ages 35 and above to support this option overall (42% vs. 27-29%). Renters were more likely to support this option than homeowners (39% vs. 28%). Independents and Democrats were more likely than Republicans to support this option (33-35% vs. 21%). There were no significant differences by gender or region of the County.

A transportation utility fee:

Again, Democrats were more likely than Republicans to support this option (22% vs. 12%). Voters within incorporated Clackamas County were more likely than those in unincorporated Clackamas County to support this option also (22% vs. 13%). There were no significant differences by age or gender.

Not surprisingly, voters who said either the County has the right amount or not enough funding for road maintenance were more likely than those who said it has more than enough funding (Q4) to support all of the tax/fee options.

Lastly, voters were asked what their primary mode of transportation is (Q20).



More than eight in ten (84%) said that driving, whether alone (59%) or with others (25%), was their primary mode of transportation.

Demographic Differences: Males were more likely than females to state that *driving in a vehicle alone* was their primary mode of transportation (65% vs. 54%). Conversely, females were more likely than males to state that *driving in a vehicle with others* was their primary mode of transportation (31% vs. 18%).

4. | ANNOTATED QUESTIONNAIRE

**Clackamas County Transportation
March 2014; N=400; Likely Voters (2/4)
10 minutes; margin of error +/- 4.9%
DHM Research**

Introduction: Clackamas County owns and is solely responsible for maintaining 1,400 miles of roads -- about 1,310 miles in unincorporated Clackamas County and 90 miles inside cities. Maintenance responsibilities include filling potholes, paving, trimming vegetation, clearing ditches, street sweeping, striping, traffic signals and signs, plowing and sanding, and emergency repairs.

1. Do you feel the condition of roads in your area of Clackamas County is excellent, good, poor or very poor?

Response Category	N=400
Excellent	7%
Good	69%
Poor	18%
Very poor	4%
Don't know	2%

2. **(Ask if Q1=3 or 4 otherwise skip to Q3)Those who said "poor" or "very poor":** Why do you say that? **(OPEN)**

Response Category	N=88
Potholes	73%
Lack of maintenance-general	15%
Roads are in bad condition	15%
All other responses	5% or less
None/nothing	1%
Don't know	0%

3. Do you feel Clackamas County does an excellent, good, poor or very poor job of making sure your area of the county gets a fair share of transportation maintenance services?

Response Category	N=400
Excellent	8%
Good	66%
Poor	13%
Very poor	1%
Don't know	12%

4. Which of the following statements most closely aligns with your views?

Response Category	N=400
The County has more than enough funding to properly maintain all roads	16%
The County has about the right amount of funding to properly maintain all roads	39%
The County does not have enough funding to properly maintain all roads	26%
Unsure/don't know	18%

5. To the best of your knowledge, what is the primary funding source for road maintenance in Clackamas County? **(DO NOT READ LIST)**

Response Category	N=400
Gasoline tax	34%
Property tax	27%
Taxes-general	5%
Vehicle registration fees	2%
General County fund	2%
All other responses	1% or less
Unsure/don't know	28%

(ROTATE Q6 AND Q7)

Funding for road repairs comes from a variety of sources, including Clackamas County’s share of state gasoline taxes; state vehicle registration and title fees; state weight-mile taxes paid by heavy trucks; and the Federal government. The County estimates that there is a \$17 million funding gap between what road repairs need to be made and what the County can afford each year based on available revenues.

6. Would you support or oppose new or increased taxes or fees to raise additional funds to pay for transportation maintenance if the cost to an average Clackamas County household were estimated to be **\$10 a month**? This would allow the County to improve road maintenance service levels. (Wait and ask if strongly or somewhat)

Response Category	N=400
Strongly support	10%
Somewhat support	17%
Somewhat oppose	21%
Strongly oppose	44%
Unsure/don't know	7%

7. Would you support or oppose new or increased taxes or fees to raise additional funds to pay for transportation maintenance if the cost to an average Clackamas County household were estimated to be **\$5 a month**? This would allow the County to maintain the current level of road maintenance services. (Wait and ask if strongly or somewhat)

Response Category	N=400
Strongly support	20%
Somewhat support	28%
Somewhat oppose	16%
Strongly oppose	29%
Unsure/don't know	7%

8. **(ASK ALL)** Of the two options I just read which would be your most preferred?

Response Category	N=400
\$10 per month	10%
\$5 per month	58%
None	31%
Unsure/don't know	2%

9. What is the major reason you feel this way? **(OPEN)**

Prefer \$10/month tax/fee	N=40
Road infrastructure needs to be maintained	32%
Good roads are needed	30%
Citizens need to pay taxes	12%
All other responses	6% or less
Don't know	3%
Prefer \$5/month tax/fee	N=230
I am on a fixed income	14%
Taxes are already high	12%
Wasteful spending	6%
More money out of my pocket	6%
They need to manage their money more wisely	5%
Road infrastructure needs to be maintained	5%
It is less money	5%
\$5 is reasonable	5%
Roads are currently fine	5%
They already have enough	5%
All other responses	4% or less
None/nothing	2%
Don't know	2%
Prefer neither tax/fee	N=121
Taxes are already high	32%
They already have enough	16%
Wasteful spending	12%
They need to manage their money more wisely	11%
I am on a fixed income	10%
All other responses	3% or less
None/nothing	1%
Don't know	1%

Rotate Support and Oppose Series

Next, I'm going to read you some reasons people have to **support** increased funding for road maintenance in Clackamas County. For each, do you think it is a very good reason, good, poor, or very poor reason to **support** increased funding for road maintenance in Clackamas County?
(Randomize Q10-12)

Response Category	Very good	Good	Poor	Very poor	Don't know
10. Clackamas County owns more miles of pave roads than any other county in Oregon.	12%	46%	24%	9%	9%
11. Clackamas County is the only county in the Portland Metro region that DOES NOT have a local funding source for road maintenance.	9%	38%	29%	9%	14%
12. The County estimated that there is a \$17 million dollar funding gap between road maintenance needs and what the County can afford based on available state revenues.	9%	41%	26%	13%	11%

Next, I'm going to read you some reasons people have to **oppose** increased funding for road maintenance in Clackamas County. For each, do you think it is a very good reason, good, poor, or very poor reason to **oppose** increased funding for road maintenance in Clackamas County?
(Randomize Q13-15)

Response Category	Very good	Good	Poor	Very poor	Don't know
13. This is not the right time to ask for public funding. The economy isn't great and people are still hurting financially in the County.	25%	41%	23%	8%	4%
14. There are bigger priorities right now than road maintenance, like jobs and providing adequate resources for public safety.	14%	42%	29%	7%	7%
15. Government can't be trusted to use the money wisely.	30%	26%	26%	13%	5%

Here are a few possible tax or fee options to provide an independent and stable revenue source to pay for road repairs in the County. Do you support or oppose each? **(Wait and ask)** Is that “somewhat” or “strongly”? **(Randomize Q16-19)**

Response Category	Strong Support	Smwt Support	Smwt Oppose	Strong Oppose	Don't know
16. A County vehicle registration fee with a set charge per vehicle per year.	13%	26%	13%	43%	5%
17. A dedicated County road taxing district with a payment for road maintenance based on the assessed value of property.	6%	23%	19%	45%	7%
18. A County-wide gas tax added on to each gallon of gas purchased in the County.	12%	25%	12%	48%	3%
19. A transportation utility fee charged to County residents and businesses with a monthly bill in the same manner as other utility fees such as electricity, gas and water.	5%	12%	19%	59%	6%

These last questions make sure we have a valid sample of the community. It’s important to collect answers to all of the following questions, and please keep in mind that your responses are confidential.

20. For most days of the week, is your primary mode of transportation: **[READ LIST]**

Response Category	N=400
Driving in a vehicle alone	59%
Driving in a vehicle with others	25%
Bus or public transportation	7%
Stay home	5%
Walking	3%
Bicycle	1%
Motorcycle	1%
Other mode (specify)	0%
Refused	0%

21. What is your age?

Age	N=400
18-24	4%
25-34	5%
35-54	30%
55-64	20%
65+	40%
Refused	1%

22. Gender **(by observation)**

Response Category	N=400
Male	47%
Female	53%

23. In what city or town do you live? **(quota by several cities)**

Response Category	N=400
Clackamas	15%
Milwaukie	13%
Mount Hood Village	12%
Oregon City	9%
Estacada	6%
Lake Oswego	6%
Boring	5%
Canby	5%
Happy Valley	5%
Sandy	4%
West Linn	4%
Damascus/Carver	3%
Wilsonville	3%
Beavercreek	2%
Eagle Creek	2%
Gladstone	2%
Molalla	2%
Portland	2%
Barlow	1%
Oak Grove	1%
Rivergrove	1%
Tualatin	1%
Government Camp	0%
Jennings Lodge	0%
Johnson City	0%
Oatfield	0%
Sunnyside	0%
Other (record)	7%

24. **(DON'T ASK)** Political Party **(From sample)**

Response Category	N=400
Democrat	41%
Republican	39%
Independent	20%

25. **(DON'T ASK)** Voter History **(From sample)**

Response Category	N=400
2 of 4	28%
3 of 4	26%
4 of 4	46%

26. And do you live within incorporated Clackamas County or unincorporated Clackamas County?

Response Category	N=400
Incorporated	43%
Unincorporated	37%
Don't know	20%

27. How long have you lived in Clackamas County?

Response Category	N=400
0-5 years	5%
6-10 years	11%
More than 10 years	81%
Refused	2%

28. Do you own or rent your home?

Response Category	N=400
Own	85%
Rent	12%
Refused	3%

29. What is the highest level of education you have had the opportunity to complete?

Response Category	N=400
Less than high school	3%
High school diploma	17%
Some college	34%
College degree	31%
Graduate/professional school	15%
Refused	1%

30. Did we reach you on a cell phone today?

Response Category	N=400
Yes	13%
No	87%



Between March 13-16, 2014, DHM Research conducted a telephone survey of 400 voters in Clackamas County. This document, which accompanied full quantitative data, contains all verbatim responses and can be sorted by gender and age.

Q2. (If poor or very poor in Q1) Why do you say that?	Age	Gender
Well the potholes are kind of rough and the trimming and stuff like that is ok so that's why I say kind of poor.	55-64	Female
They leave the holes in the middle of the road and they don't fix them, it's been that way for a long time.	65+	Female
The striping is bad there are lots of place unincorporated that are bumpy pot holes no striping.	35-54	Female
Potholes in the road rough roads back roads not main highway roads.	35-54	Male
They're too many potholes in them.	55-64	Female
Potholes everywhere.	35-54	Female
Well you know here they have a lot of construction like on 32nd and Harrison they are putting in medians made of concrete and are not very well identified so people can't see so they hit it and it causes a lot of damage to cars. And many roads have potholes that do not get fixed in a timely manner or well. Also whenever I drive by these construction sites it always seems that one guy is working while three or four are just watching him work.	55-64	Male
Because they're poor.	65+	Male
Lots of potholes and difficulty in keeping out of the holes when driving. Constantly hitting the bottom of car due to potholes.	35-54	Female
There's a lot of potholes.	65+	Male
Shrubbery on Highway 43, dirty garbage, branches stun all over, ditches.	55-64	Female
Well just because there's potholes and a lot of gravel roads and ruts in some of the nature state roads.	65+	Female
82nd is very poor.	65+	Female
Because there's potholes up the street I have to go through every day. Underwater springs have problems too.	65+	Male
There is a lot of potholes and cracks, there's no areas without them, and a lot of construction and building houses.	65+	Male
Because I live in that kind of area my subdivision does not have any sweeping or pothole repairs its 17 years old.	55-64	Male
Because there are potholes everywhere and seams that are cracked a part there no smooth surface in our area.	65+	Female
Because the maintenance has gotten poor over the last 5 to 10 years.	35-54	Male
A lot of potholes, rough roads, and trees on my street isn't being cut we have to cut it ourselves and no, they aren't doing a good job.	65+	Female
Well because the pot holes and dirt are all in the road.	65+	Male
They fix the holes but not the conditions of the actual road.	35-54	Male
You just get out of the city and they are pretty bad and in the city are bad too and in Marion County are better.	65+	Female
Because theyre terrible to drive on because of potholes.	55-64	Female
I live on a road that gets bumps all over it.	65+	Male
They are putting in sidewalks, but there potholes all down the road, fix the potholes.	55-64	Male
The roads have potholes and they're mayor roads.	65+	Male
Well because they do a lot of patching and resurfacing the roads and when the winter comes it freezes and breaks up and they have to patch it again.	55-64	Female
Potholes and cracks everywhere especially the side streets.	65+	Female
Our road is filled with pot holes and is very rough.	65+	Male
There's lot of potholes, cracks, and irregularities.	35-54	Female
Fair.	65+	Female
We got to many people who are lazy in the county.	65+	Male
There are a lot of potholes.	25-34	Male
Work on Jennings into right turn or straight only. Potholes everywhere fill potholes before anything.	65+	Male
Because there's too many potholes, especially on 82nd.	65+	Male
Because of the potholes. The main roads are not bad. My specific neighborhood are bad and full of potholes.	55-64	Male
There's lots of potholes and un-even roads.	35-54	Male
There is a lot of really bad roads in Lake Oswego a lot of potholes.	35-54	Male
Cause there not maintained.	Refused	Male
A lot of things don't get done. Such as traffic lights or plowing never does happen. The trees never get trimmed.	35-54	Male
They got a few potholes.	65+	Male
There are potholes and no sidewalks.	35-54	Female
One road is barely serviceable for our buses.	55-64	Male
Potholes, only potholes.	55-64	Male
The roads are terrible I don't know how else to say it.	65+	Female
I lived here 20 years and it's always been bad and never have paved a new one it looks terrible.	65+	Male
There are potholes all over highway highway 99-E which I use to work and a lot of other main roads.	35-54	Female

The roads in traveling are in very poor condition.	65+	Male
Lots of potholes.	35-54	Female
The potholes for one thing, a lot of the lines are not marked clearly and is hard to see in the evening.	Refused	Female
Because some of the little roads they fix but the big roads they don't fix, there are patches that are poorly done.	35-54	Female
There's some places like 82 where there has been potholes for a long time this happens in nether areas as well.	35-54	Male
I just drove home over a bunch of sinkholes and potholes and stuff.	35-54	Female
Potholes.	35-54	Female
It's never been completely taken out and had a base layer down and re-done, there are a lot of big trucks going through here, the extreme cold, you cannot drive an inch without hitting a pothole, there is no striping.	35-54	Female
Because I drive through potholes everyday.	65+	Male
Tons of potholes.	35-54	Male
There's deep potholes and they're probably not going build sidewalks.	65+	Female
I feel the street out here is cracked there is potholes around.	65+	Female
The roads have been resurfaced over and over the potholes, and you bounce all over the roads.	55-64	Male
Because there been a chunk of the road I lived on is eroded away and it's been like this for years they just put cones around it.	25-34	Male
There's a lot of potholes on 99 east; it's really bad.	35-54	Female
There's quite a few potholes around me. There's no sidewalks, there's no lighting.	35-54	Female
The roads are uneven and they don't drain well and there are often groves in the pavement that you can feel when you drive there are not many sidewalks and the potholes are not filled in as well as they should be.	35-54	Female
Because there are holes 2 inches deep.	65+	Male
They don't maintain them right, there's potholes everywhere.	65+	Male
Even the roads main roads I travel are full of potholes not in good conditions.	Refused	Female
Number of potholes, number of road repairs, places that are over grown and not taken care of.	35-54	Male
There are potholes they send someone to fill they pour a little bit of black and shiny stuff then rain comes down and it gets washed away and makes a biqger pothole.	Refused	Female
Because I drive on them the potholes are bad and the roads are uneven.	55-64	Female
Because there are huge potholes and they ruin tires.	25-34	Female
There are a lot of potholes the traffic lights are not timed very well.	65+	Male
There's potholes everywhere, and this happened just recently.	65+	Male
The roads are not maintained right.	55-64	Female
Because they don't fix anything. I have a dirt road to my leading and the county never touches it or helps out.	65+	Male
There's still a lot of potholes around here.	35-54	Male
My road is owned by Clackamas they don't scrape or fill the potholes.	65+	Male
Because where I live you cannot pass where schools are. There's a brand new home division, double trailer gravel trucks. Roads weren't built for that kind of weight.	65+	Male
Potholes; there's a ton of them.	25-34	Female
Potholes, too many of them not being fixed.	55-64	Male
My street there is poor run off and ditches and potholes and it's probably out of season but not well maintained. I lived here for 9 years and never seen them do any services.	35-54	Female
You have to get the front end of your car aligned every year cause of the potholes.	65+	Male
Because of potholes, lots and lots of potholes.	65+	Female
Going over holes in pavements. Don't refinish replacing it all.	65+	Male
We got potholes all over the road and they are a mess.	65+	Male
We live on 72 and they can't maintain the clearing of bushes and weeds and do not clean it.	65+	Female



PREPARED FOR:

CLACKAMAS COUNTY

Community Survey Report

March 2014

PREPARED BY:

DHM RESEARCH

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1 | INTRODUCTION & METHODOLOGY

Between February 27 and March 2, 2014, Davis, Hibbitts & Midghall, Inc. (DHM Research) conducted a telephone survey of 400 Clackamas County residents about County services and issues. In addition to assessing their awareness of County services and their level of satisfaction with these services, this survey assessed residents' priorities for public services and means of communication with the County. This study was not meant to test voter support for any County initiatives. A separate online survey is being conducted through the month of March 2014 to allow for greater community participation.

Tracking Past Studies: Results are benchmarked—when appropriate—against previous studies conducted in the County, including community surveys in 2008 and 2012. The benefits of a tracking study include the ability to see whether opinions and preferences among residents in the County have shifted over time, thereby allowing the County to be more responsive to the changing needs of the community.

A separate survey was conducted in March to test voter opinions around transportation priorities and funding. This shift in methodology from the County's general population to voters is necessary to accurately test potential County initiatives that will require voter support.

Research Methodology: The telephone survey consisted of 400 Clackamas County residents and took approximately 15 minutes to administer. This is a sufficient sample size to assess residents' opinions generally and to review findings by multiple subgroups, including age, gender, and geographic area of the County.

Residents were contacted through Random Digit Dialing (RDD), targeted, and wireless (cell phone) sample. In gathering responses, a variety of quality control measures were employed, including questionnaire pre-testing and validations. Quotas were set by age, gender, and area of the County based on the total population of residents ages 18 and older for a representative sample. This methodology is consistent with that which was used in previous Clackamas County community surveys.

Statement of Limitations: Any sampling of opinions or attitudes is subject to a margin of error. The margin of error is a standard statistical calculation that represents differences between the sample and total population at a confidence interval, or probability, calculated to be 95%. This means that there is a 95% probability that the sample taken for this study would fall within the stated margins of error if compared with the results achieved from surveying the entire population.

For a sample size of 400, the margin of error would fall within +/-2.6% and +/-4.9% at the 95% confidence level. If they answered 50% each way, the margin of error would be 4.9%. The reason for the difference lies in the fact that when response categories are relatively even in size, each is numerically smaller and thus slightly less able--on a statistical basis--to approximate the larger population.

DHM Research Background: DHM Research has been providing opinion research and consultation throughout the Pacific Northwest and other regions of the United States for over three decades. The firm is non-partisan and independent and specializes in research projects to support public policy making. www.dhmresearch.com

2 | EXECUTIVE SUMMARY

More than half are optimistic about the general direction of the County. They are more upbeat today than they were in 2012.

- More than half (54%) say things in the County are headed in the right direction, while two in ten (21%) say they are on the wrong track. One-quarter (25%) were unsure.
 - There has been an 8-point increase between 2012 and 2014 in the percentage of residents who say things in the County are headed in the right direction (from 46% up to 54%). This is a common trend in attitudes in communities across Oregon as the economy continues to improve.

Strong majorities continue to be satisfied with the County's performance in providing public services.

- More than three-quarters (77%) of residents rate Clackamas County Government at the top of the scale (excellent/good) for its performance in providing County services; most (70%) gave a good rating, while 7% gave an excellent rating.
 - Ratings are comparable to those seen in 2012 (Good: 70%; Excellent: 5%).
- Combined, approximately 70% rate all services tested in the survey as valuable to their quality of life in the County – from law enforcement and economic development to road development, land use, permitting, and park maintenance.
 - In general, women placed higher value to each service than men.

Helping vulnerable groups, economic development, and public safety continue to be the biggest service priorities for residents.

- Social services are viewed as valuable to the quality of life in the County, particularly assisting women and children who are victims of domestic violence and assisting residents in getting access to health care, including mental health and addiction services. While preventing homelessness is important, it was rated as less urgent.
- Economic Development continues to be top of mind for residents. Seven in ten say job creation is an urgent or high priority right now. While this is still a top priority for most demographic groups, urgent/high priority ratings have decreased six points compared to 2012.
- Public safety is highly important to residents, especially responding to natural disasters, which experienced a seven-point increase in those rating it as an urgent priority when compared to 2012. While police and sheriff patrols are important, they are rated as less urgent.

A majority of residents have not been limited by the four-day work week in their access to County services.

- Three in four (76%) residents have not been limited by the four-day work week in their access to County services.
- In general, those who have been limited were unable to complete their task, and in some cases needed to take time off of work or school in order to take care of their business on a different date.

Residents give similar priority to many of the public services the County offers.

- When asked to build a hypothetical budget for public services, residents allocated 27% toward law enforcement. Local job creation, road maintenance, and mental health and addiction services each received roughly one-fifth of the budget.

The majority of residents feel that the roads in their area of the County are in excellent or good condition and would not support paying more for maintenance.

- Overall, 71% feel the condition of the roads in their area of the County is excellent or good; 29% say they are poor or very poor.
 - Residents in Happy Valley/Damascus/Sandy (20%) are more likely than those in other areas of the County (3% - 7%) to say roads their roads are in excellent condition.
- Potholes and a general lack of maintenance are top reasons residents feel the condition of the roads in their area are poor or very poor.
- When asked if they would be willing to pay more in taxes to fund road maintenance, 45% say they would be very likely or somewhat likely.
 - When asked about specific funding sources, support was lower. 35% would support a vehicle registration fee, 29% would support a gas tax, and 24% would support a taxing district.

Preferred communication methods with the Clackamas County Government have remained consistent compared to 2012.

- Similar to 2012, if residents were going to contact Clackamas County, they would be most likely to make a phone call, visit a website, or send an email.
 - Residents under the age of 54 are more likely to prefer going online (either email or visiting a website). While residents ages 55 and older prefer the telephone.
- The preferred method for accessing information about the County is, by far, the County website.
 - One-third say they have accessed county information using a mobile device or tablet.

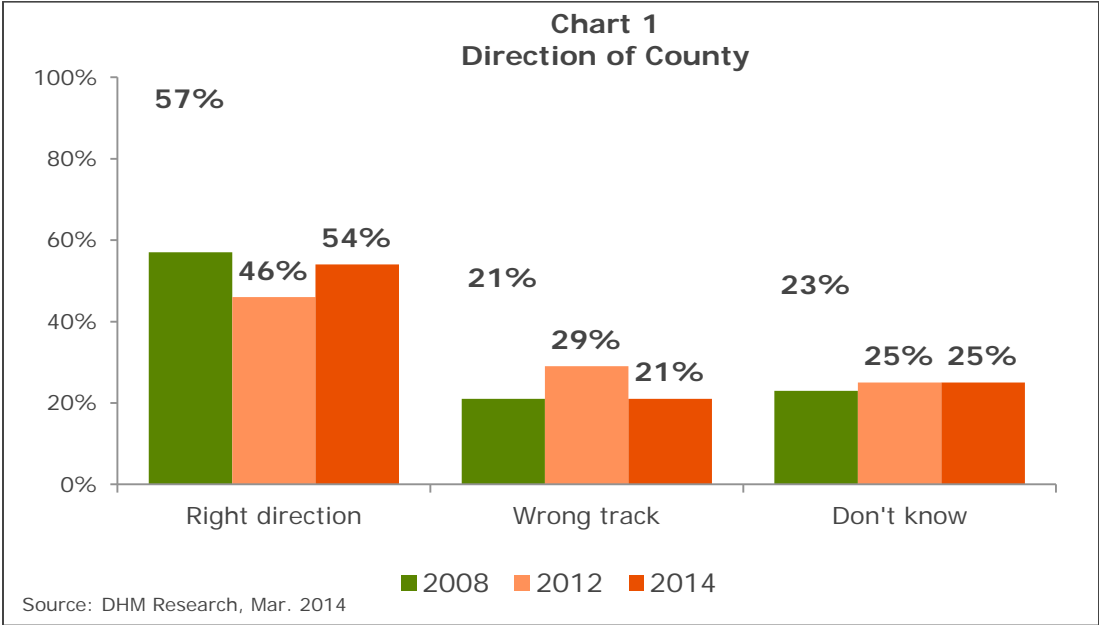
Residents showed the most interest in getting involved with the County by responding to online surveys and attending public meetings.

- More than half (56%) of residents were very or somewhat interested in responding to online surveys, while 44% were interested in attending public meetings.
- Overall, there was less interest in sitting on a panel that provides on-going feedback (33%) and volunteering to sit on County committees (32%).

3 | KEY FINDINGS

3.1 | GENERAL MOOD AND PRIORITIES

Residents were asked if they felt the County was heading in the right direction or if they thought it was off on the wrong track (Q1).



Overall, nearly six in ten (57%) residents in Clackamas County were optimistic about the direction the County is heading, while one in five (21%) said things were on the wrong track. One in four (25%) residents were unsure.

Right direction numbers have increased 8 points when compared to 2012, returning to levels seen in 2008. Conversely, those who felt the County was off on the wrong track have decreased 8 points.

Demographic Differences: There were no significant differences in attitude towards the direction of the County across demographic subgroups. Area of the County, age, gender, and tenure in the County were all consistent.

Residents were asked, unprompted, what they saw as the most important issues facing Clackamas County (Q2).

Table 1
Top Concern Issues in Clackamas County: 2008, 2010, 2014

Response Category	2014 N=400	2012 N=400	2008 N=400
Road maintenance/safety/potholes	10%	18%	20%
Economy/jobs/job training	9%	20%	6%
School funding	8%	10%	5%
Land use/development	6%	4%	9%
Support public transportation	6%	5%	--
Taxes too high	6%	11%	5%
Traffic congestion/need more, new roads	5%	4%	6%
Public safety	5%	3%	9%
Schools—in general	5%	3%	8%
All other responses	3% or less	2% or less	6% or less
None/Nothing	7%	8%	17%
(DON'T ASK) Don't know	20%	10%	

Source: DHM Research, Mar. 2014

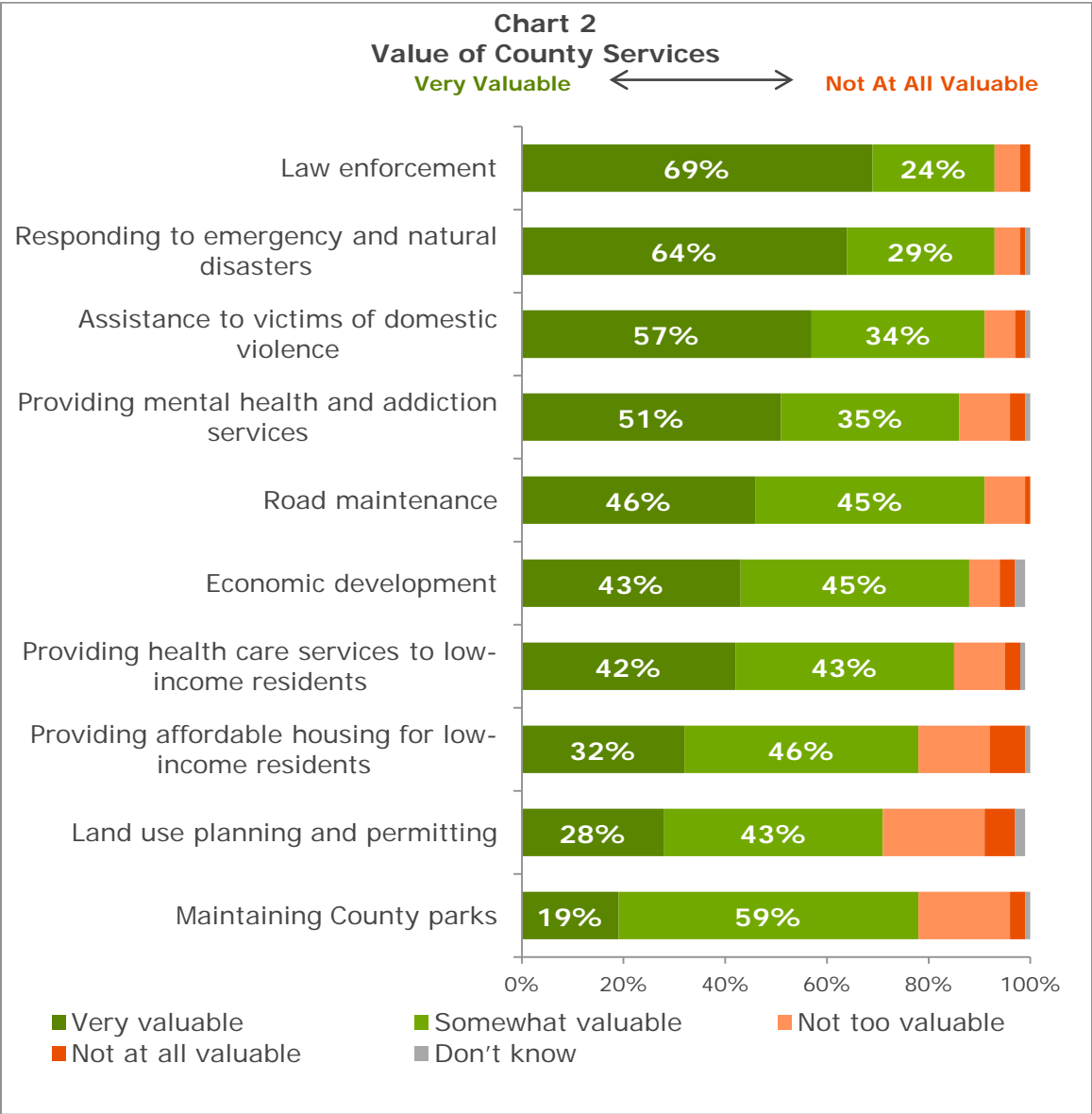
Road maintenance, the economy and jobs, and school funding were top issues mentioned in 2014. Both road maintenance and economy and jobs had significantly fewer mentions in 2014 when compared to 2012 (8 and 11 points less, respectively). While not a top-tier issue, taxes also experienced a decrease of 5 points. The percentage of respondents who were unable to mention an issue (none/nothing and don't know combined) increased nine points when compared to 2012.

Demographic Differences: Top issues were fairly consistent across demographic subgroups with the exception of residents age 55 and older, who were more likely to mention the economy and jobs as an issue than younger residents (18-34: 3%; 35-54: 7%; 55+: 15%). Notably, respondents who felt the roads in their area of Clackamas County were in poor condition were more likely to mention road maintenance as a top issue than those who felt the roads were in excellent or good condition (20% vs. 6%).

3.2 | SATISFACTION WITH COUNTY SERVICES

3.2.1 Value Perceptions

Residents were read a list of services provided by Clackamas County and were asked how valuable they found each to be for the quality of life in the County (Q13-Q22). Chart 2 reflects the rating order of services based on “very” valuable scores. The following analysis will compare value ratings within broad service areas.



More than seven in ten residents found each service to be very or somewhat valuable to their quality of life; however, there were differences in intensity levels (very valuable ratings).

PUBLIC SAFETY

Law enforcement received the highest rating of all services, with 69% who said it is very valuable (93% very/somewhat combined). These ratings were consistent with those from 2012 (66% very valuable).

Demographic Differences: Women were more likely than men to rate law enforcement as very valuable (74% vs. 63%), as were those age 35 and older (72%) compared to residents ages 18 to 34 (58%).

Sixty-four percent (64%) said that **responding to emergencies and natural disasters** is a very valuable service (93% very/somewhat combined). These ratings were consistent with 2012 (62% very valuable).

Demographic Differences: Women were more likely than men to have said this service is very valuable (72% vs. 56%).

SOCIAL SERVICES

Assistance to victims of domestic violence was given a very valuable rating by 57% (91% very/somewhat combined). These ratings were consistent with those in 2012 (55% very valuable).

Demographic Differences: Women were more likely than men to have said this service is very valuable (63% vs. 50%).

Half (51%) found **providing mental health and addiction services** very valuable (86% very/somewhat combined). While very valuable ratings have increased 12 points when compared to 2012 (39%), very/somewhat combined ratings have remained fairly consistent (2012: 84%; 2014: 86%).

Demographic Differences: Women were more likely than men to have said this service is very valuable (59% vs. 42%).

Four in ten (42%) said that **providing health care services to low-income residents** is very valuable (85% very/somewhat combined). While very valuable ratings have decreased five points when compared to 2012 (47%), very/somewhat combined ratings have remained fairly consistent (2012: 82%; 2014: 85%).

Demographic Differences: Women were more likely than men to have said this service is very valuable (53% vs. 31%).

One in three (32%) said **providing affordable housing for low-income residents** is a very valuable service (78% very/somewhat combined). These ratings were consistent with those seen in 2012 (29% very valuable).

Demographic Differences: Women were more likely than men to have said this service is very valuable (41% vs. 23%). Younger residents, ages 18-34 (45%) were also more likely than those older (28%) to have said this service is very valuable.

TRANSPORTATION

Just fewer than five in ten (46%) said **road maintenance** was a very valuable service (91% very/somewhat combined). These ratings were consistent with those seen in 2012 (48% very valuable).

Demographic Differences: Ratings were similar across demographic subgroups.

THE ECONOMY

Forty-three percent (43%) said **economic development** was very valuable to their quality of life in the County (88% very/somewhat combined). While very valuable ratings have decreased 10 points when compared to 2012 (53%), very/somewhat combined ratings have remained fairly consistent (2012: 87%; 2014: 88%).

Demographic Differences: Men were more likely than women to have said this service is very valuable (49% vs. 38%).

COMMUNITY PLANNING + LAND USE

Three in ten (28%) said **land use planning and permitting** was a very valuable service to their quality of life (71% very/somewhat combined). While consistent ratings were seen between 2012 and 2014 among those who rated this service very valuable (25%), very/somewhat combined ratings have increased six points (2012: 65%; 2014: 71%).

Demographic Differences: Ratings were similar across demographic subgroups.

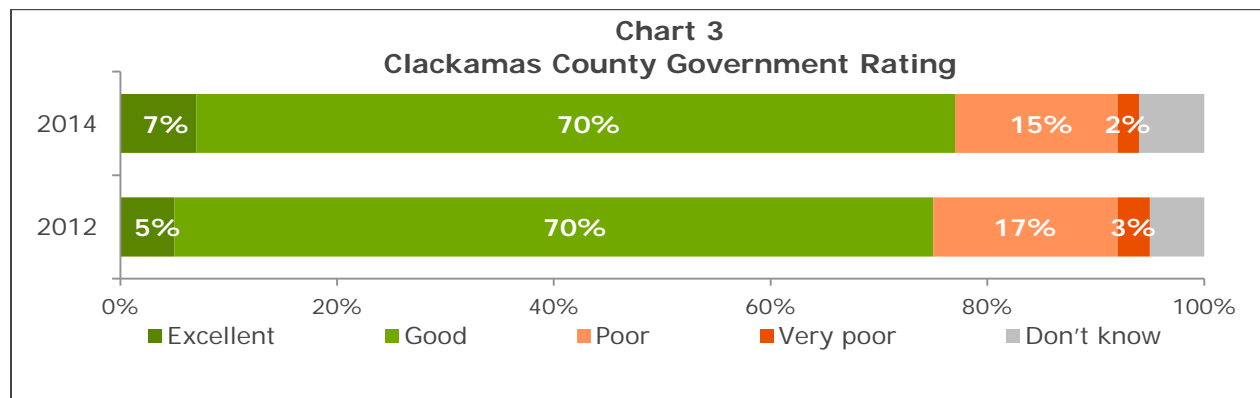
COMMUNITY PARKS

Although **maintaining County parks** received the lowest very valuable rating (19%), a strong majority of 78% gave it a combined valuable rating. These ratings were consistent with those seen in 2012 (20% very valuable).

Demographic Differences: The only difference in opinion here was by length of residency – those who have lived in the County for five years or less (36%) were significantly more likely to have rated this service as very valuable than residents who have lived in the County for six years or more (17%).

3.2.2 Satisfaction Rating

Residents were asked to think about Clackamas County Government overall, and rate their performance in providing services (Q23).

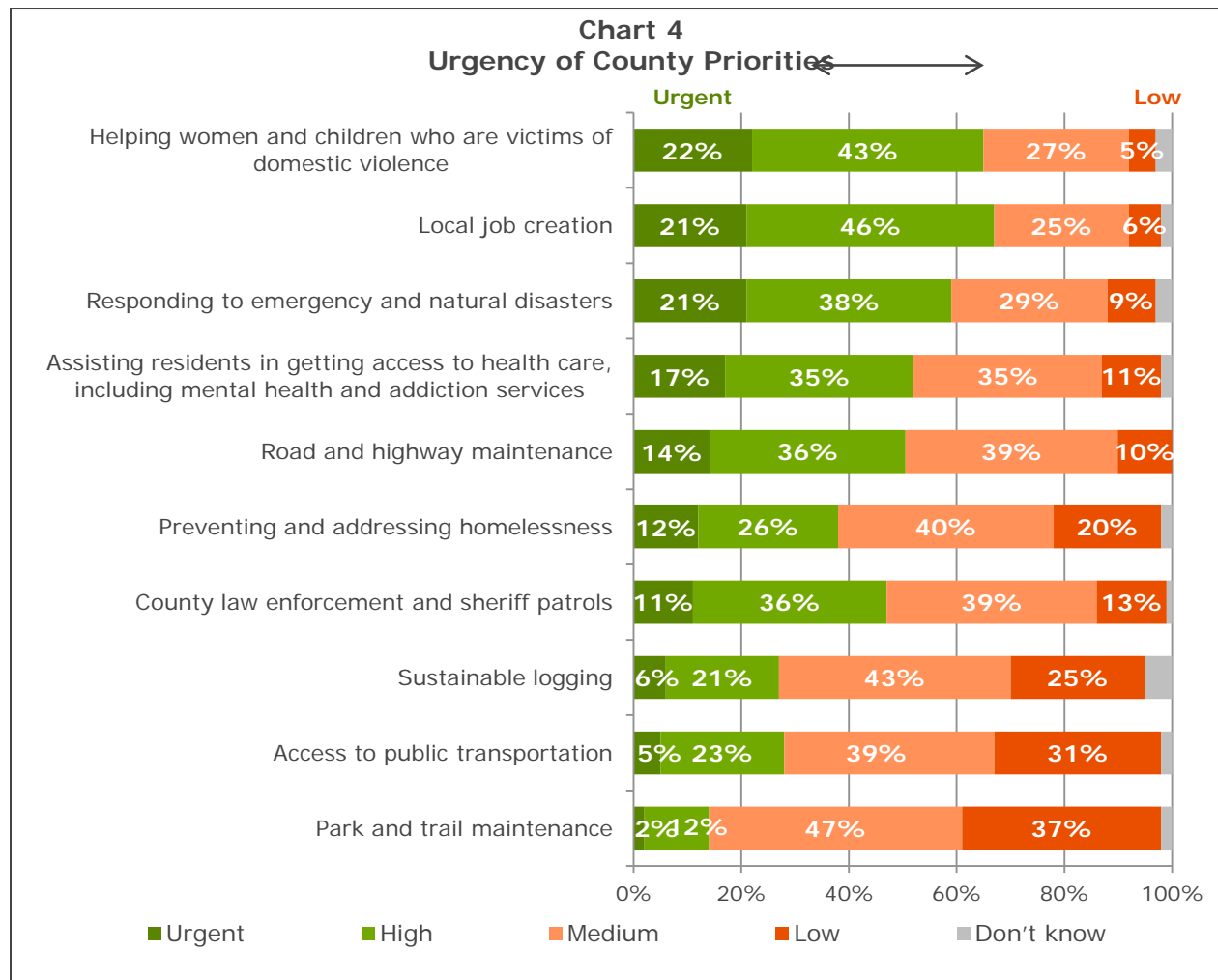


More than three-quarters (77%) rated Clackamas County Government at the top of the scale (excellent/good) for its performance in providing County services; most (70%) gave a good rating. These ratings were consistent with those in 2012.

Demographic Differences: The youngest residents, ages 18-34 (88%), were more likely than those older (74%) to give Clackamas County Government an excellent or good rating. Residents living in Happy Valley/Damascus/Sandy (95%) were also more likely to give positive ratings than those from Lake Oswego/Milwaukie/Oak Grove/Gladstone (77%), West Linn/Oregon City (76%) and All Others¹ (73%).

3.3 | COUNTY SERVICES AND PRIORITIES

Residents were read a list of issues facing the County and were asked, knowing that resources are limited, if they consider each to be an urgent, high, medium, or low priority at this time (Q3-Q12).



¹ Area of county was combined into like areas which included Lake Oswego/Milwaukie/Oak Grove/Gladstone; West Linn/Oregon City; Happy Valley/Damascus/Sandy; Wilsonville/Canby/Molalla; and All Others

In general, the services they gave high value ratings – helping victims of domestic violence, local job creation, and responding to emergency and natural disasters – were the priorities they found most urgent.

THE ECONOMY

Job creation in the County was one of the most urgent priorities, almost seven in ten (67%) gave it either an urgent (21%) or high (46%) rating. Combined urgent/high ratings have decreased six points compared to 2012 (73%).

Demographic Differences: Ratings were similar by age, gender, and area of County.

SOCIAL SERVICES

Two-thirds (65%) rated **helping women and children who are victims of domestic violence** as an urgent (22%) or high (43%) priority. While consistent ratings were seen between 2012 and 2014 among those who rated this service an urgent/high priority (66%), urgent ratings have increased seven points (2012: 15%; 2014: 22%).

Demographic Differences: Ratings were similar by age, gender, and area of County.

Five in ten (52%) said **assisting residents in getting access to health care, including mental health and addiction services** was an urgent (17%) or high (35%) priority. While consistent ratings were seen between 2012 and 2014 among those who rated this service an urgent/high priority (49%), urgent ratings have increased five points (2012: 12%; 2014: 17%).

Demographic Differences: Women were more likely than men to have said this is an urgent priority in the County (21% vs. 12%).

Nearly one in four (38%) said **preventing and addressing homelessness** was an urgent (12%) or high (26%) priority. These ratings were consistent with those seen in 2012 (34% urgent/high).

Demographic Differences: Women were more likely to rate this as urgent or high than men (44% vs. 27%). Newer residents to the County (<6 years) were also more likely than those who have lived in the County longer to rate this as an urgent priority (32% vs. 11%).

PUBLIC SAFETY

Just under six in ten (59%) said that **responding to emergency and natural disasters** was an urgent (21%) or high (38%) priority. While consistent ratings were seen between 2012 and 2014 among those who rated this service urgent/high priority (58%), urgent ratings have increased seven points (2012: 14%; 2014: 21%).

Demographic Differences: Ratings were similar by age, gender, and area of County.

Nearly half (47%) said **County law enforcement and sheriff patrols** was an urgent (11%) or high (36%) priority at this time. While consistent ratings were seen between 2012 and 2014 among those who rated this service urgent priority (10%), urgent/high ratings have decreased six points (2012: 53%; 2014: 47%).

Demographic Differences: Residents over the age of 55 (14%) were more likely to give an urgent rating than those age 18-34 (6%).

TRANSPORTATION

In terms of transportation in Clackamas County, **road and highway maintenance** was considered to be most important, with half (50%) who said it is an urgent (14%) or high (36%) priority. Four in ten (39%) gave it a medium priority rating. These ratings were consistent with those seen in 2012 (48% urgent/high combined).

Demographic Differences: Ratings were similar by age, gender, and area of County. Not surprisingly, those who rated roads in their area to be poor or very poor were more likely than those who gave more positive ratings to the condition of their roads to rate road maintenance as an urgent priority (31% vs. 7%).

Three in ten (28%) said **access to public transportation** was an urgent (5%) or high (23%) priority in the County. Another 39% rated it as a medium priority. These ratings were consistent with those seen in 2012 (31% urgent/high combined).

Demographic Differences: Women were more likely than men to prioritize (urgent/high combined) public transportation (34% vs. 21%).

COMMUNITY PLANNING + LAND USE

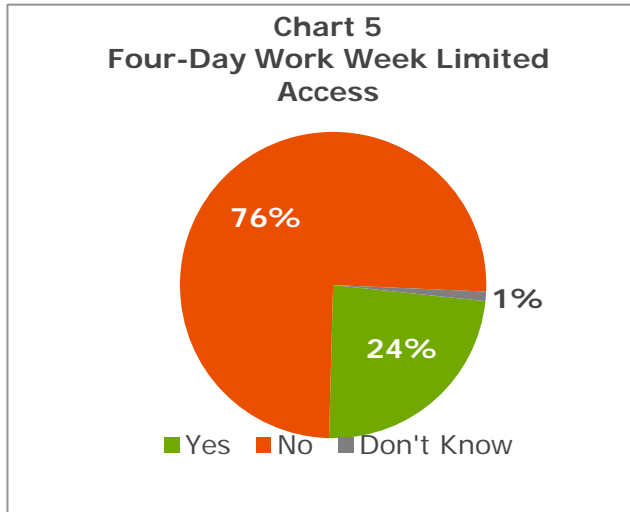
Just under three in ten (27%) said that **sustainable logging** was an urgent (6%) or high (21%) priority, and another four in ten (43%) said it is a medium priority. It is worth noting that four times more residents rated this at the bottom of the scale (a low priority) than at the top of the scale (an urgent priority) – 25% low vs. 6% urgent. Urgent/high ratings have decreased 5 points compared to 2012 (32%), while medium priority ratings have increased 9 points (2012: 34%).

Demographic Differences: Residents age 55 and older (33%) were more likely than 18-34 year olds (18%) to rate this as an urgent or high priority. Although it did not approach statistical significance, similar to 2012, residents in the Lake Oswego/Milwaukie area (21% urgent/high) and West Linn/Oregon City (20%) were less likely to rate this as an urgent or high priority than all other parts of the County, where the urgent/high ratings ranged from 31% to 33%.

COMMUNITY PARKS

Park and trail maintenance was considered to be a medium (47%) or low (37%) priority at this time. Fewer than two in ten (14%) gave it an urgent or high rating. These ratings were consistent with those in 2012 (81% medium/low combined).

Demographic Differences: Ratings were similar by age, gender, and area of County.



Respondents were told that some County services and offices are only available to the public on a four-day work week. They were then asked if they have been limited in their access to County services or offices as a result of this (Q24).

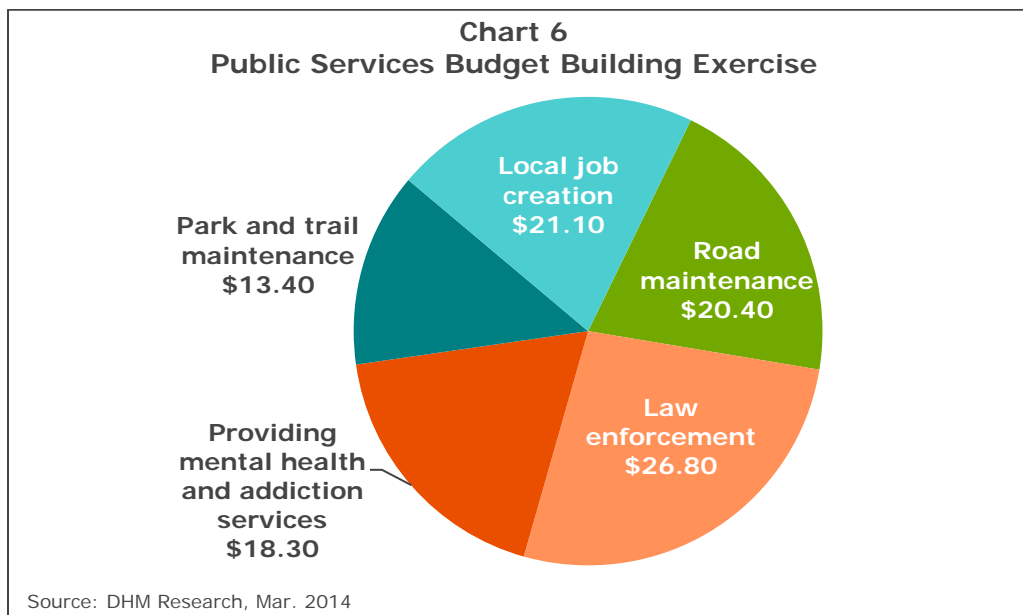
Three in four residents have not been limited in their access to County services or offices as a result of the four-day work week, while one in four have. Limited access was similar by age, gender, and area of County. Notably, residents with children in their household (30%) were

more likely than those without (20%) to have experienced limited access.

Those who have experienced limited access were asked to describe their experience (Q24A). In general, most were unable to complete their task. Some also mentioned that they needed to take time off of work or school in order to take care of their business on a different date.

3.4 | PUBLIC SERVICES PRIORITIES

Residents were given an opportunity to build a hypothetical public services budget. They were given \$100 and asked to allocate that money across five service areas (Q25).



Residents allocated the largest portion of the \$100 budget to **law enforcement** (mean: \$26.80).

Demographic Differences: Residents age 35 and older allocated a larger portion of their budget to law enforcement than those ages 18-34 (18-34: \$22.70; 35-54: \$28.60; 55+: \$27.80).

Three public services all received roughly one-fifth of the overall budget each.

A mean of \$21.10 was allocated to **local job creation**.

Demographic Differences: Budget allocation for local job creation was fairly consistent across demographic subgroups.

A mean of \$20.40 was allocated to **road maintenance**.

Demographic Differences: Men allocated a larger portion of their budget to this service than women (\$21.90 vs. \$19.00). Not surprisingly, those who felt roads in their area of the County were in poor condition allocated a larger portion of their budget than those who felt the roads were in better condition (\$25.30 vs. \$18.40).

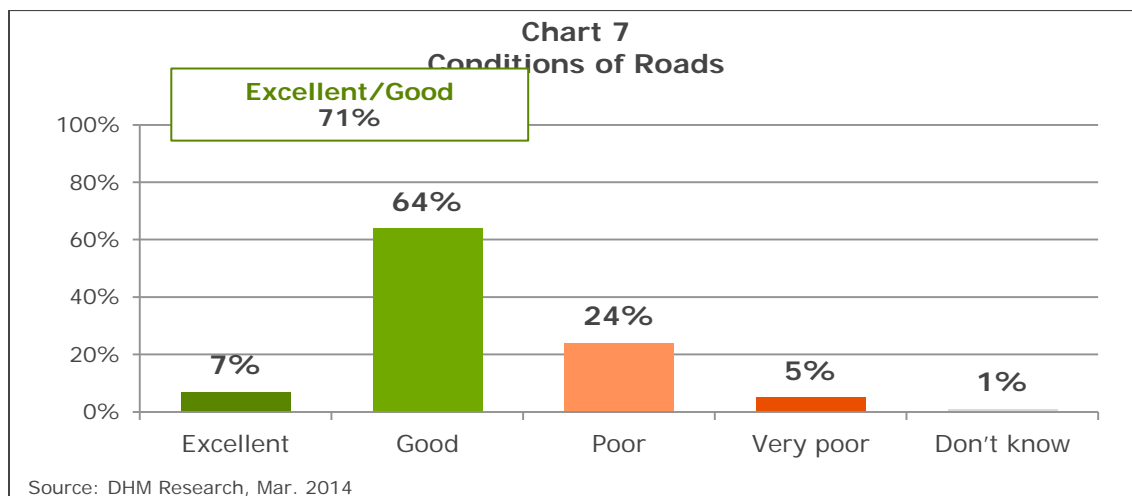
A mean of \$18.30 was allocated to **providing mental health and addiction services**.

Demographic Differences: Budget allocation for mental health and addiction services was fairly consistent across demographic subgroups.

Finally, **park and trail maintenance** received the smallest portion of the budget (mean: \$13.40)

Demographic Differences: Residents age 18-34 allocated a larger portion of their budget to this service than those age 35-54 (\$15.80 vs. \$12.20).

Residents were asked to rate the condition of the roads in their area of Clackamas County (Q26).



Overall, seven in ten (71%) felt the condition of the roads in their area of the County were excellent (7%) or good (64%). One in four (24%) felt the roads were in poor condition and 5% felt they were in very poor condition.

Demographic Differences: Residents living in Happy Valley/Damascus/Sandy (20%) were much more likely than all other areas of the County (3% - 7%) to rate the condition of the roads in their area as excellent. Ratings were similar across other demographic subgroups.

Those who felt the roads were in poor or very poor condition were asked to explain why they felt that way (Q27).

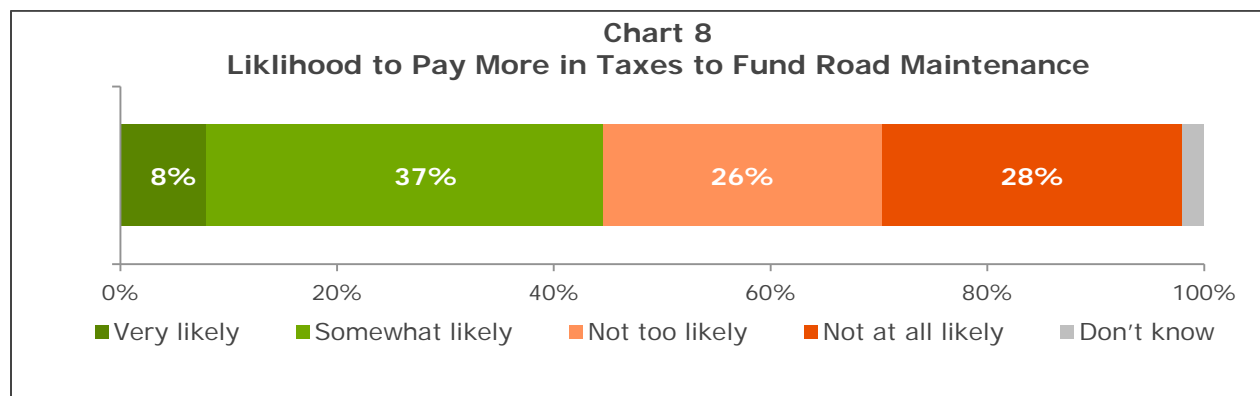
Table 3
Why do you say the roads are in poor or very poor condition?

Response Category	N= 114
Potholes	63%
Lack of maintenance	36%
They are not safe	9%
We need better highways	6%
Can't see the lines/new paint needed on lines	4%
Heavy traffic	4%
All other responses	3% or less
None/nothing	0%
(DON'T ASK) Don't know	0%

Source: DHM Research, Mar. 2014

There were two major contributing factors as to why residents felt the conditions of the roads in their area were poor. A strong majority mentioned potholes (63%), and approximately one in three mentioned a lack of maintenance (36%).

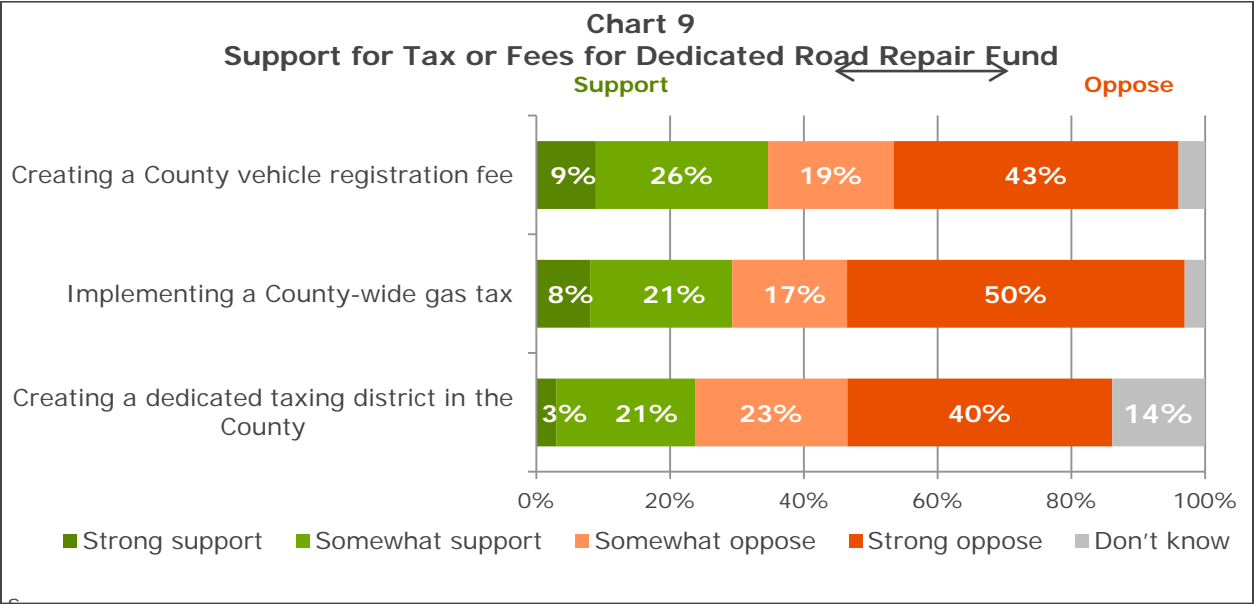
Residents were asked how likely they would be to pay more in taxes to fund road maintenance in Clackamas County (Q28).



Overall, more than four in ten (45%) said they would be very likely (8%) or somewhat likely (37%) to pay more in taxes to fund road maintenance in the County. One in four (28%) said they would not be likely at all to pay more.

Demographic Differences: Residents age 55 and older were more likely (very/somewhat) than those age 35-54 to say they would pay more in taxes to fund road maintenance in the County (49% vs. 36%). Those who feel the conditions of roads in their area of the County are poor are also more likely than those who feel their roads are in better condition to say they would be likely to pay more (54% vs. 40%). There were no significant differences in likelihood to pay by area of the County.

Residents were told that funding for road repairs in Clackamas County comes from the State Highway Fund, and that there is an estimated \$ 17 million funding gap between what road repairs need to be done and what the County can afford based on the money it receives from the State Highway Fund. They were given three possible tax and fee options to provide an independent source of funding for road maintenance and were asked if they opposed or supported each (Q29-Q31).



There was low support for each of the funding sources, though one in three showed some level of support for creating a **County-wide vehicle registration fee** (35%). This was a five point increase from results seen in 2012.

Demographic Differences: Residents under the age of 55 were more likely to support a vehicle registration fee than those who are older (39% vs. 28%). Those who have lived in the County for 6-10 years (61%) were also more likely than both those who have lived in the County fewer years (27%) and those who have lived there longer (32%) to support this fee.

Three in ten showed support for implementing a **County-wide gas tax** (29%). This represents an 11-point increase in support compared to 2012.

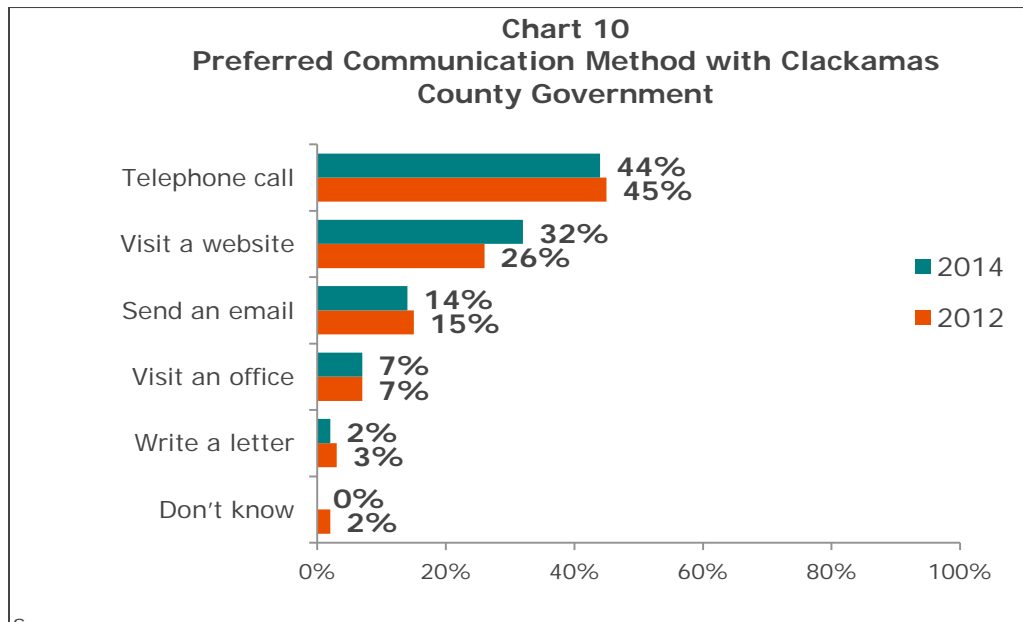
Demographic Differences: Men were more likely than women to support a County-wide gas tax (36% vs. 25%).

Residents were more uncertain about **creating a dedicated taxing district in the County**. One in four (23%) supported the taxing district, but another 14% were uncertain. Overall support was similar to results seen in 2012 (20%).

Demographic Differences: Residents ages 18-34 (38%) were the most likely of all subgroups to support this (35-54: 19%; 55+: 19%). Residents without children in their household were also more likely than those with children to support a taxing district (27% vs. 17%).

3.5 | E-GOVERNMENT + RECEIVING SERVICES

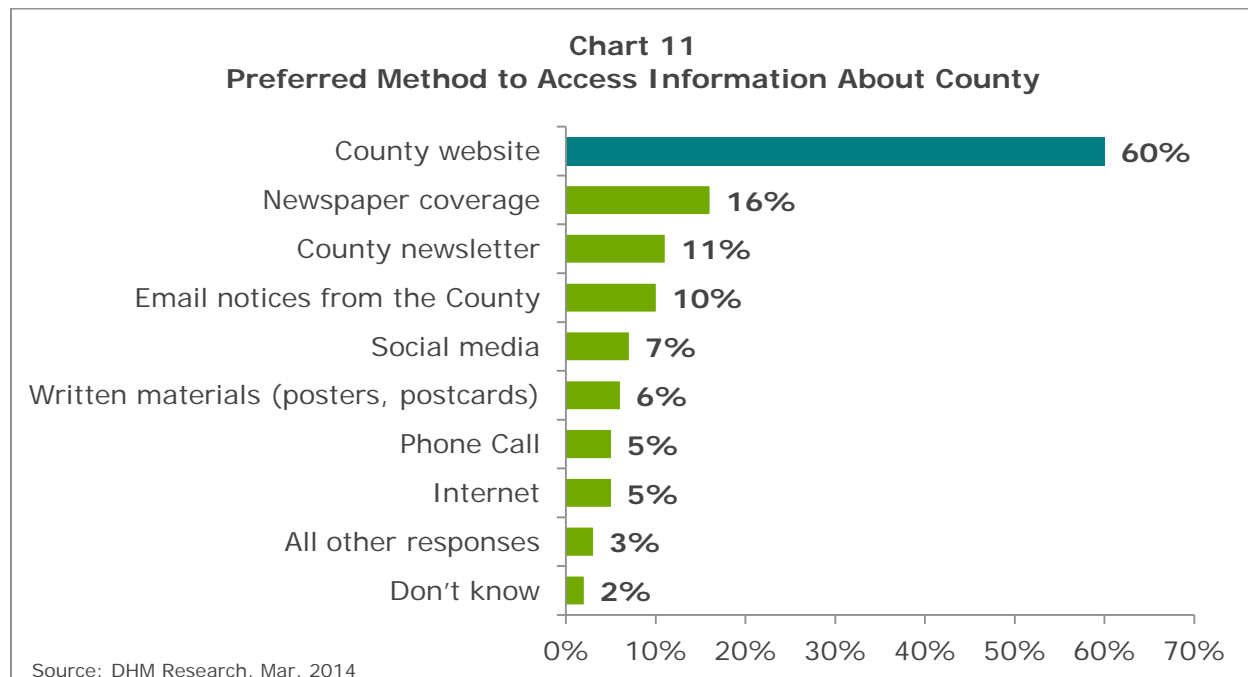
Residents were asked which method would be most convenient if they had a question that required them to contact Clackamas County Government (Q32).



Residents continued to prefer using telephone (44%) and an online platform like website (32%) or email (14%). Preferences remained consistent with those from 2012 with the exception of website, which increased 6 points.

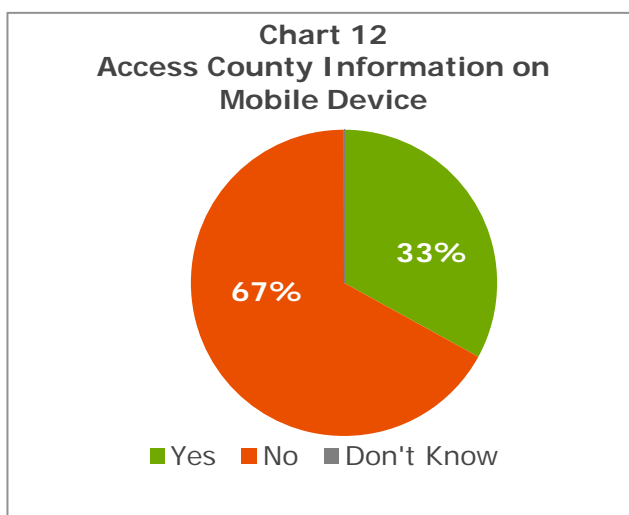
Demographic Differences: Residents age 55 and older were more likely than those younger to prefer a telephone call to get their question answered (55% vs. 37%). Residents age 54 and younger were more likely than those older to prefer email (18% vs. 9%). Preferences were similar across other demographic subgroups.

Residents were asked what their preferred method was to access information about Clackamas County (Q33).



By far, the most preferred source was the County website, with six in ten (60%) mentioning this source. Other preferred sources included newspaper coverage (16%), the County newsletter (11%), and email notices from the County (10%).

Demographic Differences: County website was the most preferred source among all demographic subgroups, but residents ages 18-34 (72%) and 35-54 (66%) were more likely to prefer this source than those who were older (46%). Conversely, residents ages 55 and older (29%) were more likely than those younger (9%) to turn to newspaper coverage to get information about the County.

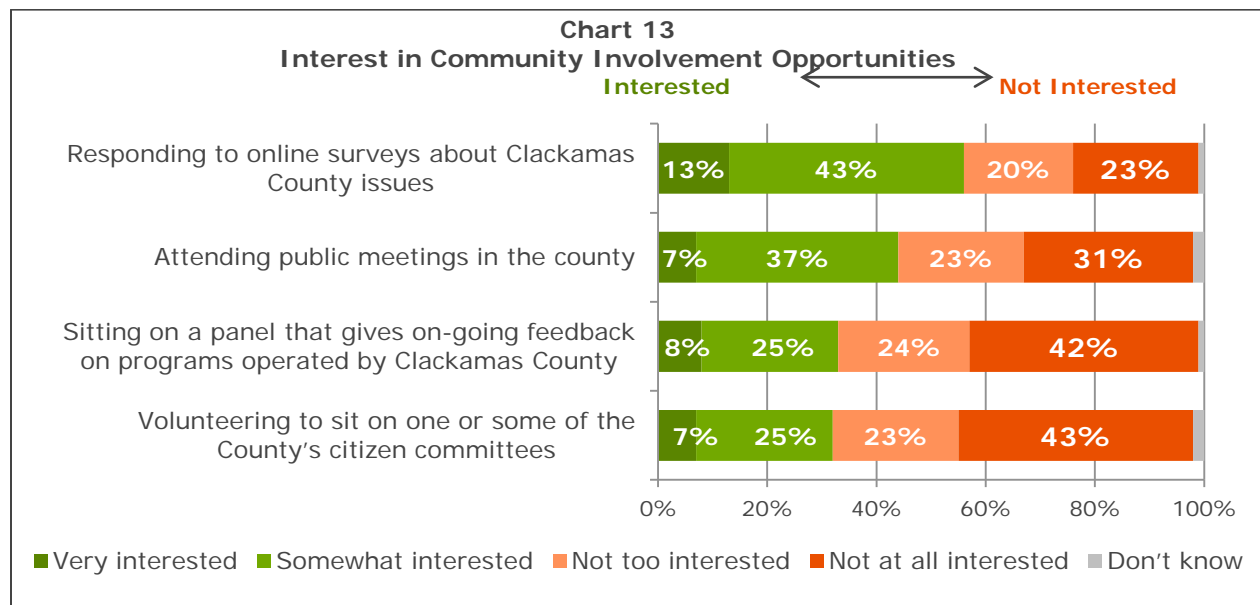


Residents were asked if they have accessed information about Clackamas County through a mobile device or tablet (Q34). Overall, one in three have used a mobile device or tablet to access information about the County.

Demographic Differences: Residents under the age of 55 were more likely than those older to have accessed County information using a mobile device or tablet (18-34: 45%; 35-54: 37%; 55+: 21%).

3.4 | COMMUNITY INVOLVEMENT + OUTREACH

At the end of the survey, residents were read some ways they can get involved with Clackamas County Government and were asked how interested they were in each (Q35-Q38).



More than half of residents (56%) were very or somewhat interested in **responding to online surveys about Clackamas County issues**. This was also a top rated response in 2012, though overall interest has increased 5 points since that time.

Demographic Differences: Residents age 55 and older were more interested in responding to online surveys than residents age 18-34 (60% vs. 43%).

More than four in ten (44%) were interested in **attending public meetings in the County**. The level of interest was similar to that seen in 2012 (43%).

Demographic Differences: Residents age 55 and older were more interested in attending public meetings in the County than residents ages 18-34 (50% vs. 34%).

One in three residents (33%) were interested in **sitting on a panel that gives on-going feedback on programs operated by Clackamas County**. Interest was consistent across demographic subgroups

Similarly, one in three (32%) residents were interested in **volunteering to sit on one or some of the County's citizen committees**. The level of interest was similar to that seen in 2012 (36%).

Demographic Differences: Men showed more interest in volunteering for the County's citizen committees than women (39% vs. 26%).

Finally, respondents were asked to rate how interesting the Citizen News is, a publication provided by the County, using a 0 to 10 scale (Q39). Residents rated it above average for being interesting (5.6). Just fewer than two in ten (18%) gave it a top-interest score (rating 8-10). Both average rating and top-interest score showed similar figures to those seen in 2012 (mean 5.6; 17%). One-quarter had either never read it (8%) or had never heard of it (12%). Those who have never heard of Citizen News decreased six points when compared to 2012 (18%). Findings were similar by demographic subgroups.

When asked how they prefer to receive Citizen News (Q40), six in ten (62%) said they wanted it mailed to their homes, and one-third wished to access it on the internet, either by email (18%), online (16%), or through social media (2%). Only 7% did not wish to receive the publication. Preferences were similar to those seen in 2012 with the exception of online, which doubled, increasing 8 points (2012: 8%; 2014: 16%).

4 | ANNOTATED QUESTIONNAIRE

Clackamas County Community Survey—Telephone
February-March 2014; 15 minutes; N=400; Margin of error +/-4.9%
DHM Research

INTRODUCTION

Hi, my name is _____ and I'm calling from DHM Research, a public opinion research firm in Portland. I'm calling about important issues in Clackamas County and I am not selling anything. May I please speak to someone in the house age 18 or older?

GENERAL MOOD & WARM-UP

1. All in all, do you think things in Clackamas County are headed in the right direction or are they off on the wrong track? **(2008/2012 Tracker)**

Response Category	2014 N=400	2012 N=400	2008 N=400
Right direction	54%	46%	57%
Wrong track	21%	29%	21%
(DON'T ASK) Don't know	25%	25%	23%

IMPORTANCE RATING OF ISSUES

2. What are the most important issues you see facing Clackamas County at this time?
(Open; accept multiple responses. Use 2012 code frame as base) (2008/2012 Tracker)

Response Category	2014 N=400	2012 N=400	2008 N=400
Road maintenance/safety/potholes	10%	18%	20%
Economy/jobs/job training	9%	20%	6%
School funding	8%	10%	5%
Land use/development	6%	4%	9%
Support public transportation	6%	5%	--
Taxes too high	6%	11%	5%
Traffic congestion/need more, new roads	5%	4%	6%
Public safety	5%	3%	9%
Schools—in general	5%	3%	8%
All other responses	3% or less	2% or less	6% or less
None/Nothing	7%	8%	17%
(DON'T ASK) Don't know	20%	10%	

Here is a list of issues. Knowing that resources in the County are limited, do you consider each to be an urgent, high, medium, or low priority for the County to address at this time? Try not to give urgent ratings for all options, please be selective. **(2012 Tracker)**
(Randomize Q3-12)

Response Category	Urgent	High	Medium	Low	Don't know
3. Sustainable logging					
2014, N=400	6%	21%	43%	25%	5%
2012, N=400	6%	26%	34%	26%	8%
4. Local job creation					
2014, N=400	21%	46%	25%	6%	2%
2012, N=400	22%	51%	17%	8%	2%
5. Assisting residents in getting access to health care, including mental health and addiction services					
2014, N=400	17%	35%	35%	11%	2%
2012, N=400	12%	37%	31%	17%	3%
6. Road and highway maintenance					
2014, N=400	14%	36%	39%	10%	0%
2012, N=400	10%	38%	43%	9%	0%
7. Park and trail maintenance					
2014, N=400	2%	12%	47%	37%	2%
2012, N=400	2%	14%	43%	38%	2%
8. County law enforcement and sheriff patrols					
2014, N=400	11%	36%	39%	13%	1%
2012, N=400	10%	43%	34%	12%	1%
9. Responding to emergency and natural disasters					
2014, N=400	21%	38%	29%	9%	3%
2012, N=400	14%	44%	31%	9%	2%
10. Access to public transportation					
2014, N=400	5%	23%	39%	31%	2%
2012, N=400	5%	26%	36%	31%	3%
11. Preventing and addressing homelessness					
2014, N=400	12%	26%	40%	20%	2%
2012, N=400	8%	26%	39%	24%	2%
12. Helping women and children who are victims of domestic violence					
2014, N=400	22%	43%	27%	5%	3%
2012, N=400	15%	51%	24%	8%	2%

SERVICE AWARENESS/VALUE + SATISFACTION

I'm going to read you a list of services that are provided by Clackamas County Government. Please tell me if each is very valuable, somewhat valuable, not too valuable, or not at all valuable to the quality of life in Clackamas County. **(2012 Tracker) (Randomize Q13-22)**

Response Category	Very Valuable	Smwt Valuable	Not too Valuable	Not at all	Don't know
13.Law enforcement					
2014, N=400	69%	24%	5%	2%	0%
2012, N=400	66%	28%	3%	2%	1%
14.Road maintenance					
2014, N=400	46%	45%	8%	1%	0%
2012, N=400	48%	44%	5%	2%	1%
15.Assistance to victims of domestic violence					
2014, N=400	57%	34%	6%	2%	1%
2012, N=400	55%	33%	7%	4%	1%
16.Land use planning and permitting					
2014, N=400	28%	43%	20%	6%	2%
2012, N=400	25%	40%	20%	11%	5%
17.Providing health care services to low-income residents					
2014, N=400	42%	43%	10%	3%	1%
2012, N=400	47%	35%	10%	8%	1%
18.Providing affordable housing for low-income residents					
2014, N=400	32%	46%	14%	7%	1%
2012, N=400	29%	47%	14%	9%	1%
19.Economic development					
2014, N=400	43%	45%	6%	3%	2%
2012, N=400	53%	34%	8%	3%	2%
20.Responding to emergency and natural disasters					
2014, N=400	64%	29%	5%	1%	1%
2012, N=400	62%	29%	5%	2%	2%
21.Providing mental health and addiction services					
2014, N=400	51%	35%	10%	3%	1%
2012, N=400	39%	45%	10%	5%	2%
22.Maintaining County parks					
2014, N=400	19%	59%	18%	3%	1%
2012, N=400	20%	57%	18%	5%	0%

23. Thinking about Clackamas County Government overall, how would you rate the County's performance in providing the services I just read to you based on anything you have seen or heard? Is it excellent, good, poor, or very poor? **(2008/2012 Tracker)**

Response Category	2014 N=400	2012 N=400	2008 N=400
Excellent	7%	5%	8%
Good	70%	70%	54%
Poor	15%	17%	26%
Very poor	2%	3%	7%
(DON'T ASK) Don't know	6%	5%	5%

24. As you may or may not know, some County services and offices are only available to the public on a four-day work-week (Monday – Thursday). Have you personally been limited in your access to County services or offices as a result of this?

Response Category	N=400
Yes (specify)	24%
No	76%
(DON'T ASK) Don't know	1%

24A. **(If yes to Q24)** How has your access been limited as a result of this? **(OPEN)**

Response Category	N=94
Couldn't take care of business	39%
Can't access on Fridays	35%
Can't get in touch/make appointments	18%
Have to take time off work/school to go	12%
Needed a permit	6%
Had to postpone my trip	7%
Local courthouse	3%
Building services division	2%
All other responses	2% or less
None/Nothing	0%
(DON'T ASK) Don't know	2%

TRANSPORTATION PRIORITIES

25. I'd like you to build a budget based on how you want Clackamas County to spend revenue on public services. This is a hypothetical question. Let's pretend you have \$100 dollars for services in the County. How would you want that money spent across the following five areas? You can assign any dollar amount to each service, but the total must equal \$100. I'm going to read you the five areas first, then read them again so that you can assign a dollar amount to each.

Response Category	N=400
Road maintenance	\$20.40
Law enforcement	\$26.80
Providing mental health and addiction services	\$18.30
Park and trail maintenance	\$13.40
Local job creation	\$21.10
Total	\$100.00

26. Do you feel the condition of roads in your area of Clackamas County is excellent, good, poor, or very poor?

Response Category	N=400
Excellent	7%
Good	64%
Poor	24%
Very poor	5%
(DON'T ASK) Don't know	1%

27. Those who said "poor" or "very poor" on Q26. Why do you say that? **(OPEN)**

Response Category	N=114
Potholes	63%
Lack of maintenance	36%
They are not safe	9%
We need better highways	6%
Can't see the lines/new paint needed on lines	4%
Heavy traffic	4%
All other responses	3% or less
None/nothing	0%
(DON'T ASK) Don't know	0%

28. How likely would you be to pay more in taxes to fund road maintenance in Clackamas County: very likely, somewhat likely, not too likely, or not at all likely?

Response Category	N=400
Very likely	8%
Somewhat likely	37%
Not too likely	26%
Not at all likely	28%
(DON'T READ) Don't know	2%

Funding for road repairs comes from Clackamas County's share of state and federal gasoline taxes; state vehicle registration and title fees; and state weight-mile taxes paid by heavy trucks. The County estimates that there is a \$17 million funding gap between what road repairs need to be done and what the County can afford based on available revenues. Here are a few possible tax or fee options to give road repairs in the County an independent and stable funding source. Do you support or oppose each? **(Wait and ask)** Is that "somewhat" or "strongly"? **(2012 Tracker) (Randomize Q29-31)**

Response Category	Strong Support	Smwt Support	Smwt Oppose	Strong Oppose	Don't know
29. Creating a County vehicle registration fee					
2014, N=400	9%	26%	19%	43%	4%
2012, N=400	9%	21%	20%	47%	4%
30. Creating a dedicated taxing district in the County					
2014, N=400	3%	21%	23%	40%	14%
2012, N=400	5%	15%	19%	42%	19%
31. Implementing a County-wide gas tax					
2014, N=400	8%	21%	17%	50%	3%
2012, N=400	6%	12%	15%	65%	2%

E-GOVERNMENT + RECEIVING SERVICES

32. Overall, if you have a question or there is something you need that requires you contacting a government agency of Clackamas County, which method would be most convenient? **(2012 Tracker) (Randomize; read list; accept one)**

Response Category	2014 N=400	2012 N=400
Telephone call	44%	45%
Visit a website	32%	26%
Send an email	14%	15%
Visit an office	7%	7%
Write a letter	2%	3%
Or something else? (specify)	0%	0%
(DON'T ASK) Don't know	0%	2%

33. What is your preferred method to access information about Clackamas County, including information about current events and elections, decisions made by the County Commission, and to learn about and request services provided by Clackamas County?
(Do not read list; record up to three responses)

Response Category	N=400
County website	60%
Newspaper coverage	16%
County newsletter	11%
Email notices from the County	10%
Social media	7%
Written materials (posters, postcards)	6%
Internet	5%
Phone call	5%
All other responses	3% or less
Other (specify)	1%
(DON'T ASK) Don't know	2%

34. Have you ever accessed information about Clackamas County through a mobile device or tablet?

Response Category	N=400
Yes	33%
No	67%
(DON'T ASK) Don't know	0%

COMMUNITY INVOLVEMENT

Here are some ways to get involved in Clackamas County government. Are you very interested, somewhat interested, not too interested, or not at all interested in:

(Randomize Q35-Q38) (Q35-36 & Q38 are 2012 Trackers)

Response Category, N=400	Very interested	Smwt interested	Not too interested	Not at all	Don't know
35. Attending public meetings in the County					
2014, N=400	7%	37%	23%	31%	2%
2012, N=400	9%	34%	22%	31%	3%
36. Responding to online surveys about Clackamas County issues					
2014, N=400	13%	43%	20%	23%	1%
2012, N=400	13%	38%	17%	29%	3%
37. Sitting on a panel that gives on-going feedback on programs operated by Clackamas County					
2014, N=400	8%	25%	24%	42%	1%
38. Volunteering to sit on one or some of the County's citizen committees					
2014, N=400	7%	25%	23%	43%	2%
2012, N=400	8%	28%	23%	37%	4%

39. On a scale where 0=not at all interesting and 10=very interesting, how would you rate Citizen News, a publication provided by the County? **(2012 Tracker)**

Response Category	2014 N=400	2012 N=400
Mean	5.6	5.6
Top box (8+9+10)	18%	17%
Never heard of it	12%	18%
Never read it	8%	7%
(DON'T ASK) Don't know	5%	7%

40. The Citizen News is delivered to all households in the County. How would you prefer to receive Citizen News? **(Do not read list; record response) (2012 Tracker)**

Response Category	2014 N=400	2012 N=400
Mailed to home/paper copy	62%	58%
Email	18%	20%
Online	16%	8%
Do not wish to receive it	7%	5%
Social media	2%	1%
All other responses	1% or less	1% or less
Other (specify)	0%	1%
(DON'T ASK) Don't know	4%	6%

These last questions make sure we have a valid sample of the community. It's important to collect answers to all of the following questions, and please keep in mind that your responses are confidential.

41. What is your age?

Age	N=400
18-24	10%
25-34	15%
35-54	38%
55-64	19%
65+	18%
Refused	1%

42. Gender **(by observation)**

Response Category	N=400
Male	48%
Female	52%

43. In what city or town do you live? (quota by several cities)

Response Category	N=400
Milwaukie	12%
Clackamas	10%
Oregon City	9%
Boring	7%
Estacada	7%
Canby	5%
Lake Oswego	5%
Molalla	5%
Wilsonville	5%
Beavercreek	4%
Damascus/Carver	4%
Happy Valley	4%
West Linn	4%
Tualatin	3%
Eagle Creek	2%
Gladstone	2%
Oak Grove	1%
Sandy	1%
Portland	1%
Government Camp	0%
Sunnyside	0%
Jennings Lodge	0%
Johnson City	0%
Mount Hood Village	0%
Oatfield	0%
Barlow	0%
Rivergrove	0%
Other (record)	9%

Area (from city)

Response Category	N=400
Lake Oswego/Milwaukie/Oak Grove/Gladstone	23%
West Linn/Oregon City	15%
Wilsonville/Canby/Molalla	11%
Happy Valley/Damascus/Sandy	9%
All others	42%

44. How long have you lived in Clackamas County?

Response Category	N=400
0-5 years	8%
6-10 years	13%
More than 10 years	78%
(DON'T READ) Refused	1%

45. Do you own or rent your home?

Response Category	N=400
Own	78%
Rent	15%
(DON'T READ) Refused	8%

46. What is the highest level of education you have had the opportunity to complete?

Response Category	N=400
Less than high school	2%
High school diploma	17%
Some college	34%
College degree	33%
Graduate/professional school	13%
(DON'T READ) Refused	1%

47. How many children under age 18 live in your home? **(Record)**

Response Category	N=400
0	64%
1	12%
2	14%
3	5%
4	2%
5+	1%
(DON'T READ) Refused	2%

48. What is your annual household income before taxes in 2013?

Response Category	N=400
Less than \$25,000	9%
\$25,000 to less than \$50,000	19%
\$50,000 to less than \$75,000	19%
\$75,000 to less than \$100,000	17%
\$100,000 to less than \$150,000	15%
\$150,000+	8%
(DON'T READ) Refused	14%

49. What is your race or ethnicity? (Allow multiple)

Response Category	N=400
White/Caucasian	89%
Hispanic/Latino	2%
African American/Black	1%
Asian/Pacific Islander	1%
Native American/American Indian	1%
Other	3%
(DON'T READ) Refused	3%

**Preliminary Road Funding Initiative Outreach and Education Timeline:
Approved by Board of County Commissioners, Nov. 12, 2013**

NOTE: On Nov. 12, 2013, the BCC approved the timeline for a possible November 4, 2014 election up through April 10, 2014. That timeline is shown below. The remainder of the timeline for a possible November 2014 election is shown on the second page.

ACTIVITY*	NOV 4, 2014 BALLOT	PARTICIPANTS
Plan/carry out public outreach on road funding crisis <ul style="list-style-type: none"> • Website • Cable PSAs • Cable program • Presentations to community & business groups <ul style="list-style-type: none"> ○ talking points ○ PowerPoint ○ handouts • Media outreach • News releases • Articles in <i>Citizen News</i> and other publications • Public meetings and town halls • Virtual (online) open house • Coordinate with cities, jurisdictions, agencies • Email blasts • Presentations at BCC meetings • Presentations to ABCs • Presentations to staff and unions 	Nov. 5, 2013 - July 15, 2014	Consultants; staff from PGA, DTD, County Administration and BCC offices; Commissioners; jurisdictional partners
Publish RFP for consultant to conduct random sample telephone survey	Dec. 15, 2013	PGA; Purchasing
Hire consultant to conduct random sample telephone survey	Jan. 9, 2014	BCC; PGA; DTD
Development of random sample telephone survey	Feb. 3-14	Consultant
BCC approval of random sample telephone survey	Feb. 25	BCC; PGA; Consultant
Conduct focus groups	Feb. 26-28	Consultant
Conduct informal online survey	March 3-14	Consultant; PGA
Conduct random sample telephone survey**	March 3-14	Consultant
BCC Study Session on survey results	April 1	BCC; PGA; Consultant
BCC Business Meeting -- discuss survey results and proposed resolution initiating consideration	April 10, 2014	BCC; PGA

****The next regular County Community Survey, which is conducted every two years, would be scheduled for early 2014. The survey on road issues could be separate or could be part of the community survey. If the latter, more time would be needed to develop the larger survey and have it vetted through appropriate parties.**

ACTIVITY*	NOV 4, 2014 BALLOT	PARTICIPANTS
<i>Economic feasibility report and projected revenues and expenditures for first three years of district completed and included in formation petition</i>	<i>June 19, 2014</i>	<i>DTD; County Counsel</i>
<i>BCC resolution initiating consideration</i>	<i>June 19, 2014</i>	<i>BCC; County Counsel</i>
<i>Deadline for first hearing on funding proposals</i>	<i>July 24, 2014</i>	<i>BCC</i>
Public education on crisis in road funding, upcoming election and specific plans for spending additional revenue <ul style="list-style-type: none"> • Populate Website • Cable PSAs • Cable program • Presentations to community & business groups <ul style="list-style-type: none"> ○ talking points ○ PowerPoint ○ handouts • Targeted media outreach • News releases • Articles in <i>Citizen News</i>, other County publications • Public meetings, open houses and town halls • Virtual (online) open house • Coordination with cities, jurisdictions and agencies • Email blasts • Presentations at BCC meetings • Presentations, content development and recruitment of support from business groups, labor unions, Clackamas County Business Alliance, West Side Economic Alliance, Oregon Transportation Forum, TMAC, JPACT, MPAC, Metro, Cities, local Chambers of Commerce, Rotaries, social organizations, CPOs, Hamlets, Villages, Advisory Boards and Commissions. • Direct outreach, content development and recruitment support of Clackamas County employers -- small businesses with stake in funding outcome. • Direct outreach, content development and recruitment support of public safety and emergency response organizations. 		Consultants; staff from PGA, DTD, County Administration and BCC offices; Commissioners; EMT members; other elected officials; community and business leaders; jurisdictional partners
<i>Second hearing and election referral</i>	<i>Aug. 14, 2014</i>	<i>BCC</i>
<i>Election materials submitted to County Clerk</i>	<i>Aug. 19, 2014</i>	<i>County Counsel</i>
<i>Election materials complete and filed</i>	<i>Sept. 4, 2014</i>	<i>County Counsel</i>
<i>Election day</i>	<i>Nov. 4, 2014</i>	<i>County Clerk</i>

*Items in italics are legal requirements and the dates are legal deadlines.

ROAD FUNDING PRESENTATIONS, 2014
DRAFT 25 - April 23, 2014

Gray - past events

MEETING/EVENT	WHEN & WHERE	CONTACT	PRESENTERS	COMMENTS
North Clackamas Chamber Public Policy Committee	Jan. 6, noon NCC Chamber Offices, 7740 SE Harmony Rd., Milwaukie		BCC: P Savas Barb Cartmill. Diedre Landon	
Villages at Mt. Hood	Jan. 25, 9 a.m. Resort at the Mountain	Bob Reeves oldreeves@msn.com	BCC: J Ludlow Mike Bezner	
Community Leaders Meeting	Jan. 28, 6:30 pm DSB Auditorium	Barbara Smolak, ext. 8552 Barbarasmo@clackamas.us	BCC: M Schrader / J Ludlow Barb Cartmill Diedre Landon	
Sunnyside United Neighbors	Feb. 3, 7 p.m. Clackamas Fire District 9339 Causey	Martha Waldemar mellowmartha@aol.com	BCC: M Schrader Barb Cartmill Diedre Landon	
Hamlet of Molalla Prairie	Feb. 19, 7 p.m. Molalla Library	Susan Hansen foxglovefarm@inbox.com	BCC: J. Bernard Diedre Landon Randy Harmon	
Hamlet of Mulino	Feb. 20, 7:15 p.m. Mulino Airport Pilots Lounge 26926 S. Airport Rd., Mulino	Doug Hill, Chair chair@hamletofmulino.us 503-205-1679	BCC: Mike Bezner	
BCC Business Meeting	Feb. 20	Mary Raethke	Barb Cartmill	Video with intro
Jennings Lodge CPO	Feb. 25, 7 p.m. Homewood Heights 17999 SE River Road	Carol Mastronarde clm@spiritone.com	BCC: P. Savas Barb Cartmill Randy Harmon	15 minutes
Beavercreek Hamlet	Feb. 26, 6:45 p.m.	Tammy Stevens 503-632-3552 chairman@hamletofbeavercreek.org	BCC: J. Ludlow Mike Bezner	

MEETING/EVENT	WHEN & WHERE	CONTACT	PRESENTERS	COMMENTS
Birdshill CPO/NA	Feb. 26, 7-9 p.m. Location TBD	Skip Ormsby	BCC: Barb Cartmill Diedre Landon	Concerns about Glenn Rd in LO (and July closing of Terwilliger
Clarkes-Highland CPO	March 5, 7:30 p.m. Clarkes Grange Hall, 19396 S. Unger Rd., Beaver creek	Susan Nielsen, snielsen1@earthlink.net	BCC: Mike Bezner	30 minutes; no presentation set-up
Clackamas County Business Alliance	March 12, 7:30-9 a.m. Jordan Ramis offices off Kruse Way in Lake Oswego	Amy Oakley Executive Manager, CCBA 503-657-1651 amy@ccba.biz	BCC: J. Ludlow Barb Cartmill Mike Bezner	
Holcomb-Outlook CPO	March 12, 7:15 p.m. Oregon City View Manor 200 Longview Way, OC	Allen Taylor	BCC: Gary Schmidt Diedre Landon	
Eagle Creek-Barton & Estacada CPOs	March 13, 7 p.m. Eagle Creek Fire Station Highway 211 & Judd Rd	Charlene DeBruin	BCC: M. Schrader Mike Bezner	
Economic Development Commission	March 26, 7:45 a.m. DSB Auditorium	Teresa Sears, BCS tsears@clackamas.us	BCC: Barb Cartmill Mike Bezner	
Canby Rotary Club	March 28, 11:45 a.m. - 1 p.m. Cutsforth's Town Hall, 225 NE 2nd Ave., Canby	Judi Hester-Aus, Rotary Club of Canby President-Elect. 503-784-5106 orrelocation@hotmail.com	BCC:P. Savas Barb Cartmill Terry Learfield	
Boring CPO	April 1, 7 p.m. Boring-Damascus Grange 27861 SE Grange St, Boring	Steve Bates Sbates53@aol.com	BCC: M Schrader Gary Schmidt Diedre Landon	30 minutes; no multimedia available
Rhododendron CPO	April TBD	Steve Graeper, Rhododendron CPO rhodycpo@comcast.net	BCC: J. Bernard Barb Cartmill Diedre Landon	
Redland Grange	April 10, 7 p.m. 18131 S Fischers Mill Rd, Oregon City	Ms. Francis Pringle (503) 631-7722, Chair, Redland Grange	BCC: J. Ludlow Barb Cartmill Diedre Landon	Handouts only; 30 minutes presentation time

MEETING/EVENT	WHEN & WHERE	CONTACT	PRESENTERS	COMMENTS
Gladstone-Oak Grove Kiwanis Club	April 22, 7-8 a.m. Hales Restaurant, 17502 SE McLoughlin	Tom Hogan, tomhogan2@comcast.net	BCC: Mike Bezner Randy Harmon	Complimentary breakfast at 7; presentation at 7:30
Molalla Kiwanis	April 23, noon Molalla Library	Susan D. Williams susanhotiron@molalla.net	BCC: Mike Bezner	
Firwood CPO	May 8, 7 p.m. Dover/Firwood Fire Station 24545 SE Firwood Rd., Sandy	Marge Stewart, President Mesdes2003@yahoo.com	BCC: Diedre Landon Barb Cartmill	
Estacada Chamber of Commerce	May 15, noon-1 p.m. Location TBD	Connie Redmond, Chamber Administrator PO Box 298, 475 SE Main St Estacada, OR 97023 503-630-3483 www.estacadachamber.org ; estacadachamber@rconnects.com	BCC: Diedre Landon Mike Bezner	
Mt. Hood Chamber	June 3, 7:45-8:45 a.m. Mt. Hood Village Fireside Rm 65000 E. Hwy 26, Welches	Coni Scott coni@thehiddenwoods.com	BCC: Mike Bezner	15 minutes
Milwaukie Rotary Club	June 3, 11:50 a.m.-1 p.m. Odd Fellow Lodge, 10282 SE Main St, Milwaukie	James Fossen (530) 262-5921 (yes, 530) jamesfossen503@gmail.com	BCC: TBD	
Oregon City Rotary Club	June 11, noon; Museum of the Oregon Territory	Dave Hunt 503-810-8387 (mobile), dave@pndc.us	BCC: TBD	
Canby Kiwanis	June 16, 11:30 a.m.-1 p.m. Old Town Hall (above Thriftway) 225 NE 2nd Ave.	Kelly Newby, Program Chair kiwanisstore@canby.com	BCC: TBD	Screen available
Tualatin Rotary Club	July 16, 11:45 a.m. Tualatin Country Club 9145 SW Tualatin Rd.		BCC: TBD	30 minutes
Wilsonville Chamber Public Policy Committee	TBD	Steve Gilmore steve@wilsonvillechamber.com	BCC: J. Bernard TBD	
West Linn Chamber / Rotary	TBD, Wednesday lunch	Dan Gardner, 503-221-1226 daniel_gardner@wealthstrategiesnw.com	BCC: J. Bernard TBD	