

How we got here...

COMMUNITY ROAD FUND ADVISORY COMMITTEE

Meeting #1: July 25, 2019



The Conversation



Street Safety, Mobility and Reliability
Team
(Street SMART)
Report to
Board of County Commissioners
February 26, 2008

Clackamas County Roads:
Where are we?
Where do we want to be?
October 2009

Clackamas County Roads:
Protecting your Investment
October 2010

**Clackamas County and Its Cities, Districts,
Hamlets and Village:**
Investing in the Future of Our Land Use and
Transportation System -- **2011**

The Status of
Clackamas County Roads
Department of Transportation & Development
December 19, 2013

*A Conversation about
Road Maintenance Funding*
Sept. 26, 2016

T-FUNDS
Transportation Funding:
Understanding the Needs
of a Diverse System
October 2007

THE ROAD AHEAD, 2018
Continuing the Conversation
Community Leaders Meeting
October 15, 2018

County Ballot Measures

- 1986:  Fuel License Fee
- 1995:  Fuel License Fee
- 1997:  Vehicle Registration Fee
- 1997:  Fuel Tax
- 2003:  Road System Maintenance Fee

- 2011:  Vehicle Registration Fee (Sellwood Bridge)
- 2016:  Pursue voter-approved funding for a limited period of time for deferred maintenance
- 2016:  Fuel Tax

Continuing the Conversation 2018-19

ClackCo Quarterly (mailed to all residences)

- Feb. 2019 – Commissioners Corner
- Nov. 2018 – article

#ClackCo Monthly email (~12,000 subscribers)

- November 2018
- December 2018
- January 2019

Flyers for public presentations, sent to:

- interested parties lists
- CPO leaders
- local community groups
- chambers and other business organizations

Public presentations

- 8 community groups
- 3 business groups
- 1 city council

Board of Commissioners policy sessions

- Dec. 18, 2018
- Sept. 11, 2018
- Sept. 4, 2018
- June 26, 2018
- Jan. 9, 2018

Website – since early 2018

Social media (countywide)

- Facebook – 7 posts, including 4 FB events
- Nextdoor – 5 posts and 4 event listings
- Twitter – 11 posts

C4 meetings

- 2019: Feb. 7
- 2018: Dec. 6, Nov. 1, Sept. 6, Aug. 2, June 30

News release/opinion

- Early January 2019 -- editorial
- Late January 2019 – news release



Clackamas County

Historically, how was road work funded?

Maintenance

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

Capital Projects

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

Clackamas County

Funding with HB2017 (fully funded in 9 years)

Maintenance Projects: + \$7.52 million/year

- Arterial/Collector Paving:
Increase from \$3 million to \$8.5 million
- Local Road Paving: \$0 (no change)
- ADA Improvements:
Increase from \$180,000 to \$700,000
- Safety improvements:
Increase from \$260,000 to \$1.76 million

Capital Projects: \$0



Needed services...

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



Road Funding by County – Portland Metro Region

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



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

Service priorities...

Congestion relief

Maintenance for ***local roads***

Safety improvement projects

Interested in collaboration

A ***strategic investment fund*** for local transportation needs

Funding preference...

\$30/vehicle/year ***vehicle registration fee***



VRF Impact on Motorists: *Investment in the Future*

➤ **\$30 per vehicle per year**

- \$60 paid every two years when motorists renew vehicle registration
- Not applicable to one-time permanent vehicle registrations (classic cars, antique vehicles, disabled veterans, etc.)

➤ **Included:** motorcycles (\$15); cars, pick-up trucks, vans and other passenger vehicles

➤ **Excluded (OR801.041):**

- Registered farm equipment
- Heavy trucks (which pay weight-mile tax)



Potential Revenue (\$30/year)

City	Population (July 1, 2017)	Annual Revenue*
Lake Oswego**	34,855	\$703,222
Oregon City	34,240	\$690,807
West Linn	25,615	\$516,794
Wilsonville**	21,260	\$428,938
Milwaukie	20,510	\$413,798
Happy Valley	18,680	\$376,877
Canby	16,420	\$331,281
Gladstone	11,660	\$235,246
Sandy	10,655	\$214,969

City	Population (July 1, 2017)	Annual Revenue*
Damascus***	10,625	\$214,364
Molalla	9,085	\$183,294
Estacada	3,155	\$63,654
Tualatin**	2,911	\$58,741
Portland**	766	\$15,455
Johnson City	565	\$11,399
Rivergrove**	459	\$9,253
Barlow	135	\$2,724
County	412,672	\$5,588,520

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

*Based on population, per state law

**Part of this city is outside Clackamas County

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



Clackamas County Vehicle Registration Fee (filling gaps)

Maintenance (per year)

- Arterial/Collector Paving
Increase from \$3 million to \$8.5 million
- **Local Road Paving: \$1 million**
- ADA Improvements:
Increase from \$180,000 to \$700,000
- **Safety Improvements:
Increase from \$1.76 million to \$2.26 million**

Capital Funding

- **+ \$3.5-\$4 million/year**



VRF Impact on Everyone: *Improved safety (\$500,000/year)*

Install all-way stop-control with flashers

- Cost: \$70,000 per installation
- Crash reduction: 60% for all crashes, all severities
- Examples: Canby-Marquam/Lone Elder (RSA), Central Point/Township



Widen road shoulders with safety features (e.g., rumble strips)

- \$100,000 per mile
- 50% crash reduction for all crashes, all severities
- Examples: rural collector/arterials such as Beaver Creek Road, Springwater Road, Eagle Creek Road, Barlow Trail Road, Canby-Marquam Highway, Meridian Road, Kelso Road, Welches Road

VRF Impact on Everyone:

Improved safety (\$500,000/year)

Curve warning signs

- Cost: \$9,000 per mile
- Crash reduction: 16% for run-off-road injury crashes
- Examples: Feyrer Park Rd, Borland Rd, Wright Rd, Lower Highland Rd, Kropf Rd



Guardrail

- Cost: \$30,000 -50,000 per installation depending on length
- Crash reduction (roadway departure): 47% for all injury crashes
- Examples: portions of Foster Rd, Ten Eyck Rd, Central Point Rd, Bull Run Rd

Rectangular Rapid Flash Beacons with Median

- Cost: \$200,000 per installation
- Crash reduction: 56% for pedestrian crashes, all severities
- Example: Monterey/90th

VRF Impact on Everyone: *Maintained local roads (\$1 million/year)*

\$1 million/year will pay for:

Paving 2 - 3 miles in the urban area, **or**

Paving 3 - 4 miles in the rural area



County local roads below our PCI standard of 70

107 miles of urban local roads

127 miles of rural local roads



VRF Impact on Everyone: *Congestion Relief (capital projects)*

Additional \$3.5 - 4 million every year

- 20% / year increase
- Dedicated source of funds
- Projects
 - Located throughout the county
 - Selected based on Clackamas County values and needs, with input from people in the local communities



VRF Impact on Everyone: *Congestion Relief (capital projects)*

Roundabouts

- Cost: \$2 million per installation
- Crash reduction: 80% for all crashes, all injuries except property damage only (PDO)
- Examples: Beaver Creek/Leland/Kamrath, Canby-Marquam/Gribble, Stafford/65th, Redland/Ferguson, Stafford-Borland

Added Turn Lanes

- Cost: \$400,000-600,000 per installation
- Crash reduction: 45% for all crashes and all severities
- Examples: Redland/Bradley, Union Mills/Windy City, Fischers Mill/Hattan, Springwater/Bakers Ferry, Redland/Henrici



VRF Impact on Everyone: *Congestion Relief (examples*)*

Beavercreek Road – paved shoulders, turn lanes, possible roundabout at Beavercreek / Leland / Kamrath intersection

Canby-Marquam Highway/Lone Elder – reconstruct intersection, new turn lanes

Concord Road (River Road to Oatfield Road) – add turn lanes at major intersections

Eagle Creek Road, Currin to Duus -- remove horizontal curve, relocated intersection, add paved shoulders and turn lanes

Redland Road – roundabout at intersection with Ferguson; eastbound left-turn lanes at Bradley and Hattan intersections

Stafford Road – paved shoulders and turn lanes; traffic signal and turn lanes, or roundabout, at Childs Road intersection

Welches Road – paved shoulders, pedestrian facilities

**These are only examples of the types of high priority projects in the Transportation System Plan; final decisions on which projects to actually construct will be made after discussion with local residents.*



