



## Clackamas County Road Funding Forum

June 5, 2014

Development Services Building, Oregon City

### Attendees:

- Canby: Traci Hensley
- Clackamas County: John Ludlow, Martha Schrader, Paul Savas, Gary Schmidt, Barbara Cartmill, Diedre Landon, Randy Harmon, Tim Heider, Ellen Rogalin
- CPO/Hamlet/Village: Laurie Freeman Swanson, Molalla CPO; Marge Stewart, Firwood CPO, Tammy Stevens, Hamlet of Beavercreek; Bob Reeves, Villages at Mt. Hood
- Gladstone: Hal Busch, Neal Reisner, Wade Byers
- Happy Valley: Markley Drake, Lori DeRemer, Jaimie Lorenzini
- Lake Oswego: Jeff Gudman, Donna Jordan, Jackie Manz
- Legislative representatives: Jesse Alexander for Jodie Bailey; Gemtt Rosenthal, Tualatin, House District 37; Ben Eckstein for Congressman Schrader; John Valley for Sen. Merkley
- Metro Council: Carlotta Collette, Shirley Craddick
- Milwaukie: Steve Butler, Bill Monahan, David Hedges
- Molalla: Glen Boreth, George Pottle, Chris Cook, Dan Huff
- Oregon City: Doug Neeley, John Lewis
- Portland: Mark Lear
- Sandy: Jeremy Pietzold, William King, Seth Atkinson, Julie Stephens
- West Linn: Jody Carson
- Willamette View: Kim Buchholz, Julie Dimick
- Wilsonville: Mark Ottenad, Tim Knapp, Susie Stevens
- Other: Steve Kautz, TriMet; Terry Gibson, Oak Lodge Sanitary District; Stephan Lashbrook, SMART; Dick Jones, Oak Lodge Water District; John Blanton, Clackamas Fire District #1, Joanna Valencia, Multnomah County; Rian Windsheimer, ODOT; Andrew Singelakis, Washington County; Dave Kruse; Maureen Ludlow; Wilda Parks, MPAC; Karen Tolvstad, Fish Marketing

### Welcome

Clackamas County Commissioner Paul Savas welcomed everyone to the forum and said the focus would be on funding for transportation maintenance.

### Current Road Funding Efforts in Metro Area

- Washington County -- Andrew Singelakis, Director of the Department of Land Use & Transportation, reviewed the road system, revenue sources and future needs. At this point Washington County is considering a vehicle registration fee. More information is available on the county website at <http://www.co.washington.or.us/TransportationFunding/vehicle-registration-fee.cfm>
- Multnomah County -- Joanna Valencia, Transportation Planner, reviewed the county road system, revenue sources and needs.  
*Question:* What are you doing about the Morrison Bridge? *Response:* It is a priority.

*Question:* What will happen to the city's vehicle registration fee when the Sellwood Bridge debt service is paid? *Response:* That hasn't been decided.

- City of Portland -- Mark Lear, Portland Bureau of Transportation, presented the information that had been shared with the Portland City Council a week ago. More information is on the city website at <http://www.portlandoregon.gov/transportation/64188>.

#### **C4 Transportation Efforts & City Needs**

- C4 -- Paul Savas, C4 Co-Chair and County Commissioner, said the County needs to continue community education and outreach in order to gain the support needed for additional road maintenance funds. He said C4 believes in the need for funds for both maintenance and capital support, and that the entire county should be involved.
- Cities -- Lori DeRemer, C4 Co-Chair and Mayor of Happy Valley, said that it is important for all cities and the county to work together because no one jurisdiction can be successful alone. We all need to work together to increase economic development and make sure we have a strong infrastructure. She mentioned that Happy Valley is considering instituting its own vehicle registration fee this fall, but that won't impact the city's willingness to work together with the whole county.

*Question:* Some jurisdictions have more than one revenue source -- is that important to consider? *Response:* Yes. Everyone benefits from the road system and everyone should be involved in paying for it, but different areas have different needs.

#### **Clackamas County Roadway Needs, Funding Challenges & Options**

Barbara Cartmill, Director of Transportation and Development, and Diedre Landon, Administrative Services Manager, reviewed information about the county road system, maintenance challenges and revenue needs. The Commission is looking at several possible revenue options to take to the public eventually. For the time being, the focus is on outreach and education. More information is available on the County website at <http://www.clackamas.us/streetsmart/index.html>.

*Question:* Are roads in federal forest land the responsibility of the County? *Response:* No.

*Question:* Has the county triaged any decisions about roads the county can no longer afford to maintain? Are there less expensive, long-run alternatives? *Response:* Yes, we have looked at a number of scenarios. Right now, for example, we have basically eliminated maintenance for local roads so we can maintain the arterials and collectors.

*Comment:* County maintenance does an awesome job and the cities depend on some of that work -- I hope you continue to partner with the local cities. As you look at funding alternatives, consider splitting needs between businesses and residents, as Oregon City did. Also, consider taking the lead and do what needs to be done without going to voters. Start small and get something done so people can see the positive difference. *Response:* There are many nuances to consider. We are planning to use any additional funds for local roads.

*Comment:* The commission can set a VRF on its own, but voters have to act on gas taxes.

*Question:* Would a VRF just apply to unincorporated areas? *Response:* No, it would apply to the cities also.

*Question:* Would a gas tax just apply to unincorporated areas? *Response:* Not necessarily, but the example we use is just for the unincorporated areas.

### **Federal Surface Transportation Funding and Potential Impacts in Oregon**

Rian Windsheimer, ODOT Region 1 Policy and Development Manager, shared information about the very serious situation the state is in related to transportation funding, especially with the threat of the cutoff of federal transportation funds. The federal Highway Trust Fund was first established in 1956 with a 3-cent gas tax. It rose slowly over the years to 18.4 cents in 1993 and hasn't changed since. It is only because the federal government has put general funds into the trust fund that the state trust fund is still solvent. The state trust fund is almost entirely dedicated to retiring debt service, maintenance and operations; new money is needed for any other projects. The state has decided to delay the start of STIP project selection.

*Question:* What will be the impact of the STIP delay? *Response:* Probably a substantial reduction in projects.

*Question:* Which would be more beneficial -- a state or a federal gas tax increase? *Response:* Neither is better, but local funds can be focused on local needs. There is likely to be less reliance on federal funds and more on local funds in the future.

*Question:* Is Oregon piloting a vehicle mileage tax? *Response:* Yes, we are one of the first states to pilot a vehicle miles traveled fee, based on the number of miles traveled as well as, perhaps, on the time of day and/or the type of facility. The VMT is one of the most talked-about likely sources of future, ongoing funds for transportation.

### **Public Attitudes and Perceptions**

Gary Schmidt, Clackamas County Director of Public and Government Affairs, reviewed national, regional and Clackamas County survey data on people's attitude toward roads, road maintenance and road maintenance funding. Generally people consider roads and road maintenance a high priority, but are unwilling to pay for it unless they are given very specific information on how the money will be used.

### **Closing Comments**

Paul Savas -- Many people think we have plenty of money for road maintenance, but they don't realize general funds can't be used on roads. Our budget committee decided this week to have the general fund cover an additional \$500,000 of expenses currently paid by the road fund for non-road maintenance purposes in order to free up more money directly for road maintenance.

*Question:* How do you talk about concerns in the rural area? *Response:* Rural residents may drive farther, but they wear out the roads just like other drivers. Everyone needs to be part of the solution.

*Question:* Has the county considered grinding some roads to gravel? *Response:* No.

Lori DeRemer -- We need to keep the message local to get it to our citizens. The county will need revenue from city residents, too. Other priorities often are on the ballot -- schools and public safety, for example -- we need to keep working to get out the message about our needs.

# Clackamas County Road Funding Forum



June 5, 2014



*Sponsored by:*



Clackamas  
County  
Coordinating  
Committee

## Clackamas County Coordinating Committee



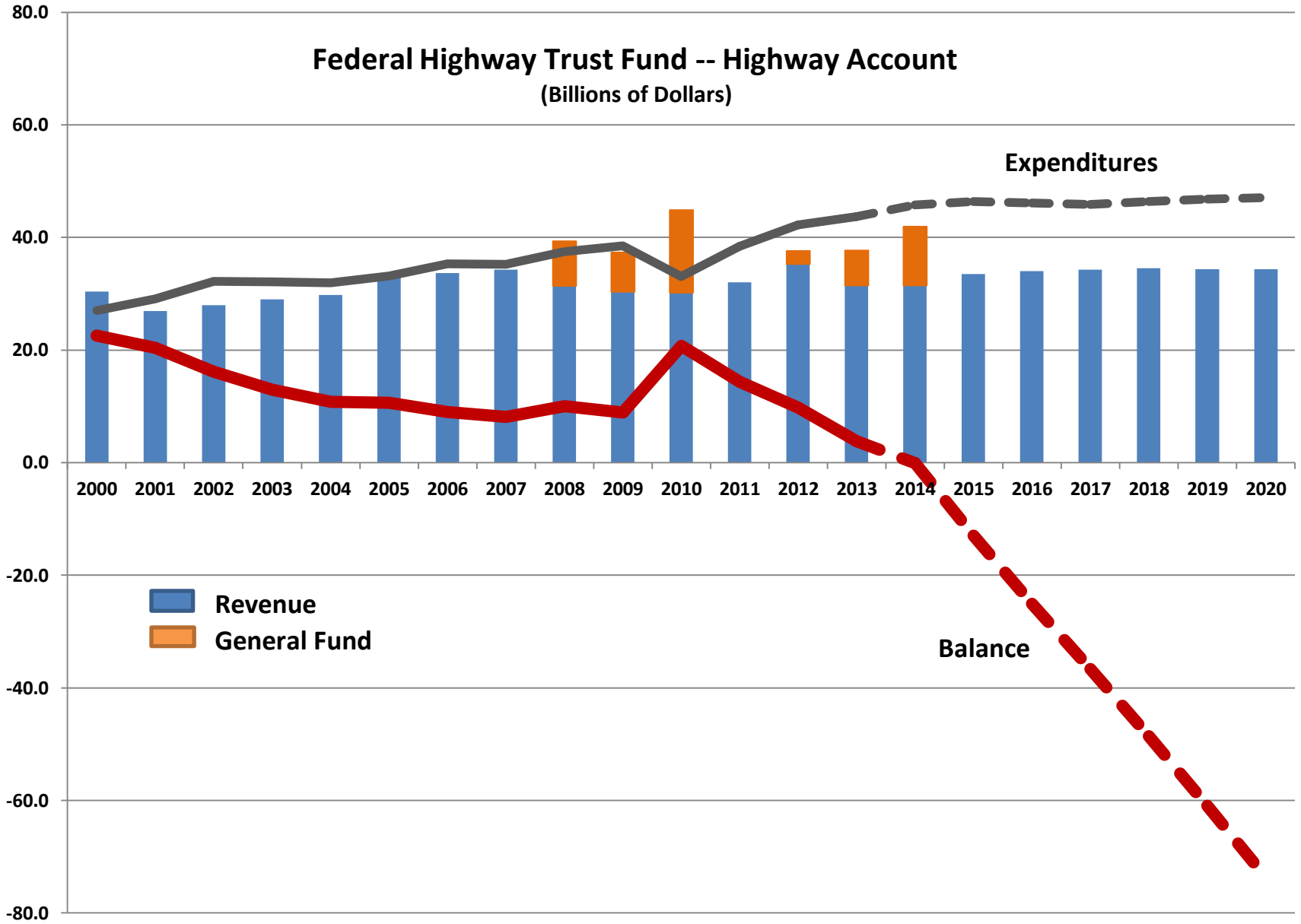
# History of Federal Surface Transportation Funding & Potential Impacts in Oregon



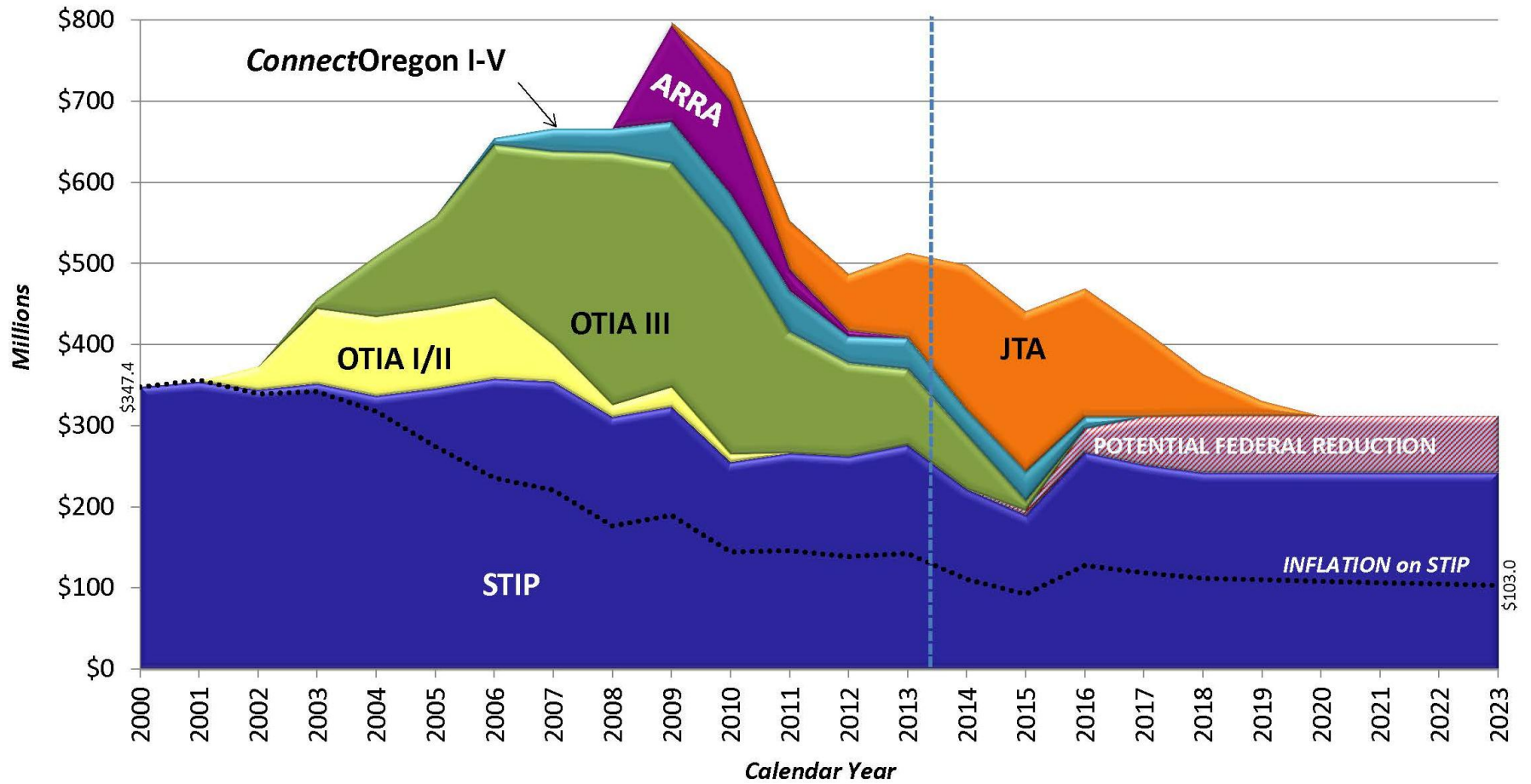
Rian Windsheimer,  
Oregon Department of  
Transportation

# Federal Highway Trust Fund -- Highway Account

(Billions of Dollars)



# ODOT Construction Programs

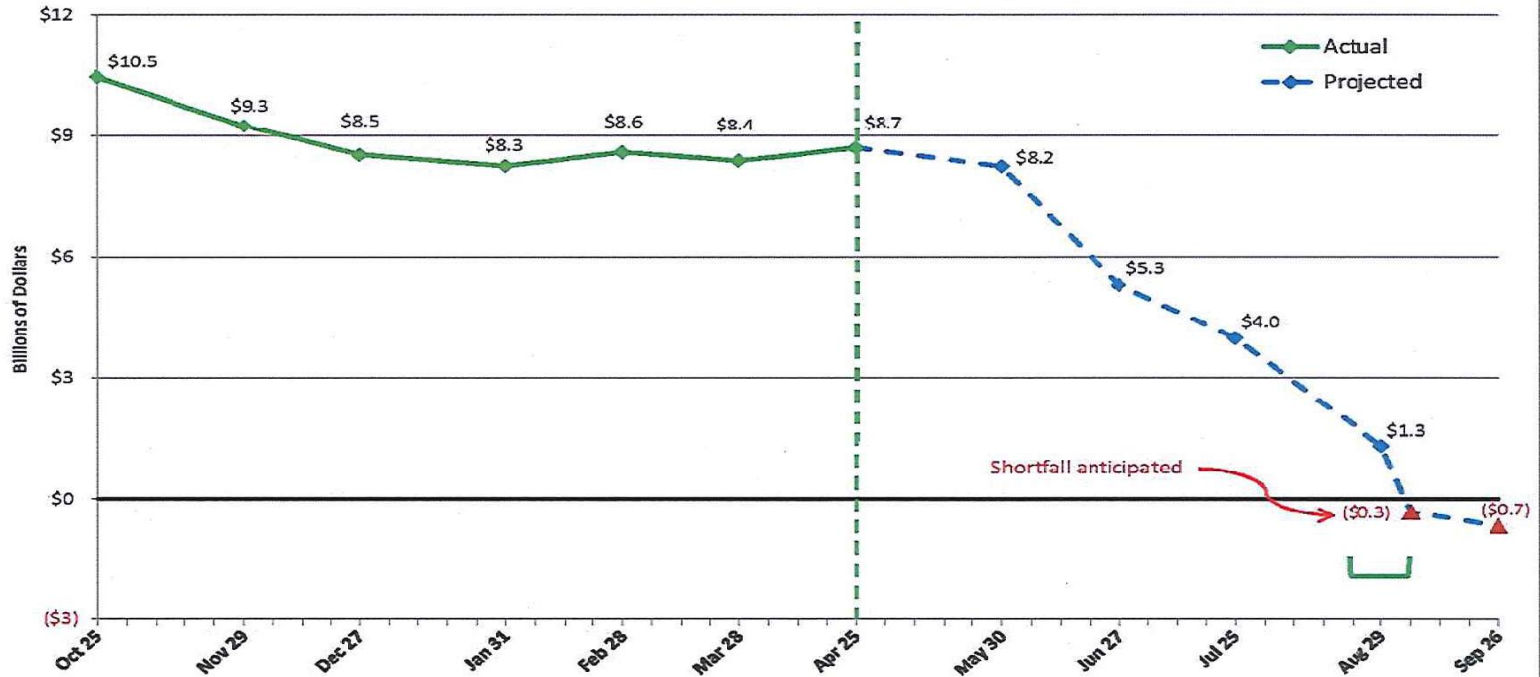


Highway Budget Office - Revised 09/30/13 (actuals through June 2013)

# U.S. DOT – Highway Account Ticker

FY 2014 Projected Estimates for End-of-Month Cash Balances (as of 4/25/2014) <sup>1/ 2/ 3/</sup>

Highway Account of the Highway Trust Fund (Includes FHWA, FMCSA & NHTSA)



1/ Graph reflects actual data through 4/25/14 and end-of-month projections for the remainder of the fiscal year.

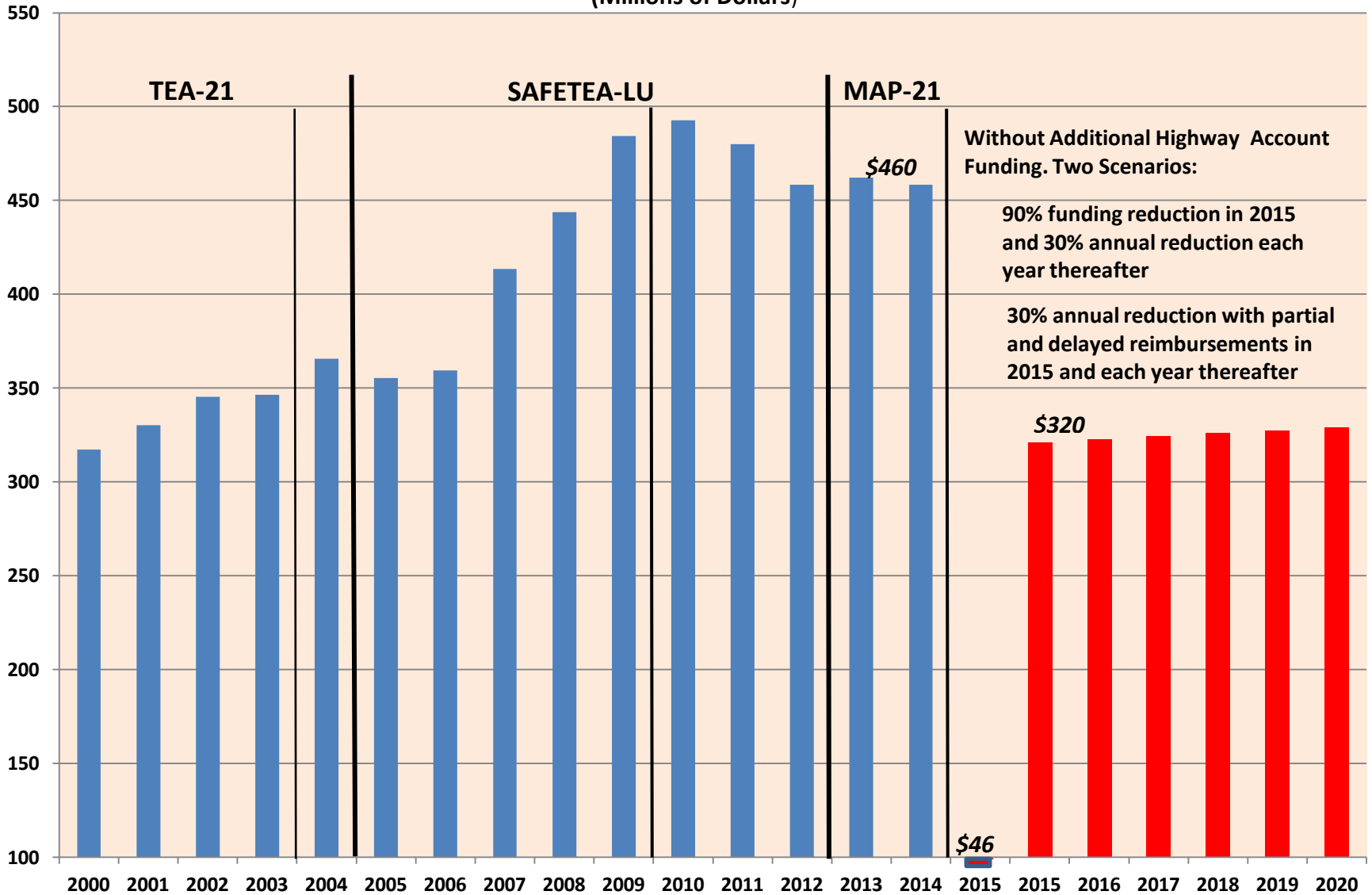
2/ Total receipt and outlay projections are based on FY 2015 President's Budget Baseline assumptions. Projected monthly receipt and outlay rates are based on historic averages.

3/ Range of anticipated shortfall: Green brackets denote the estimated window of when the anticipated shortfall will occur.

Source: FHWA

# Oregon Federal-aid Highway Funding

(Millions of Dollars)





# Current Road Funding Efforts of Metro-area Jurisdictions



Andrew Singelakis,  
Washington County Department of Land Use and  
Transportation



Joanna Valencia,  
Multnomah County Department of Community Services



Mark Lear,  
City of Portland Bureau of Transportation



# Washington County Transportation Funding Overview

June 5, 2014

Clackamas County Road Funding Forum

Andrew Singelakis, Director of Land Use & Transportation



# County Transportation System Facts



## Washington County maintains:

- Approximately 1,300 miles of roads (3,000 lane miles):
  - half urban; half rural
  - 1,075 miles paved; 225 miles gravel
- Of paved roads:
  - 198 miles are arterials
  - 247 miles are collectors
- Over 430 lane miles of county-maintained arterials and collectors are in cities
- Pavement is just part of the system:
  - 188 bridges
  - 3,000 culverts
  - 700 miles of ditches
  - 285 signalized intersections
  - Lighting, landscaping, signs



# Transportation Funding Sources

## Existing Safety/ Capacity Deficiencies

Countywide Property Taxes

- Major Streets Transportation Improvement Program (MSTIP)  
*Roads of countywide significance*



## System Maintenance

Gas Tax, User Fees, URMD

- Road Fund: State and county fuel taxes, state vehicle registration fees, state weight-mile tax for large trucks  
*Prioritization policy focuses on major transportation system first*
- Urban Road Maintenance District (URMD) (Property tax)  
*Urban Unincorporated Area Local Streets and Neighborhood Routes*

## Keeping Up with Growth

System Development Charges (SDCs)

- Countywide Transportation Development Tax (TDT)
- North Bethany Transportation SDC and County Service District

# Existing Safety and Capacity Deficiencies



## MSTIP

MAJOR STREETS TRANSPORTATION IMPROVEMENT PROGRAM

- Voter-approved serial levies in 1986, 1989 and 1995
- In 1997 (BM 50) then-current MSTIP rate was reduced and rolled into our base tax rate
- **More than \$555 million** raised to date
- **111 multi-modal projects** completed to date
- Funding decisions made by Board of Commissioners with input from Washington County Coordinating Committee (WCCC)



# MSTIP Project Criteria

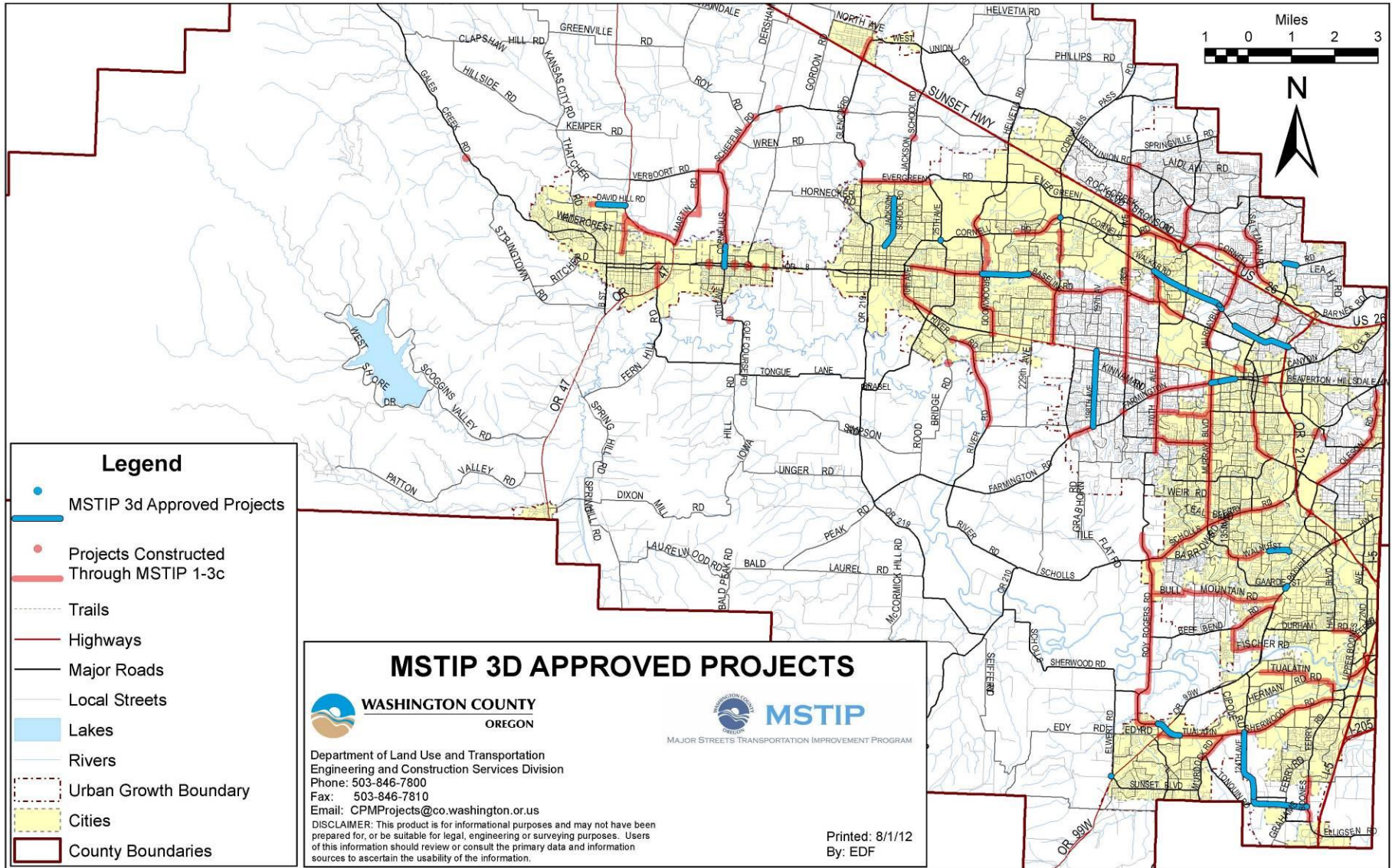
- Improve safety
- Remove bottlenecks
- Local government priority
- Benefits residents of more than one city
- Address multiple modes (cars, bikes, pedestrians, transit, trucks/freight)
- Geographically balanced, providing benefit to residents all around the county

# MSTIP 3d (2013-18)

## **5-year program adopted by Board of County Commissioners in July 2012:**

- \$175 million anticipated (average \$35m/year)
- 19 specific improvement projects on roads of countywide significance (approx. \$160 million)
- \$10 million for rural bridge replacements
- \$5 million “Opportunity fund” to help leverage federal/state grants for all modes
- \$500,000 ITS upgrade set-aside
- Geographic and financial balance

# MSTIP 3d (2013-18)



**Legend**

- MSTIP 3d Approved Projects
- Projects Constructed Through MSTIP 1-3c
- Trails
- Highways
- Major Roads
- Local Streets
- Lakes
- Rivers
- - - Urban Growth Boundary
- Cities
- County Boundaries

**MSTIP 3D APPROVED PROJECTS**



**WASHINGTON COUNTY**  
OREGON



**MSTIP**  
MAJOR STREETS TRANSPORTATION IMPROVEMENT PROGRAM

Department of Land Use and Transportation  
 Engineering and Construction Services Division  
 Phone: 503-846-7800  
 Fax: 503-846-7810  
 Email: [CPMProjects@co.washington.or.us](mailto:CPMProjects@co.washington.or.us)

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By: EDF

# Keeping Up With Growth (SDCs)

## **Transportation Development Tax (TDT)**

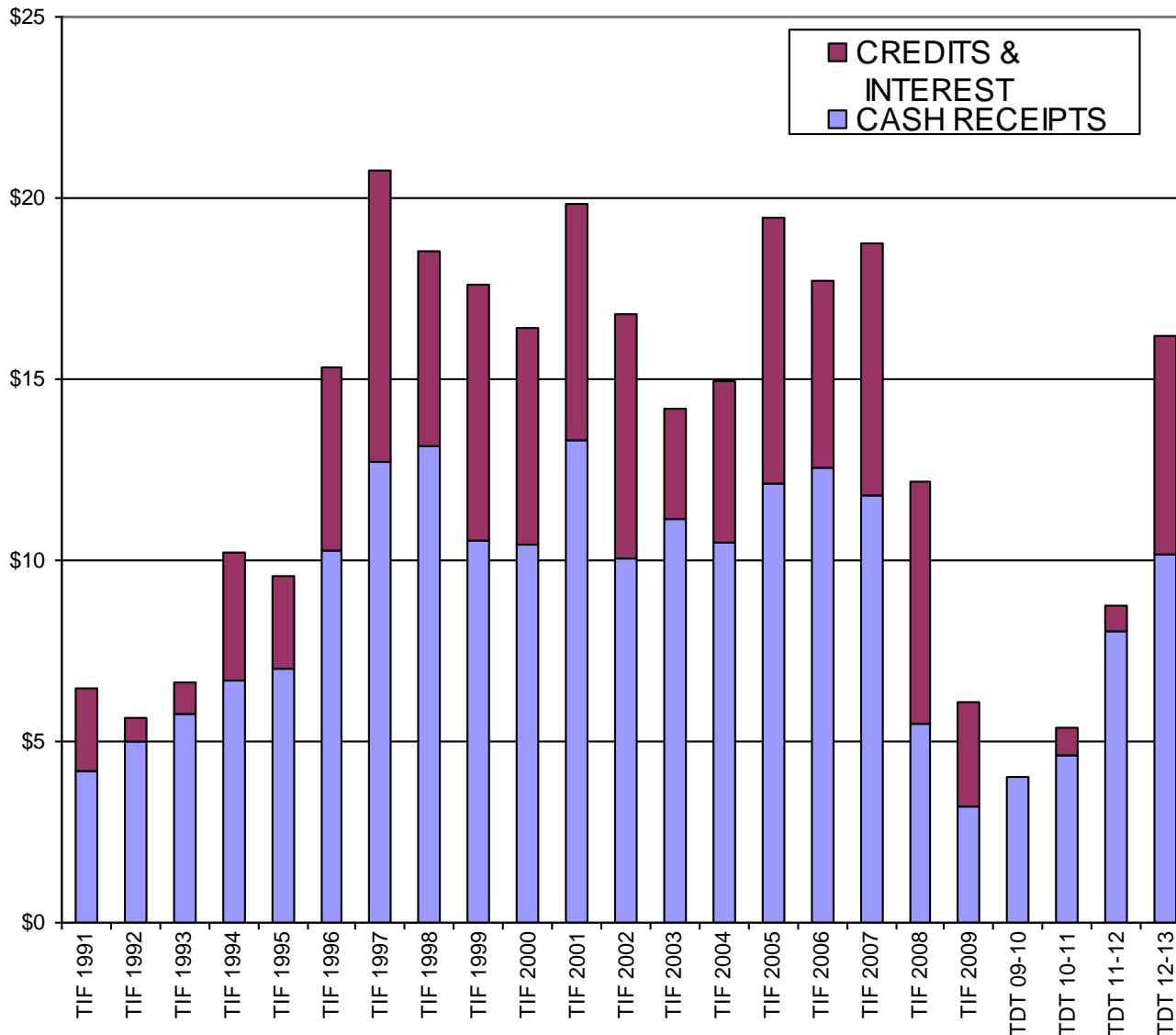
- Approved by voters in 2008; implemented countywide
- Development pays 'fair share' (target: 28%) for growth
- Only **capacity improvements on collectors and arterials**
- **\$300 million** countywide since 1990 (including credits)
- **225+ projects** fully or partially funded

# TDT Rates for Various Uses

<b>Use</b>	<b>Full TDT Rate</b>
Single-family residence	\$8,225
20-unit apartment complex	\$107,260
5,000 s.f. general office building	\$43,160
5,000 s.f. medical office building	\$115,565
5,000 s.f. “quality” sit-down restaurant	\$121,755
50,000 s.f. light industrial building	\$291,750
50,000 s.f. supermarket	\$1,138,400
10-screen movie theater	\$1,151,090



# TIF/TDT Revenues (in millions)



# Keeping Up With Growth (SDCs)

## **New UGB Expansion Areas**

- **Supplemental Transportation SDCs and other financing tools** will be needed to fund roads in/serving new UGB expansion areas
  - North Bethany
    - Supplemental Transportation System Charge and a new County Service District for Roads are helping to fund roads in this newly developing area
  - Other new UGB expansion areas currently being planned
    - Area 93 (urban unincorporated)
    - River Terrace (Tigard)
    - South Hillsboro

# System Maintenance

## Road Fund maintains major roads

- One-cent countywide gas tax: **\$1.2 million to cities; \$850K to county annually**
- State apportionment provides approx. **\$23 million annually** for maintenance
- Additional HB 2001 revenue was initially used to restore cuts in prior years
- **\$500K** annual set-aside for **'Minor Betterments'** program

## Urban Road Maintenance District



- Formed by voters in 1987; not funded by voters until 1994
- Funds **maintenance of local streets** in urban unincorporated areas
- Generates approx. **\$3.9 million/year** (\$0.25/\$1,000 assessed valuation)
- 2011 Board action allows URMD funds to be used for **safety improvements** on all roads within district - **\$2.7 million for coming year**

# Maintenance Funding Challenges

## Challenges:

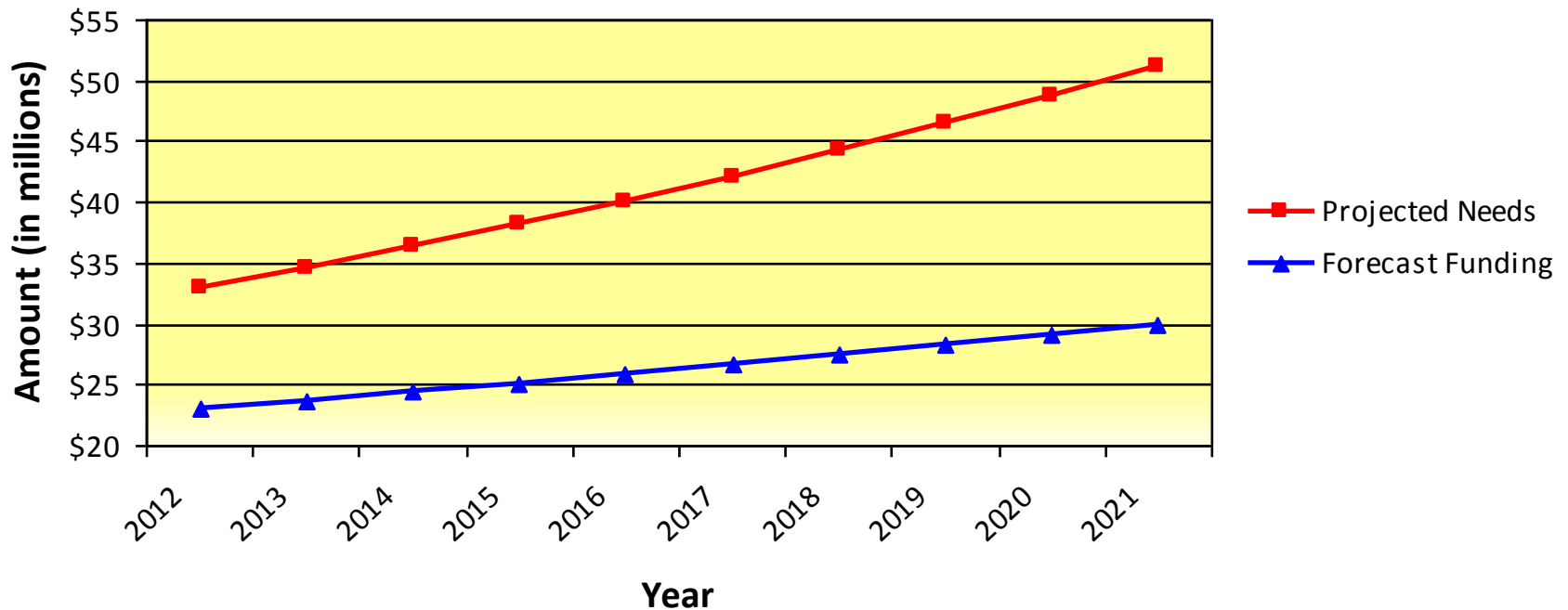
- More efficient cars + less driving = flat Road Fund revenues
- Road Fund revenues expected to decline over time as these trends continue
- Increasing maintenance needs
- Costs rising faster than revenues
- 75-80 PCI targets on major roads
- Road conditions declining
- Deferred maintenance increasing
- Need to avoid 'tipping point'



# Increasing Needs

**Funding gap expected to double within 10 years**

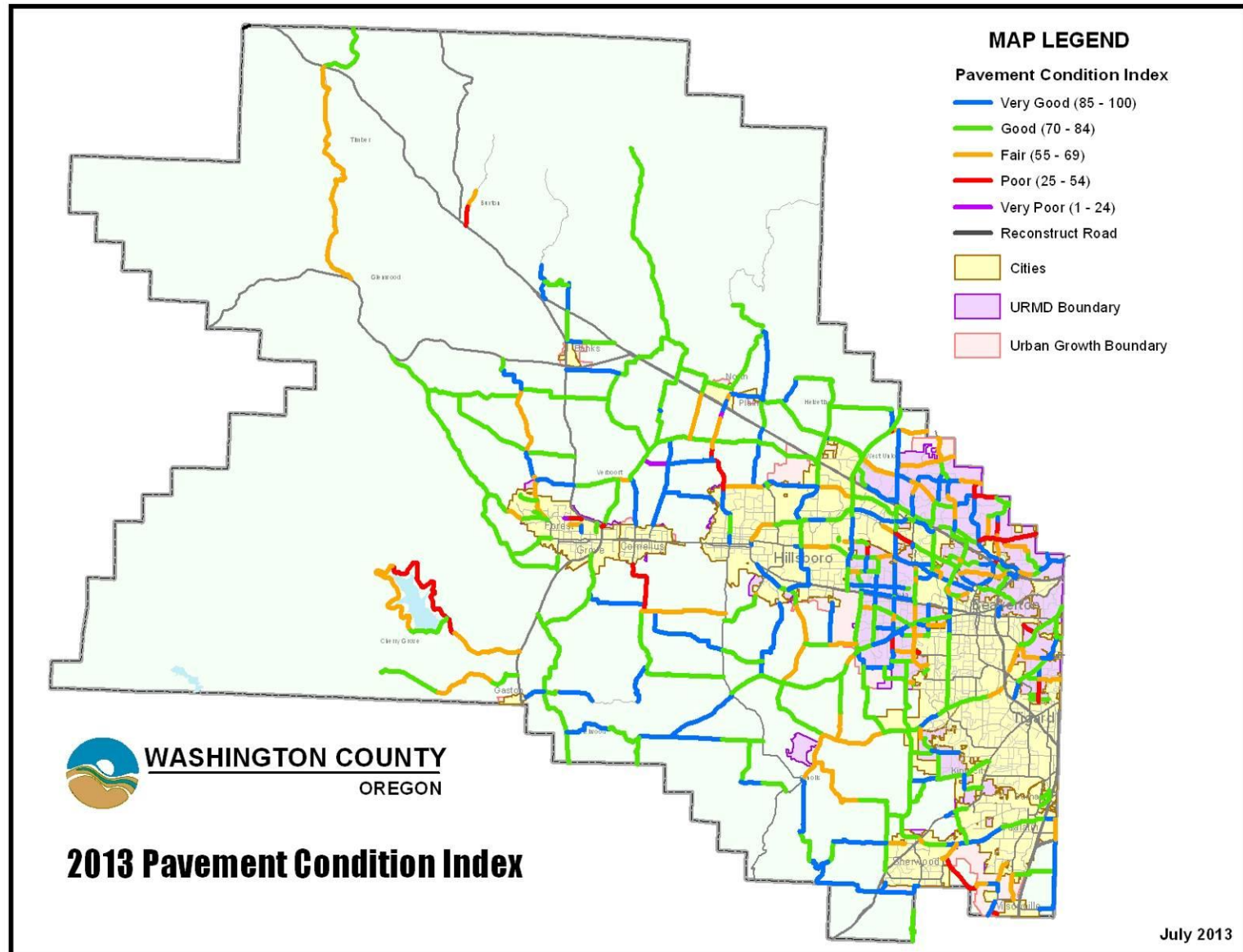
**Projected Funding v. Needs**



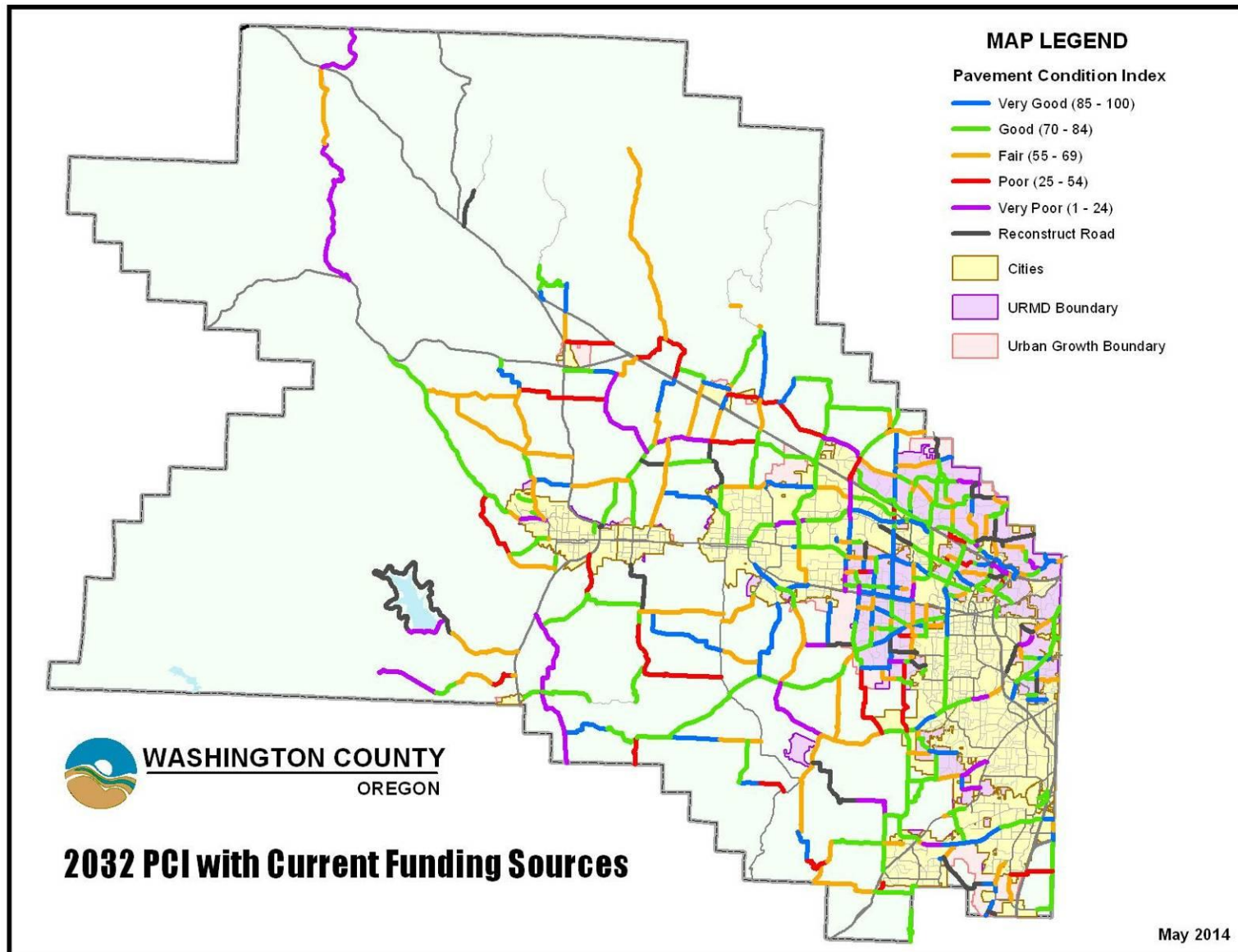
**Forecasted Funding** grows at approx. **3%** annually while **Projected Needs** grows at approx. **5%** annually



# Road Conditions-Today



# Road Conditions-Tomorrow



# Closing the Maintenance Gap

We're working to manage costs, but also need to look at additional funding

The **vehicle registration fee** is the preferred option for additional maintenance funding

Other options considered:

- Increase gas tax
- Tap general fund revenues
- Road maintenance fee
- Property tax increase

# Vehicle Registration Fee (VRF)

## State law provisions

- Max. \$43 per year for all vehicle classes subject to the fee
- Vehicles exempt from county fee
  - Farm, school and government vehicles
  - Antique or special interest vehicles
  - Motor homes, campers and travel trailers
  - Trucks weighing over 26,000 pounds
  - Vehicles owned by disabled veterans

# Vehicle Registration Fee (VRF)

## Proposed fee:

- **\$30 per year** for most passenger cars and trucks 26,000 lbs. and under owned by residents and businesses
- **\$17 per year** for motorcycles and mopeds

## How would the fee be collected?

- It would be collected once every two years at DMV
- Fees for new vehicles will be collected for four years at first



# Vehicle Registration Fee (VRF)

Projected revenue is estimated at **\$12.8 million countywide annually:**

- 60 percent to county (approximately \$7.7 million)
- 40 percent to cities (approximately \$5.1 million)

Specific city allocations based on population

Fee revenue estimates for 6 largest cities:

Hillsboro	Beaverton	Tigard	Tualatin	Forest Grove	Sherwood
\$1.48M	\$1.46M	\$0.78M	\$0.37M	\$0.34M	\$0.29M

# Vehicle Registration Fee (VRF)

- Per state law, funds must be used exclusively for roads
  - Construction and reconstruction
  - Improvement and repair
  - Maintenance and operation
- County will allocate funds to road maintenance—pavement, culverts, signs, signals, landscaping and other assets
- Cities would be able to choose how best to allocate their share of the revenues within state rules



# What's next?

## **Vehicle Registration Fee being considered by Board of County Commissioners**

- June 10 work session briefing on opinion survey results
- Public hearing on June 17



# More information

**Washington County Transportation Funding website:**  
[www.co.washington.or.us/LUT/TransportationFunding/index.cfm](http://www.co.washington.or.us/LUT/TransportationFunding/index.cfm)

**Vehicle Registration Fee website:**  
[www.co.washington.or.us/VRF](http://www.co.washington.or.us/VRF)

**Contact:** Andrew Singelakis, AICP  
Director of Land Use & Transportation  
(503) 846 - 8740  
andrew\_singelakis@co.washington.or.us



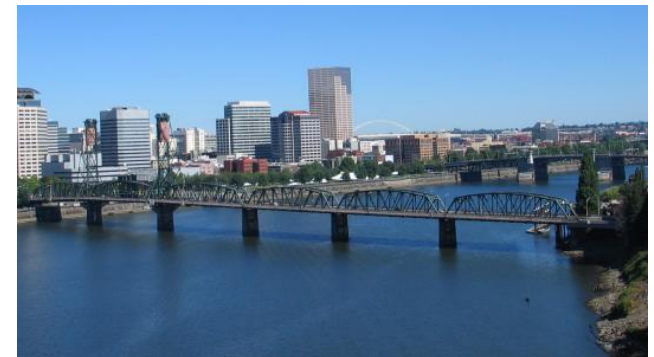
# Multnomah County Transportation Revenues

June 5, 2014

Joanna Valencia, AICP  
Senior Transportation Planner  
[joanna.valencia@multco.us](mailto:joanna.valencia@multco.us)

# Multnomah County's Transportation System

- Approximately 300 roadway miles
  - Over 105 miles in West Multnomah County
  - Over 185 miles in East Multnomah County
  - 265 miles Rural, 27 miles Urban
- 6 Willamette River Bridges





# How our Transportation Program is funded

- **Dedicated Transportation Revenue**
  - State Highway Revenue
  - County Gas Tax
  - County Vehicle Registration Fee
  - Federal Forest Receipts
- **Competitive Grants**
  - MTIP
  - STIP
- **No General Funds**



# State Highway Fund

- Weight Mile Tax: 28%
- Vehicle Registration: 20%
- State Gas Tax: 52%





# Multnomah County Local Revenue

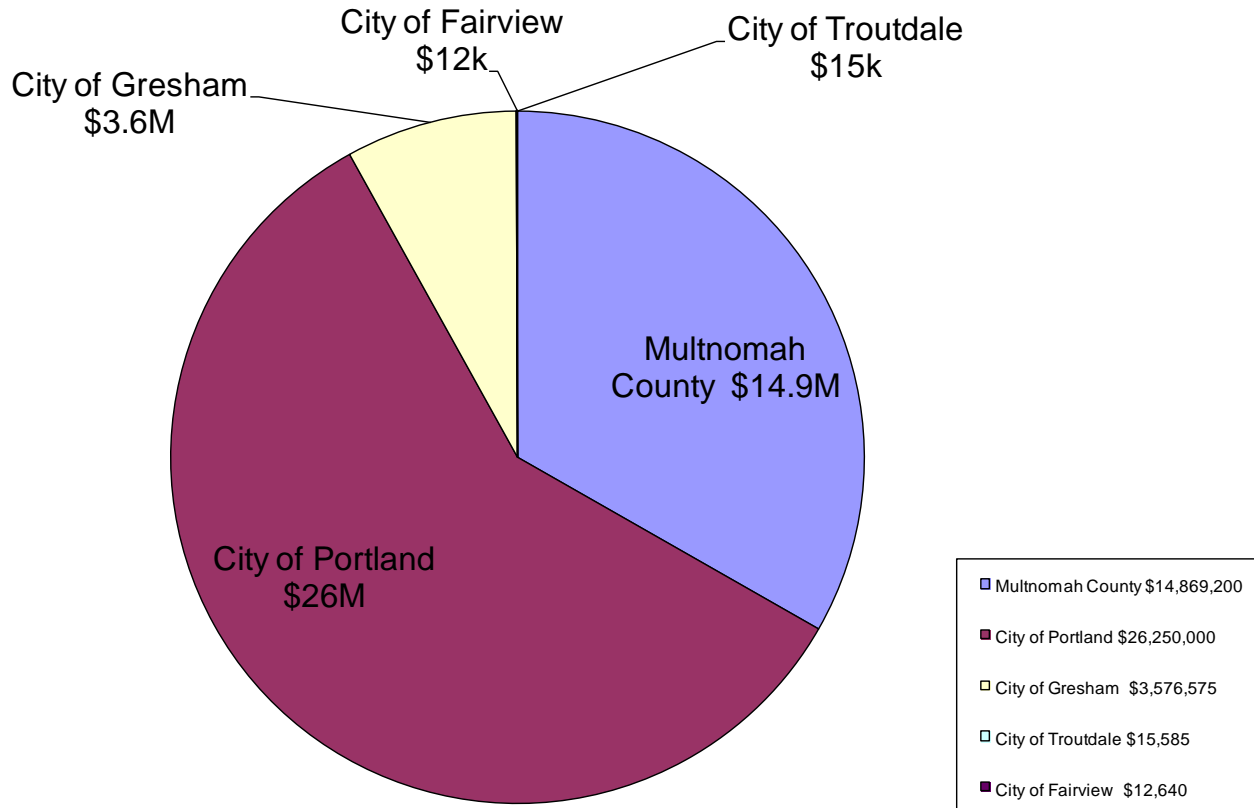
- County Gas Tax: \$0.03 per gallon
- County Vehicle Registration Fee: \$19 annually, dedicated to replacing the Sellwood Bridge



# Transportation Revenues

- State Highway Revenue:
  - \$37.9M Gross
  - \$12.6M Net
- County Gas Tax Revenue:
  - \$6.8M Gross
  - \$2.3M Net
- Forest Receipts: \$0.5M

# Revenue Distribution



# Needs

- Capital Improvement Plan and Program
  - Long Term
    - \$1.2B
  - Short Term



# OUR STREETS

*We need your help to fix Portland's streets*



Our roads, bridges, transit and freight systems are the **foundation of our economy and crucial to tomorrow's economic growth**. ... As a percentage of U.S. GDP, **investment** in infrastructure today is **half of what it was in 1960**.

-NACTO, Blueprint for Jobs and Economic Growth Through Transportation Investments, 2012

# How We Got Here



A number of factors have worked together to create challenges in keeping our transportation system in working order.

- Inflation
- Fuel efficiency
- People driving less
- Declining federal support
- Shifting of Utility License Fee (ULF) to Police, Fire and Parks

# Transportation Assets



The city's transportation system covers one third of Portland's surface area :

- 4,827 lane miles of streets
- 55,477 street lights
- 157 bridges



# Asset Gaps & Decay



The bureau is seeing a decline in the condition of the assets it manages:

- 48% of busiest streets are in ‘poor’ or ‘very poor’ condition
- 53% of corners have no ADA ramps
- 343 miles of busy streets have no sidewalks
- City needs \$91 million annually to reach pavement goals -- two years ago, the figure was \$75 million

# Safety & Health Concerns



Gaps in Portland's infrastructure lead to safety and health concerns:

- 36 traffic fatalities in 2013
- High-speed traffic common concern
- Missing links for pedestrian safety
- Children not walking to school because it's dangerous
- Low-income Portlanders disproportionately impacted

“Research shows that **low-income communities and communities of color often do not have access to the benefits our transportation system can provide, yet they bear the burdens of that system.**”

-Angela Glover Blackwell, Found and CEO, PolicyLink

# Bureau Revenue Sources

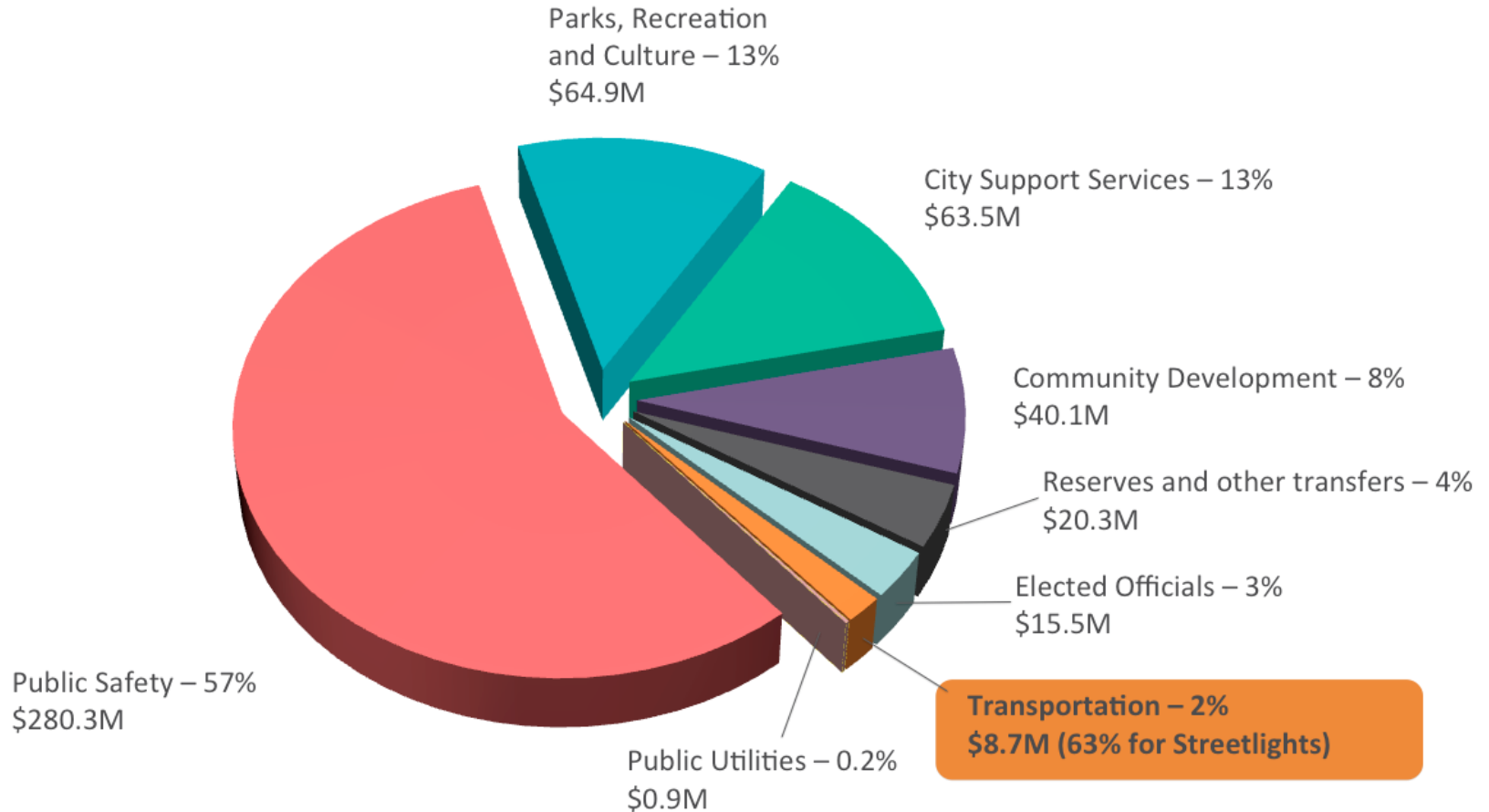


The Bureau of Transportation draws its budget from five primary sources:

- Gas tax
- Parking
- Contracts with City agencies (Bureau of Environmental Services)
- Fees for services, permits
- Federal, state, local grants

# Portland General Fund

*Fiscal Year 2013-2014*



# Bureau Spending



Majority of adopted budget is spent on ‘meat and potatoes’ programs:

- \$78 million of bureau’s budget goes toward basic operations and maintenance.
- \$58 million goes toward capital projects, such as Division Streetscape, 136<sup>th</sup> Avenue Sidewalk Improvements and LED lighting



# Improving Efficiency



To help stretch our limited dollars, the bureau has pushed hard for efficiency:

- Back to Basics (100 miles of paving)
- LED light conversion
- Coordination with utilities

# Why It's Up to Us



The Financial Task Force and Budget Advisory Committee outlined concerns about the future of transportation funding:

- The gas tax falls short
- Federal support is unreliable
- Local governments must step up

# Other Cities Took Action

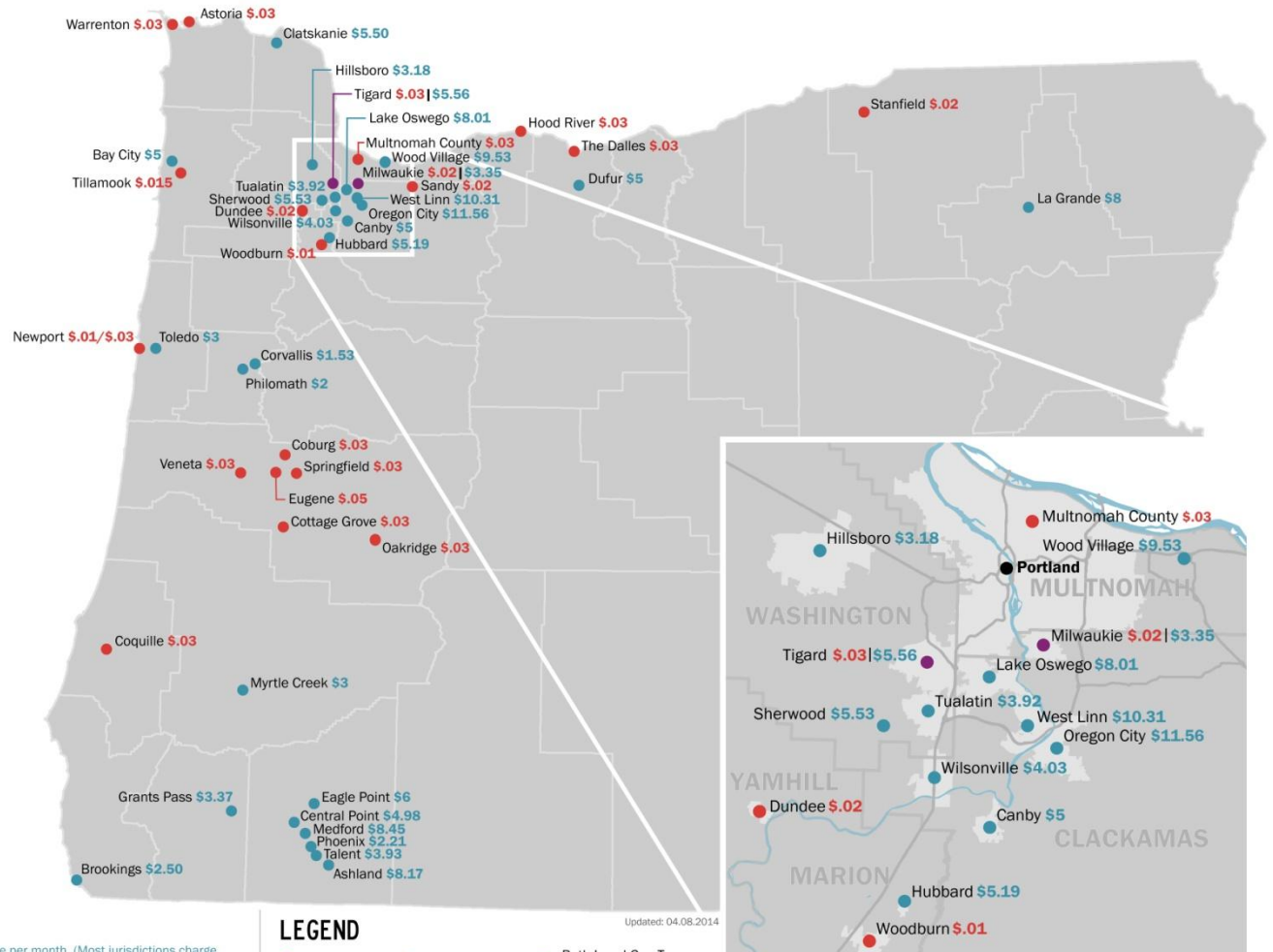


Many other cities have identified the same problem and taken action, including:

- Ashland, 1989
- Tualatin, 1990
- Medford, 1991
- West Linn, 2008
- Oregon City, 2008

# Other Local Funding Mechanisms

CITY	GAS TAX*	STREET FEE**
Ashland	-	\$8.17
Astoria	\$.03	-
Bay City	-	\$5.00
Brookings	-	\$2.50
Canby	-	\$5.00
Central Point	-	\$4.98
Clatskanie	-	\$5.50
Coburg	\$.03	-
Coquille	\$.03	-
Corvallis	-	\$1.53
Cottage Grove	\$.03	-
Dufur	-	\$5.00
Dundee	\$.02	-
Eagle Point	-	\$6.00
Eugene	\$.05	-
Grants Pass	-	\$3.37
Hillsboro	-	\$3.18
Hood River	\$.03	-
Hubbard	-	\$5.19
La Grande	-	\$8.00
Lake Oswego	-	\$8.01
Medford	-	\$8.45
Milwaukie	\$.02	\$3.35
Multnomah County	\$.03	-
Myrtle Creek	-	\$3
Newport	\$.01/\$.03***	-
Oakridge	\$.03	-
Oregon City	-	\$11.56
Philomath	-	\$2.00
Phoenix	-	\$2.21
Sandy	\$.02	-
Sherwood	\$.03	\$5.53
Springfield	\$.03	-
Stanfield	\$.02	-
Talent	-	\$3.93
The Dalles	\$.03	-
Tigard	\$.03	\$5.56
Tillamook	\$.015	-
Toledo	-	\$3
Tualatin	-	\$3.92
Veneta	\$.03	-
Warrenton	\$.03	-
West Linn	-	\$10.31
Wilsonville	-	\$4.03
Woodburn	\$.01	-
Wood Village	-	\$9.53



\* Local gas tax in dollars per gallon.

\*\* Local residential street maintenance fee in dollars per single family residence per month. (Most jurisdictions charge lower fees for multi-family residential units.) Fees are also charged for commercial and industrial properties at varying rates.

\*\*\* Varies by season.

## LEGEND

- Local Gas Tax
- Local Street Fee
- Both Local Gas Tax & Street Fee

# Years of Studying Solutions



Portland has been looking at how to solve its transportation revenue shortfall for more than a decade:

- 2000: Street Maintenance & Safety Fee
- 2007: Safe, Sound & Green
- 2012: Financial Task Force
- Budget Advisory Committee
- 2014: Our Streets PDX

# ‘Our Streets’ Conversation



The Portland Bureau of Transportation held a community conversation that allowed us to deliver real solutions.

- Developed priorities
- Identified source of revenue and refined funding priorities
- Public reviewed proposal
- City Council action is next



# Phase I: Outreach on Needs



In the first phase of outreach, we focused on transportation needs:

- Lasted three months
- Committee discussions
- Scientific survey
- Multilingual online survey
- Three town halls



# Public's Top Priorities



## Summary of Phase I Outreach:

- Maintenance (Pavement + Bridges)
- Safer Busy Streets
- Safer Neighborhood Streets
- Better Public Transit Services

# Phase 2: Funding Options

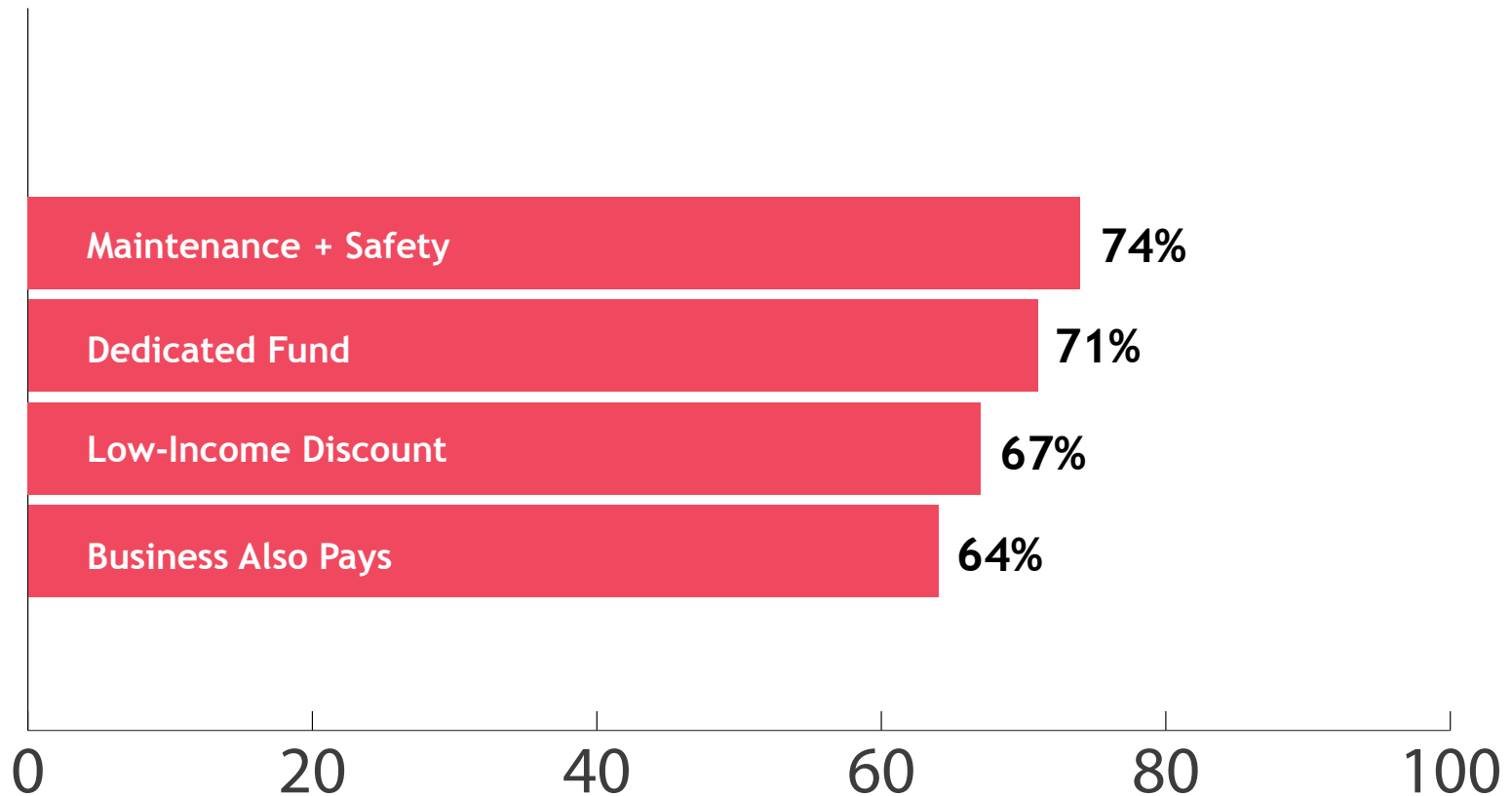


In the second phase of outreach, we focused on various funding options:

- Lasted three months
- Committee discussions
- Scientific survey
- Multilingual online survey
- Four town halls
- Business community meetings

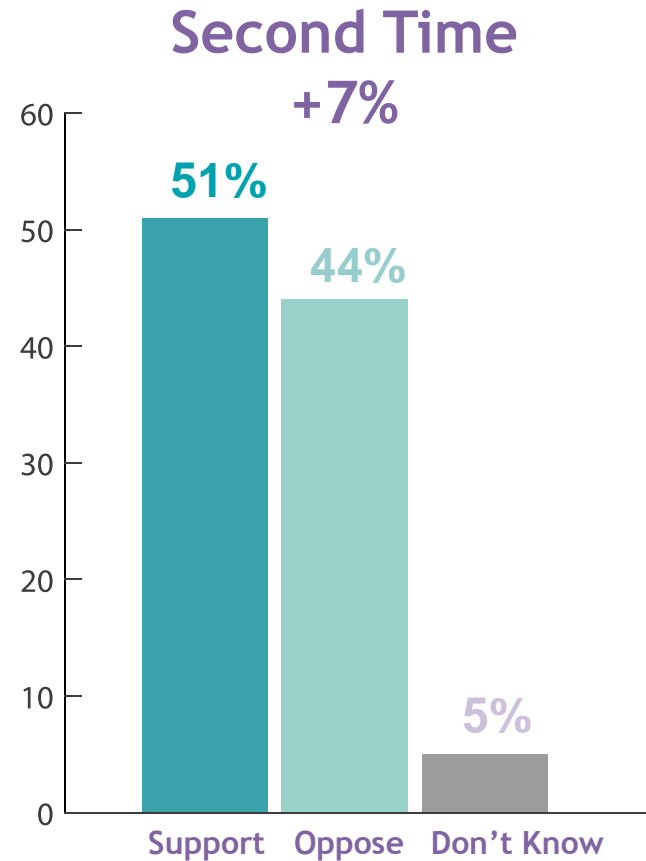
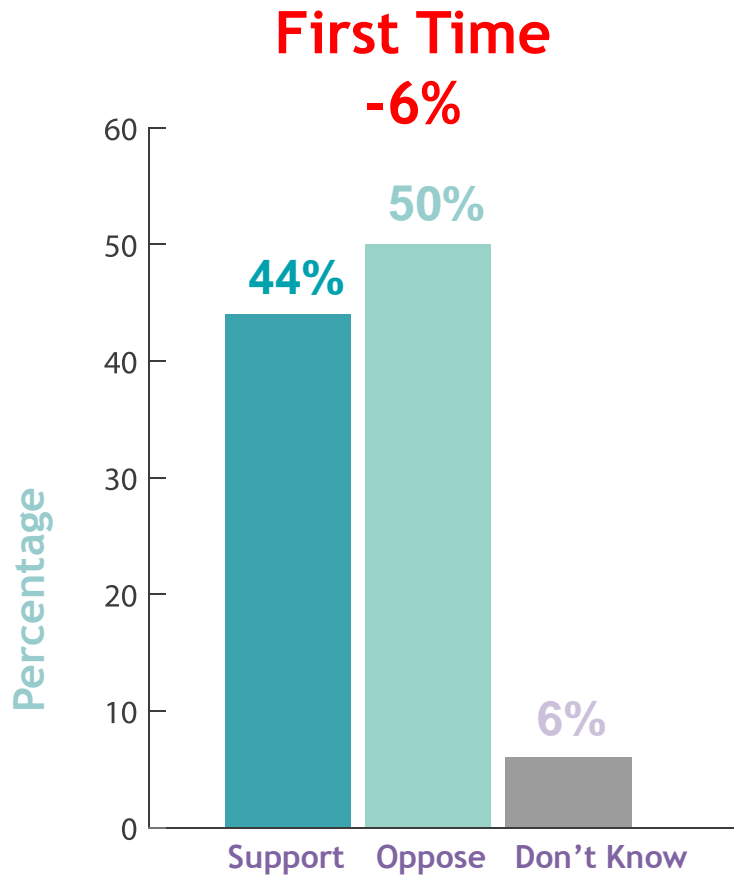
# Support for Maintenance + Safety

March Survey Results



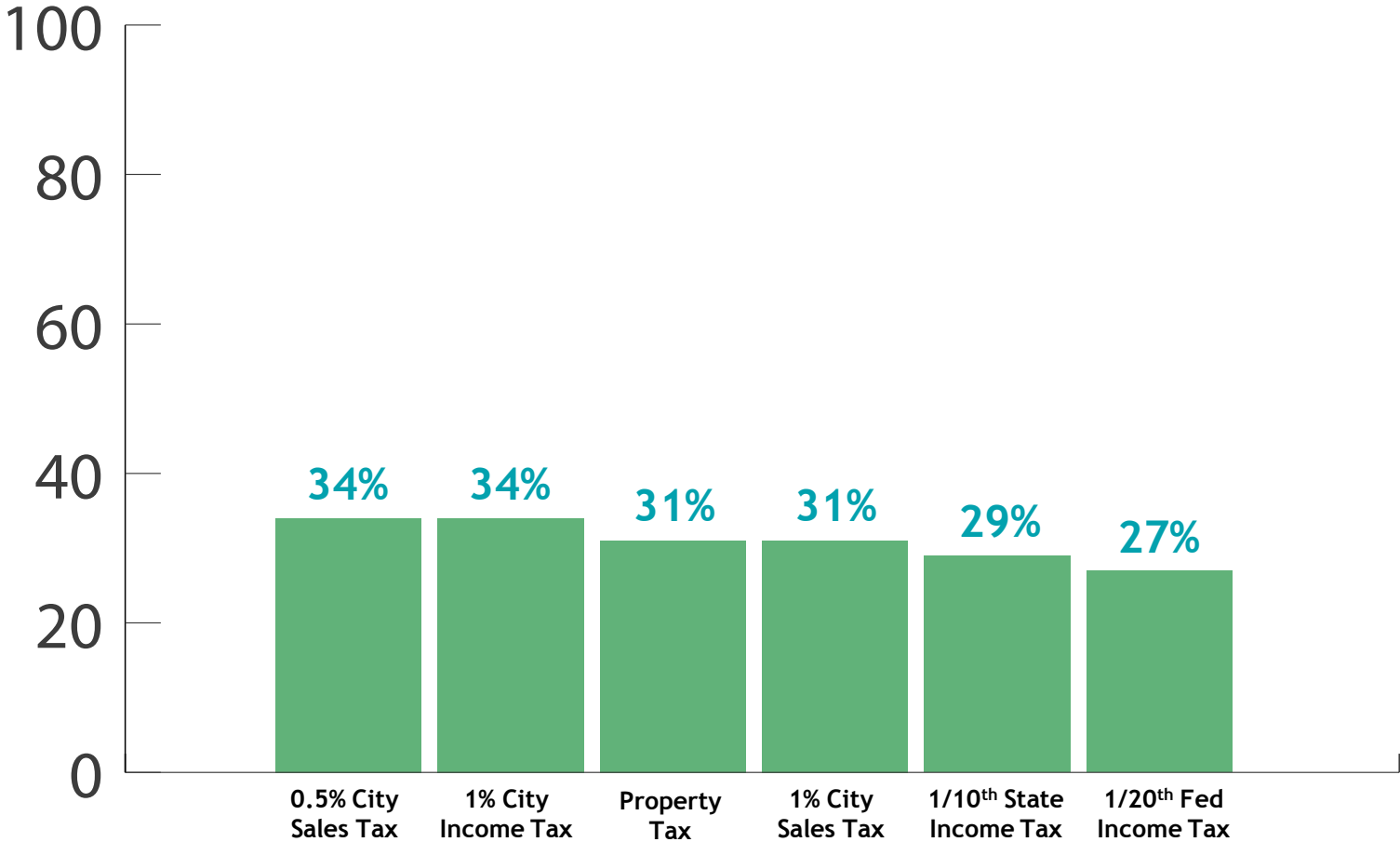
# Support Grows For \$12 Fee

March Survey Results



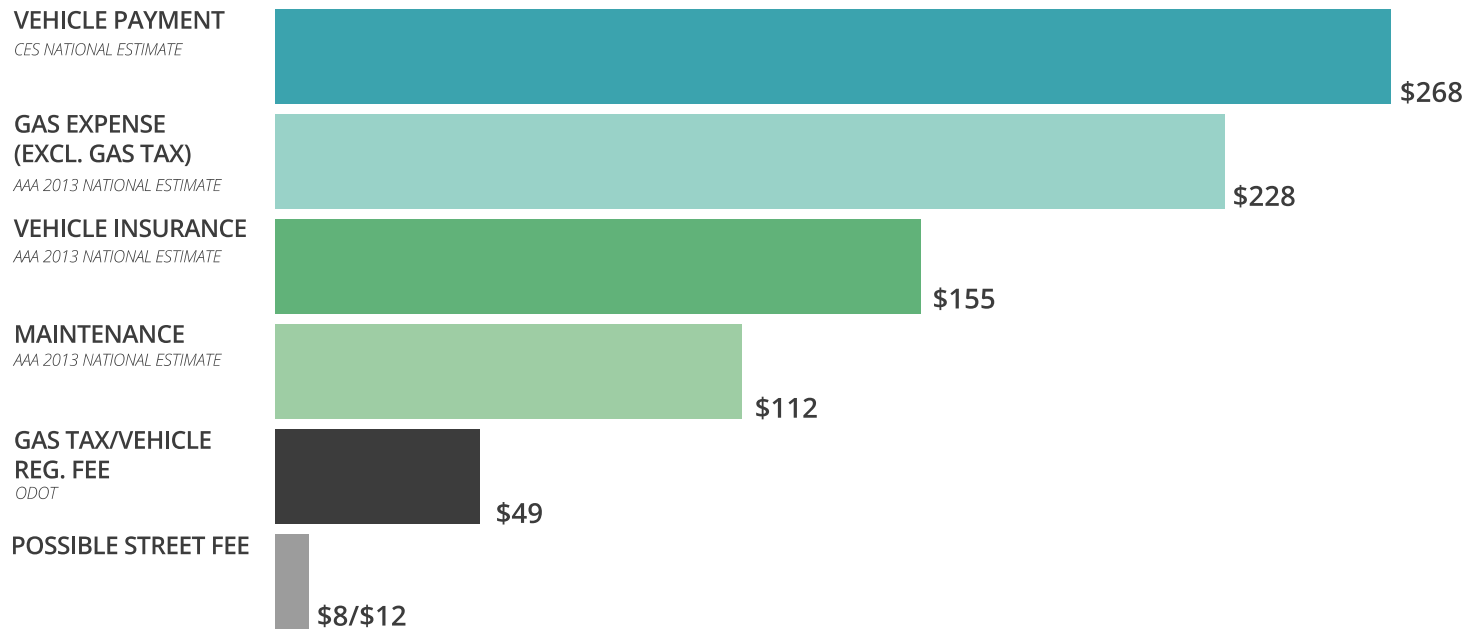
# Alternatives to Street Fee Model

March Survey Results



# Monthly Household Vehicle Costs

*Putting it in perspective:*



# Public Input Shaped Fee



- Focus on safety & maintenance
- Low income discount
- Sole business owner provision
- First collection July 2015
- Oversight committee
- Mayor's charter amendment



# How Street Fees Work



- The fee is based on use of the transportation system
- Traffic estimates are based, in part, on the property use
- Estimates based on national standards
- All modes considered when calculating the number of trips, including car, bike, public transit and freight.

# Residential Rates



Residential rates are broken down into four categories:

Rate	Year 1	Year 2	Year 3
Single Family	\$8	\$10	\$12
Single Family (Low-Income Discount)	\$5.60	\$7	\$8.40
Multifamily	\$4.70	\$5.87	\$7.05
Multifamily (Low-Income Discount)	\$3.29	\$4.11	\$4.93

# Non-Residential Rates



Non-Residential rates will be determined based on various factors:

- Traffic generation based on property use
- Developed square footage
- Some property uses generate more trips than do others
- Applies to non-profits and public institutions, as do other utilities
- If multi-use property, fee is based on predominant use.

# Non-Residential Calculations



Non-Residential fees are calculated using the following formulas:

- Developed square footage is multiplied by ITE trip factor to get the ‘monthly trips’ figure
- Monthly trips are multiplied by the trip rate established by the city to get the final monthly fee

# Fairness Factors



To promote fairness and remove extremes, we've included:

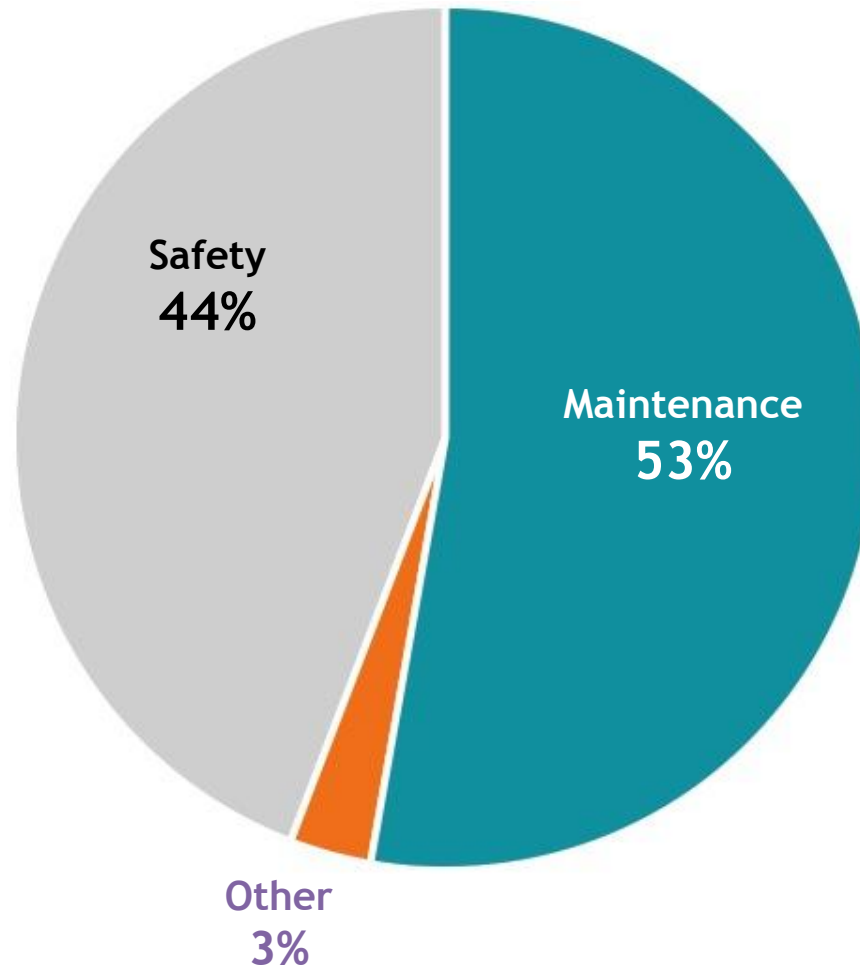
- Single-owner business credit
- Low-income rate
- Vacancy and campus provisions
- Appeals process
- Sliding scale for costs per trip
- July 2015 start date
- Ramp up over three years

# Building Trust



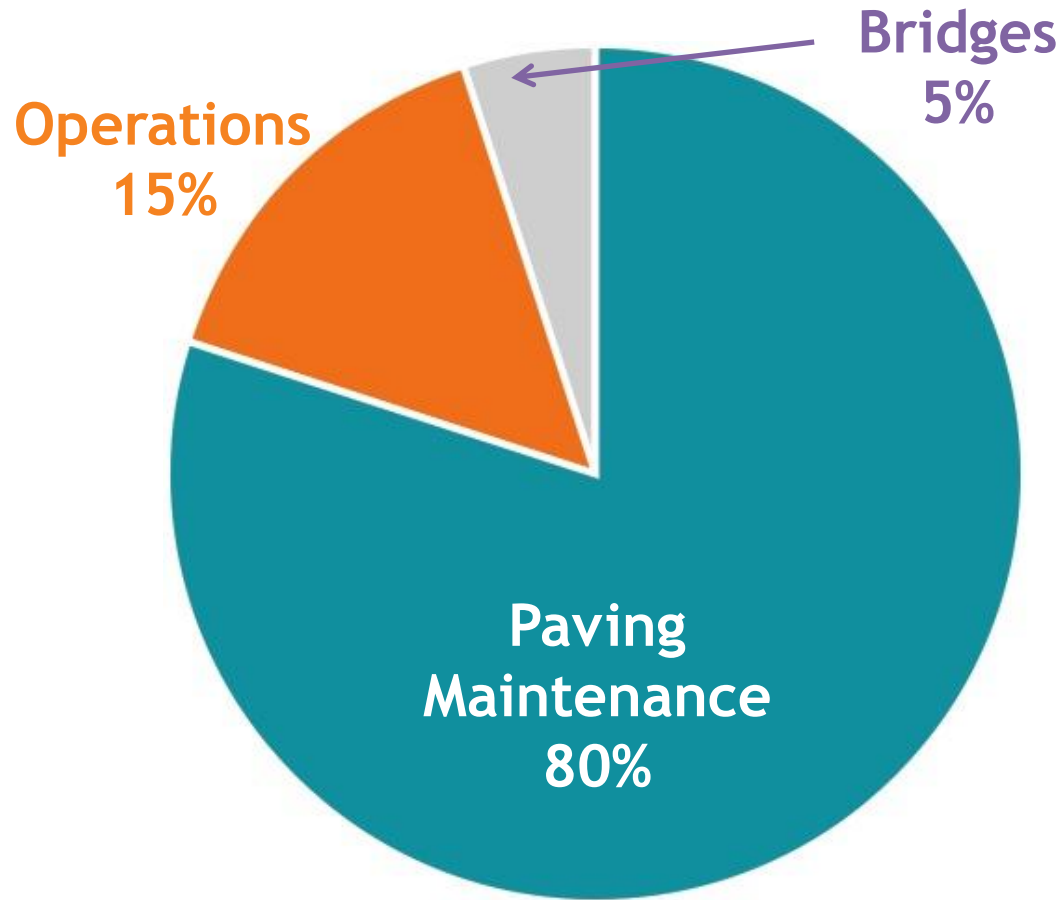
- Criteria for project selection
- Companion charter dedicated transportation user fee
- Creates an oversight committee
- Requires annual work session and annual report to City Council

# Proposed Overall Distribution





# Proposed Maintenance Distribution



# Possible Maintenance Projects

## Maintenance

Represents 53 percent of total spending

150-250 miles of pavement maintenance

30-40 traffic signals upgraded

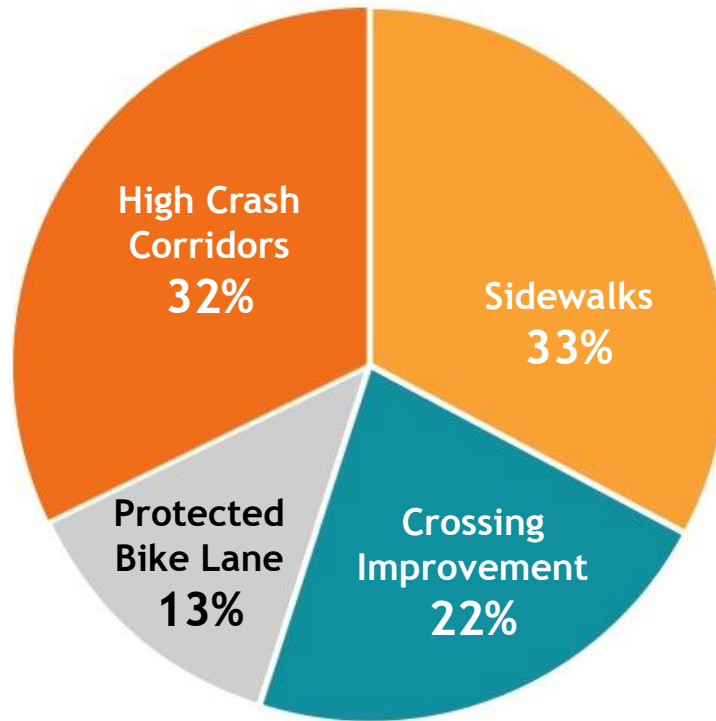
7,000 street lights converted to LED

1-3 bridges receive major maintenance

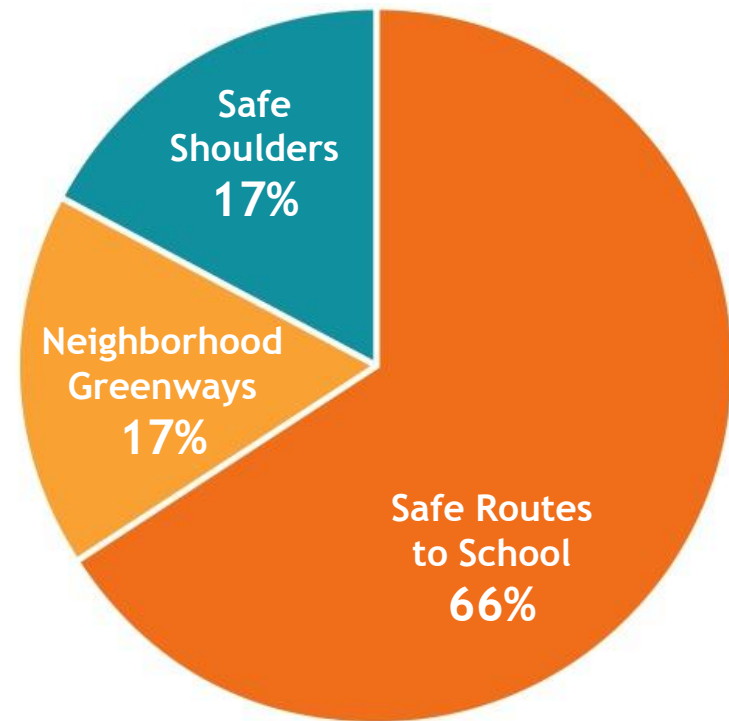
Crosswalk maintenance

*Delivered over five years*

# Proposed Safety Distribution



Safety on **busy streets**



Safety on **residential streets**

# Possible Safety Projects

## Residential Street Safety

Represents 15 percent of total spending

Safety improvements near elementary schools

20-25 miles of neighborhood greenways

10-12 miles of safer shoulders

Safer crossing to public transit

Vegetation removal

*Delivered over five years*

## Safety On Busy Streets

Represents 29 percent of total spending

\$19M on Portland's High Crash Corridors

100-115 safer crossings

380-400 blocks of sidewalks

7-10 miles of protected bike lanes

Faster response time to **823-SAFE**

*Delivered over five years*

# Possible Other Projects

## Other Priorities

Represents 3 percent of total spending

Increase earthquake resilience of bridges

Enhance public transit services

Pave the gravel / unimproved streets

*Delivered over five years*

# Contact Information

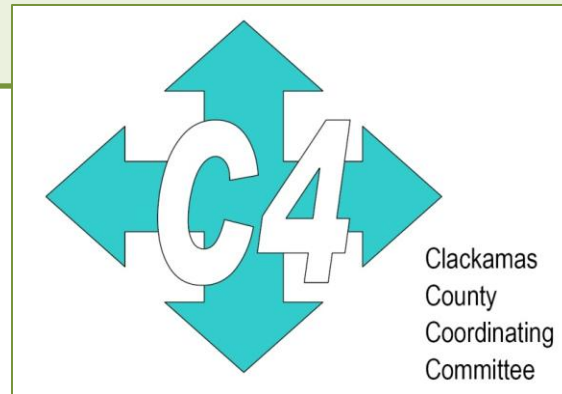


Mark Lear  
[mark.lear@portlandoregon.gov](mailto:mark.lear@portlandoregon.gov)  
503.823.7604

Jamie Waltz  
[jamie.waltz@portlandoregon.gov](mailto:jamie.waltz@portlandoregon.gov)  
503.823.7101

Questions about fee calculator:  
[TUF\\_Administrator@portlandoregon.gov](mailto:TUF_Administrator@portlandoregon.gov)

# C4 Transportation Funding Efforts & City Needs



Commissioner Paul Savas

&

Mayor Lori DeRemer,

C4 Co-Chairs



# Determining the future of our roads...



Determining the Future of Our Roads.mp4

# Roadway Needs, Funding Challenges & Options in Clackamas County



Barbara Cartmill, Clackamas County Department of  
Transportation & Development

Diedre Landon, Clackamas County Department of  
Transportation & Development



# The Status of Clackamas County Roads

Department of Transportation & Development



April 2014





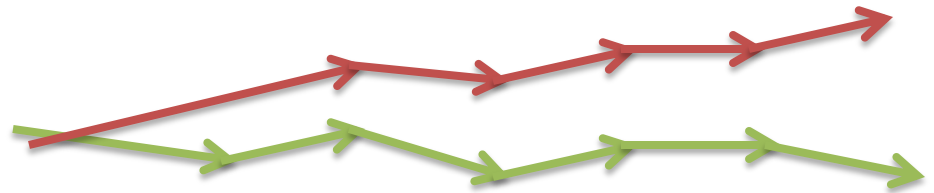
# What would we do without roads?

- People in all areas need to work together to keep our road system safe and smooth.
  - 806 miles of city roads
  - 1,400 miles of county-owned roads
  - 222 miles of state-owned roads



# County Funding

- Federal and state funding doesn't keep up with local road needs
  - Costs keep increasing
  - Revenue stays flat



## Did you know...?

Clackamas County receives only ***1/10 of a cent*** of revenue from the 6-cent increase in state gas tax in 2011.

# We all need safe, reliable roads . . .



- The county and the cities all need adequate and ongoing funding to:
  - Maintain and repair existing roads
  - Respond to emergencies
  - Construct new roads

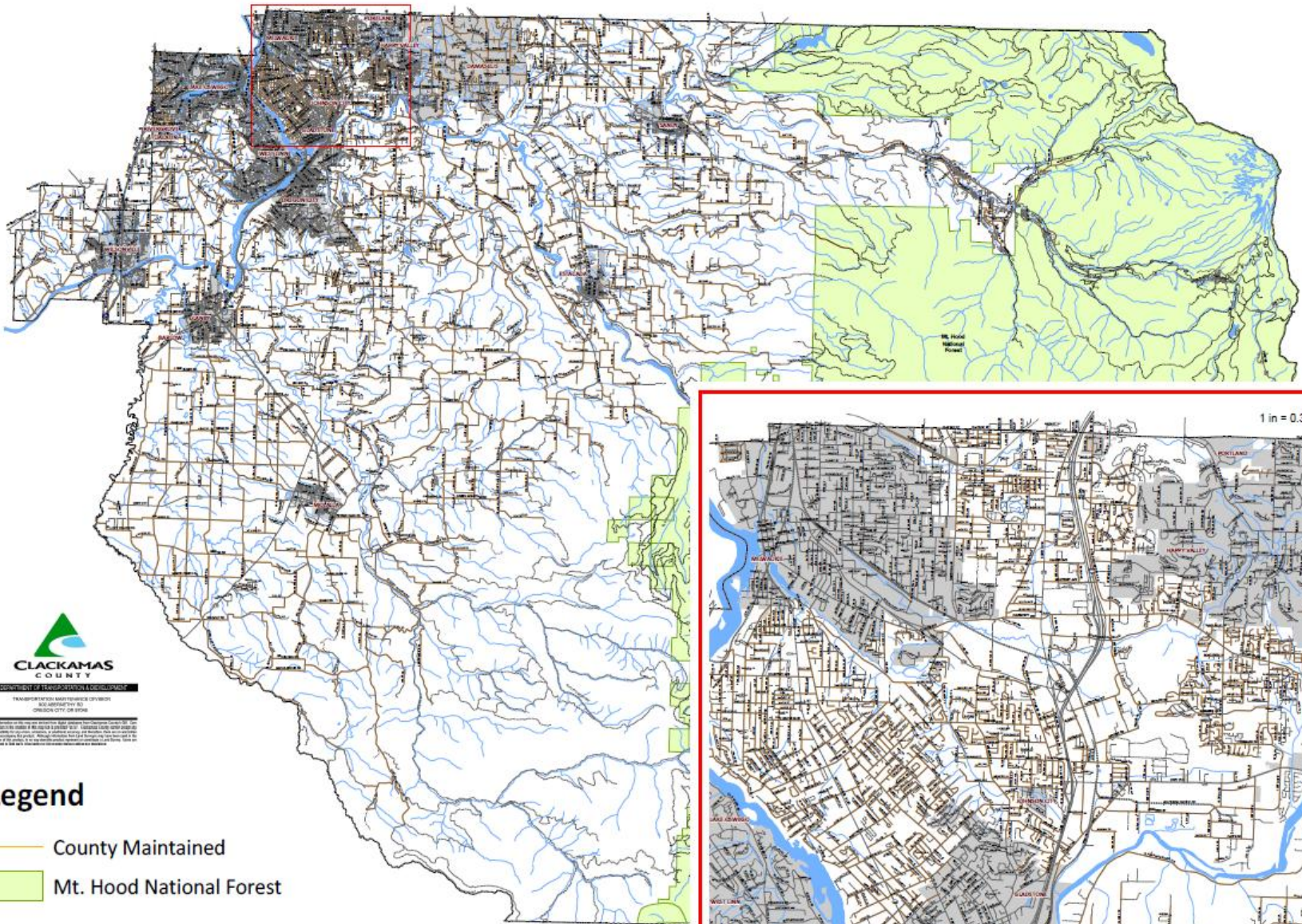


- Local agencies get money from a variety of sources:
  - Cities: State revenue and some local fees
  - Clackamas County: State revenue and no local fees
  - State: Federal and state revenues







# Clackamas County Road Network



COMMITMENT TO TRANSPORTATION AND DEVELOPMENT  
TRANSPORTATION MAINTENANCE DIVISION  
1400 UNIVERSITY BL.  
OREGON CITY, OR 97141

## Legend

-  County Maintained
-  Mt. Hood National Forest



# County Road System...by the numbers

- **180** bridges
- **700** miles of road striping
- **1,400** miles of roads
- **1,900** manholes
- **2,400** miles of gravel shoulder



- **8,100** culverts
- **9,300** catch basins
- **26,900** traffic signs
- **111,000** linear feet of guardrail

# Brushing



## WHY:

- Improve sight distance
- Speed up the snow melt
- Reduce damage to vehicles

# Street Sweeping



## WHY:

- Safety & health
- Storm water and pollution control



# Shoulder Repair



## WHY:

- Improve safety and reduce abrupt edges
- Provide area outside the travel lane to maneuver around obstacles

# Ditching



## WHY:

- Maintain water flow through drainage channels and prevent overflow
- Erosion control after heavy storms

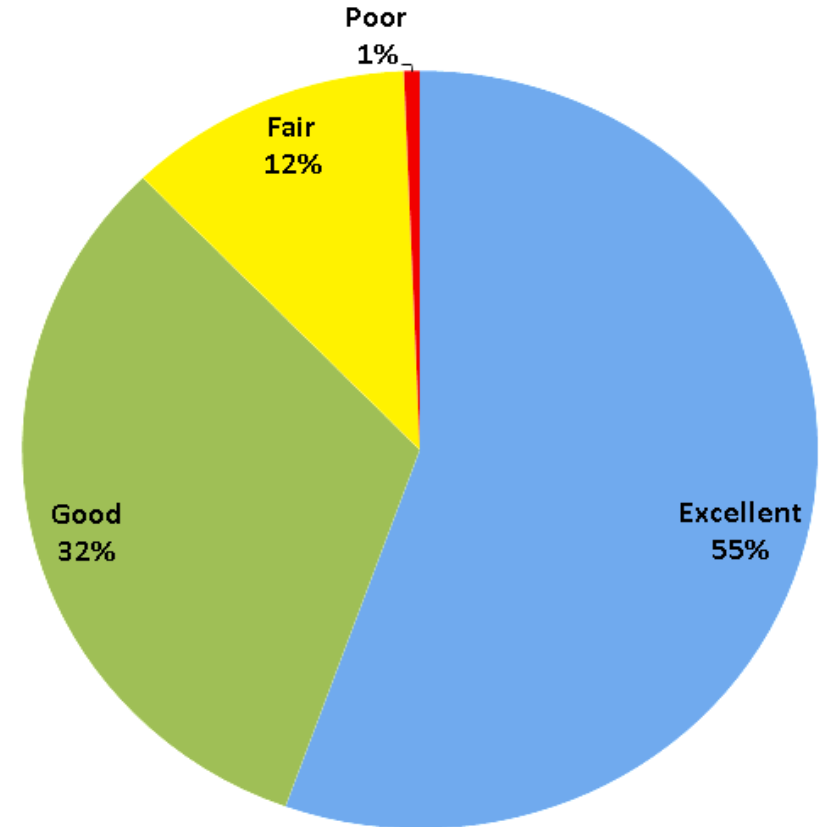
# Bridge Maintenance



## WHY:

- Verify structural integrity
- Ensure public safety
- Minimize deterioration

## Sufficiency Ratings of Bridges



*\*Kuehn Rd (Kellogg Creek) Bridge is weight-limited, so automatically rated "poor" by the state even though quite safe with the weight-limit.* <sup>87</sup>



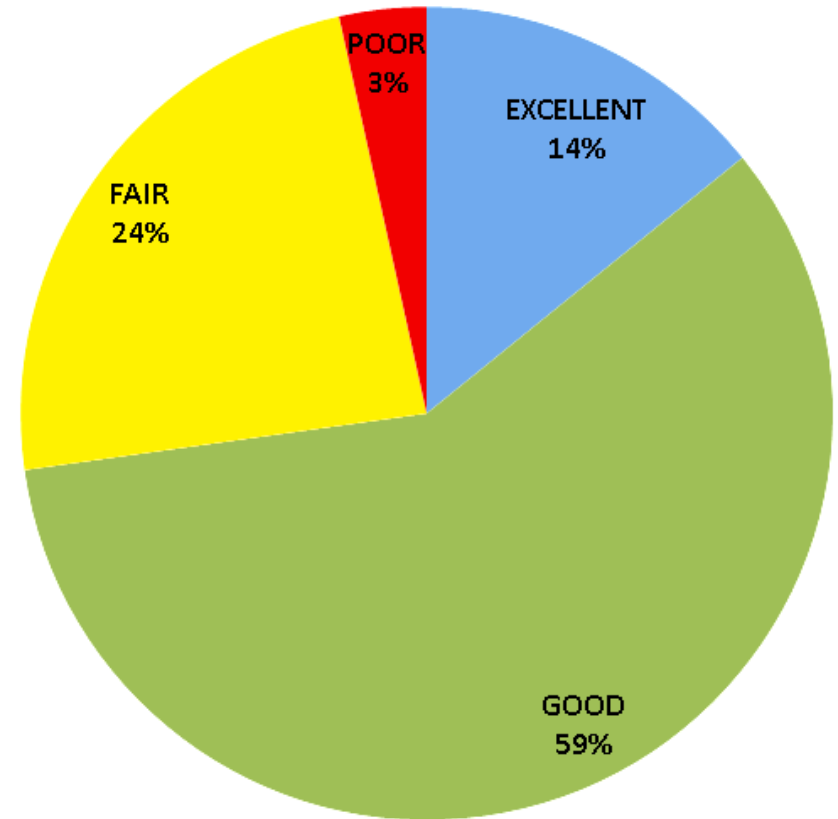
# Culvert/Storm Sewer Replacement



## WHY:

- Provide for natural water flow
- Allow for safe passage of fish and wildlife

Condition of Culverts



# Surface Treatments



**PAVING**



**CRACK SEAL**



**CHIP SEAL**



## WHY:

- Water washes away the foundation of the road
- Prevent potholes and vehicle damage
- Reduce road deterioration and prevent reconstruction



# Emergency Response



**LANDSLIDES**



**SNOW & ICE**



**FLOODING**

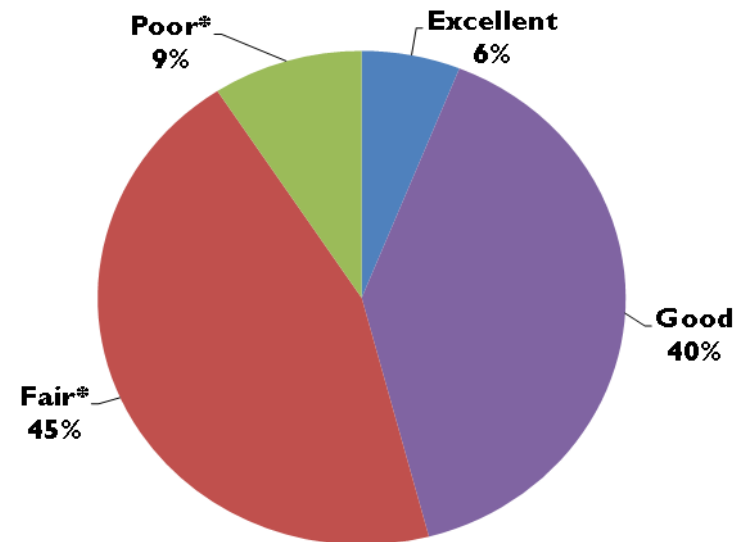


## WHY:

- Safety
- Protect the integrity of the road system

# The Status of County Roads

- With increasing costs and decreasing revenue, the County will not be able to maintain current maintenance and repair levels
  - 54% of *all* County roads are in fair or poor condition
  - 78% of *local* County roads are in fair or poor condition
- The condition of our roads will get worse without additional funds to cover rising costs



ALL County Roads



# Revenue Options

The county is considering various options for road maintenance funding.

**Goal = \$15,000,000**

Option	Sample Amount	Annual Cost / Household	Annual Revenue Estimate
Vehicle Registration Fee* (VRF)	\$5 / Vehicle per Year	\$10 / Year with 2 Vehicles	\$1,000,000
Road District	5¢ / \$1,000 Assessed Value	\$15 / Year on \$300,000 A/V	\$900,000
Gas Tax	5¢ / Gallon	\$54 / Year with 2 Vehicles	\$8,800,000
Transportation Utility Fee	\$5 / Household per Month	\$60 / Year	\$8,000,000

# Next Steps



- Ongoing public outreach
- County Commission Study Session  
April 29, 2014
  - Staff reported results of survey and public outreach
    - 75% of respondents say roads are in good or excellent condition
    - Still lots of misunderstanding about the source of road maintenance funds
  - Commission discussed results and next steps
    - Asked for continued public outreach for at least six months
    - Decided not to consider a ballot measure related to roads in 2014

# ***Be Street Smart!***



**Learn about your roads and  
what's needed to keep them safe and sound.**

For more information:  
[www.clackamas.us/streetsmart/](http://www.clackamas.us/streetsmart/)

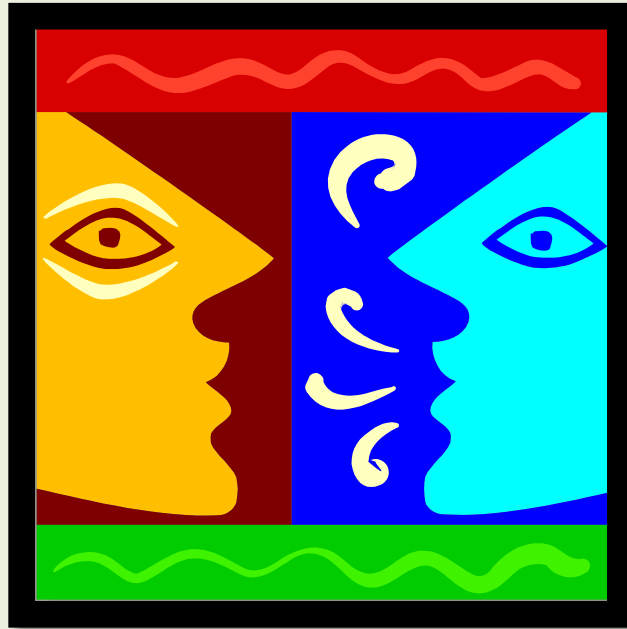


# Public Attitudes & Perceptions: Transportation Funding



Gary Schmidt,  
Clackamas County Department of Public &  
Government Affairs

# Where do we go from here?



Roundtable Discussion