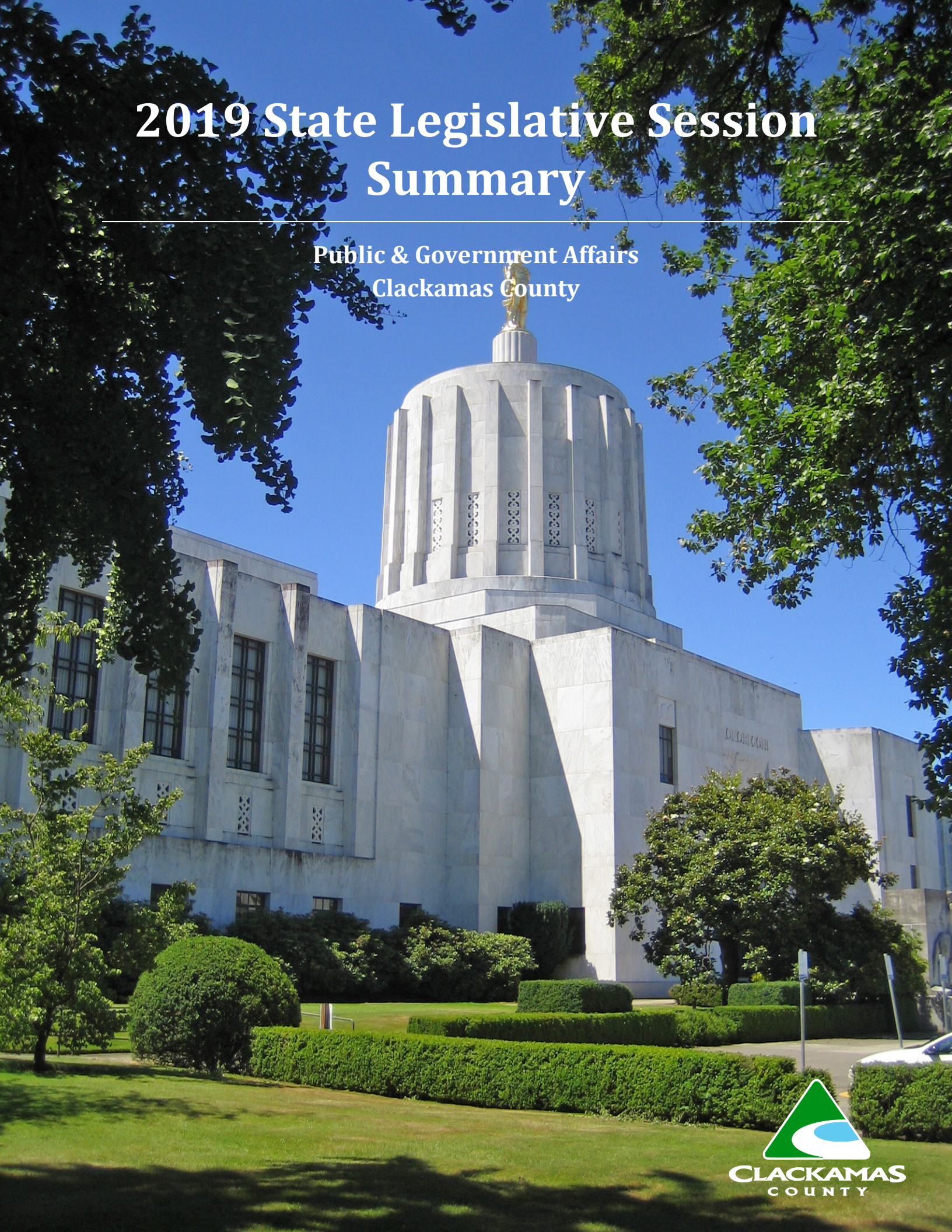


2019 State Legislative Session Summary

Public & Government Affairs
Clackamas County



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County Initiatives	<i>Courthouse Replacement Project Funding</i>	
	<i>I-205 Bottleneck Funding</i>	
Grow a Vibrant Economy	<i>Brownfields</i>	
	<i>Industrial Site Readiness</i>	
	<i>Opportunity Grant for Film Production</i>	
Build a Strong Infrastructure	<i>Boone Bridge funding</i>	
	<i>Broadband</i>	
	<i>County Fairgrounds</i>	
	<i>Debris Management Permitting</i>	
	<i>Sunset Highway Corridor Study</i>	
	<i>TPM and SDCs on Marijuana Production in EFUs</i>	
	<i>Transportation Districts</i>	
	<i>Transportation Futures Study Funding</i>	
	<i>Willamette Falls Locks</i>	
Ensure Safe, Healthy, and Secure Communities	<i>9-1-1 tax increase</i>	
	<i>ADUs in Rural Residential</i>	
	<i>Behavioral Health and CCOs</i>	
	<i>Behavioral Health Funding for Children</i>	
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	<i>Drug Take Back</i>	
	<i>Emergency Care Services</i>	
	<i>Highways Speeds</i>	
	<i>Housing: Acquisition of Affordable Housing</i>	
	<i>Housing: Assistance for Low Income Tenants</i>	
<i>Housing: EHA, SHAP, and Shelters</i>		

2019 STATE LEGISLATIVE AGENDA RESULTS

<i>continued</i>	<i>Housing: LIFT Housing Program</i>	
	<i>Housing: Missing Middle/Housing Density</i>	
	<i>Housing: Permanent Supportive Housing</i>	
	<i>Housing: Preservation of Existing Affordable Housing (OHCS)</i>	
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	<i>Vietnam War Memorial</i>	
<i>Water Quality Permitting – DEQ Budget</i>		
Honor, Utilize, Promote and Invest in Our Natural Resources	<i>Cap and Invest – Including CLT</i>	
	<i>Willamette River Wake Management</i>	
	<i>Camp Withycombe Exhibit Space</i>	

2019 STATE LEGISLATIVE AGENDA RESULTS

Build Public Trust through Good Government	<i>Candidate Name – Ballot Envelopes</i>	N/A
	<i>Court Fees</i>	✔
	<i>Damascus</i>	✔
	<i>Grand Jury Recordation</i>	✔
	<i>MERS</i>	✔
	<i>NCPRD</i>	✔
	<i>Paid Postage on Ballots</i>	✔
	<i>PERS</i>	✔
	<i>Prevailing Wage in Enterprise Zones</i>	✘
	<i>Qualitative Based Selection</i>	✔
	<i>Student Success</i>	⊖
	<i>Transportation Network Companies</i>	✔
	<i>Vending Facilities on Public Property</i>	✔
	<i>Veterans Preference</i>	N/A
<i>Video Lottery Revenues to Counties</i>	✘	

LEGEND				
	<i>Goal Achieved</i>	<i>Mixed Results</i>	<i>Goal Not Achieved</i>	<i>No Position/Impact</i>

2019 LEGISLATIVE SESSION SUMMARY

Legislative Highlights

The 80th Oregon Legislative Assembly began on January 22, 2019, and adjourned *sine die* on Sunday, June 30, the final day of the maximum 160 days allowed in the state constitution for odd-numbered-year, or “regular”, sessions. With the midterm elections handing Democrats the Governor’s office and supermajorities in both the House and the Senate, the stage was set for an extremely ambitious 2019 Legislative Session. The Democrats walked into the Capitol Building with a laundry list of top and second tier priorities on their agenda, including:

- A hospital and provider tax to fill the Medicaid gap
- A tobacco tax for the same purpose to fill the Medicaid gap
- A Commercial Activity Tax (CAT) to fund k-12 schools
- Tenant protections
- Cap and Trade
- Paid Family and Medical Leave
- Drivers Licenses for All

Tensions were high from day one with complaints about the culture within the Capitol with accusations that leadership failed to appropriately respond. Senate President Peter Courtney bore the brunt of the criticism and took a 10 day leave of absence from the building for “medical reasons.” Rumors swirled he may be unseated as President, but to the surprise of many, he returned from his leave to conduct business as usual.

Even with the volatile climate in the Capitol, Democrats were able to pass a couple of their top priorities in the first six weeks of session. Tenant protections passed through both chambers and was signed by the Governor by the end of February. The hospital and provider taxes needed to fill the Medicaid gap went through soon after. A couple of months later the stars aligned on the Commercial Activity Tax (known as the “Student Success Act”), which passed on party line votes in both chambers after hours of floor debate. The bill will raise more than \$2 billion for k-12 schools in the next biennium, but its passage quickly drew threats of a referral to the voters by business interests who consider the measure to be a legislative version of the failed Measure 97.

On the heels of the Student Success Act, leadership pushed a proposal to reform the state’s Public Employees Retirement System (PERS), a required task to get sufficient votes on Student Success. The proposal was largely developed behind closed doors by House and Senate leadership. Once the proposal was made public, it moved quickly with little modification. Labor unions strongly opposed a series of benefit changes. Republicans were not satisfied with the scope of it, wanting to see more of the unfunded liability paid down by changes to benefits. The bill moved quickly through the Senate, requiring three Republican votes to pass. In the House, no Republicans supported the bill, causing a dramatic moment when the bill appeared to have died on the floor. The Speaker suspended the session and after twenty minutes of conversations on and off the floor,

Rep. Salinas (D-Lake Oswego) and Rep. Greenlick (D-NW Portland) changed their votes to yes, and the bill passed with 31 votes.

Even though the passage of the Commercial Activity Tax meant the state would be bringing in significant new revenue, other budgets outside of k-12 were told to plan for potential cuts. However, optimism for additional investments surged on May 15th when the May Revenue Forecast came out and revealed record breaking new revenue: almost \$770 million in new funds. The Co-Chairs quickly tried to temper expectations by indicating they planned to use these dollars to create a healthy ending fund balance to provide the state financial stability should an economic downturn materialize or the commercial tax measure get referred to voters and fail at the ballot. With the May Forecast ringing the bell of the final lap of session, Ways and Means Subcommittees began to roll out budgets and a smattering of policy bills with fiscals.

Meanwhile, the Cap and Invest bill (HB 2020) remained on the backburner with the bill continuing to get delayed in the Joint Carbon Reduction Committee because of rumors of dissent from a few moderate Democrats in the Senate. With the inclusion of three amendments to appease concerns, the bill finally advanced and passed out of budget committees on party-line votes. After a marathon six hour floor debate in the House, the bill passed the House and was scheduled on the Senate floor when all 11 Senate Republicans left the state to stop the vote, stalling the legislative process and pushing Oregon into the national spotlight. With over 150 budget and policy bills depending on the return of a quorum in the Senate, the Senate President levied fines and coordinated with the Governor to send out state troopers to “compel” the missing Senators to return. The Governor also threatened a special session in the beginning of July. After a few days, however, Senator Courtney announced that Cap and Invest did not have the votes to pass in the Senate and begged the Senate Republicans to return.

Republicans responded slowly and the walk out ended just 3 days prior to the constitutional sine die deadline, when the Senate Republicans held a press conference stating that, in light of the promised death of Cap and Invest, they intended to return to the Capitol. The legislature then went into overdrive in an attempt to get through the long backlog of bills before the midnight deadline on Sunday, June 30th. Democrats mournfully watched the death of Cap and Invest, but the tobacco tax ballot referral, Drivers Licenses for All, Paid Family and Medical Leave, and over 150 other bills made it over the finish line before the final gavel dropped at 5:24 p.m. on Sunday.

In the end, Democratic leadership walked away with all but one of their top priorities for the 2019 legislative session and added a few cherries on top including campaign finance reform bills and big wins for criminal justice in juvenile justice Measure 11 reform and death penalty reform. The institution was left shaken, however, by the arrival of a new, seemingly national level of partisan divide.

Interim Unknowns

One of the biggest unknowns facing the State this interim is the possible referral of the Corporate Activity Tax to the ballot. While a deal was struck during session that got Oregon Business & Industries (OBI) to promise not to fund a ballot referral and opposition campaign, the Oregon Association of Manufacturers & Commerce filed the paperwork to collect signatures to get it on the ballot and a timber magnate inked a \$1 million check in support of the referral just weeks before the session ended. Because of the possible impacts on the state budget, the Legislature passed a bill that guarantees that if there is a vote on the measure it will happen in January of 2020 just before the short session. This will allow the Legislature to take action quickly should the ballot measure fail.

Additional ballot measures anticipated:

- Tobacco Tax has been referred to voters by the Legislature for the November 2020 General Election.
- The Oregon Business Council is strongly considering a referral to voters that would require the state offer the option of a 401k retirement plan to public employees.

The Governor has also indicated the possibility of a short session in the next six months to make another run at Cap and Invest.

2020 Short Session and Beyond

Aside from the uncertainty of a possible ballot referral of the Corporate Activity Tax and the future of Cap and Invest, many questions have surfaced about who will lead the Legislature in the days to come. Speaker Tina Kotek is rumored to seek higher office. Senate President Courtney has two years remaining in his final term, but given the scars left by the past two sessions, many speculate that he may leave before his term is finished. If so, there will be an internal power struggle for Senate President between the moderate old guard and the increasingly vocal progressive faction of the Senate that will determine much of the tenor of future sessions.

As far as the 2020 short session goes, it is yet to be seen if the Legislature will attempt to take up ambitious policy priorities as they have in the past. While the short session is always said to be only for technical tweaks and budget adjustments, during both the 2016 and 2018 short sessions the Democrats introduced significant legislation like raising the minimum wage and restricting firearm ownership. If the Governor decides not to call a Special Session to address Cap and Trade in the interim, it will likely resurface in 2020.

As always, there is also likely to be a significant number of budget asks in the Short Session from those who were not successful in getting an allocation in 2019. By the time the 2020 session rolls around the Legislature will have certainty about the fate of the CAT and a better read on the health

of the economy which could mean the healthy ending fund balance that the Co-Chairs saved may lead to additional investments.

Key Dates and Deadlines for the 2020 Short Session are as follows:

- November 22, 2019: Concepts to Legislative Counsel for Drafting
- January 13, 2019: Legislative Counsel Return Draft Deadline
- January 17, 2019: Bill Filing Deadline
- February 3-March 8: 2020 Legislative Session

PERFORMANCE CLACKAMAS

Remodeled State Legislative Agenda

In 2019, PGA utilized an improved state legislative agenda designed to clarify the county's primary initiatives (Courthouse Replacement Project and I-205) and prioritize the county's legislative involvement around the county's five strategic priorities known as Performance Clackamas. Within each priority (Grow a Vibrant Economy; Build a Strong Infrastructure; Ensure a Safe, Healthy, and Secure Community; Honor, Utilize, Promote, and Invest in our Natural Resources; and Build Public Trust through Good Government), the agenda carefully establishes principles to guide the county's advocacy work. This is a new approach to the county's prescriptive agendas of the past, which previously outlined dozens of issue-specific priorities. Feedback from legislators in 2019 has been positive, as they have appreciated the greater clarity on the county's key issues. Further, PGA staff found the agenda principles allow for greater flexibility and more nimble advocacy in Salem.

Clackamas Caucus

With the support of PGA, Clackamas County's state legislative delegation formed a legislative caucus in 2019 to represent the diverse communities and address key issues impacting county residents. The bicameral and bipartisan caucus is comprised of 17 members from the county's delegation, including 7 Senators and 10 Representatives. Early in session, as its first major task, the Caucus selected the county courthouse, I-205, and the Willamette Falls Locks as its top three priorities to push for during the 2019 session. Caucus members met throughout the legislative session to discuss issues and foster a team-oriented approach to their legislative advocacy.

Department Support and Bill Tracking

PGA both supports and relies on county departments in order to be successful during the legislative session. PGA works collaboratively with each department to designate a primary legislative liaison to work closely with department directors and ensure subject matter experts review each bill relevant to their respective department. This activity requires countless hours to review legislation and amendments, craft and implement legislative strategy, and develop written and spoken testimony.

2,768 bills were introduced in the 2019 session, of which Clackamas County Government Affairs staff actively tracked 1,869 (68%) that were related to local government. In addition to providing legislative support to the Board of County Commissioners (BCC) and county departments, Public & Government Affairs (PGA) worked cooperatively with numerous external partners during the session to advance the County's legislative agenda. These groups included state legislators and their staff; legislative committee staff; state agency officials; various state lobby associations, including the Association of Oregon Counties (AOC) and League of Oregon Cities (LOC); and other regional and local government partners.

The chart below is designed to illustrate the level of activity by each department, and respectively the amount of support PGA provides to those departments in responding to high priority legislation.

Departments	Bills Tracked	Bills Prioritized	Advocacy on Issues
Administration/BCC	45	14	17
Assessor	108	0	0
Business & Community Services	309	30	8
C-COM	18	2	1
Clerk	50	3	0
County Counsel	89	7	1
Disaster Management	62	2	1
District Attorney	171	4	1
Finance	143	14	0
Health, Housing & Human Services	699	98	29
Human Resources	149	12	0
Justice Court	28	2	0
Juvenile	73	9	4
Law Library	2	1	0
Resolution Services	5	1	1
Sheriff	285	20	4
Technology Services	19	3	0
Tourism	74	7	0
Transportation & Development	396	50	9
Treasurer	21	5	0
Water Environment Services	99	25	1
Total Countywide Bill Tracking Activity*	2,845		
Total Department Priorities**		309	
Total County Advocacy on Legislative Issues***			77

* Total countywide bill tracking activity includes bills that required tracking by multiple depts. Collectively, the county tracked 1,869 of 2,768 bills.

** Prioritized bills describe legislation that matched the priorities within the county’s legislative agenda or merited a review and close monitoring because of its impact to the county. Figure includes bills that received high priorities by multiple departments. Collectively, the county prioritized 128 high priority bills.

*** Total county advocacy on legislative issues includes all bills and funding requests on which the county proactively took action. Each issue is categorized to coincide with its relevant department.

COUNTY INITIATIVES

Courthouse Replacement Project

Goal: *Support the Oregon Judicial Department’s budget request of \$31.5 million in bond funding to support the replacement of the 81-year old, structurally-deficient Clackamas County Courthouse. This second installment of funding from the state legislature (\$1.2 million in 2017) will support the design and engineering phase of the project. Clackamas County looks forward to building a new, modern courthouse that serves the needs of all county residents.*

Result:

Courthouse Replacement Project	Position	Result	Action
HB 5005	Support	Passed	Coalition Letter
HB 2605	Support	Failed	Meetings

The Legislature provided \$31.5 million in bond funding for the county courthouse project. This initiative took a significant amount of effort to achieve, as outlined below:

Governor Brown proposed \$31.5 million in General Fund obligation bonds to replace the aging Clackamas County courthouse with a new building on the Red Soils campus.

Keys to success:

- Created a memorable leave-behind and crafted messages that resonated for public hearings;
- waged a campaign of continual legislative engagement;
- cultivated Capitol Construction Co-Chair Fred Girod as a supporter;
- maintained close communication with Oregon Judicial Department and Lane County throughout session.

Messaging:

After touring the courthouse and reviewing public opinion polling, a one-pager was developed that emphasized that the existing courthouse is:

- physically unsafe,
- unable to be retrofitted and
- delays access to justice.

Also critical to our messaging was that the county had multiple pathways towards local funding match and already owned the land to site a replacement courthouse.

Perhaps most important was Judge Steele’s creation of “Clackamas County Yardsticks.” These permeated the Oregon Legislature and served as a constant reminder of how close the courthouse sits from a 100 foot plunge into the Willamette River.

Constant Contact:

Prior to session, we hosted a series of successful tours of the courthouse where we were able to impress upon legislators the physical safety issues of the courthouse, in addition to limits on access to justice.

On February 6th, Judge Steele initiated our legislative outreach in the Capitol, meeting with members of the Public Safety Subcommittee (Reps. Bynum, Sanchez, Piluso) and Co-Chair Dan Rayfield. We also delivered “Clackamas County Courthouse” yardsticks to the House members of the Clackamas County delegation and talked with Reps. Neron, Power, Williams, Prusak, and Drazan.

The following week, Chair Bernard met with House Majority Leader Williamson and the Speaker’s Chief of Staff (in charge of budget). And, most importantly, Commissioner Humberston successfully met with Senate Co-Chairs Johnson and Steiner Hayward. It was a very positive meeting, and they provided a significant amount of constructive feedback.

On March 12th, Judge Lininger met with Sen. Thomsen’s office, Rep. Williamson, Speaker Kotek, Rep. Nathanson, Rep. McLane, Rep. Holvey, Rep. Barker, and Sen. Girod.

Both Capital Construction Co-Chairs warned that a) leadership is cool on courthouses now that Multnomah is built b) Multnomah cost overruns are irksome to many c) there is going to be less money for bonding for fear of a slowing economy and d) Clackamas needs a really tight three minute presentation that makes clear the county does not need a voter approved bond.

On March 18th, John Mohlis, former head of Oregon State Building Trades, testified in support of the courthouse replacement at the Portland Ways & Means road show. As a former bricklayer, he was able to speak to the construction problems associated with the courthouse and the challenges of accessing the courthouse as a resident of Clackamas County who has served as a juror.

From mid-April to the first of May, knowing that Ways & Means Co-Chairs are talking to their members and getting their priorities, we initiated another round of legislative visits. We met with Reps. Prusak, Salinas, Meek, Reardon, Drazan, Williams, Neron and Sens. Wagner and Fagan to make sure the Courthouse was on their “end of session” lists. We also met with Speaker Kotek and the Chiefs of Staff in Senate President and Speakers offices.

Public hearings and Senator Girod:

In addition to monitoring the OJD budget hearings, on April 4th, Commissioner Humberston and Judge Steele presented testimony to the Public Safety Subcommittee. While the budget appropriation decision will be made by the Capitol Construction Subcommittee, this testimony was a good dry run to prepare for future public hearings. Afterwards, we worked closely with Commissioner Humberston and Judge Steele to revise their testimony.

On April 12th, the Capitol Construction subcommittee heard all of the courthouse projects as a part of the public hearing on House Bill 5005. Humberston and Steele did well and there were no questions asked of them.

Throughout this process, we met regularly with Capitol Construction Subcommittee Co-Chair Girod to review our messages and testimony for his feedback. Senator Girod was a valuable sounding board and influential in the decision-making process.

Clackamas Caucus:

This was the inaugural run of the Clackamas Caucus. We were regular attendees of Clackamas Caucus meetings. We worked closely to monitor the priorities discussion and helped garner courthouse replacement as a “caucus priority.” This resulted in a letter of support for courthouse replacement that was delivered to the Public Safety Subcommittee on April 4th. Not only was the letter of solidarity a positive, the process of getting signatures uncovered some negative feedback that was coming into the Capitol.

OJD & Lane County:

Throughout session, we communicated what we were doing and hearing with Phil Lemman at OJD. He made it clear that OJD saw Lane and Clackamas County as co-equal priorities.

We worked closely with Lane County on messaging, strategy and amendment development. In particular, we worked with Lane County and OJD on bill language (HB 2605) to recognize Clackamas land ownership and shared law library services. We requested Senator Girod’s office send requested language to Legislative Fiscal Office. That language was ultimately not adopted.

On the final day of session, House Bill 5005 was passed with requested funding for Clackamas Courthouse replacement.

I-205 Bottleneck Funding

Goal: *Advocate for state funding to support a third lane of capacity in each direction of I-205 from Stafford Road to OR 213. The Oregon portion of I-205 is a federally designated High Priority Corridor and is vital to both the Portland metropolitan region and users statewide. Without additional travel lanes, this section of I-205 will be overwhelmed by forecasted traffic volumes and will negatively impact regional freight mobility. This project also will seismically retrofit the Abernethy Bridge to ensure that it can serve the emergency response needs of the region and state in a natural disaster.*

Result:

I-205 Bottleneck Funding	Position	Result	Action
HB 3209	Support	Failed	Regional Letter
HB 3440	Support	Failed	Meetings

The Legislature failed to provide additional funding for the I-205 bottleneck project. The County advocated extensively for this priority, as outlined below:

Under HB 2017, the 2017 Oregon Legislature identified the I-205 bottleneck between Stafford Road and OR 213 as a signature congestion relief project for the state. The project would add a third lane in each direction on a seven-mile stretch of I-205. The project would also upgrade the Abernethy Bridge, which crosses the Willamette River between West Linn and Oregon City, and eight other I-205 bridges in the project area to withstand a major earthquake.

More than 100,000 vehicles use this section of I-205 each day and drivers experience 5 ½ hours of congestion daily. ODOT has designated I-205 as a statewide north-south lifeline route, which means it must be operational quickly if an earthquake renders other roadways unusable or impassable. It will be a critical route in getting supplies and services to the region.

With ODOT's investment of \$53.7 million over the past two years for planning and design, the project is expected to be shovel ready in early 2020 (though that timeframe was seemingly pushed back during the legislative session). ODOT estimates that an additional \$460 million is needed to complete construction. Under current plans to use tolling revenue, however, construction will be delayed until 2026 at the earliest due to a lack of funding. Each year of delay increases the project cost by \$15 million.

Strategies employed:

- Develop legislative champions;
- Form broad-based coalition of support;
- Constant contact.

Cultivating legislative champions:

Newly elected Representative Rachel Prusak and (relatively) newly appointed Senator Rob Wagner creatively dubbed themselves the “Bottleneck Caucus.” With Rep Prusak’s appointment to the Transportation & Economic Development Subcommittee of Ways & Means, we worked particularly close with her to develop an internal outreach plan to complement our advocacy efforts. We did the same with Senator Wagner.

We met regularly throughout session with Senator Brian Boquist who, as vice-chair of the Joint Transportation Committee and a key architect of the 2017 transportation package, was most vocal about the need to address I-205 and continually broached new ideas to get the job done. Sen. Boquist introduced SB 652 to fund I-205 by diverting funds from other projects.

The Clackamas Caucus recognized the region wide impact of congestion on I-205 and authored a letter of support for I-205 funding and provided bi-partisan testimony.

Coalition of support:

- Coordinated with City of West Linn on outreach plans and the introduction of HB 3209
- Organized regional support letter with signatures from MultCo, Metro, AOC, Clackamas County Business Alliance, Westside Economic Alliance, North Clackamas Chamber of Commerce, Oregon City, Hillsboro, Tualatin, Canby, Beaverton, Happy Valley, Wilsonville, Lake Oswego, Gresham, and Gladstone.
- Developed testimony for Clackamas County Business Alliance and Oregon Homebuilders.

In the first week of session, we met with Senate and House leadership. One of the early things we discovered was continual pointing of fingers between the legislative and executive branch. Legislative offices thought “ODOT needed to figure out a spending plan” while ODOT stated “the Legislature needs to carve out \$460 million.”

Second week of session had us meeting with Ways & Means Co-Chair Rayfield who said “he had been hearing about this project.” We had to start with a 101 on the project, explained the political significance to members of the Clackamas delegation and explaining the funding options. We also met with Transportation & Economic Development Subcommittee Co-Chair Manning. He’s missed some flights trying to get up I-205 and appreciated understanding background on the congestion (two lanes). He really wanted to understand how state money could help attract federal money.

During “AOC Day at the Capitol” Chair Bernard met with Rep. Power, Rep. Salinas, Sen. Wagner, Sen. Fagan, and Rep. Meek while Commissioner Savas met with Rep. Drazan, Rep. Prusak, and Sen. Olsen. Commissioner Humberston met with Rep. Lewis and Rep. Reardon.

In late February, ODOT surfaced a one-pager splitting I-205 into “Package A” which is Abernethy Bridge Widening and Seismic Retrofit and “Package B” which is I-205 widening between OR 43 and Stafford Road. ODOT remained adamant that they need a dedicated funding stream equal to \$260 million for Abernethy or \$200 million for widening to “go to contract” on construction.

March:

In early March, Sen. Wagner lunched with Transportation Co-Chair Beyer about 205. He reported that he mostly got a history lesson on 2017 and that Beyer was exploring the possibility of “pre-construction tolling” for 205.

We also met with Transportation Co-Chair McKeown who lamented the lack of resources for 205 and wondered aloud if Cap and Trade could be a source of funding.

Rep. Prusak met with Speaker Kotek and Joint Transportation Chair McKeown. The end result of those two conversations was drafting a letter requesting a public hearing on I-205 in the Joint Transportation Committee.

April:

On April 10th, during ODOT public hearings, Commissioner Savas testified to the Transportation & Economic Development Subcommittee about region wide support for I-205 improvements.

Following that public hearing, we met with Legislative Fiscal Office (LFO) to brainstorm bond options. They openly opined that GO bonds for the totality of I-205 improvements was unrealistic, though they thought options existed for some borrowing on the project that could serve as a bridge to tolling revenue bonds in the future.

While meeting with the Joint Transportation Committee Administrator, he reported having been privy to meetings with the Co-Chairs and ODOT about how to “keep I-205 moving.”

Also met with Brendan Finn in the Governor’s office who is now leading new efforts to plan “Rose Quarter redevelopment opportunity” and acknowledged this would likely lead to further delay which may better position I-205 improvements to move up in the queue.

However, this was tempered by Co-Chair Beyer who said “tell Clackamas County that I-205’s position is improving,” but “ODOT is telling us they can’t break ground on Abernethy until 2022.”

Rep. Prusak continued to press for solutions to I-205 and met with Joint Transportation Co-Chair Caddy McKeown.

May:

Worked closely with the City of West Linn on the line-up of testimony and then confirming legislative members and stakeholders. Then developed talking points for each presenter and ensured all key message points were delivered but not redundant. Modified Commissioner Savas’ testimony from the ODOT public hearing and then shared the plan with Transportation Co-Chair McKeown to make sure the testimony met her expectations for the informational hearing.

The May 15th hearing was a success in that a) our panels of speakers’ speeches were compelling and well-delivered, b) generated quite a lot of dialogue (and defensiveness from HB 2017 architects who stated “I-205 was in the package” though admittedly without a funding source).

Following the hearing, met with Joint Transportation Vice-Chair Brian Boquist. He shared that his early effort to take other transportation project funding for I-205 failed to gain traction, so he then approached Democratic leadership with Republican votes for a two cent gas tax increase for I-205

in exchange for the death of cap and trade. That also failed to gain traction (though looks like a pretty good deal in hindsight).

In late May, Speaker Kotek introduced a bill (HB 3440) to keep part of the kicker for, among other things, funding I-205 improvements. Republican legislators declared the idea dead on arrival.

June:

With the May 15th revenue forecast in hand, Ways & Means began to move budgets. The ODOT budget moved unanimously with 10 new FTE to work on tolling implementation.

COUNTY PRIORITY: GROW A VIBRANT ECONOMY

The county supports legislation that incentivizes businesses to grow and prosper. Successful legislation will ensure the county has dedicated resources for attracting and growing industries, and has access to an adequate supply of shovel-ready employment lands to expand economic development opportunities.

Results:

Brownfields	Position	Result	Action
HB 2575	Support	Failed	Policy Statement
HB 2699	Support	Passed	Coalition Letter
HB 2850	None	Failed	Monitored
SB 94	Support	Failed	Coalition Letter

Outcomes: HB 2699 allows a property owner to simultaneously participate in the brownfield tax incentive program and other tax incentive programs when providing multiple public benefits through the cleanup and redevelopment of a brownfield property. HB 5050 also provided \$5 million for the Brownfields Redevelopment Fund available to projects by application. In addition, Clackamas County received \$300,000 through the Governor’s Strategic Reserve Fund to serve as seed funding to establish the state’s first Land Bank Authority.

Industrial Site Readiness	Position	Result	Action
SB 34	Support	Failed	Coalition Letter

Outcomes: Bill proposed improvements to the Industrial Site Readiness Program (2013), but it did not gain traction to pass the Senate.

Opportunity Grant for Film Production	Position	Result	Action
SB 459	Support	Passed	Monitored

Outcomes: Supported Oregon Film in advancing legislation that makes changes to the Opportunity Grant as a result of changes in federal tax policy.

COUNTY PRIORITY: BUILD A STRONG INFRASTRUCTURE

The county supports legislation that encourages long-term investments in major infrastructure improvements to ensure essential county services are available to the public. Successful legislation will ease congestion, spur economic growth, broaden telecommunication access, protect water quality, and enhance seismic resiliency.

Results:

Boone Bridge Funding	Position	Result	Action
SB 1021	None	Failed	Monitored
HB 5050	None	Passed	Monitored

Outcomes: While SB 1021 did not pass, HB 5050 included a budget note directing ODOT to study the I-5 Boone Bridge Project and provide an estimate of the cost to complete the project.

Broadband	Position	Result	Action
HB 2173	None	Passed	Monitored
HB 2184	None	Failed	Monitored

Outcomes: HB 2173 creates the Oregon Broadband Office with Business Oregon charged with supporting broadband infrastructure deployment, including awarding loans and grants to support broadband service infrastructure projects. The companion bill (HB 2184), which establishes the Broadband Fund and would have resulted in a roughly \$4 increase to the annual cell phone fee, failed to pass the Senate in the final days of session.

County Fairgrounds	Position	Result	Action
HB 2613	Support	Failed	Meetings

Outcomes: Legislation required Business Oregon to prepare a master plan for county fairground capital construction in order to assess statewide needs. Commissioner Humberston testified in support of the bill. However, the Ways & Means Committee failed to take action.

Debris Management Permitting	Position	Result	Action
N/A	N/A	N/A	N/A

Outcomes: The County is currently working with state agencies to determine whether statutory changes are needed to address debris management during a major disaster. As a result, no legislation was proposed in 2019.

Sunset Highway Corridor Study	Position	Result	Action
\$1 million request	Support	Failed	Policy Statement

Outcomes: Clackamas County supported the City of Hillsboro’s request for \$1 million for a study of the Sunset Highway Corridor.

TPM/SDCs on Marijuana Production in EFUs	Position	Result	Action
SB 365	Oppose	Passed	Policy Statement

Outcomes: The Legislature passed SB 365 without a proposed amendment prohibiting time, place, and manner (TPM) regulation of marijuana production. The County worked with AOC and other local governments to advocate against this detrimental policy change. The final bill, primarily aimed at Deschutes County, prohibits local governments from imposing system development charges (SDCs) for increased use of transportation facilities resulting from the production of marijuana on property located in lands zoned Exclusive Farm Use (EFU).

Transportation Districts	Position	Result	Action
SB 413	Oppose	Failed	Coalition Letter

Outcomes: Authorized local governments to form transportation districts for the purpose of creating limited-access public highways. However, the bill would have allowed for highways to be developed through rural reserves.

Transportation Futures Study	Position	Result	Action
\$2.5 million request	Support	Failed	Coalition Letter

Outcomes: In coordination with the cities of Clackamas County, the County worked with members of the County’s legislative delegation in pursuit of funding for the Transportation Futures Study. While multiple legislators expressed interest and support in the cause, the Ways & Means Committee did not include funding for this purpose in the end of session funding bills.

Willamette Falls Locks	Position	Result	Action
HB 2304	Support	Failed	Policy Statement
HB 2305	Support	Failed	Policy Statement
HB 5024	Support	Passed	Policy Statement

Outcomes: HB 5024 includes a budget note advancing the question of capital funding for the Locks to 2020, contingent upon the Locks State Commission performing more due-diligence to establish a framework for a public corporation to manage and own the Locks in the future. Commissioner Schrader testified in support of the funding bills on behalf of the Willamette Falls Locks State Commission.

COUNTY PRIORITY: ENSURE SAFE, HEALTHY, AND SECURE COMMUNITIES

The county supports legislation that improves the health, safety, and wellbeing of all county residents and communities. Successful legislation will support access to community assets, such as parks and libraries, and assist vulnerable populations including residents who are facing addictions, behavioral health challenges, and homelessness. Legislation also should help to reduce the crime rate and recidivism, promote and sustain best practices for justice-involved individuals, improve emergency communications, and protect survivors of domestic violence.

Results:

9-1-1 Tax Increase	Position	Result	Action
HB 2449	Support	Passed	Policy Statement

Outcomes: The 9-1-1 tax was raised \$0.50, making the new total \$1.25 per month, per user. The first increase since 1995, the additional revenue equals roughly \$1 million to Clackamas County C-COM over each biennium, and returns the same amount of money to emergency responders.

ADUs in Rural Residential	Position	Result	Action
SB 88	None	Failed	Provided Info
SB 930	None	Failed	Provided Info

Outcomes: AOC spearheaded legislation to authorize counties to allow one accessory dwelling unit (ADU) on a lot or parcel within a rural residential zone under certain conditions. The bill failed to make it out of Ways and Means.

Behavioral Health and CCOs	Position	Result	Action
SB 137	Oppose	Failed	Policy Statement

Outcomes: SB 137 sought to prohibit Coordinated Care Organizations (CCOs) from contracting with any entity to assume risk of providing behavioral health services. The County worked with AOCMHP to express concerns directly to Chair Monnes-Anderson, and the bill did not receive a work session.

Behavioral Health Funding for Children	Position	Result	Action
SB 221	Support	Passed	Monitored

Outcomes: SB 221 makes funds available for supporting kids with complex needs in the child welfare system. These wrap around services are evidence based and are expected to improve outcomes for foster youth that have experienced multiple placements. The investments outlined in SB 221 were added as a budget note to the OHA budget, so the policy bill (SB 221) did not need to move forward for the work to be funded.

Channel Migration Zones – Flood Insurance	Position	Result	Action
HB 2312	Support	Passed	Policy Statement

Outcomes: Disaster Management Director Nancy Bush testified on HB 2312 to include a Channel Migration Zone (CMZ) disclosure as part of the flood disclosure form that would be required of home sellers in floodplains. While this was ultimately stripped from the bill, it raised the profile of CMZs and paved the way for Rep. Drazan to secure an informational hearing with

the House Agriculture and Land Use Committee, where Director Bush shared the county’s role in the Oregon Solutions Report studying local land use tools for CMZs.

Clackamas Women’s Services	Position	Result	Action
HB 5050	None	Passed	Monitored

Outcomes: Clackamas County received \$485,000 for Clackamas Women’s Services.

Community Corrections Funding	Position	Result	Action
SB 5504	Support	Passed	Regional Letter

Outcomes: The Legislature passed a Community Corrections budget of \$268.5 million, which is inconsistent with the 2019 Actual Cost Study showing a need of \$318.5 million that reflects the current cost of doing business. Despite a significant push by a coalition of advocates late in session, the Legislature failed to provide increased funding to address this significant need.

Community Dispute Resolution Funding	Position	Result	Action
SB 5513	Support	Passed	Regional Letter

Outcomes: In the final days of session, the Legislature included a 10% cut to the Oregon Office for Community Dispute Resolution, reducing the office’s \$2.778 million by \$349,000. Legislators spoke against this action on the floor and vowed to address the shortfall in the coming months.

Community Mental Health Funding	Position	Result	Action
SB 5525 – Oregon Health Authority Budget	Support	Passed	Regional Letter

Outcomes: Clackamas County Behavioral Health Director, Mary Rumbaugh, submitted a letter of support for Community Mental Health funding. We worked with other counties and AOCMHP to advocate for funding. We were incredibly pleased to see the following list of budget allocations included in the bill:

- \$9.1 million of general fund to fill the tobacco tax shortfall
- \$16.5 million of marijuana revenue to continue the backfill of mental health
- \$7.6 million for OHA’s Aid and Assist POP
- \$10 million of the \$13 million requested by the agency for suicide prevention and student MH
- \$1.5 million to help get MOTS to the next phase of the IT system upgrade process
- \$13 million increase mental health and substance use disorder provider rates

We were disappointed to see that the legislature elected to take a \$15.4 million cut to community mental health based on the perceived reduction in the civil commitment caseload forecast (the total cut was \$18.5 million, but due to an increase in the CSL caseload the legislature considered the cut to be \$15.4 million).

Following the budget’s release we and our partners continue to advocate for an add back to community mental health in the end of session allocation bill (often referred to as the ‘Christmas Tree Bill’). We tried to help the legislature understand that the investments they were making in community mental health would not nearly as meaningful or impactful if they were also cutting the budget so significantly at the same time.

When the budget documents for HB 5050 were released they revealed that the Co-Chairs chose to add back \$6 million to the CFAAs for community mental health. This is the amount we told them we would need to keep CMHPs whole through the short session when we may come back with new information from the budget note process. The bill also stated the Co-Chairs were holding back \$9 million in Emergency Board funding that OHA can request to prevent cuts to the system should they deem it necessary. We may have to do some work with the agency to make sure we, the legislature and LFO all have the same understanding of what those dollars are intended for.

Developmental Disability Services	Position	Result	Action
SB 274	Oppose	Failed	Meetings

Outcomes: SB 274 would have lowered the age of eligibility for access to brokerage services from 18 to 14. It was determined that the bill could have a detrimental impact on the county budget. SB 274 and another bill brought by the Governor, SB 20, amended the same statutory language. With the passage of SB 20, the language that SB 274 would have amended was deleted from ORS. This conflict in language ultimately prevented the bill from passing.

Diesel	Position	Result	Action
HB 2007	Support	Passed	Regional Letter
HB 2063	Support	Failed	Regional Letter

Outcomes: HB 2007 requires owners of medium- and heavy-duty diesel trucks and buses in Multnomah, Washington, and Clackamas Counties to phase-out older vehicle engines. Heavy-duty trucks titled in the three counties must be model year 2007 or newer by 2025. Funding from the Volkswagen settlement will be dedicated to supporting local agencies in making these changes and potentially substitute losses.

Drug Take Back	Position	Result	Action
HB 3273	Support	Passed	Policy Statement
HB 2065	Support	Failed	Monitored

Outcomes: Establishes a statewide drug take back program and will establish drop boxes in select locations. The bill requires pharmaceutical manufacturers to develop and implement a program allowing for consumers to safely return unused over-the-counter and prescription medications for proper disposal. The bill also preempts local programs.

Emergency Care Services	Position	Result	Action
HB 2620	Oppose	Failed	Coalition Letter

Outcomes: Clackamas County joined a coalition opposing proposed legislation to remove county statutory authority for assigning and regulating Ambulance Service Areas (ASAs). The bill never received a public hearing and died at the first legislative deadline.

Highway Speeds

	Position	Result	Action
SB 558	Support	Passed	Policy Statement
SB 559	None	Failed	Monitored
SB 560	None	Failed	Monitored

Outcomes: SB 558 expands statutory speed limits to county roads, providing additional clarity for drivers and law enforcement officers and allows road officials to post speed limit signs on identified road classifications in Oregon statute.

Housing: Acquisition of Affordable Housing

	Position	Result	Action
HB 5030 – Lottery Bonding bill	Support	Passed	Meetings

Outcomes: Low-cost market rate housing is at risk of loss through sale or extreme rent increases. These properties offer rents at or below market rate, but are not currently restricted or regulated. HB 5030 includes \$15 million to create the acquisition fund, which will acquire these types of properties and ensure they remain affordable for ten years.

Housing: Assistance for Low Income Tenants

	Position	Result	Action
HB 2006	Support	Passed	Meetings

Outcomes: Allocates \$3 million to be awarded through grants to increase tenant success in acquiring and maintaining affordable housing, and allocates \$3 million to the Department of Justice for domestic violence services.

Housing: EHA, SHAP, and Shelters

	Position	Result	Action
HB 5512	Support	Passed	Meetings

Outcomes: Provides \$40 million for Emergency Housing Account/State Homeless Assistance Program (a \$30M increase in base budget), including \$5 million in new one time funds for EHA, \$5 million in new one time funding for shelters, and a \$4 million increase for the Housing Stabilization Program. \$10 million in new one-time funds will go towards four pilots under TANF, and \$3 million will be paired with Permanent Supportive Housing capital projects. The program also included decreases, such as the elimination of \$1 million from the Low Income Rental Fund and the elimination of \$1.5 million in service funding to be replaced with \$1.5 million earmarked for a veterans’ affordable housing development.

Housing: LIFT Housing Program

	Position	Result	Action
HB 5005	Support	Passed	Meetings

Outcomes: \$150 million in Article XI-Q General Obligation bonds to build affordable housing through the Local Innovation and Fast Track (LIFT) Housing program.

Housing: Missing Middle/Housing Density

	Position	Result	Action
HB 2001	None	Passed	Meetings
SB 10	None	Failed	Monitored
HB 2003	None	Passed	Monitored

Outcomes: HB 2001 was amended such that the county was amenable to the legislation. The bill allows duplexes, triplexes, quads, and cottage clusters in certain cities and counties. Specifically, for each city with a population of 25,000 or more and each area of a county within a metropolitan service district, they shall allow the development of all middle housing types in

areas zoned for residential use that allow for the development of detached single-family dwellings and a duplex on each lot or parcel zoned for residential use that allows for the development of detached single-family dwellings. HB 2001 also appropriates \$3 million to the Department of Land Conservation and Development (DLCD) to provide technical assistance to local governments to implement middle housing regulations and to develop plans to improve water, sewer, storm drain, and transportation services.

SB 10 would have established permissible density requirements within urban growth boundaries of cities within metropolitan service district or with population more than 10,000 for areas adjacent to transportation corridors and zoned to allow residential development.

HB 2003 appropriates \$1.5 million to the Department of Land Conservation and Development (DLCD) and the Oregon Housing and Community Services Department (OHCS) to jointly develop a methodology for conducting regional housing needs analyses, and for certain cities and Metro to estimate existing housing stock and establish a housing shortage analysis to estimate needed housing units for the next 20 years.

Housing: Permanent Supportive Housing	Position	Result	Action
HB 5005	Support	Passed	Meetings

Outcomes: The bill allocated \$50 in General Obligation bonding authority to develop Permanent Supportive Housing (PSH). PSH helps end homelessness for people who experience health conditions, mental health issues, or addictions disorders. The Governor’s Budget proposed \$50 million in General Obligation Bonds to develop new supportive housing across Oregon. In addition, OHA is reallocating just under \$3M for project based rent assistance vouchers to the projects through HB 5050 – the end of session budget rebalance bill.

Housing: Preservation of Existing Affordable Housing	Position	Result	Action
HB 5030 – Lottery Bonding bill	Support	Passed	Meetings

Outcomes: \$25 million in Lottery Bonds to maintain existing affordable housing across Oregon. The bill also expanded what is eligible for these funds to include all regulated, multifamily affordable housing, as well as public housing and manufactured home parks. The County coordinated with the Housing Alliance, testified in support of funding, and participated in a meeting with the Speaker’s Office.

Housing: Tenant Protections	Position	Result	Action
SB 608	Support	Passed	Regional Letter

Outcomes: Known as the ‘Tenant Protection bill,’ SB 608 puts caps on annual rent increases and eliminates use of ‘no cause’ evictions in certain circumstance. These policies will reduce displacement of tenants. Commissioner Fischer testified in support of the bill.

Individual Development Accounts	Position	Result	Action
HB 3133	Support	Failed	Meetings
SB 790	Support	Failed	Meetings
HB 2164	Support	Passed	Meetings

Outcomes: The Oregon IDA Initiative provides Oregonians with low incomes access to a matched savings program to help purchase a first asset such as a house. HB 3133 and SB 790 would have made a critical technical fix and expand the program. Language relating to IDAs was adopted into HB 2164, a tax expenditure ‘omnibus’ bill and made changes to many expenditures. With regard to the IDA, the bill included a critical technical fix to sustain the program’s funding. The bill did not expand the program.

I/DD Funding	Position	Result	Action
HB 5026	Support	Passed	Regional Letter

Outcomes: A primary focus for Clackamas County, funding for the Department of Human Services (DHS) budget will play a role in the successful outcomes for people experiencing intellectual and developmental disabilities (I/DD). Due to new workload models for case management, we advocated for a compensatory increase in funding. We wanted to see a total general fund investment of \$134 million. With the new workload model, this would have maintained the current level of funding. The legislature ultimately allocated \$124 million in general fund. A renewed effort is expected during the short session to secure additional funding to match program funding with the revised workload model.

Justice Reinvestment Initiative - Funding	Position	Result	Action
SB 5506	Support	Passed	Meetings

Outcomes: Full funding (\$50.1 million) was provided to the Justice Reinvestment Initiative for the 2019-2021 biennium. County Commissioners participated in the Justice Reinvestment Lobby Day.

Justice Reinvestment Initiative – Grant Committee	Position	Result	Action
HB 3064	Support	Passed	Meetings

Outcomes: The bill modifies the current justice reinvestment grant review committee by two members, adding organizations that provide services for underserved racial, ethnic, or minority communities. It also requires applicants to commit to decreasing county use of prison beds and creates measures of accountability and transparency in the grant process.

Juvenile Justice Reform	Position	Result	Action
SB 966	Support	Failed	Policy Statement
SB 968	Support	Failed	Policy Statement
SB 969	Support	Failed	Policy Statement
SB 1008	Support	Passed	Coalition Letter

Outcomes: SB 1008, which served as the omnibus vehicle for the four juvenile justice reform bills, makes changes to Measure 11 (mandatory minimum sentencing), including a requirement that juveniles 15 years and older are not automatically tried as adults for major crimes. The bill also ensures that young offenders are not sentenced to life without parole, makes them eligible for a parole hearing after serving half their sentence, and creates a new pathway for certain defendants to secure early release rather than being transferred to the adult prison system.

Law Library Funding	Position	Result	Action
SB 5513	Support	Passed	Monitored

Outcomes: The Legislature provided roughly current service level funding for law library services, with a \$458k cut to external pass-throughs including Law Commission, Council on Court Procedures, Conciliation and Mediation, and Law Library.

Law Library Services	Position	Result	Action
SB 858	None	Failed	Monitored

Outcomes: SB 858 was anticipated to result in reduced funding for county law libraries statewide. Rather than advance SB 858, legislators agreed to form an interim workgroup to evaluate funding concerns of law libraries. Clackamas County expects to participate in the workgroup.

Marijuana Consumption	Position	Result	Action
SB 639	Oppose	Failed	Policy Statement

Outcomes: This bill allowed for the creation of cannabis lounges and consumption of marijuana at "temporary events," such as festivals and recreational facilities. Its policies conflicted with the Indoor Clean Air Act, which protects people from the risks of secondhand smoke.

Methadone Clinics	Position	Result	Action
SB 910	Support	Passed	Provided Info

Outcomes: SB 910 requires a retail or hospital pharmacy to provide written notice in a conspicuous manner of availability of naloxone at pharmacy. The bill also allows a county or local public health authority to waive siting restrictions of methadone clinics to remove unreasonable barriers to patient access. The bill passed and will go into effect 91 days after Sine Die.

Oregon Department of Emergency Management	Position	Result	Action
SB 2730	Support	Failed	Policy Statement

Outcomes: Would have created a new agency to respond to disasters separate from the Oregon Military Department in order to establish statewide policies and interagency coordination on disaster response.

Paid Family Medical Leave	Position	Result	Action
HB 2005	None	Passed	Monitored
HB 3031	None	Failed	Monitored

Outcomes: HB 2005 goes into full effect on January 1, 2023, and impacts employers with 25 or more employees. Paid Family Medical Leave laws ensure employees can receive paid leave without needing to accrue or earn time, proven to reduce a common trend by impoverished families to continue working when their health or family require attention. While a good policy for Oregonians, it is also anticipated to have a financial impact on Clackamas County as a large employer due to the potential for increased use of leave by employees, additional human resources and payrolls hours dedicated to administering this leave, and greater retention and use of standard vacation and sick leave previously used for absences covered by law.

Parrott Creek Building Renovation

	Position	Result	Action
HB 5050	None	Passed	Monitored

Outcomes: \$3.5 million provided to Parrott Creek Child & Family Services for the purposes of building renovation. Parrott Creek buildings are owned by the county, but the services are provided by a separate agency.

Public Health Modernization

	Position	Result	Action
SB 5544	Support	Passed	Coalition Letter

Outcomes: \$15 million included in the Oregon Health Authority’s budget bill SB 5544 for public health modernization. This represents a \$10 million increase from the former \$5 million program established in 2017.

Resolution Services Funding

	Position	Result	Action
SB 5513	Support	Passed	Monitored

Outcomes: The Legislature provided roughly current service level funding for conciliation and mediation services, with a \$458k cut to external pass-throughs including Law Commission, Council on Court Procedures, Conciliation and Mediation, and Law Library.

SNAP Food Options

	Position	Result	Action
SB 727	None	Passed	Monitored

Outcomes: Requires Department of Human Services to contract with nonprofit organization to implement and administer program to assist recipients of supplemental nutrition assistance in purchasing locally grown fruits and vegetables from farmers' markets, farm share sites and retail outlets that participate in program.

System of Care

	Position	Result	Action
SB 1	None	Passed	Monitored

Outcomes: SB 1 establishes a System of Care Advisory Council to provide a forum for statewide system of care policy development and planning.

Tobacco Tax Increase

	Position	Result	Action
HB 2270	Support	Passed	Coalition Letter

Outcomes: Refers to voters a ballot measure to increase the tax on tobacco products, which remain the number one cause of preventable death for Oregonians. The revenue generated from this tax, should voters approve, will fill a gap in Medicaid funding in future budgets.

Transfer of Funds from STIF to STF

	Position	Result	Action
HB 2377	Support	Passed	Monitored

Outcomes: Legislators determined that HB 2017 is a more appropriate vessel to fund the Special Transportation Fund (STF), which formerly received \$10 million from the state general fund. The Statewide Transportation Improvement Fund (STIF) was established in HB 2017 to improve statewide transit connectivity, and it was originally designed to prevent the backfilling of existing services like the STF. HB 2377, the end of session ‘program change bill,’ provided an administrative change to the STIF funding to cover STF programming and ensure no services are cut.

Unauthorized Use of Vehicle	Position	Result	Action
HB 2328	Support	Passed	Policy Statement

Outcomes: HB 2328 modified the definition of “culpable mental state” for people accused of stealing vehicles, which is believed to account for Oregon’s 53.51% increase in automotive theft, compared to the 10.74% nationwide increase. HB 5050 also included \$1 million for the Public Defense Services Commission and the Department of Corrections for costs relating to prosecutions for the unauthorized use of a vehicle.

Veterans Court Funding	Position	Result	Action
HB 2203	Support	Failed	Meetings

Outcomes: Legislation was proposed directing the Criminal Justice Commission to develop and implement a grant program to provide funding to Oregon counties for veterans’ courts. The bill and necessary funding failed to make it out of Ways and Means.

Veterans Tax Relief	Position	Result	Action
SB 500	Support	Failed	Policy Statement

Outcomes: As in past sessions, Sen. Olsen introduced legislation proposing higher property tax exemptions for disabled veterans. Commissioner Humberston testified in support of the bill. The County worked extensively with AOC and Sen. Olsen on the legislation, but ultimately an agreement could not be reached on the terms of the bill.

Vietnam War Memorial	Position	Result	Action
HB 2195	Support	Failed	Policy Statement

Outcomes: The bill proposed to designate a Vietnam War memorial on the Capital Grounds, but it failed to pass and no funding was provided for the memorial. A local stakeholders group exists to raise funds.

Water Quality Permitting – DEQ Budget	Position	Result	Action
HB 5017	Support	Passed	Policy Statement

Outcomes: The final DEQ budget bill was successfully modified during the legislative session to address proposed cuts, resource shifts, and fee increases to the Water Program.

COUNTY PRIORITY: HONOR, UTILIZE, PROMOTE AND INVEST IN OUR NATURAL RESOURCES

The county supports legislation that ensures effective and sustainable management and conservation of our abundant natural and agricultural resources. Successful legislation will stimulate our natural resource-based economy, reduce and sequester carbon emissions, and adhere to the public process of Oregon’s land use system.

Results:

Cap & Invest – Including CLT	Position	Result	Action
HB 2020	None	Failed	Monitored
SB 928	None	Failed	Monitored

Outcomes: Identified by legislative leadership and the Governor as a flagship issue in 2019, climate change was a hot topic throughout session resulting in a far-reaching cap & trade bill that ultimately failed to pass the Senate. More than 100 amendments were proposed for HB 2020, but there was strong disagreement over the bill leading to a 9-day absence by all 11 Senate Republicans at the end of session. Clackamas County’s primary interest in climate change legislation is to ensure that policies and funding support the cross-laminated timber industry and county transportation needs.

Willamette River Wake Management	Position	Result	Action
HB 2351	None	Passed	Monitored
HB 2352	None	Passed	Monitored

Outcomes: HB 2351 and HB 2352 were advanced by local advocates aiming to license and educate wake-boating on the Willamette River, which is causing significant shoreline erosion. While this stretch of the Willamette River is within Clackamas County, its impact does not tie to a direct county function. The sheriff’s office may be required to regulate licensing of wake boats moving forward.

COUNTY PRIORITY: BUILD PUBLIC TRUST THROUGH GOOD GOVERNMENT

The county supports legislation that allocates sufficient resources to enable delivery of effective, reliable, and equitable services to county residents. Successful legislation will maintain the county’s financial sustainability, support county efforts to attract and retain qualified employees, preserve state/county shared revenue agreements, and not preempt local tax sources or restrict local government authority.

Results:

Camp Withycombe Exhibit Space	Position	Result	Action
HB 5050	None	Passed	Monitored

Outcomes: Bond funding was provided to the Oregon Military Department for the construction of exhibit space at the Oregon Military Museum at Camp Withycombe, located in the Clackamas Industrial Area.

Candidate Name – Ballot Envelopes	Position	Result	Action
HB 3049	None	Failed	Monitored
SB 670	None	Passed	Monitored

Outcomes: Legislation prohibits the name of the Secretary of State, county clerk, or other filing officer from appearing in official capacity in voters’ pamphlet or on the return identification envelope, secrecy envelope, or any instructions or materials included with the ballot if the individual is a candidate in the election.

Court Fees	Position	Result	Action
HB 2241	Oppose	Failed	Meetings

Outcomes: The House narrowly passed legislation authorizing the Chief Justice to collect fees from counties for the use of the e-court system, but the bill failed to pass the Senate in the final days of session.

Damascus	Position	Result	Action
SB 226	Support	Passed	Policy Statement

Outcomes: On May 1, the Oregon Court of Appeals released an opinion that legislation from 2015 did not actually provide for legal disincorporation of the city so the results from the 2016 were null and void. The County worked with the City of Happy Valley and Metro on legislation to validate the 2016 election. Chair Bernard provided testimony alongside former Damascus Mayor Diana Helm and local Damascus residents on the challenges created by the Court opinion. With support from Sen. Shemia Fagan, the bill passed the Senate nearly unanimously and passed the House on one of the last days of session.

Grand Jury Recordation	Position	Result	Action
HB 5050	Support	Passed	Monitored

Outcomes: Grand jury recordation was mandated by the 2017 Legislature’s passage of SB 505, leaving OJD responsible for providing equipment to counties and counties responsible for staffing and storage functions. HB 5050 included \$3 million for implementation of grand jury recordation in counties statewide.

MERS	Position	Result	Action
SB 380	Oppose	Failed	Meetings

Outcomes: For the second year in a row, legislation was proposed prohibiting counties from bringing action or claim against a person based on specific information within a trust deed making the nominee or agent the lender the grantee or beneficiary. Like in 2018, the bill passed the Senate but failed to gain traction in the House.

NCPRD	Position	Result	Action
HB 3099	Oppose	Failed	Coalition Letter

Outcomes: A month into the legislative session, a bill was introduced by the City of Happy Valley to allow cities to vote themselves out of a special district without a vote of residents district-wide. The legislation was aimed squarely at withdrawing from the North Clackamas Parks and Recreation District (NCPRD). The County spearheaded efforts with a large coalition to oppose the bill. In addition to drafting policy statements and providing details to legislators upon request, Chair Bernard, Commissioner Savas, Scott Archer, and former BCS Director Gary Barth provided testimony opposing HB 3099. The scope of the bill was later narrowed and ultimately passed the House, but it failed to gain traction in the Senate. Clackamas County continues to stress its desire to resolve the NCPRD dispute with Happy Valley at the local level.

Paid Postage on Ballots	Position	Result	Action
SB 861	None	Passed	Monitored

Outcomes: Legislation requires the state to pay for ballot return envelopes that can be returned by business reply mail. HB 5050 included \$1.15 million to cover this new expense.

PERS	Position	Result	Action
SB 1049	None	Passed	Monitored

Outcomes: As a top priority for legislative leadership and the Governor, PERS reform was passed in 2019 with changes to system financing, modifications to benefits, creation of a work after retirement option for PERS retirees to pay into the system while working, and an expedited legal review by the Oregon Supreme Court. While SB 1049 will not resolve the Oregon PERS crisis, it will save Clackamas County an estimated \$20 million over the next biennium.

Prevailing Wage in Enterprise Zones	Position	Result	Action
HB 2408	Support	Failed	Policy Statement

Outcomes: Legislation proposing to apply prevailing wage to projects with a cost of at least \$20 million in enterprise zones passed the House but failed in the Senate. An interim workgroup will be formed to find a solution for the next legislative session.

Qualification Based Selection	Position	Result	Action
HB 2769	Support	Passed	Policy Statement

Outcomes: QBS broadens the ability of local governments to consider both price and qualitative components of large capital contracts, which will balance the county's ability in choosing vendors that may be more affordable, provide better quality, and be locally sourced.

Student Success	Position	Result	Action
HB 2164	None	Passed	Monitored
HB 3427	Oppose	Passed	Regional Letter
SB 116	None	Passed	Monitored

Outcomes: This combination of bills established an estimated \$1 billion in new revenue annually for education programming across the state, which will also benefit programs in Clackamas County’s Child and Family Services. The Student Success Act includes a historic \$400 million investment in early childhood programs and services. Clackamas County and other local governments opposed a provision that was included in the final bill preempting local government’s authority to assess a commercial activity tax, thereby limiting a potential future source of revenue to fund various projects or services.

Transportation Network Companies	Position	Result	Action
HB 3023	Oppose	Failed	Regional Letter
HB 3379	None	Failed	Monitored

Outcomes: Bills sought to regulate transportation network companies like UBER and Lyft, including a requirement to obtain a license from Oregon DOT to operate in the state. Regional opposition to HB 3023 stemmed from concerns about existing transportation network investments from HB 2017 and preemptions on local government.

Vending Facilities on Public Property	Position	Result	Action
HB 3431	None	Passed	Provided Info

Outcomes: HB 3431 was led by Metro to overcome administrative hurdles when contracting vendors for public owned event spaces such as the zoo and convention center, as well as other spaces that typically include vending services where the event space is dependent on revenue from vending services. In partnership with Metro, Clackamas County was able to ensure the inclusion of publicly owned golf courses within the scope of this legislation.

Veterans Preference	Position	Result	Action
HB 2886	None	Failed	Meetings

Outcomes: Legislation sought to clarify the process and preferences relating to civil service hiring and promotion of veterans and disabled veterans. The bill failed to pass the House.

Video Lottery to Counties	Position	Result	Action
HB 2320	Support	Failed	Policy Statement

Outcomes: AOC once again spearheaded legislation for counties to receive 2.5% of net video lottery proceeds per ORS 461.547 rather than a fixed appropriation, but the bill failed to pass out of Ways & Means.

2019 State Legislative Summary

Appendix A

Clackamas County 2019 State Legislative Agenda

2019 Clackamas County

State Legislative Agenda



Oregon counties and the state are partners in delivering vital public services

Clackamas County is a complete community that is truly urban, suburban, rural, and wild. We are dedicated to ensuring Clackamas is welcoming to new residents and businesses, and committed to delivering community services that are dependable, accessible, and equitable to the public.

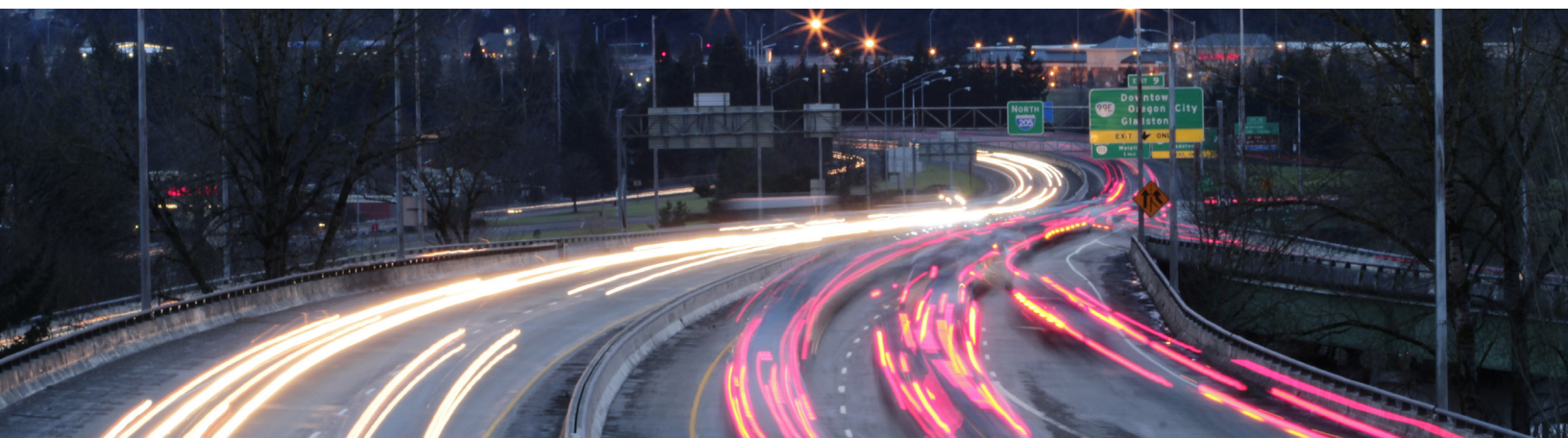
County Initiatives

Courthouse Replacement Project

Support the Oregon Judicial Department's budget request of \$31.5 million in bond funding to support the replacement of the 81-year old, structurally-deficient Clackamas County Courthouse. This second installment of funding from the state legislature (\$1.2 million in 2017) will support the design and engineering phase of the project. Clackamas County looks forward to building a new, modern courthouse that serves the needs of all county residents.

I-205 Bottleneck Funding

Advocate for state funding to support a third lane of capacity in each direction of I-205 from Stafford Road to OR 213. The Oregon portion of I-205 is a federally designated High Priority Corridor and is vital to both the Portland metropolitan region and users statewide. Without additional travel lanes, this section of I-205 will be overwhelmed by forecasted traffic volumes and will negatively impact regional freight mobility. This project also will seismically retrofit the Abernethy Bridge to ensure that it can serve the emergency response needs of the region and state in a natural disaster.



Clackamas County Board of Commissioners

Jim Bernard – Chair Sonya Fischer Ken Humberston Paul Savas Martha Schrader

County Priorities

Grow a Vibrant Economy

The county supports legislation that incentivizes businesses to grow and prosper. Successful legislation will ensure the county has dedicated resources for attracting and growing industries, and has access to an adequate supply of shovel-ready employment lands to expand economic development opportunities. Specific priorities include:

- Support redevelopment of vacated industrial, commercial, and residential sites, including brownfields
- Support investments in and around large employment areas, like the Sunrise Corridor, to energize redevelopment

Build a Strong Infrastructure

The county supports legislation that encourages long-term investments in major infrastructure improvements to ensure essential county services are available to the public. Successful legislation will ease congestion, spur economic growth, broaden telecommunication access, protect water quality, and enhance seismic resiliency. Specific priorities include:

- Support opportunities to repair and reopen the Willamette Falls Locks
- Advocate for state funding to support a Clackamas County Transportation Futures Study
- Support legislation that expedites permitting and opening of debris management sites after a large-scale disaster



Honor, Utilize, Promote & Invest in our Natural Resources

The county supports legislation that ensures effective and sustainable management and conservation of our abundant natural and agricultural resources. Successful legislation will stimulate our natural resource-based economy, reduce and sequester carbon emissions, and adhere to the public process of Oregon's land use system. Specific priorities include:

- Protect the county's urban and rural reserves
- Support investments to develop the cross laminated timber (CLT) industry



Ensure Safe, Healthy and Secure Communities

The county supports legislation that improves the health, safety, and wellbeing of all county residents and communities. Successful legislation will support access to community assets, such as parks and libraries, and assist vulnerable populations including residents who are facing addictions, behavioral health challenges, and homelessness. Legislation also should help to reduce the crime rate and recidivism, promote and sustain best practices for justice-involved individuals, improve emergency communications, and protect survivors of domestic violence. Specific priorities include:

- Support policies and funding to address the housing crisis and improve housing stability for low-income households, including tenant protections, supportive housing services, and the ongoing increased funding levels for the Emergency Housing Fund (EHA) and the State Homeless Assistance Program (SHAP)
- Support an efficient, effective, and integrated model for Coordinated Care Organizations that preserves the county's role as the local mental and public health authority toward ensuring a full continuum of public, physical, behavioral, and dental health services for low-income residents
- Support funding for public health modernization
- Support tax relief for disabled veterans and surviving spouses
- Support funding for the Justice Reinvestment grant program

Build Public Trust through Good Government

The county supports legislation that allocates sufficient resources to enable delivery of effective, reliable, and equitable services to county residents. Successful legislation will maintain the county's financial sustainability, support county efforts to attract and retain qualified employees, preserve state/county shared revenue agreements, and not preempt local tax sources or restrict local government authority. Specific priorities include:

- Support updating public contracting statutes to encourage efficient use of public resources for local agencies
- Oppose legislation that curtails the authority of counties from continuing to seek repayment of unpaid recording fees from lenders and the Mortgage Electronic Registration System (MERS)

2019 State Legislative Summary

Appendix B

Policy Statements, Letters, and Factsheets



April 6, 2019

**Clackamas County Board of Commissioners
Policy Position
HB 2007: Diesel Engine Emission Standards**

Clackamas County supports HB 2007: The Board of County Commissioners supports HB 2007, which aims to reduce diesel emissions by creating a replacement schedule of older medium- and heavy-duty fleet vehicles for businesses and public agencies.

In Clackamas County, diesel particulate matter (PM) measurements average 0.45 micrograms per cubic meter, while the recommended measurement to promote decreased risks of cancer over a person's lifetime is 0.1. Diesel emissions are proven to contribute to heart disease and premature death, and are also associated with respiratory disease, low birthweight, premature birth, and cancer.

In addition to the new regulations, the use of Volkswagen settlement funds to support the replacement of older, dirtier diesel engines will benefit local governments and businesses alike, who will be required under the bill to retrofit or replace potentially dozens of vehicles over the next decade. Clackamas County currently has 17 medium- and heavy-duty trucks and equipment that will require an earlier than scheduled transition by 2029.

We urge a "YES" vote for HB 2007.

Please contact Chris Lyons at clyons@clackamas.us for more information.

June 17, 2019

Oregon State Legislature
900 Court St. NE
Salem, Oregon 97301

Re: HB 2007 - Relating to engine emissions

Dear Legislators:

As Public Health professionals we urge passage of HB 2007. HB 2007 takes the long overdue step of setting an expiration date for dirty diesel engines that spew carcinogens throughout our state, starting in the Portland metro area. This bill will make the air these residents breathe safer.

Diesel engine exhaust is a poisonous mixture of gases and extraordinarily tiny toxic particles. The immediate consequence of breathing diesel exhaust is respiratory irritation and worsening of lung conditions like asthma. The tiny particles are so small that they avoid the body's natural defenses and pass into the blood, impacting all of the organ systems in the body. Long-term impacts from breathing diesel exhaust include heart and lung disease, cancer and stroke. The most profoundly concerning impacts, however, are on pregnant women and children. Exposure to diesel exhaust is linked to both low-birth weight and premature birth. Children, whose lungs and bodies are still developing, have increased risk of cancer and chronic disease because of diesel exhaust.

The tri-county region is the most urban part of the state and has the highest concentration of diesel particulate emissions. Although most of the region is many times above the state health benchmark for diesel emissions, the burden of pollution falls hardest on communities of color. An Oregon Department of Environmental Quality (DEQ) study found that modeled (on-road mobile and non-road mobile) pollutants within the Portland metro region are higher in census block groups with higher proportionality of low-income households and people of color. Exposure to diesel particulate matter is directly linked with proximity to source, meaning that communities living near highways or other transportation corridors are disproportionately exposed.¹ Consequently this is not only a public health issue, but also one of equity.

¹ Brugge, D. (2007). Near-Highway Pollutants in Motor Vehicle Exhaust: A Review of Epidemiologic Evidence of Cardiac and Pulmonary Health Risks. *Environmental Health*. 2007 6:23.
<https://ehjournal.biomedcentral.com/articles/10.1186/1476-069X-6-23>

The good news is that the understanding of the health danger from diesel emissions is so well known that technology, now more than a decade old, exists to dramatically reduce the threat. We do not need new inventions, we only need broader use of existing solutions and we need smart public policies, like those contained in HB 2007, to move the needle toward clean air.

Breathing is not a choice: we cannot control the quality of the air we breathe. Oregonians rely on regulation to set standards so that everyone has the opportunity to breathe clean, healthy air. In the case of diesel emissions, you have a special opportunity to improve public health for everyone, but especially the health of disadvantaged and low-income communities that bear the greatest burden of diesel air pollution. This is the time to commit our state to a clean air future, the cost of inaction is too great a price to pay. Please support HB 2007 as a good first step and consider how you can expand protections in the future to other residents of the state who are breathing unhealthy levels of diesel exhaust.



HOUSE COMMITTEE ON ENERGY AND ENVIRONMENT
900 COURT STREET, NW-HR-F
SALEM, OREGON 97301

February 19, 2019

Re: HB 2063

Dear Chair Helm and members of the Committee:

Oregon has a unique opportunity to address an acute air quality threat that shortens the lives of over 400 Oregonians annually: pollution from dirty diesel engines -- including off-road engines used in construction equipment.¹ By applying Volkswagen settlement funds to cleaning up dirty engines the legislature will improve the quality of life for Oregonians, while also reaping long-term savings from avoided medical costs and lost worker productivity. For every dollar invested in cleaning up old diesel engines, the state will earn back ten dollars in public health benefits.²

The methodology laid out in HB 2063 for dispersing Volkswagen settlement funds presents a reasonable and well thought out approach. The open and flexible approach prioritizes spending in areas with the highest concentration of pollution from diesel engines and for contractors with the greatest financial need, like disadvantaged business enterprises.

Local governments in the Portland Metro area are doing our part to address pollution from dirty diesel engines. Over the past two years, the City of Portland, Multnomah County, Metro, Port of Portland, Washington County, and Clackamas County have worked together to develop Clean Air Construction Standards. These standards are contracting specifications that participating governments will apply to public construction projects. The standards will phase in the use of the cleanest available equipment over time.

The jurisdictional partners carefully considered the standards to strike the proper balance between pollution reduction goals while also providing a flexible timeline for industry compliance. There is particular concern that these standards could create barriers for small businesses. For this reason, the successful implementation of these local programs hinges on the use of Volkswagen settlement dollars. If the legislature adopts the methodology outlined in HB 2063 then local contractors can compete to upgrade their non-road equipment and comply with the Clean Air Construction Standards. These funds are especially important for small contractors who are State-certified COBID firms.

We strongly urge the legislature to adopt the methodology outlined in HB 2063 for allocation of Volkswagen settlement dollars. The approach will help to ensure the success of local programs, prioritize VW settlement dollars towards those firms most in need of financial support, direct resources to areas of the State with the highest concentration of diesel pollution, and yield the greatest returns for the state overall.



CC: Sen. Michael Dembrow, Rep. Karin Power

¹ State of Oregon. Department of Environmental Quality. The Concerns about Diesel Engine Exhaust. Operations Division. Portland. 2015

² Multnomah County. Health Department. Case Study: Clean Diesel Retrofits on the East County Courthouse. Public Health Division. Portland. 2012 | Multnomah County. Office of Sustainability. Metropolitan Contractor Clean Diesel Improvement Project: Advancing Environmental Justice Through Cleaner Air and Economic Opportunity. Portland. 2017



February 19, 2019

**Clackamas County Board of Commissioners
Policy Position**

HB 2195: Relating to establishing a Vietnam War Memorial at the State Capitol State Park

Clackamas County supports HB 2195: The Board of County Commissioners supports HB 2195, which would establish a memorial near the State Capitol honoring veterans of the Vietnam War.

Clackamas County honors veterans by providing resources through the Clackamas County Veterans Service Office and by prioritizing housing for homeless veterans. The County also maintains a Circle of Honor on the county's Red Soils campus, which provides an "area of reflection to honor all veterans of Clackamas County who have given of themselves in service and to those families whose loved ones gave the ultimate sacrifice of their lives." The POW/MIA flag flies daily within the Circle of Honor.

In 2016, Clackamas County relocated a memorial to the Circle of Honor to commemorate the service of Specialist Larry Dahl, a former Clackamas County resident who was posthumously awarded the Medal of Honor for his brave actions during the Vietnam War.

Additionally, county commissioners continue working toward the goal of ensuring that all homeless veterans in Clackamas County are sheltered by the end of 2019. As part of that effort, county commissioners invested in the development of the Clackamas County Veterans Village, a transitional community of 15 small shelters designed to provide stable housing for homeless veterans. The county provides these veterans with support services aimed at helping them work toward permanent housing. To date, five residents of the Veterans Village have transitioned to permanent housing.

Making investments to honor veterans provides constant reminders about the sacrifices that are required to protect freedoms Oregonians experience daily, and preserves the memory of those who served.

We urge a "Yes" vote for HB 2195.

Please contact Chris Lyons at clyons@clackamas.us for more information.



June 17, 2019

**Clackamas County Board of Commissioners
Policy Position
HB 2270: Related to Tobacco Tax Measure**

Clackamas County supports HB 2270: The Board of County Commissioners supports sending to the voters a request to increase taxes on tobacco and nicotine products.

Clackamas County supports the proposed tax increases because of the potential impact they have on decreasing tobacco consumption. Clackamas County also supports HB 2270 because a proportion of the tax revenue would support tobacco cessation services and tobacco-related chronic disease prevention programs.

Tobacco remains the number one cause of preventable death for Oregonians; greater than obesity, alcohol, motor, and firearms. In Clackamas County, there were 679 tobacco-related deaths in 2017 and over \$150 million spent on tobacco-related medical care. The infusion of new tobacco delivery through vaping has proliferated a culture targeting youth and young adults. As evidenced by the Oregon Healthy Teens Survey in 2017, 20% of 11th graders in Clackamas County answered “yes” when asked if they used e-cigarettes in the last 30 days. Tobacco delivery products such as e-cigarettes and Juuls are not taxed and have the capacity to deliver nicotine at greater rates than traditional cigarettes and cigars.

Raising the price of tobacco is part of a comprehensive strategy to decrease tobacco use and prevent youth from starting. Studies clearly show that the majority of adults who smoke began before the age of 21, and that more expensive tobacco products reduce use for both adults and youth, with youth seeing greater reductions in use. The status quo perpetuates youth access and leaves Public Health authorities and the health care industry with greater work than their funding can bear.

Clackamas County supports the state legislature’s intent to advance this question to the voters, and it is our hope that the public agrees on the need to take this action to help curb the use of tobacco products in Oregon. Prevention will always cost Oregonians less money than treating tobacco-related chronic disease.

We urge a “YES” vote on HB 2270.

Please contact Chris Lyons at clyons@clackamas.us for more information.

Oregonians For a Smokefree Tomorrow

YES ON HB 2270

**TOBACCO CAUSES
NEARLY 8,000 DEATHS
PER YEAR IN OREGON¹**

- The cost of tobacco equates to \$1,700 per Oregon household per year²
- Oregon Health Plan recipients have higher smoking rates than those who are privately insured
- Tobacco use has disproportionate impact on low income, communities of color and tribal communities
- The tobacco industry has historically targeted low-income communities

Stop Preventable Deaths

Tobacco is the number one cause of preventable death in Oregon. It causes more deaths than obesity, alcohol, motor and firearms accidents, and illicit drug use combined.

- Approximately two-thirds of Oregonians who smoke have one or more chronic disease³
- Nearly one in four Oregonians with a chronic disease still smoke cigarettes³

Reduce Health Care Costs

A \$2 per pack increase would result in the decline of adult and youth smoking, which would provide long-term health care costs savings of \$1.02 billion per year.⁴

- Raising the tax on tobacco and e-cigarettes will prevent 19,000 kids from smoking and help 4,000 youth and 31,300 adult Oregonians to quit smoking⁵
- 9% of pregnant women use tobacco; In the first five years of the tax increase, cost savings from fewer smoking-affected pregnancies is estimated at \$14.2 million⁶

Stop a Lifetime of Addiction

Nine out of ten adults who smoke report that they started smoking before turning 18.⁷

- New CDC and FDA data show that nationwide one in five high school kids used e-cigarettes in 2018, a 78% increase from 2017⁸
- From 2013 to 2015, e-cigarette use in 11th graders increased from 5% to 17%. Additionally, nearly 20% of those who simply try an e-cigarette go on to become regular users⁴
- E-cigarettes, the fastest growing tobacco product, are not currently taxed in Oregon⁹





FOR MORE INFORMATION, CONTACT MARY WILLIAMS: WILLIAMS@PACWESTCOM.COM

Citations:

- ¹ Oregon Vital Statistics Annual Reports, Volume 2: Chapter 6. Mortality. Table 6-20
- ² Campaign for Tobacco-Free Kids. The Toll of Tobacco in Oregon
- ³ Oregon Health Authority "Tobacco Facts 2018"
- ⁴ American Cancer Society Cancer Action Network, Campaign for Tobacco-Free Kids, and Tobaccconomics
- ⁵ Projection based on economic modeling by researchers Frank Chaloupka, Ph.D. and John Tauras, Ph.D. at the Institute for Health Research and Policy at the University of Illinois at Chicago, and Jidong Huang, Ph.D. and Michael Pesko, Ph.D. at Georgia State University, working jointly with Tobaccconomics, Campaign for Tobacco-Free Kids and the American Cancer Society Cancer Action Network, 2019
- ⁶ Oregon Vital Statistics Annual Reports, Volume 1: Section 2. Reported use of tobacco by mother's age and county of residence, Oregon births, 2017. Table 2-15
- ⁷ Centers for Disease Control and Prevention, Youth and Tobacco Use
- ⁸ Centers for Disease Control and Prevention, E-Cigarette Use Among Youth and Young Adults: A Report of the Surgeon General
- ⁹ Oregon Health Authority, Public Health Division, Health Promotion and Chronic Disease Prevention section. Current tobacco use and related topics among 8th and 11th graders, Oregon 2017



May 22, 2019

Clackamas County Board of Commissioners
Policy Position
HB 2304-2: Related to Funding for Willamette Falls Locks

Clackamas County supports HB 2304-2: The Board of County Commissioners supports HB 2304-2, which provides \$14.42 million in lottery bond proceeds for the repair and eventual reopening of the Willamette Falls Locks.

The Willamette Falls Locks are located in Clackamas County, on the banks of the Willamette River within the City of West Linn. The Locks provide a historic, economic, and recreational connection between the upper- and lower-Willamette River. Access to these significant connections has been absent since the closure of the Locks in 2011 due to safety issues. Meanwhile, the desire of the U.S. Army Corps of Engineers to dispose of the Locks leaves a lingering need to address the long-term local goals for the Locks.

As a member of the Willamette Falls Locks State Commission established by SB 256 (2017), Clackamas County endorses the Commission's recommendation to pursue capital funds for the Locks at the state level. This action would provide a clear signal to the U.S. Army Corps of Engineers and Oregon's Congressional delegation that the state is serious about preserving this historic water infrastructure resource and ensuring the Willamette River remains as one navigable waterway.

Clackamas County backs the findings of the 2018 ECONorthwest Local Economic Potential Report that estimate the Willamette Falls Locks can produce true economic benefit to the Willamette Valley, including commercial, recreation, tribal, and historic use of the river both within and beyond the boundaries of Clackamas County.

Clackamas County is committed to supporting the State Commission to ensure a new local owner is established and a reasonable operations and maintenance plan is in place before capital funding is bonded. The lottery proceeds called out in HB 2304-2 will ensure that a new non-federal owner has a clear path for addressing the capital needs of the Locks and is able to take immediate action to repair and reopen the locks for river traffic.

We urge a "YES" vote for HB 2304-2.

Please contact Chris Lyons at clyons@clackamas.us for more information.



February 7, 2019

Clackamas County Board of Commissioners
Policy Position
HB 2312: Regarding Flood Disclosures

Clackamas County supports HB 2312: The Board of County Commissioners supports HB 2312, which would require the seller of a property to disclose whether their property is identified by FEMA as a Special Flood Hazard Area or whether the purchase of flood insurance is required by local ordinance or in order to obtain a federally regulated loan.

Clackamas County's department of Disaster Management works hard to help residents and homeowners prepare for and mitigate the impact of future floods and other regional and localized disasters. Countless times have flood affected residents, as well as those impacted by other disasters, not known they lived close to or within a hazard area. While it is not a guarantee that all sellers will be able to complete a full and accurate disclosure form, this simple process can save potential home buyers from purchasing homes in areas that risk their financial stability, their housing, or worse – their lives.

Clackamas County places significant emphasis on flood awareness for existing residents, especially for residents with homes along or near the Sandy River. Because of the highly erodible volcanic soil, the Sandy River is prone to migrating well beyond its FEMA-mapped special flood hazard areas, threatening the homes and lives of those who live nearby and often with no recourse or assurance that the impact of the disaster will be eligible for any federal disaster assistance. Work on identifying and assessing Channel Migration Zones (CMZs) has progressed slowly in Oregon, leaving local jurisdictions like counties with the responsibility to raise awareness to existing residents. However, without state laws or disclosures like the one proposed in HB 2312, more homebuyers will purchase into dangerous areas like the Sandy River CMZ, as well as other hazard prone locations.

While legal designations for CMZs are still needed before they may be required for disclosure, HB 2312 will improve Clackamas County's ability to navigate future channel migration impacts with homeowners and residents along the Sandy River by requiring disclosure if a property is in a designated slide or other geologic hazard zone.

We strongly urge a "YES" vote for HB 2312.

Please contact Chris Lyons at clyons@clackamas.us for more information.



March 8, 2019

Clackamas County Board of Commissioners
Policy Position
HB 2320: Relating to lottery revenues

Clackamas County supports HB 2320: The Board of County Commissioners supports HB 2320, which provides that a fixed percentage of certain forecasted video lottery revenues be transferred to counties for economic development, while correcting administrative mechanisms that otherwise reduce revenues to counties.

Specifically, HB 2320 would provide that Lottery distributions to counties (adjusted for certain allocations to the Regional Solutions Program) be adjusted to compensate for differentials between a previous biennium's forecasted revenues and actual revenues. Clackamas County currently receives approximately \$1.7 million per year in Lottery dollars. As proposed, this bill could have a significant positive impact on critical economic development efforts throughout Clackamas County.

Clackamas County currently uses lottery revenues to support one of the County's most important Strategic Goals - *Build a Vibrant Economy* - which includes supporting projects such as the Willamette Falls Legacy Project, reopening of the Willamette Falls Locks, creation of the state's first Land Bank Authority, development of an International Trade Strategy, and a Cross Laminated Timber (CLT) initiative. Lottery dollars are also used to support vital economic development throughout Clackamas County – through various programs including:

- Business Retention, Expansion, and Recruitment
- Employment Land Evaluation
- Export Initiatives
- Economic Landscape
- Main Street
- Marketing
- Industry Cluster Development through New Technologies
- Community Economic Preparedness

We urge a “YES” vote for HB 2320.

Please contact Chris Lyons at clyons@clackamas.us for more information.



March 12, 2019

**Clackamas County Board of Commissioners
Policy Position
HB 2328: Relating to Oregon Vehicle Thefts**

Clackamas County supports HB 2328: The Board of County Commissioners supports HB 2328, which modifies the culpable mental state for the crime of unauthorized use of vehicles when a person takes, operates, exercises control over, or otherwise uses a vehicle, boat, or aircraft without consent of owner.

Clackamas County prioritizes safe, healthy and secure communities as a key principle of its strategic plan. Stealing is a crime, and vehicles – old and new – are a significant resource to people who commute to work, school, and other activities. According to the FBI’s National Crime Information Center, Oregon has seen a 53.51% increase in automotive theft – compared to 10.74% nationwide.

Vehicle theft is typically violent in nature and many thefts are performed during the commission of other crimes. Additionally, automotive theft disproportionately affects people in lower socioeconomic situations whose cars are older and do not typically include security chips in their key systems designed to prevent theft.

The increase in vehicle theft in Oregon is regrettably correlated with two notable Oregon Court of Appeals cases that set near-impossible standards for securing convictions against an alleged car thief. HB 2328 takes steps to address an alleged thief’s intent *away from* “knowingly” operating a vehicle without an owner’s consent *to* being “aware of and recklessly disregard(ing) a substantial and unjustifiable risk” of driving a vehicle without the consent of the owner.

Vehicle theft affects real people, communities, and the economy. Clackamas County supports efforts to hold thieves accountable and reduce the number of vehicle thefts in our communities.

We urge a “YES” vote on HB 2328.

Please contact Chris Lyons at clyons@clackamas.us for more information.



May 22, 2019

Clackamas County Board of Commissioners
Policy Position
HB 2408A: Related to Prevailing Wage within Enterprise Zones

Clackamas County supports HB 2408A: The Board of County Commissioners supports HB 2408A, which applies prevailing wage laws to projects within enterprise zones with a cost of \$20 million or more.

Clackamas County supports the use of enterprise zones and the incentive they provide to businesses interested in growing or locating in Oregon. Presently, state statute regarding enterprise zones contains wage standards for the permanent employees within enterprise zones, but not for construction workers. A significant value of enterprise zones is not only their long-term benefit to the communities where the zones are located, but also to the Oregonians in the trade industry who build the infrastructure that supports these communities and zones.

HB 2408A will ensure that construction workers will be paid fairly for large projects that involve public dollars. The \$20 million project cost trigger also will ensure that smaller projects are able to advance without any changes, retaining the primary purpose behind enterprise zones of incentivizing economic growth. Passage of this bill also means that Oregon trade professionals will not be undercut in the bidding process for larger projects by out-of-state contractors that may traditionally pay under the prevailing wage.

Clackamas County appreciates the effort of HB 2408A to balance the low-cost incentives of enterprise zones and the need to do the right thing regarding wages for construction workers in Oregon.

We urge a “YES” vote for HB 2408A.

Please contact Chris Lyons at clyons@clackamas.us for more information.



March 11, 2019

Clackamas County Board of Commissioners
Policy Position
HB 2449: Relating to 9-1-1 Funding

Clackamas County supports HB 2449: The Board of County Commissioners supports HB 2449, which increases the 9-1-1 tax from \$0.75 to \$1.50 per month.

Since the last 9-1-1 emergency access tax increase in 1995, Clackamas County has seen a population increase from 314,922 to 412,672 (2017). More people means higher call volume into the emergency access lines in urban areas. It also results in increased search and rescue calls as greater numbers of people from the Portland metropolitan area travel to Mount Hood for recreation.

Clackamas County is an Oregon leader in collaborative communication responses. The County works with other local and regional 9-1-1 providers to share costs and ensure that Clackamas County has safe and reliable access to 9-1-1 services. Even with this collaborative approach, the 9-1-1 tax today only covers approximately 18% of our local operations.

Clackamas County recommends three areas to improve HB 2449:

- Remove the provisions that give 2% to counties with a population less than 40,000. This creates an inequity in the distribution among the Public Safety Answering Points (PSAPs) in Oregon, causing some to receive up to 300% of their entire budget, while other PSAPs would receive less than 20% of their budgets.
- Reduce the amount for Oregon Emergency Management 9-1-1 Program from 4% to 2% with this increase and reduce the amount for the Department of Revenue from 1% to .05%.
- Add language specifically allowing interest earned on the 9-1-1 tax to be held in an account to be used for future upgrades to our critical infrastructure, commonly known as Next Generation 9-1-1.

It is important to note that while this increase will not provide 100% funding to all 9-1-1 centers in Oregon, it will help to improve our ability to respond to our communities when they are in need.

We urge a “YES” vote for HB 2449.

Please contact Chris Lyons at clyons@clackamas.us for more information.



April 22, 2019

**Clackamas County Board of Commissioners
Policy Position
HB 2449: Relating to 9-1-1 Funding**

Clackamas County supports HB 2449: The Board of County Commissioners supports HB 2449, which increases the 9-1-1 tax to \$1.50.

Since the last 9-1-1 emergency access tax increase in 1995, Clackamas County has seen a population increase from 314,922 to 412,672 (2017). More people means higher call volume into the emergency access lines in urban areas, but also for search and rescue calls as more and more people from the Portland Metro Area travel to Mount Hood for recreation.

Clackamas County is an Oregon leader in collaborative communication responses, and currently works with other local and regional 9-1-1 providers to share costs and ensure Clackamas County has safe and reliable access to 9-1-1 services. Even with these cost sharing tools, the 9-1-1 tax today only covers approximately 18% of our local operations.

It is important to note that while the proposed \$0.75 increase will still not provide 100% funding to all 9-1-1 centers in Oregon, it will help to improve our ability to respond to our communities when they experience the worst days of their lives.

We urge a “YES” vote for HB 2449.

Please contact Chris Lyons at clyons@clackamas.us for more information.



June 11, 2019

**Clackamas County Board of Commissioners
Policy Position
HB 2449: Relating to 9-1-1 Funding**

Clackamas County supports HB 2449: The Board of County Commissioners supports HB 2449, which increases the 9-1-1 tax to \$1.25.

Since the last 9-1-1 emergency access tax increase in 1995, Clackamas County has seen a population increase from 314,922 to 412,672 (2017). More people means higher call volume into the emergency access lines in urban areas, but also for search and rescue calls as more and more people from the Portland Metro Area travel to Mount Hood for recreation.

Clackamas County is an Oregon leader in collaborative communication responses, and currently works with other local and regional 9-1-1 providers to share costs and ensure Clackamas County has safe and reliable access to 9-1-1 services. Even with these cost sharing tools, the 9-1-1 tax today only covers approximately 18% of our local operations.

It is important to note that while the proposed \$0.50 increase will still not provide 100% funding to all 9-1-1 centers in Oregon, it will help to improve our ability to respond to our communities when they experience the worst days of their lives.

We urge a “YES” vote for HB 2449.

Please contact Chris Lyons at clyons@clackamas.us for more information.



February 6, 2019

**Clackamas County Board of Commissioners
Policy Position
Brownfields**

The Clackamas County Board of Commissioners supports legislation that incentivizes the redevelopment of brownfield sites.

Brownfields hinder developers from expanding economic and housing investments because of the exorbitant costs to remediate existing conditions. Brownfields are often delinquent on property taxes and all too often, abandoned homes and industrial sites are blights in our communities.

Clackamas County welcomes policies that encourage investments for adaptive re-use of existing properties, recycling existing employment lands within Urban Growth Boundaries, creating new jobs, and attracting new business expansion to Oregon. Rehabilitated brownfield properties can also increase workforce housing options and improve place-based community neighborhoods by creating healthy parks and open spaces.

Because of a shortage of employment lands and workforce housing, and encouraged by passage of HB 2734 in 2015, Clackamas County was one of the first agencies in the state to work with Business Oregon's Brownfields program to prepare a Brownfield Land Bank Authority (LBA) business plan. Clackamas County's LBA will support the county's efforts to remediate, redevelop, and revitalize brownfields without the liabilities traditionally associated with these often-overlooked and undesirable properties. While Clackamas County is making great strides with the formation of the LBA, its work will be further complemented by enhancing policies and programs supporting brownfield redevelopment statewide.

As a member of the Oregon Brownfields Coalition, Clackamas County supports the following policy and funding measures that will help local and statewide efforts to restore brownfields:

- Development of a state tax credit to incentivize investors to purchase and redevelop brownfield properties (HB 2575)
- Recapitalizing Business Oregon's Brownfield Redevelopment Fund
- Investment in the Clackamas County Land Bank Authority

Please contact Chris Lyons at clyons@clackamas.us for more information.

February 28, 2019

The Honorable Greg Smith
900 Court St NE H-482
Salem, OR 97301

The Honorable Carla Piluso
900 Court St NE H-491
Salem, OR 97301

The Honorable Paul Evans &
Members of the House Veterans & Emergency Preparedness Committee
900 Court St NE Room 453
Salem, OR 97301

Dear Representative Smith, Representative Piluso, Chair Evans, and Members of the House Veterans & Emergency Preparedness Committee:

The County Commissioner signatories to this letter have been made aware of a proposal, HB 2620, that would change the way that Ambulance Service Areas (ASA) are assigned. The bill would take the statutory authority for ASA assignment and regulation away from the counties, instead allowing fire departments and districts to determine ASA service assignments and regulate ASA plans. We have significant concerns with this proposal. Counties take the responsibility for ambulance service oversight and assignment very seriously. Oregon law has long recognized counties as the local public health and emergency management authority. Ambulance service provides a key bridge within public health, hospital systems, and public safety. Counties have a unique high-level view and are able to include critical factors such as coordination of resources, safety, and clinical enhancements impacting all areas in their provider selection and regulation under current law.

As you know, Ambulance Service Areas are set at the county level by design. Prior to this arrangement ambulance service areas were not defined or regulated. This left parts of Oregon with no ambulance service, and certain areas of the State had overlapping ambulance coverage. As a response to the gaps in care and to assure the public an ambulance response the Legislature stepped in and passed legislation in the 1980s which directed the counties to create Ambulance Service Areas within county boundaries in partnership with the Oregon Health Authority. Counties were specifically selected for this role as they are the most local form of government that covers the entire geography of Oregon. Counties can therefore ensure that there are no geographic gaps in ambulance service while assuring integration with county emergency management and public health functions. A finding that continues to be relevant today as you consider adjusting CCO boundaries similarly.

Counties are already required to collaborate with all stakeholders, including fire agency representatives. Stakeholder input most often occurs within the ASA Advisory Committee set up by each county. In fact, ORS 682.062 requires that counties consult with all interested parties. An essential part of the existing process is that counties must develop and ambulance service area plan and submit it to the Oregon Health Authority for review and acceptance. Within this plan essential system design elements including ambulance and first responder coordination, stakeholder involvement, and quality assurance process, to name just a few, are addressed. If a county plan is not performing in any of these areas the OHA may

intervene and assist.

We believe the proposal to remove the counties' authority to assign ambulance service areas is a solution in search of a problem. Until hearing about this proposal, we have not been aware of any issue concerning community safety being at risk due to the ASA process. If problems exist, we agree that discussion should take place immediately, involving all stakeholders including ambulance services, counties, health systems, and the OHA. Arbitrarily throwing out a long-standing system that is working is not the solution.

The current proposal could result in a significant cost increase for counties or other local governments that are currently served by privately-owned, non-profit, and hospital-based providers who not only do not rely on county dollars to run their EMS program, but in fact pay significant fees to county health departments and local 911 centers. The potential for the OHA to have significant cost increases is significant as the need to review and approve ASA plans could increase from the current 36 county plans this could increase to 300+ fire agency plans.

We remain committed to the health and safety of the communities we represent and which our ambulance providers serve. All EMS providers are subject to extensive regulation from the local to federal level. Oregon cities and counties have ambulance service ordinances that include standards of service and performance metrics such as response times, 911 centers assure communication coordination, regional Area Trauma Advisory Boards established by OHA require ambulance and hospital participation in quality assurance activities, and OHA requires all ambulance services to be licensed and meet stringent equipment, staffing and operational requirements. At the federal level multiple agencies have jurisdiction over ambulance services including DEA (Controlled Drug Regulation), CMS (Medicare and Medicaid), and OSHA (EMT safety). These are just a few of the agencies and activities that exist to assure that our ambulance services are providing optimal patient care and performance.

Not surprisingly, we believe that Counties are the ideal entity for managing Ambulance Service Areas because we are able to identify local needs and tailor the plans appropriately while still ensuring that all areas of the state have access to EMS coverage. Additionally, counties have the resources and staff available to engage the diverse stakeholder group necessary to ensure a community focused, safety first, EMS plan.

We look forward to continued discussions on the proposal and urge you to engage in a conversation with all stakeholders to identify areas of improvement without completely discarding a longstanding system that is working across Oregon.

Respectfully,



Jim Bernard
Clackamas County Chair



Ken Humberston
Clackamas County Commissioner



Deborah Kafoury
Multnomah County Chair



Pete Runnels
Harney County Judge



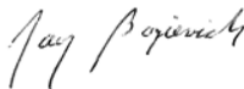
Sam Brentano
Marion County Commissioner



Craig Pope
Polk County Commissioner



Bob Strosser
Jackson County Commissioner



Jay Bozievich
Lane County Commissioner



Jim Doherty
Morrow County Commissioner



March 1, 2019

**Clackamas County Board of Commissioners
Policy Position
HB 2620: Relating to Emergency Services**

Clackamas County Opposes HB 2620: The Board of County Commissioners opposes efforts to change ambulance service plans, coordination, and oversight.

Counties are recognized by state law as the local public health authority, assuring that all public health services, including ambulance services, are provided across the entire jurisdiction. This process has ensured ambulance services are coordinated from a single entity for all residents, visitors, and patients.

HB 2620 seeks to remove this centralized service approach and would delegate emergency medical services to cities and fire districts. Clackamas County has 16 cities of varying size, and seven fire districts. Some cities operate their own fire services and some agencies have minimal staffing, which includes volunteers, and do not have the capacity to meet the required relevant public health regulations and needs.

Currently, this entire network is regulated by one agency that serves the entire county, simplifying the administration of the Ambulance Services Areas (ASA) and housing the regulatory responsibilities of the ASAs within the confines of the county's public health authority. This system ensures that critical factors such as coordination of resources, safety, and clinical enhancements in all areas are not stripped from public health agencies, who have a uniquely system-wide view of the needs of county residents. HB 2620 would change that into a complex network of various services areas, fragmenting services to the public, and do so without the accompanying public health oversight and benefits.

By allowing counties to retain the plans, coordination, and oversight of ASAs, the state will ensure that Oregonians, visitors, and patients continue receiving high quality and coordinated emergency medical services.

We strongly urge a "NO" vote on HB 2620.

Please contact Chris Lyons at clyons@clackamas.us for more information.

April 8, 2019

Representative Paul Evans
House Committee on Veterans and Emergency Preparedness
900 Court Street NE
Salem, OR 97301

Chair Evans and Members of the Committee:

The Portland metropolitan region emergency managers are writing in support of HB 2730, which would establish the Oregon Department of Emergency Management as a standalone agency separate from the Oregon Military Department. Natural hazards pose a dire risk for our region and the state. Well-developed policies and interagency coordination can reduce disaster risk, mitigate impacts before and after disasters, and more effectively respond to community needs after a disaster. The emergency management field is rapidly evolving. Emergency managers are now required to advise elected leaders about resilience policies, coordinate professionally across a wide array of agencies and subject matters, and build consensus through clear and comprehensive communication strategies. It is time for emergency management in Oregon to be elevated to a "Cabinet" level and ensure the Emergency Management Director has direct access to the governor to advise on these issues.

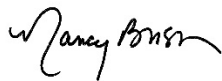
Our region and the state face many natural and human-caused hazards, including, but not limited to, earthquakes, floods, wildfires, winter weather, landslides, volcanic eruptions, explosive devices, hazardous chemicals, radiological releases, and terrorist attacks. Our region relies heavily on the State of Oregon to have a robust, competent, and comprehensive emergency management system. That system must have well-developed and effective plans and the ability to prioritize incidents and allocate scarce resources across all impacted counties. This requires robust interagency coordination at the State level. Keeping the Office of Emergency Management within the Military Department impedes development of the system and makes it easier for State agencies to think of emergency management as a "military issue" rather than as a critical component of their own agency's success.

We respectfully urge the Committee to establish the Oregon Department of Emergency Management as a standalone agency with direct access as the Governor's emergency management advisor.

Sincerely,



Courtney Patterson
Interim Director
Portland Bureau of
Emergency Management



Nancy Bush
Director
Clackamas County
Disaster Management



Steve Pegram
Director
Columbia County
Emergency Management



Chris Voss
Director
Multnomah County
Emergency Management



Scott Porter
Director
Washington County
Emergency Management Cooperative



February 23, 2019

Clackamas County Board of Commissioners
Policy Position
HB 2769: Consultation Selection Process for a Public Contract

Clackamas County supports HB 2769: The Board of County Commissioners supports HB 2769, which gives public agencies the option to consider pricing policies, proposals, and other pricing information as part of the screening and selection of consultants for specified procurement contracts.

HB 2769 is limited to procurements for architecture, engineering, photogrammetric mapping, transportation planning and land surveying services. Presently, public agencies are only able to consider procurements of these services on a qualitative basis. While the existing principles of qualitative based procurements ensure the public agencies avoid defaulting to the lowest proposer, it also has several faults, namely:

- By not having pricing in advance of the final selection, the negotiation process is often protracted by two to six weeks.
- Vendors know that the protracted negotiations disadvantage public agencies and the result is that public agencies are likely to agree to higher rates rather than start the process over.
- The current process is an inherent barrier for minority, women, and emerging small businesses to compete against the large design firms.
- Market forces are removed from the competitive process which allow firms to demand ever increasing fees that may exceed other markets (e.g. Washington State).

Clackamas County has a goal to contract with firms that provide the best value to its citizens. HB 2769 furthers that goal by establishing a process to determine the most qualified firms for a project, then working to ensure that fees are competitive amongst those most qualified firms.

Clackamas County conducts between 12-15 procurements each year for the design of large capital projects and HB 2769 will help streamline the already lengthy process. Not only would Clackamas County benefit as an agency to see these improvements in public contracting, the residents of Clackamas County also would see a better return on their investments.

We urge a “YES” vote for HB 2769.

Please contact Chris Lyons at clyons@clackamas.us for more information.

March 18, 2019

Representative Jeff Barker
900 Court Street NE
Salem, OR. 97301

Dear Chair Barker and Members of the Committee:

We write you today as local partners in managing our state's transportation system. Working together, we help people get from point A to point B as safely, equitably, and efficiently as possible. This is true whether people drive their own car, take a bus, ride their bike, or take a Lyft or Uber. We strive to create access to each of these options and to do so in a way that improves overall mobility throughout our cities, counties and state.

Given our commitment to accessible transportation for all, we have grave concerns with HB 3023. This poorly conceived bill being pushed by narrow industry interests would make it more difficult for communities across the state to provide safe transportation options that serve all residents fairly and reliably. We strongly oppose this bill in its current form.

Our transportation system has many challenges. Thanks to legislative leadership two years ago, HB 2017 drastically increased state funding. Yet we still face severe funding shortages for basic transportation maintenance and safety improvements. The Portland region also faces crippling congestion that impacts the economic vitality of the entire state.

Transportation network companies (TNCs) like Uber and Lyft have added a popular new transportation service to our networks. But there is also emerging evidence to suggest that they have created significant problems, including more congestion, unsafe pick-ups and drop-offs in busy locations, unequal access for people of color, low-income communities and disabled passengers, and using underpaid contractors who don't receive adequate education about traffic safety as full-time drivers. The rapid growth of TNCs is due in part to companies' willingness to skirt or break laws they find burdensome and fight regulation that requires them to serve the public interest in the same way that other transportation services are required to. This transportation option has been in Oregon for approximately three and one-half years and we are still learning about both the opportunities and the challenges posed by this new method of travel.

TNCs have a role in our 21st century transportation systems, and we want to provide our residents the freedom to use them in all our communities. The Portland region is the largest market in the state for TNCs, and local and regional agencies here already have policies in place to ensure that TNCs benefit the communities they serve. Our regulations for TNCs are guided by the following values:

- Ensuring public safety and consumer protections,
- Providing access to low-income communities, communities of color, and people with disabilities,
- Managing traffic congestion and reducing climate pollution,
- Creating a flexible system that can respond to a quickly changing and growing industry and that fits within the local context.

HB 3023 does not support these values. The bill will not protect consumers; it could undermine recent state investments in transit by supporting the expansion of services that draw riders away from transit; and it will make it more difficult to integrate TNCs into existing local transportation systems.

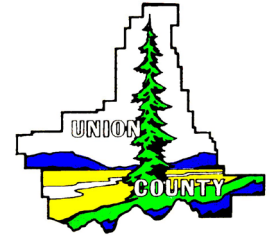
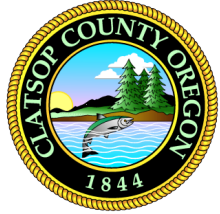
Communities across the state have requested rules that would allow them to introduce TNCs in their jurisdictions. We support creating a statewide framework that sets basic insurance, driver, and vehicle requirements for TNCs while giving local governments the flexibility to be nimble and manage TNCs for the benefit of their communities. We expect that as TNC service grows throughout the state other communities will experience many of the same issues that we are experiencing in our region. TNCs have the potential to benefit all travelers if they are guided by adequate local oversight.

HB 3023 undermines local governments' authority to protect their residents and safeguard their transportation investments. It asks that we trust industry exclusively to manage our private data and make decisions that are in the public interest and not just for corporate profits. Too much is at stake for each of our communities. Let's take the time to create a basic framework that supports the safe, efficient and accessible transportation system that our community members expect.

Thank you for your leadership on this critical topic. We look forward to working together to find the right solution.

Sincerely,





Vote NO on House Bill 3099

HB 3099 would create a new mechanism for a city to unilaterally withdraw from a county service district. This bill, which sets numerous troubling precedents, should be opposed for the following reasons:

Unnecessary

- ORS 198 currently outlines a clear and transparent process for withdrawals from county service districts. HB 3099 deliberately bypasses this existing process and creates a new and problematic mechanism to allow cities to withdraw. Current statute intentionally outlines a withdrawal process specifically designed to safeguard district investments, services, and the best interests of all district residents.

Premature

- The bill's main proponent, the City of Happy Valley, claims their residents cannot exit the District under current statute. The City, however, has not yet attempted to exit the North Clackamas Parks and Recreation District (NCPRD) by following ORS 198. This bill sets a troubling precedent that legislative action – not local negotiation – is the best means to resolve local disputes. Until all local options have been exhausted, including following existing law, the Legislature should not intervene in this local matter.

Disenfranchises District Residents

- The new process established by HB 3099 prioritizes the interests of individual cities and disenfranchises all other district residents. It gives city residents sole discretion to exit a district without any vote by non-city residents who could be harmed by a city's withdrawal.

Discourages Future Investments and Annexations

- While the new mechanism appears to be limited in scope, it would nonetheless undermine districts' long-term planning efforts and introduces significant financial and operational uncertainty. By giving cities the ability to unilaterally withdraw from a county service district, it provides cities with tremendous leverage in any dispute that could lead to the dismantling of entire districts. This will discourage service districts from allowing any new annexations or making any large-scale capital investments for fear of a city's potential, precipitous future withdrawal. This will make it more difficult for districts to achieve and maintain the economies of scale that create operational efficiencies and lower service delivery costs for all district residents.

Disputes May Remain Unresolved

- The bill proposes a process for a Circuit Court to determine the division of district assets. However, this proposed process offers no improvement over the status quo. Furthermore, the bill offers no new solutions to address complex issues caused by a city's withdrawal, such as the problem of "stranded" assets that remain in or are later annexed into the boundaries of a withdrawing city, fair valuation of district assets, and complex (yet common) situations where multiple agencies have ownership interests/prior investments in district assets.

We urge you to vote NO on House Bill 3099



Impacts to NCPRD of Happy Valley Withdrawal

1) What would be the true financial impact of Happy Valley’s withdrawal from NCPRD? Will Happy Valley’s withdrawal from NCPRD result in a reduction of 13.7 FTEs?

Happy Valley’s withdrawal will reduce the District’s property tax revenue by approximately \$1.6 million annually.

When Happy Valley annexed to the District, the amount of property taxes assessed on Happy Valley residents was \$588,889, or 12.65% of total District property tax assessments. In the most recent year District taxes were assessed in Happy Valley (FY 17/18), the amount of property tax assessed on Happy Valley residents was \$1,460,623, or 19.40% of total District property tax assessments.

	FY 2006/2007		FY 2017/2018	
	\$	%	\$	%
Property tax assessed (HV)	\$ 588,889	12.65%	\$ 1,460,623	19.40%
Property tax assessed (Other)	\$ 4,067,145	87.35%	\$ 6,067,875	80.60%
TOTAL	\$ 4,656,034	100%	\$ 7,528,498	100%

Figure 1 - Estimated tax assessments (based on AV data)

Since the District expends funds by program (rather than by geographic area), **any budget cuts to mitigate revenue losses due to Happy Valley’s withdrawal would impact entire programs.** For example, the District could not cut 19% of a lawnmower, or 19% of a district-wide food distribution program for the poor and elderly.

Instead, the District would likely cut entire programs to offset the expected loss of revenue. It should be noted that most programs bring in additional revenue, requiring cutting numerous programs to achieve the desired net reduction.

For example, eliminating the Milwaukie Center, Nutrition and Transportation Programs, and the entirety of youth and adult Recreation programming would reduce expenditures by \$1.78 million. However, these programs also generate approximately \$864,386 in revenue (which would be lost

if the programs were cut). Thus, the net reduction after eliminating these programs would only be \$919,330.

The average, fully-loaded cost (salary + benefits) of an NCPRD FTE is approximately \$116,800. If the loss of \$1.6 million in revenue were addressed through staff reductions, it would require cutting approximately 13.7 FTEs, or 40% of total District FTEs. A staffing cut of this magnitude would seriously jeopardize the District’s ability to provide most of its services.

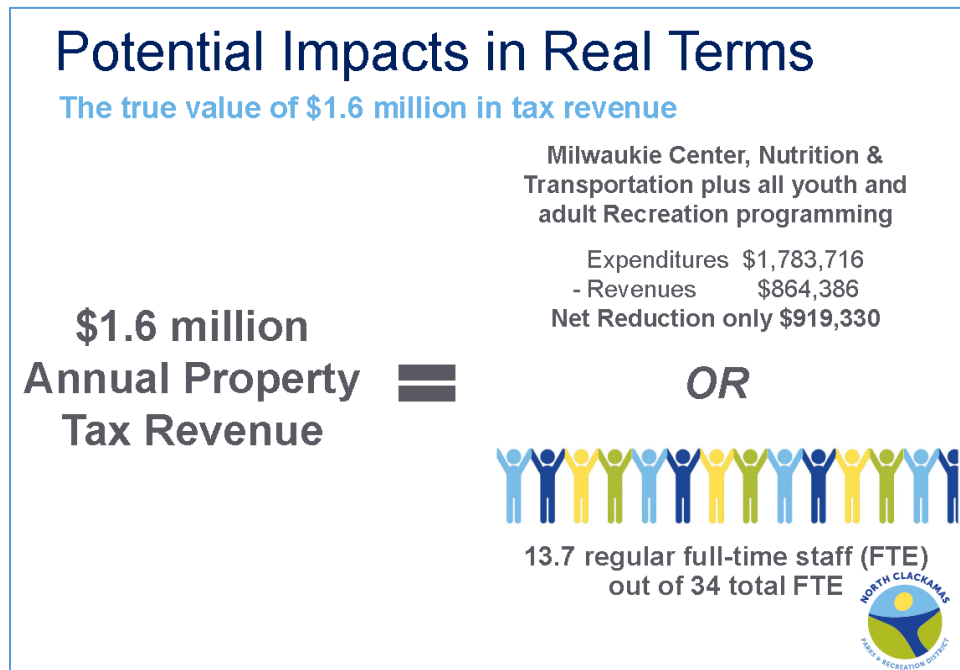


Figure 2- Potential impacts of \$1.6 million revenue loss

It is important to note that any reductions impacting programs and services would need to be vetted through a process involving robust community participation. Some of this community input participation would normally be guided by our District Advisory Board (DAB). However, due to the uncertainty that Happy Valley’s withdrawal efforts have created for the District, we have not had a functioning DAB. Not having a functioning DAB has made it all the more difficult to facilitate a discussion with District residents regarding potential reductions in service.

2) What is the long-term financial impact of Happy Valley’s potential withdrawal?

As discussed above, Happy Valley’s withdrawal and the loss to the District of \$1.6 million in annual operating revenue will significantly impact the District’s ability to provide services to the rest of the District.

It has been asserted that Happy Valley's withdrawal would reduce the District's ongoing maintenance obligations by \$500,000 (or more), especially as Happy Valley continues to grow and constructs new parks.

This argument, however, overstates the current costs of park maintenance, ignores the economies of scale and efficiencies that the District can achieve, and ignores the ongoing revenue contributions that new development provides.

- Happy Valley has estimated that NCPRD spends \$500,000 annually to maintain all parks within Happy Valley. While the District does not (as discussed above) track maintenance costs by geographic area, NCPRD is confident this estimate of maintenance costs by Happy Valley is overstated, as it does not take into account the significant efficiencies and economies of scale that NCPRD currently provides.
- Thanks to the District's existing maintenance infrastructure and expertise, new parks can be added to the District's maintenance schedule at a much lower incremental cost.
- New development generates SDC revenues which are used (in part) to construct new parks, but these developments also produce ongoing property tax revenue, which funds the ongoing maintenance needs of these new parks. As a hypothetical example:
 - A new development of 200 homes would generate approximately \$1.2 million in SDCs. These funds would contribute to the cost of building a new park.
 - This same development of 200 homes with an estimated assessed value of \$350,000/home would also generate approximately \$38,000 in annual property tax revenues to defray the costs of park maintenance.
- While the City's new growth would increase maintenance costs to a degree, the District's economies of scale and the contributions of these new developments to annual property tax revenue would offset these costs.

3) Will Happy Valley be able to provide parks and recreation services?

We do not doubt the City's desire and intent to provide a full range of park services. However, in attempting to do so, it is likely that Happy Valley will encounter the same challenges and constraints faced by NCPRD, and will have fewer means to address these challenges.

- Happy Valley will not be able to achieve the same efficiencies or economies of scale that the District can achieve. Simply put, their \$0.54/\$1,000 will not go nearly as far as NCPRD's \$0.54/\$1,000.
- SDCs alone cannot fund capital improvements. SDCs must be used to address the impacts of a community's growth, and there are significant restrictions on the types of projects SDCs can pay for. For example, it is unlikely that Happy Valley could use SDCs

to fully fund the envisioned Community Center; a supplemental source of capital funds (such as a GO bond) will be required.

- We believe that pursuit of a District-wide GO bond (supported by all District partners, including the City of Happy Valley) is the best way to ensure that the services and facilities desired by all District residents (including those in Happy Valley) can be provided.
- Happy Valley’s levy must be renewed every 5 years, while the District’s tax rate is permanent.
- Happy Valley has routinely suggested that, after any proposed withdrawal, the District would continue to provide (on a contract basis) services and access that the City doesn’t have the infrastructure to provide. This has included in-district rates for the Aquatic Center, sports and recreation programming, and various services for older adults.
- We believe that Happy Valley will not be able to provide the same level of parks and recreation service that residents currently enjoy as part of the District.

Happy Valley residents comprise just above 16% of the District’s total population and these residents have been heavy users of the District’s programs. Please see below for participation data for various programs and activities.

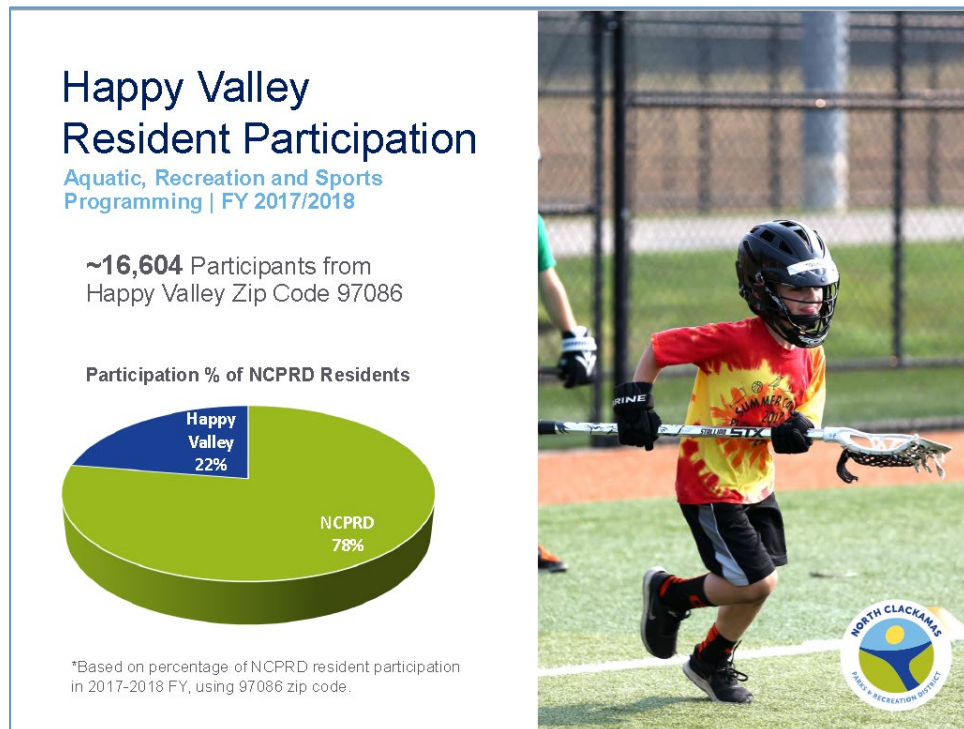


Figure 3- Happy Valley resident participation (1)

Happy Valley Resident Participation

45% of Summer Camp Participants
(169 participants from Happy Valley zip code)

40% of Hoopers Youth Participants
(693 participants from Happy Valley zip code)

35% of Swim Lesson Participants
(1,414 participants from Happy Valley zip code)

39% of all Sports Participants
(1,033 participants from Happy Valley zip code)

22% of all Drop-in Swim Participants
(Approx. 13,768 participants from Happy Valley zip code)

*Based on percentage of NCPRD resident participation in 2017-2018 FY, using 97086 zip code.

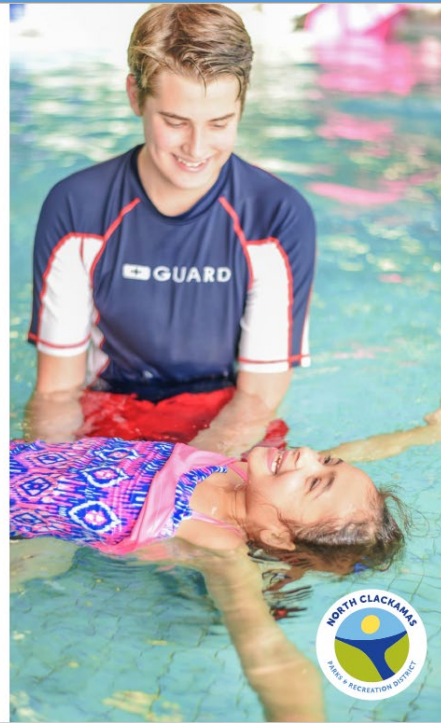


Figure 4 - Happy Valley resident participation (2)



March 7, 2019

Legislative Leadership
 Oregon State Capitol
 Salem, OR 97301

Re: I-205 Widening and Seismic Improvements Project

Dear Ways and Means Co-Chairs Johnson, Steiner Hayward & Rayfield, and Joint Transportation Committee Co-Chairs McKeown & Beyer,

As officials elected by and/or representing the residents of the Portland metropolitan region, we share an obligation to protect their safety and promote a healthy economy that is accessible to all. The health and safety of our region and our state are inextricably linked to the infrastructure that connects them. In our region, millions depend on Interstate 205 for that connection.

Thanks to HB 2017, the Legislature identified the I-205 bottleneck between Stafford Road and OR 213 as a signature congestion relief project for the state. With ODOT's subsequent investment of \$53.7 million for planning and design, the project is expected to be shovel ready in early 2020 at a cost of \$460 million. Unfortunately, under current plans, construction will be delayed until 2026 at

the earliest due to a lack of funding. And each year that we wait, the estimated project cost increases by \$15 million. **We believe it's our duty to act now to protect this important lifeline by funding these essential upgrades to I-205 in the 2019 legislative session.**

This project reflects several important values that Oregonians expect from their transportation system:

Safety – As a designated statewide north-south lifeline route, I-205 will be called upon to provide supplies and services to the region shortly after a disaster. Immediate action is needed to seismically upgrade the Abernethy Bridge and replace or retrofit eight additional bridges in the project area to withstand a major earthquake.

Economic opportunity – The federal government has designated I-205 as a High Priority Corridor in the Portland metropolitan area. It connects employers, the traveling public, and businesses to the Portland International Airport, the State of Washington, and numerous local jurisdictions. This corridor serves as vital infrastructure for the economic health of both the region and the entire State of Oregon.

Quality of life – When the Governor's Transportation Vision Panel met with communities statewide in 2016 seeking input on a transportation package, the public and businesses from all corners of Oregon sent a clear message on the need to address highway congestion in the Portland region, including the I-205 bottleneck.

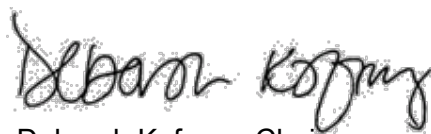
We can't let these critical capacity and seismic upgrades languish while waiting at least seven more years for new revenues. We must begin right away and ask the Legislature to find resources this biennium to enable the project to move ahead while honoring commitments made to other projects as part of HB 2017.

Thank you for your attention to this important issue and we urge your support for a funding solution in the 2019 legislative session to ensure that I-205 improves the quality of life of all Oregonians.

Sincerely,



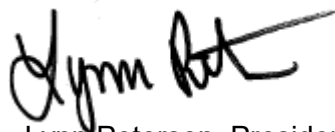
Jim Bernard, Chair
Clackamas County Board of Commissioners



Deborah Kafoury, Chair
Multnomah County Board of Commissioners



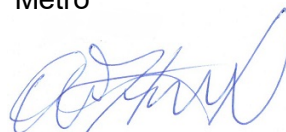
Kathryn Harrington, Chair
Washington County Board of Commissioners



Lynn Peterson, President
Metro



Russ Axelrod, Mayor
City of West Linn



Dan Holladay, Mayor
City of Oregon City

Curtis Robinhold, Executive Director
Port of Portland

Martha Schrader, President
Association of Oregon Counties

Frank Angelo, Transp. Committee Chair
Westside Economic Alliance

Nellie deVries, Executive Director
Clackamas County Business Alliance

Laura Edmonds, CEO
North Clackamas Chamber of Commerce

Tim Knapp, Mayor
City of Wilsonville

Steve Callaway, Mayor
City of Hillsboro

Denny Doyle, Mayor
City of Beaverton

Frank Bubenik, Mayor
City of Tualatin

Tom Ellis, Mayor
City of Happy Valley

Kent Stuebaker, Mayor
City of Lake Oswego

Brian Hodson, Mayor
City of Canby

Shane Bemis, Mayor
City of Gresham

Tammy Stempel, Mayor
City of Gladstone

Sean Drinkwine, Mayor
City of Estacada

Dan Huff, City Manager
City of Molalla

Metro Mayors Consortium

Portland General Electric

CC: Governor Brown, Speaker Kotek, President Courtney

April 8, 2019

Dear Joint Committee on Transportation Member:

Businesses throughout the tri-county area urge your support to fund essential upgrades to address the Interstate 205 (I-205) bottleneck during the 2019 Legislative Session.

As a result of HB 2017, the Legislature identified the I-205 bottleneck between Stafford Road and OR 213 as a signature congestion relief project for the state. With ODOT's subsequent investment of \$53.7 million for planning and design, the project is expected to be shovel ready in early 2020 at a cost of \$460 million. Unfortunately, under current plans, construction will be delayed until 2026 at the earliest due to a lack of funding. And each year that we wait, the estimated project cost increases by \$15 million. We believe it's our duty to act now to protect this important lifeline by funding these essential upgrades to I-205 in the 2019 Legislative Session.

If you have driven I-205 in recent years, you have undoubtedly experienced the severe congestion plaguing this corridor. This is an important link on the west coast interstate system as I-205 provides freight movement along the I-5 corridor that extends from Mexico to Canada. Yet with only two lanes in each direction, and a seismically-unstable Abernethy Bridge spanning the Willamette River, the corridor is impacting the economic competitiveness of the region and state.

Our organizations, and the over 100 businesses that we represent, firmly believe that this project will provide significant improvements to our operational costs, employee satisfaction, and business growth potential. It is essential that ODOT be given the resources this session to address this need in order to keep our freight and goods moving. Without these improvements being made in the near future, congestion will only continue to worsen and harm the state's commerce.

Thank you for your consideration of this very important issue and we urge your support for a funding solution of I-205 in the 2019 legislative session.

Sincerely,





June 11, 2019

Clackamas County Board of Commissioners
Policy Position
HB 3273: Related to Drug Take-back Programs

Clackamas County supports HB 3273: The Board of County Commissioners supports the creation of drug take-back programs in Oregon.

Drug take-back programs meet two strategic goals for Clackamas County: to ensure a safe, healthy, and secure community; and to honor, utilize, promote, and invest in our natural resources. Unsafe disposal of prescription drugs is a significant public health and safety concern, as well as a detriment to water that flows through our communities.

Older adults can take upwards of 13 prescription drugs each year. When prescription dosages change, older adults can be left with medications they no longer need. Safe, secure ways to dispose of unneeded medications ensures those unneeded medications are not put into the waste stream or used by family members inappropriately. Further, increased access to disposal facilities or sites will ensure a reduction of the illegal use and reselling of prescription drugs.

Without dedicated sites receiving medications, unused and unwanted prescription drugs are often disposed of either by flushing into the waste system or simply throwing them in the garbage. Currently, pharmaceuticals are unregulated in the wastewater treatment industry, which – for Clackamas County – results in “pass through” to the Willamette, Clackamas, and Sandy Rivers, or into bio-solids that are transported to Eastern Oregon.

We urge a “YES” vote on HB 3273.

Please contact Chris Lyons at clyons@clackamas.us for more information.



April 3, 2019

Co-Chair Elizabeth Steiner Hayward
Co-Chair Betsy Johnson
Co-Chair Dan Rayfield
Joint Committee on Ways & Means
Oregon State Capitol
900 Court St. NE
Salem, OR 97301

RE: Clackamas County Courthouse Replacement Project

Dear Co-Chairs Johnson, Steiner Hayward, and Rayfield:

We write to encourage your support for \$31.5 million in bond funding to help advance a new Clackamas County Courthouse, as requested in the Chief Justice's budget request. As legislators, we strongly support this project because it will improve public safety, access to justice, and fairness for all of our residents.

Clackamas County's courthouse serves approximately 415,000 residents in 2019, but was built in 1936 to serve 50,000 residents. Three courtrooms have grown into 11 courtrooms, but the existing courthouse has outgrown its useful life and is no longer able to support additional modifications that meet the justice and public safety needs of our communities.

Clackamas County's courthouse replacement project meets the following goals:

Addresses public safety, delayed justice, and structural limitations

The existing 83 year old courthouse no longer safely serves the residents of Clackamas County. As you are well aware, the existing courthouse sits on unstable soil and is precariously three feet away from a hundred foot drop into the Willamette River. In addition, its obsolete design makes it a tremendous fire hazard and its brick construction is far beyond its useful life.

Per best practices, the existing courthouse is currently three courtrooms shy of being able to timely respond to existing caseload. This is no fault of any party, but a result of limited space. As a result, we hear of trial delays that extend for months and sometimes years, depending on the case type.

Finally, the courthouse design is outdated. It lacks separate paths for victims, witnesses, prisoners and defendants. It is not uncommon for defendants to be within arm's reach of their alleged victims.

Includes shared spaces for state agencies

Clackamas County's foresight to co-locate the Department of Human Services and the Office of Public Defense Services in the building indicates a willingness to both physically promote shared public safety service partnerships and provide collaborative funding methods and long-term cost savings to state agencies. We also appreciate that this co-location of state services makes the project eligible for 50/50 state matching funds.

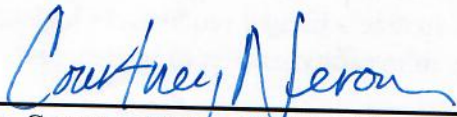
Local commitment of funds


The requested \$31.5 million represents one-third of the state's 50% share to the overall costs of the new building, and will launch the design and engineering phase of the replacement project.

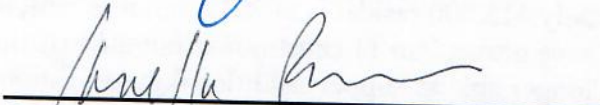
Clackamas County will seek the support of voters to pass a general obligation bond to fund its share of the courthouse replacement, and recently passed a resolution to fund the project by other local means if the voters do not approve a bond measure. In our opinion, we feel this action by the Board of County Commissioners signals a sincere level of commitment to the project.


As elected officials collectively representing almost every resident of Clackamas County, we are pleased by the county's firm commitment to see this project through in a timely fashion. We urge your support to make this a reality.

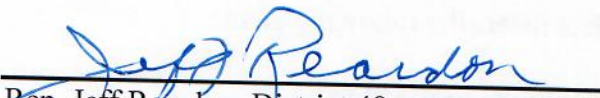
Sincerely,



Rep. Courtney Neron, District 26

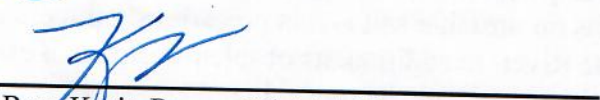

Rep. Mark Meek, District 40

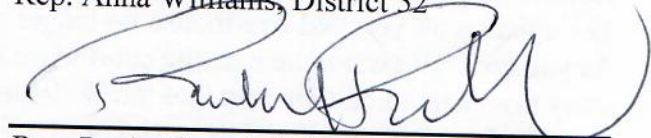

Rep. Janelle Bynum, District 51

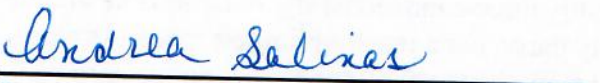

Rep. Rick Lewis, District 18

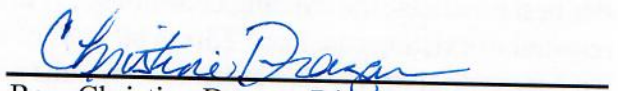

Rep. Jeff Reardon, District 48


Rep. Anna Williams, District 52


Rep. Karin Power, District 41


Rep. Rachel Prusak, District 37


Rep. Andrea Salinas, District 38


Rep. Christine Drazan, District 39

cc: Joint Ways & Means Subcommittee on Public Safety
Joint Ways & Means Subcommittee on Capital Construction



April 4, 2019

Ladies and Gentleman:

On behalf of the Clackamas County Board of Commissioners, thank you for your consideration of the \$31.5 million bond request for Phase II, design and engineering, of the Clackamas County Courthouse replacement project.

The Clackamas County courthouse is not safe; not from fire, not from earthquake. ADA accessibility meets the bare minimum. For example, the number of people in the Records Room must be limited because there isn't enough air.

Due to erosion, the courthouse is literally three feet from a 100 foot drop into the Willamette River. In recent years, a patrol car parking spot was lost over the edge. Further, the building sits on liquefiable soil. The Courthouse simply cannot be refurbished due to these concerns, and as a result seismic funding opportunities do not apply.

Clackamas County has been planning for the relocation and replacement of the building for decades. The new home will be located on the county's existing Red Soils campus. The site is owned by the County, the courthouse is on Oregon City's approved master plan, and much of the utility infrastructure is already in place. Attached to this testimony is a map of the master plan, along with a photo showing the proximity of the current building to the cliff.

Clackamas County is significantly invested in this effort. The monetary value of the 6.93 acre courthouse site is currently appraised at \$2.67 million. In addition, the campus includes a Central Utility Plant and a Utilidor – both of which will serve the courthouse. The County's investment in these two facilities specifically for purposes of supporting a courthouse totals more than \$3.5 million. So combined, the County has already invested more than \$6 million in land and infrastructure toward this project.

Clackamas County also has a planning design team hard at work. Current building plans allocate a total of 6,000 square feet for state co-location space, to be equally split between the Department of Human Services and the Office of Public Defense Services. Working in consultation with the National Center for State Courts on best practices, there is intended to be child care space located in an appropriate place in the building. Plans also include constructing the building out of local cross-laminated timber, or CLT, as a way to help support the state's local timber industry and rural economies.

This past February, in a signal to you, the Oregon Legislature, the Board unanimously passed a resolution detailing our steadfast commitment to courthouse replacement.

In it, we made clear that it is our intention to ask our voters to help fund the building, and that if they don't, other funding options will be pursued to ensure that there is a local match. Alternatives could include a traditional 20 year full faith and credit bond or utilizing Public-Private partnership as a financing method. OJD and DAS Finance staff will be consulted as these options are evaluated.

The total estimated price tag for the building is \$191.4 million, which represents all costs including moving expenses and furniture, fixtures, and equipment. All expenses have been factored in to avoid surprises as the project progresses.

This is an immense project for Clackamas County, but you have our full-fledged commitment in recognition of the clear safety concerns presented by the building and current delays in justice that Judge Steele will speak to next.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ken Humberston", with a long horizontal flourish extending to the right.

Ken Humberston, Commissioner
Clackamas County Board of Commissioners



April 3, 2019

Co-Chair Elizabeth Steiner Hayward
Co-Chair Betsy Johnson
Co-Chair Dan Rayfield
Joint Committee on Ways & Means
Oregon State Capitol
900 Court St. NE
Salem, OR 97301

RE: Clackamas County Courthouse Replacement Project

Dear Co-Chairs Johnson, Steiner Hayward, and Rayfield:

We write to encourage your support for \$31.5 million in bond funding to help advance a new Clackamas County Courthouse, as requested in the Chief Justice's budget request. As legislators, we strongly support this project because it will improve public safety, access to justice, and fairness for all of our residents.

Clackamas County's courthouse serves approximately 415,000 residents in 2019, but was built in 1936 to serve 50,000 residents. Three courtrooms have grown into 11 courtrooms, but the existing courthouse has outgrown its useful life and is no longer able to support additional modifications that meet the justice and public safety needs of our communities.

Clackamas County's courthouse replacement project meets the following goals:

Addresses public safety, delayed justice, and structural limitations

The existing 83 year old courthouse no longer safely serves the residents of Clackamas County. As you are well aware, the existing courthouse sits on unstable soil and is precariously three feet away from a hundred foot drop into the Willamette River. In addition, its obsolete design makes it a tremendous fire hazard and its brick construction is far beyond its useful life.

Per best practices, the existing courthouse is currently three courtrooms shy of being able to timely respond to existing caseload. This is no fault of any party, but a result of limited space. As a result, we hear of trial delays that extend for months and sometimes years, depending on the case type.

Finally, the courthouse design is outdated. It lacks separate paths for victims, witnesses, prisoners and defendants. It is not uncommon for defendants to be within arm's reach of their alleged victims.



Includes shared spaces for state agencies

Clackamas County's foresight to co-locate the Department of Human Services and the Office of Public Defense Services in the building indicates a willingness to both physically promote shared public safety service partnerships and provide collaborative funding methods and long-term cost savings to state agencies. We also appreciate that this co-location of state services makes the project eligible for 50/50 state matching funds.

Local commitment of funds

The requested \$31.5 million represents one-third of the state's 50% share to the overall costs of the new building, and will launch the design and engineering phase of the replacement project.

Clackamas County will seek the support of voters to pass a general obligation bond to fund its share of the courthouse replacement, and recently passed a resolution to fund the project by other local means if the voters do not approve a bond measure. In our opinion, we feel this action by the Board of County Commissioners signals a sincere level of commitment to the project.

As elected officials collectively representing almost every resident of Clackamas County, we are pleased by the county's firm commitment to see this project through in a timely fashion. We urge your support to make this a reality.

Sincerely,

Sen. Shemia Fagan, District 24

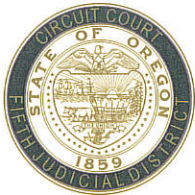
Sen. Chuck Thomsen, District 26

Sen. Rob Wagner, District 19

Sen. Kathleen Taylor, District 21

Sen. Alan Olsen, District 20

cc: Joint Ways & Means Subcommittee on Public Safety
Joint Ways & Means Subcommittee on Capital Construction



CIRCUIT COURT OF OREGON

FIFTH JUDICIAL DISTRICT
CLACKAMAS COUNTY COURTHOUSE
OREGON CITY, OR 97045

KATHIE F. STEELE
PRESIDING CIRCUIT COURT JUDGE

(503) 655-8678
FAX (503) 655-8491

April 4, 2019

Ladies and Gentlemen,

For the record, I am Kathie Steele, Presiding Judge of the Clackamas County Circuit Court.

Clackamas County's courthouse was built in 1936 when our population was around 50,000 people. Today, we're at 419,000 and growing.

Originally the courthouse had three courtrooms. Since then, we've squeezed out all other tenants and have taken advantage of every nook and cranny to max out at 11 courtrooms with an equal number of judges.

Based on the county's population and our immense caseloads, however, we should have at least **14** judges hearing cases. Yet we have no place to put them.

And don't just think of the judges and courtrooms. Consider that the courthouse serves hundreds – sometimes thousands – of people on any given day. This crushing demand has outgrown the facility's design and is woefully insufficient to meet the needs of our residents.

We have a real problem here. Cases are delayed and hearings are regularly postponed. Justice is being delayed for thousands of people every year.

- Parents are waiting months for child support hearings.
- Civil litigation trials are scheduled 1-2 years out.
- We have the 6th biggest criminal docket in Oregon for both felonies and misdemeanors resulting in continuances beyond our recommended disposition dates.

We also have significant security and safety challenges.

Our tiny confines force plaintiffs and defendants to be right next to each other. This has the potential to lead to intimidation for multiple parties, potentially compromising fair outcomes.

We lack separate circulation paths for victims, witnesses, prisoners, and defendants. The building's narrow hallways force victims to come into contact with violent offenders and domestic abusers.



And jurors have no sequestration room on site, leaving them exposed to potentially improper communications.

Let me leave you with a statement from Judge Ann Lininger regarding the terrible worries of the tight spaces. She states:

“Conditions are so cramped that when a defendant is brought into court, he or she can pass within inches of the alleged victim. This is a real problem in cases that involve domestic violence, child abuse or other violent crimes.”

Thank you for your consideration of this request and we would be happy to answer any questions.

Very Truly Yours,

A handwritten signature in blue ink that reads "Kathie F. Steele". The signature is written in a cursive style with a large, sweeping initial "K".

Kathie F. Steele
Clackamas County Circuit Court Presiding Judge



April 11, 2019

Honorable Co-Chairs:

On behalf of the Clackamas County Board of Commissioners, thank you for your consideration of the \$31.5 million bond request for Phase II, design and engineering, of the Clackamas County Courthouse replacement project.

Clackamas County has been planning for the relocation and replacement of the building for decades. The new home is a 7 acre site owned by the County on our existing Red Soils campus. Combined, we have more than \$6 million already invested in land and utility infrastructure for the building.

Since the Legislature's initial investment two years ago, we now have a project planning team hard at work. Current building plans allocate a total of 6,000 square feet for state co-location space, to be equally split between the Department of Human Services and the Office of Public Defense Services. We also plan to construct the building out of Mass Timber including cross-laminated timber, or CLT, as a way to help support the County, the state's local timber industry, and rural economies.

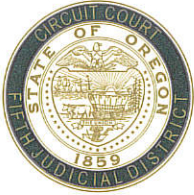
This past February, in a signal to you, the Oregon Legislature, the Board unanimously passed a resolution detailing our steadfast local commitment. It is our intention to ask our voters to help fund the building, but if they don't, the County has multiple viable funding options to ensure our local match. Quite simply, the current courthouse is too dangerous not to fund.

The total estimated price tag for the building is \$191.4 million, which represents all costs including moving expenses and furniture, fixtures, and equipment. All anticipated expenses have been factored in to avoid surprises as the project progresses.

This is an immense project for Clackamas County, but you have our full-fledged commitment to seeing it through.

Sincerely,

Ken Humberston, Commissioner
Clackamas County Board of Commissioners



CIRCUIT COURT OF OREGON

FIFTH JUDICIAL DISTRICT
CLACKAMAS COUNTY COURTHOUSE
OREGON CITY, OR 97045

KATHIE F. STEELE
PRESIDING CIRCUIT COURT JUDGE

(503) 655-8678
FAX (503) 655-8491

April 11, 2019

Honorable Co-Chairs,

I am Kathie Steele, Presiding Judge of the Clackamas County Circuit Court.

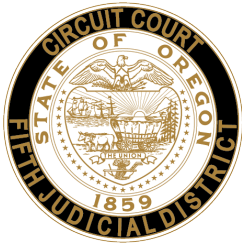
The Clackamas County Courthouse is not safe; not from fire, not from earthquake. Many of you have seen me carrying this yardstick around the Capitol. This illustrates that a corner of the courthouse is literally three feet from a hundred foot drop into the Willamette River. In recent years, our Sheriff lost a parking spot over the eroding cliff. The Courthouse simply cannot be safely refurbished and needs replacement. Our ADA accessibility meets the legal minimum (although not, in my courtroom). The number of people in the Records Room must be limited because there isn't enough air.

In addition to the physical risk, justice is being delayed for thousands of people. Clackamas County's Courthouse was built in 1936 with one courtroom when our population was around 50,000 people. Today, we're at 419,000 and growing. Today, we're maxed out at 11 courtrooms and 11 judges. Given our population, we should have at least 14 judges yet there is simply no place to put them. This is a real problem. Cases are delayed and hearings are regularly postponed because we don't have enough judges. Parents are waiting months for child support and custody hearings. Civil litigation trials are scheduled 1-2 years out. We have the 6th biggest criminal docket in Oregon for both felonies and misdemeanors resulting in continuances beyond our recommended disposition dates. Finally, our tiny confines have significant security and safety challenges for victims, witnesses, jurors, prisoners, and defendants.

I know our County is committed to replacing the Courthouse and I hope you are too.

Thank you.

Kathie F. Steele
Clackamas County Circuit Court Presiding Judge



April 2, 2019

Co-Chair Elizabeth Steiner Hayward
Co-Chair Betsy Johnson
Co-Chair Dan Rayfield
Joint Committee on Ways & Means
Oregon State Capitol
900 Court St. NE
Salem, OR 97301

RE: Clackamas County Courthouse Replacement Project

Dear Co-Chairs Johnson, Steiner Hayward, and Rayfield:

We urge your support for \$31.5 million in bond funding, as requested in the Chief Justice's 2019 budget request, to help advance the Clackamas County Courthouse Replacement Project.

Clackamas County's courthouse was built in 1936 in the heart of downtown Oregon City. While it continues to serve hundreds, sometimes thousands, of residents daily, courthouse needs have outgrown the facility's ability to adequately meet the demands of our increasing population and the need to hold hearings in a timely manner.

Presently, Clackamas County's courthouse experiences the following issues daily:

Public Safety

Public safety concerns begin with the findings of a 2015 building assessment which noted the courthouse would experience "significant damage" during a major earthquake and sits on unstable soil. In one location, the courthouse sits three feet from an eroding cliff edge that drops into the Willamette River. If there was a fire, the outdated design would lead to its rapid demise.

Structural Challenges

The courthouse lacks adequate jury assembly space, as well as secured routes for defendants, witnesses, police officers, and prisoners. Secured parking is non-existent for judges and jurors, who must exit through public hallways and access areas to reach their cars.

Building Limitations

The courthouse has undergone many modifications to be able to include the current 11 courtrooms, but there is no more room to grow and the building is now old enough that it cannot be retrofitted

to operate at modern standards. Much of the equipment has become unreliable, and in many spaces exposed wiring can be seen in both working and visiting areas.

Delayed Justice

The 1936 courthouse had three courtrooms and served 50,000 residents. Today, Clackamas County has approximately 419,000 residents. This population requires Clackamas County to have at least 14 courtrooms to adequately serve the public today. Because of the increase in hearings that accompany population growth, cases can typically be delayed for weeks and sometimes months. It is not uncommon for parents to wait several months for a child support hearing, and some civil litigation trials related to property ownership are scheduled one to two years out.

2019 State Funding

The requested \$31.5 million represents one-third of the state's 50% share to the overall costs of the new building, and will launch the design and engineering phase of the estimated \$191.4 million courthouse project.

Clackamas County has committed to requesting the support of voters to pass a general obligation bond to fund its local share of the project, and has also resolved to fund the project by other local means if the voters do not approve a bond measure. **We trust this action by the Board of County Commissioners signals to its residents and the Legislature a sincere level of commitment to advancing this project.**

Clackamas County is grateful to receive consideration for courthouse replacement funds in 2019, and looks forward to working with the state to ensure we meet the public safety needs of our residents and all Oregonians.

Please contact Chris Lyons at clyons@clackamas.us for more information.

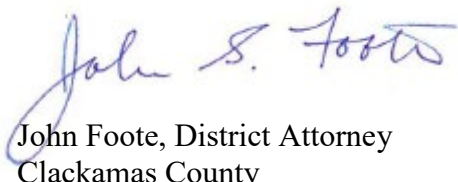
Sincerely,



Jim Bernard, Chair
On behalf of the Clackamas County
Board of Commissioners



Kathie F. Steele, Presiding Judge
Clackamas County Circuit Court



John Foote, District Attorney
Clackamas County

cc: Joint Ways & Means Subcommittee on Public Safety
Joint Ways & Means Subcommittee on Capital Construction



February 21, 2019

**Clackamas County Board of Commissioners
Policy Position
Oregon Department of Environmental Quality Proposed Budget re: Water Quality Permitting**

Clackamas County comments on the proposed budget for DEQ: The Board of County Commissioners, in partnership with its water quality district Water Environment Services (WES), share Oregon Department of Environmental Quality's (DEQ) commitment to protecting public health and improving water quality through sound public policy and the timely issuance of scientifically based permits.

In order to do this, DEQ needs resources for all aspects of its water quality mission, including the Total Maximum Daily Load (TMDL), water quality standards, and permitting programs. Without these programs working together, DEQ will not be able to develop comprehensive policies or to issue permits that provide meaningful improvements to Oregon's environment, and may put community ratepayer investments at risk of legal challenges. These are challenges that our communities cannot afford to risk.

The current proposed DEQ budget includes a large amount of additional resources and staffing only in the Water Quality Permitting program. Clackamas County and WES support a more modest and balanced approach that includes providing resources to the important foundational programs referenced above. We appreciate the strides made by new leadership at DEQ, but more needs to be done to improve the permitting process, work quality, responsiveness, and accountability. The quality and ability to implement issued permits are important, and having high quality permits that work on the ground will allow all the parties to avoid wasted resources from clarifying appeals that might otherwise arise. In addition, fee impacts to small and local communities must be considered.

Additionally, the current DEQ budget proposal would result in permit fee increases greater than 40% over the biennium, which would be a substantial burden on our ratepayers and our communities. Clackamas County and WES support a more balanced approach that should include several important elements:

- The 40% rate increase in the proposed budget is too high for local communities
- Balance new resources across the TMDL, water quality standards, and permitting programs
- Ensure all Oregonians are investing in clean water by retaining public investment in an effective permit program by adhering to the longstanding 60% fees/40% general fund agreement
- No increase in stormwater fees for the permitting program because increases in 2018 were too high and were not balanced with any general fund support for the permitting program
- Resuming support of hands-on involvement of regional staff in permitting
- Increased accountability for the agency

We strongly urge the state to adequately fund the DEQ program without significant fee increases.

Please contact Chris Lyons at clyons@clackamas.us for more information.



February 12, 2019

**Clackamas County Board of Commissioners
Policy Position
Intellectual and Developmental Disabilities (I/DD) Proposed Budget**

Clackamas County supports adequate funding for the I/DD program: The Board of County Commissioners believes that people with intellectual and developmental disabilities (I/DD) and their families deserve the best care and support in order to live full lives and contribute to their communities.

Clackamas County supports the following principles to adequately address service needs for I/DD residents:

- An adequate budget must be based upon a workload model that accurately reflects all of the work being done by Community Developmental Disabilities Programs (CDDP), including the work of the Oregon Needs Assessors and Designated Referral Contacts.
- An adequate budget must reflect the actual expected caseload increase. In Clackamas County, our caseload increased by 325 individuals in fiscal year 2017/18 – a 20% increase.
- An adequate budget must cover a fair percentage of county costs. The current rate of 80% equity is not fair or sufficient. Counties understand that they will not receive 100% of the costs associated with running the I/DD program, yet we are willing to bear some of the financial responsibility to ensure a strong, locally responsive program to serve some of our most vulnerable residents.
- An adequate budget must ensure the safety, wellbeing, and opportunities for community involvement among people with I/DD. Service Coordinators help to monitor health and safety, connect people to activities and job opportunities, help families navigate the system, and connect people with other needed resources like OHP, mental health services, and job training.

When Service Coordination is not adequately funded, more Oregonians are at risk of financial exploitation, abuse, and neglect. Further, necessary oversight of providers does not happen, and people lose their connections to the wider community. Funding to support these I/DD programs helps to ensure that these risks are avoided.

We strongly urge the state to adequately fund the I/DD program.

Please contact Chris Lyons at clyons@clackamas.us for more information.

Clackamas County *TRANSPORTATION 2070*

PROPOSAL -- *Clackamas County and its 16 cities* propose to develop a long-term plan to identify top priority transportation improvements needed on state, regional and local systems in Clackamas County over the next 50 years. The plan will forecast major population, economic, environmental, and technology changes to help inform what investments or actions are required to meet those needs. **Duration: 2 years**

The 2013 State Legislature funded a similar project in Washington County, which allowed the county to better understand and address long-term transportation needs.

STATE FUNDING REQUEST -- **\$2.5 million**. This project will only be possible with state funding because the county and cities have large transportation maintenance and improvement deficits that HB2017 only begins to remedy.

TASKS -- *Clackamas County and its cities, ODOT, Metro and TriMet* will identify expected changes and begin planning to work with and enhance those changes to meet local and regional long-term transportation needs. The proposed project will include six main tasks:

1. **Identify** predicted future population and employment growth.
2. **Consider** major issues related to all transportation systems (including motorized vehicles, freight, transit, bicycles and pedestrians), such as:
 - a. Future traffic on major corridors (e.g., I-205, OR 212/Sunrise Expressway, US 26, Highway 43, Highway 99E, etc.)
 - b. Regional connections, urban-rural connectivity, and telecommuting
 - c. Seismic resiliency and climate change adaptation
3. **Anticipate** major changes in the economy and in technology.
4. **Utilize** scenario planning to manage the uncertainty involved in long-term planning.
5. **Select** the highest priority transportation improvements that serve multiple needs.
6. **Implement** survey research, focus groups, online public engagement and other strategies to involve all segments of the community from across the entire county.



RATIONALE -- *The next 50 years* will see meaningful change in transportation systems. By 2070, experts anticipate full implementation of autonomous and connected vehicles. During the same 50 years, population and employment growth will expand developed areas of Clackamas County beyond the Metro Urban Growth Boundary, creating a need for new transportation facilities and systems.



If ODOT, Metro, TriMet, Clackamas County and the cities fail to anticipate and adjust to these rapid changes, it will adversely affect the attractiveness of the county and its cities as a place to live and grow a business, as well as hamper mobility in the increasingly populated urban and rural areas between the Willamette River and Mt. Hood.

With several highly important state transportation facilities traversing Clackamas County, growing cities, and integration with the Portland metropolitan area, the county is ideally located to support long-term growth in the transportation system for our residents and our region. But long-term needs should be studied now, and can only happen with state funding support.



June 29, 2019

Senators and Representatives
Oregon State Capitol
900 Court Street, NE
Salem, OR 97301

Dear Legislators,

As you know, several of the state agency budget bills were voted out of subcommittees with some glaring omissions. One of these, community mental health, was corrected in the end of session budget bill, for which we are very grateful. Four critical programs, however, remain in dire need of additional funds.

First, Intellectual and Developmental Disability Case Management. This is largely a function of county-administered Community Developmental Disability Programs (CDDPs). For people experiencing intellectual or developmental disabilities (I/DD), case managers provide vital services that help people connect with their communities, gain meaningful employment, and get/maintain housing. **The DHS budget is \$10 million less than the Current Service Level for these critical services.** LFO's summary report to the Joint Committee on Ways and Means described the proposed funding as \$10M short of what the agency has requested—the \$134M GF needed to keep programs operating at current levels.

In Spring 2019, DHS released a new Workload Model that factored in significant updates that increase the cost of service delivery. These include:

- The newly mandated Oregon Needs Assessment (ONA) assessor positions;
- FTE to cover the Crisis work previously conducted by Regional programs which were cut in the current 2017-2019 biennium; and
- An updated caseload forecast that projected an increase in FTE needed to keep up with growing workload and enrollment.

There is a small increase in actual dollars, but when coupled with a significant workload increase in the current biennium, there remains a devastating gap.

When the work of Case Management is underfunded, it puts people with developmental disabilities, case management entities, Oregon families, and DHS at risk. Likely impacts include:

- Higher caseloads for CDDPs, increasing to 72 per caseworker in larger counties;
- Decreased system, provider, and in-home monitoring;
- Reduced capacity to investigate and prevent abuse;
- Significant delay in getting people the services they need;

- Failure to meet federally-mandated timelines for determining service eligibility;
- Higher risk of negative outcomes for children with I/DD in the foster care system; and
- Increased vulnerability in federal audits due to resource shortfall across Case Management Entities.

Second, we have concerns about the Community Corrections part of the Department of Corrections agency budget, SB 5504. As required by ORS 423.486(1) the Department of Corrections does a study every six years to determine the actual costs incurred by each County to provide Community Corrections to ensure accurate accounting.

The 2019 Actual Cost Study showed an increase in the daily cost per client from \$11.69 to \$14.24. This study demonstrates that Community Corrections should be funded at \$318.5 million to reflect the current cost of doing business. The proposed Community Corrections budget of \$268.5 million does not take into account increased costs absorbed by counties.

Over the next biennium, Multnomah County Community Corrections will experience a \$2.4 million cut while Clackamas and Washington County Community Corrections will experience cuts of \$1.3 million and \$1.2 million, respectively. The cumulative impact of this funding shortfall will require:

- Reduced funding for supportive transitional housing, mentoring, and employment development services for those coming out of Short Term Transitional Leave, thereby increasing the prison population;
- Layoffs of Parole and Probation Officers (PPO), resulting in an increase in the number of individuals supervised by each PPO. These positions include caseloads supervising adults in our justice reinvestment program, thus impacting our ability to keep offenders supervised in the community rather than be sentenced to prison; and
- A reduction in community based sanction options, such as cognitive programming. This would result in relying more heavily on our local county jail.

Third, we are asking that the \$1.3 million that was reduced from the DHS Aging and People with Disabilities budget for Evidence-Based Health Promotion be restored. This funding provides for evidence-based interventions for older adults and people with disabilities that increases their level of independence and functioning and lowers costs for health care systems. For Multnomah County alone, this reduction will result in approximately 3,240 individuals no longer having access to these important services next biennium.

Finally, we ask that the \$349,000 that was reduced from the Oregon Office for Community Dispute Resolution (OOCDR) be restored. A final adjustment in HB 5050 transfers 20% of funds from dispute resolution services, which will directly impact student success rates, public safety, and vulnerable populations by reducing access to justice. This funding allows for the delivery of important community services including but not limited to restorative justice in schools and juvenile centers, truancy mediation, landlord/tenant disputes, domestic relations disputes, small claims mediation, and foreclosure avoidance.

Please request that the Speaker, the President, and the Tri-Chairs find a way to keep these programs whole. Without these funds, we will have no choice but to slide backwards with recent gains made in improving outcomes for clients with I/DD and those who are justice involved.

Thank you for your dedication to those we serve with these critical programs.

Sincerely,

A handwritten signature in blue ink that reads "Jim Bernard". The signature is fluid and cursive, with the first name "Jim" and last name "Bernard" clearly legible.

Jim Bernard, Chair
On behalf of the Clackamas County
Board of Commissioners

A handwritten signature in blue ink that reads "Kathryn Harrington". The signature is cursive and somewhat stylized, with the first name "Kathryn" and last name "Harrington" clearly legible.

Kathryn Harrington
On behalf of Washington County
Board of Commissioners

A handwritten signature in blue ink that reads "Deborah Kafoury". The signature is cursive and clearly legible, with the first name "Deborah" and last name "Kafoury" clearly visible.

Deborah Kafoury, Chair
On behalf of the Multnomah County
Board of Commissioners



March 6, 2019

**Clackamas County Board of Commissioners
Policy Position
Support for Sunset Highway Corridor Study**

The Board of County Commissioners supports the Governor’s recommended budget request of \$1 million to support the Sunset Highway Corridor Study (SHCS), which will study potential multi-modal solutions to improve mobility for the corridor.

The Portland metropolitan region’s transportation system is critical to the economic vitality of Oregon. However, congestion plagues our roadways and has become an issue of statewide concern. More than 119,000 Clackamas County residents work outside of the county and depend on a well-functioning network of roadways and transit for their wellbeing.

The Sunset Highway (US 26) is an important inter-regional connection for businesses and residents that contributes significantly to the movement of goods and services. In recent years, it has become unreliable with congestion present for 13.5 hours per weekday and multiple hours on weekends despite being served by multiple light rail routes. This has resulted in thousands of commuters and freight taking substandard routes. Efforts must be taken to address these mobility challenges on the corridor.

Clackamas County supports the SHCS and urges the Legislature to appropriate \$1 million to help address this issue of regional and statewide concern.

Please contact Chris Lyons at clyons@clackamas.us for more information.

Industrial Site Readiness: Jobs and Prosperity for Oregonians

Industrial Site Readiness: The Case for Senate Bill 34 (2019)

Since 2013, a broad coalition of interests in the public, private and nonprofit sectors has been advocating for policy and funding to help build a competitive supply of market-ready industrial sites statewide. The availability of such industrial sites is a key asset for areas hoping to expand or attract traded-sector businesses that create family wage jobs and provide critical tax base for education and other public services.

Many regions of the state lack an adequate supply of such sites. Even when land is zoned, planned and designated for future industrial jobs, significant capital investments (e.g., infrastructure, brownfield cleanup, wetland mitigation and site aggregation) may be required to make sites market ready. Many local jurisdictions are unable to afford these investments or are not in a position to incur significant up-front costs by themselves.

Original Solution: Senate Bill 246

The Legislature addressed this problem in 2013 by creating the Oregon Industrial Site Readiness Program. Senate Bill 246 authorized Business Oregon to offer partially forgivable loans or reimbursement of project costs to help public sector sponsors remove constraints to market readiness on regionally significant industrial sites in exchange for job creation commitments. These loans and reimbursements would be funded by a portion of the income taxes generated by new employment made possible by the project.

To date, there are two sites that have been designated, two applications that are being processed, and 10 local governments that are preparing applications for the tax reimbursement portion of the Industrial Site Readiness Program. This list includes nine rural areas and three urban areas: Madras, Canby, Wilsonville, Klamath Falls, Hillsboro, Port of Morrow, Port of Portland, Scappoose, Lakeview, Woodburn, Albany and Waldport. Due to a lack of startup funding for the loan program, loan funding has not been available.

Current Problem: Why Changes Are Needed

Business Oregon and Governor Brown have proposed three statutory changes to increase access to the Industrial Site Readiness Program in all parts of Oregon, but most notably in rural communities. The Industrial Land Coalition also requests funding to capitalize the loan portion of the program to expand access for communities unable to finance site readiness investments.

Changes Requested

- Reduce average annual wage threshold from 150% to 130% of county/state average annual wage. The reduced wage threshold is intended to expand opportunities for rural communities to participate in the program. This change is based on stakeholder feedback from across Oregon and Business Oregon’s 2017 analysis of average wages from projects across the state that showed an average annual wage of 118%. Similar changes are being proposed in the Enterprise Zone Program.

Apply wage/job threshold to combined jobs from all eligible employers on designated sites vs. jobs for each employer (25 jobs in rural areas, and 50 jobs in urban areas). This clarification, which focuses on the number of jobs created rather than the

Industrial Land Coalition

Oregon Economic
Development
Association

Oregon Business
Council

Oregon Business &
Industry

Oregon Public Ports
Association

Association of Oregon
Counties

League of Oregon Cities

1000 Friends of Oregon

NAIOP, Oregon Chapter
– The Commercial Real
Estate Development
Association

Economic Development
for Central Oregon
(EDCO)

Strategic Economic
Development
Corporation (SEDCOR)

Southern Oregon
Regional Economic
Development, Inc.
(SORED)

Greater Eastern Oregon
Development
Corporation

Port of Morrow

Port of Portland

Metro

Portland Business
Alliance

Clackamas County

City of Portland

City of Wilsonville

number of employers, reflects the intent of the original 2013 legislation and will benefit all participants in the program.

- Allow private property owner reimbursement limited to 50% of site readiness costs. Many prime industrial sites in the state are privately held. In some communities, all industrial sites are privately held. The original legislation envisioned that public sponsors could partner with private landowners in a development agreement to pursue site readiness on private industrial sites; however, the legislative history on this was unclear. This change is intended to allow reimbursement of up to 50% of site readiness costs for private landowners, excluding acquisition and assembly costs.
- Provide \$5 million in funding to capitalize the loan portion of the program. This small investment in loan funding allows smaller, rural communities to work with Business Oregon on site readiness challenges as well as larger local governments with more revenue and debt capacity. The Industrial Land Coalition will separately request that this funding be included in Business Oregon's budget.

How is the state protected in Senate Bill 34?

- Any shared revenues come from income taxes that would not have been received "but for" the investments made under this program.
- The local project sponsor bears all the risk if the site underperforms; less income tax revenue means less reimbursement or loan forgiveness to the project sponsor. If no development occurs, there is no reimbursement or loan forgiveness.
- The only risk to the state is the highly unlikely scenario of a local project sponsor defaulting on a loan. In the case of reimbursements, there is no risk to the state since there is no outlay of funds until income taxes are already flowing into state coffers.

Taken together, the proposed statutory changes and funding can help build a competitive supply of market-ready industrial lands needed to drive Oregon's economic growth over the next 20 years. The potential economic benefit from successful traded-sector development (direct and indirect jobs, income and property tax revenues) that remains unrealized due to site constraints is significant. Growth in income tax revenues would make the state's general fund the largest beneficiary from an increase in traded-sector industrial jobs. By helping to reduce barriers to traded-sector industrial development, the Oregon Industrial Site Readiness Program should provide significant return on investment to both the state and local governments.

For questions, contact:

Rocky Dallum, Oregon Economic Development Association, (503) 802-2175, rocky.dallum@tonkon.com



March 24, 2019

**Clackamas County Board of Commissioners
Policy Position
SB 137: Related to Contracting by Coordinated Care Organizations**

Clackamas County Opposes SB 137: The Board of County Commissioners opposes SB 137, which prohibits Coordinated Care Organizations (CCO) from contracting with any entity to assume risk of providing behavioral health services or to assume responsibility for utilization management, care coordination, denials of service grievances, or appeals.

Coordinated Care Organizations were developed on the foundation of integrating care across physical, behavioral, and dental health. A great deal of flexibility was provided so that local communities could leverage existing systems, relationships, and regional assets to best serve their area. SB 137 would limit the ability of local areas to determine how to best serve their region by prohibiting CCOs from partnering with existing systems to manage the behavioral health benefit.

Clackamas County has an exceptional partnership with our local CCO. They provide a committed investment in our crisis safety net and public health services. We are able to use this partnership to leverage scarce resources as we manage both the Medicaid behavioral benefit and the indigent behavioral health benefit for those not on Medicaid. This allows us to contract with a delivery system that can serve individuals when they roll on and off Medicaid with no disruption to services and no risk of lack of payment for the providers. Clackamas County is uniquely positioned to understand the needs of the local community. Many systems that impact social determinants of health such as juvenile services, housing, law enforcement, corrections, public health, aging and disability services, and developmental disabilities are also operated by the counties. This allows close partnership, coordinated efforts, and shared vision to occur.

CCO 2.0 addresses the responsibility that CCOs will have in ensuring that they are accountable for the Behavioral Health benefit while not limiting the ability to have some flexibility in who manages the benefit. This accountability will be in contract, it does not belong in law.

We strongly urge a “NO” vote on SB 137.

Please contact Chris Lyons at clyons@clackamas.us for more information.



May 23, 2019

Rep. Daniel Bonham
Rep. Janelle Bynum
Rep. Margaret Doherty
Rep. Christine Drazan
Rep. Rick Lewis
Rep. Mark Meek
Rep. Courtney Neron
Rep. Karin Power
Rep. Rachel Prusak
Rep. Jeff Reardon
Rep. Andrea Salinas
Rep. Anna Williams

Sen. Cliff Bentz
Sen. Ginny Burdick
Sen. Shemia Fagan
Sen. Fred Girod
Sen. Alan Olsen
Sen. Kathleen Taylor
Sen. Kim Thatcher
Sen. Chuck Thomsen
Sen. Rob Wagner

RE: Special Legislation for the City of Damascus

Dear Clackamas County legislators:

The Clackamas County Board of Commissioners formally requests your assistance in supporting a legislative resolution to the Oregon Court of Appeals ruling earlier this month that the former City of Damascus was not legally disincorporated.

As you may recall, the 2015 Oregon Legislature referred the question of disincorporation to the voters of Damascus during the May 2016 primary election with a simple majority requirement (HB 3085). Damascus voters overwhelmingly passed the measure in May 2016 and formal disincorporation occurred in July 2018. Since that time, acting under state law, the city's charter was surrendered and all of its financial obligations, property, and employees were transferred to and assumed by Clackamas County.

That process involved transferring approximately \$8.4 million of city funds to Clackamas County for a variety of purposes within the former city's boundaries. This included approximately \$2 million to absorb former Damascus employees to the county payroll and for the continuation of law enforcement services. Approximately \$2.9 million was

dedicated for road maintenance and related services within the former city limits. As a result the County began road maintenance projects last summer and is in the process of creating a Transportation System plan for the area. And in January, the Clackamas County Assessor distributed approximately \$3.4 million in remaining assets to eligible residents, effectively completing the disincorporation process.

As a result of these actions, it is not possible to restore the city to its pre-disincorporation status.

The Court of Appeals ruling has led to general confusion among our public and uncertainty among our local and regional partners such as the City of Happy Valley, which has annexed over 1,000 acres of the former city into its boundaries.

For these reasons we ask for your assistance in helping to bring final resolution to the city's status before the end of this legislative session. Sen. Burdick and Rep. Clem, among others, are currently working on legislation seeking to address this issue prior to sine die.

Thank you for your understanding of our position and the complexity of this unique problem. We greatly appreciate your support in bringing this matter to a definitive end for the wellbeing of every person and agency involved.

Sincerely,

A handwritten signature in blue ink that reads "Jim Bernard". The signature is fluid and cursive, with the first name "Jim" and last name "Bernard" clearly legible.

Jim Bernard, Chair
On behalf of the Clackamas County Board of Commissioners

cc: Rep. Brian Clem



June 3, 2019

**Clackamas County Board of Commissioners
Policy Position
SB 226, -2 Amendment: Related to Damascus**

Clackamas County supports SB 226 with the -2 Amendment: The Board of County Commissioners supports SB 226 with the -2 amendment, which propose a legislative resolution to an Oregon Court of Appeals ruling that the former City of Damascus was not legally disincorporated.

The 2015 Oregon Legislature referred the question of disincorporation to the voters of Damascus during the May 2016 primary election with a simple majority requirement (HB 3085). Damascus voters overwhelmingly passed the measure in May 2016 and formal disincorporation occurred in July 2018. Since that time, acting under state law, the city’s charter was surrendered and all of its financial obligations, property, and employees were transferred to and assumed by Clackamas County.

That process involved transferring approximately \$8.4 million of city funds to Clackamas County for a variety of purposes within the former city’s boundaries. This included approximately \$2 million to absorb former Damascus employees to the county payroll and for the continuation of law enforcement services. Approximately \$2.9 million was dedicated for road maintenance and related services within the former city limits. As a result the County began road maintenance projects last summer and is in the process of creating a Transportation System plan for the area. And in January, the Clackamas County Assessor distributed approximately \$3.4 million in remaining assets to eligible residents, effectively completing the disincorporation process.

As a result of these actions, it is not possible to restore the city to its pre-disincorporation status.

The Court of Appeals ruling has led to general confusion among our public and uncertainty among our local and regional partners such as the City of Happy Valley, which has annexed over 1,000 acres of the former city into its boundaries.

We are hopeful that this legislation will bring this matter to a definitive end, providing certainty to our public and local jurisdictions. We urge a “YES” vote for SB 226 as amended by the -2 amendment.

Please contact Chris Lyons at clyons@clackamas.us for more information.



June 20, 2019

Clackamas County Board of Commissioners
Policy Position
SB 226-A: Related to Damascus

Clackamas County supports SB 226-A: The Board of County Commissioners supports SB 226-A, which proposes a legislative resolution to an Oregon Court of Appeals ruling that the former City of Damascus was not legally disincorporated.

The 2015 Oregon Legislature referred the question of disincorporation to the voters of Damascus during the May 2016 primary election with a simple majority requirement (HB 3085). Damascus voters overwhelmingly passed the measure in May 2016 and formal disincorporation occurred in July 2018. Since that time, acting under state law, the city's charter was surrendered and all of its financial obligations, property, and employees were transferred to and assumed by Clackamas County.

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As a result of these actions, it is not possible to restore the city to its pre-disincorporation status.

The Court of Appeals ruling has led to general confusion among our public and uncertainty among our local and regional partners such as the City of Happy Valley, which has annexed over 1,000 acres of the former city into its boundaries.

We are hopeful that this legislation will bring this matter to a definitive end, providing certainty to our public and local jurisdictions. We urge a "YES" vote for SB 226-A.

Please contact Chris Lyons at clyons@clackamas.us for more information.



March 20, 2019

Clackamas County Board of Commissioners
Policy Position
SB 365: Relating to Land Use Regulations for Marijuana Production

Clackamas County opposes SB 365 and the -2 amendments: The Board of County Commissioners opposes SB 365, which would prohibit local governments from imposing system development charges (SDCs) on farm uses in lands zoned Exclusive Farm Use (EFU). Further, the County strongly opposes the -2 amendments that would prohibit time, place, and manner (TPM) regulation of marijuana production.

Counties currently have limited funding sources to be able to pay for infrastructure to accommodate growth. SDCs, or fees charged on new development, are an essential tool for local governments to mitigate the cost of growth so that existing taxpayers are not burdened with the cost of making these improvements.

Since legalization of recreational marijuana in January 2016, Clackamas County has seen significant, industrial-scale marijuana production uses on farmland. In one case, 60 industrial steel buildings were constructed to serve multiple businesses and multiple owners. Such sites generate traffic and increase drainage needs that require significant infrastructure investments, which are typically funded by SDCs. Prohibiting the use of SDCs would remove our ability to pay for these infrastructure upgrades that are essential to supporting this growth.

Clackamas County also opposes the proposed -2 amendments, which would invalidate TPM regulations that have been thoughtfully established by Clackamas County and many other jurisdictions in Oregon. Since 2016, the County has approved 133 applications for marijuana production in EFU zones, each within the framework of our local TPM regulations. That number would likely be even greater had the Oregon Liquor Control Commission (OLCC) not discontinued processing newly filed license applications in the summer of 2018. The large number of successful applications demonstrates that our TPM regulations do not serve to unreasonably restrict marijuana production uses. These sites require smart land use planning to ensure the livability of our rural areas, which are safeguarded through the enforcement of county ordinances like TPM regulations.

We urge a “NO” vote on SB 365 and the -2 amendments.

Please contact Chris Lyons at clyons@clackamas.us for more information.



April 29, 2019

Clackamas County Board of Commissioners
Policy Position
SB 365A: Relating to Land Use Regulations for Marijuana Production

Clackamas County opposes SB 365A: The Board of County Commissioners opposes SB 365A, which would prohibit local governments from imposing system development charges (SDCs) for increased use of transportation facilities resulting from the production of marijuana on property located in lands zoned Exclusive Farm Use (EFU).

Counties currently have limited funding sources to be able to pay for infrastructure to accommodate growth. SDCs, or fees charged on new development, are an essential tool for local governments to mitigate the cost of growth so that existing taxpayers are not burdened with the cost of making these improvements.

Since legalization of recreational marijuana in January 2016, Clackamas County has seen significant, industrial-scale marijuana production uses on farmland. In one case, 60 industrial steel buildings were constructed to serve multiple businesses and multiple owners. Such sites generate traffic and increase drainage needs that require significant infrastructure investments, which are typically funded by SDCs. Prohibiting the use of SDCs would remove our ability to pay for these infrastructure upgrades that are essential to supporting this growth.

We urge a “NO” vote on SB 365A.

Please contact Chris Lyons at clyons@clackamas.us for more information.



April 10, 2019

Co-Chairs Beyer and McKeown and Members of the Joint Transportation Committee:

As public entities charged with managing transportation in the greater Portland metropolitan region, we are writing to urge you not to move Senate Bill 413 forward.

We represent diverse communities and different political perspectives. We do not always agree on transportation matters. Over time, however, we have found that working together has proven to be the best way to achieve transportation outcomes that best serve the residents of our region and its constituent communities. And we all value the accountability that comes from sitting around the same table and listening to each other. So we have serious concerns about SB 413 and the unaccountable process that it would establish.

It is important to note that our region has repeatedly declined to pursue projects like those that would be enabled by SB 413. Instead, we have focused our energy on more realistic and collaborative solutions to our region's transportation challenges.

- Working together, we have invested in a balanced transportation system of roads, transit, and bicycle and pedestrian facilities integrated with our region's long-range land use plan, thereby enabling our residents to take care of their daily needs while reducing per capita vehicle miles traveled.
- Working together, when we have focused on highways, we have prioritized projects to address major bottlenecks on our current system.
- Working together, we have invested in projects and programs that protect the region's air quality, thereby protecting public health and retaining airshed capacity for job-creating industry.

- Working together, our region unanimously adopted a new 20-year Regional Transportation Plan just last December that includes more than \$15 billion in capital projects and does not include projects like those contemplated by SB 413.
- Working together, we have adopted a state-approved strategy for reducing greenhouse gas emissions from cars and light trucks to meet state climate targets, and integrated that strategy into the Regional Transportation Plan.
- And working together with a broad range of stakeholders from the public, private and community sectors, we are assembling a transportation proposal to present to the region's voters in 2020 that would represent the largest voter-approved funding measure in the history of Oregon – a measure that will respond to the multimodal needs identified in the Regional Transportation Plan and will not include highways through rural reserves like those envisioned in SB 413.

The cities and counties of our region, in collaboration with districts including Metro, the Port of Portland and TriMet, have done all of this work with a process that is open, inclusive, and accountable to the people of our region. The fact that SB 413 explicitly exempts the district it would create from various levels of public review and accountability demonstrates the incompatibility of this approach with the values of our region and our state. We urge you to reject SB 413.



February 19, 2019

Clackamas County Board of Commissioners
Policy Position
SB 500: Property tax exemptions for certain veterans

Clackamas County supports SB 500: The Board of County Commissioners supports SB 500, which grants a property tax exemption for eligible veterans or surviving spouses of eligible veterans.

Clackamas County is proud to serve its returning veterans and also support family members who have lost loved ones to military conflict. In 2016, Clackamas County reaffirmed its Veterans Covenant – a pledge made with its cities, state legislative delegation members, and others to ensure appropriate local resources would be made available to support returning veterans. Returning from conflict should not be burdensome to those who volunteered to serve in the military, and while many resources exist to support returning veterans with reentering civilian life, more can always be done to protect and support those who fight for our freedom.

Between July 2017 and June 2018, the Clackamas County Veterans Service Office (CVSO) supported veterans with over 1,776 claims to the VA, and helped secure more than \$7 million in federal benefits for Clackamas County veterans. Support comes in many forms, but housing is certainly one of the most important.

SB 500 is a notable step towards ensuring veterans are receiving support to stay in homes and also aims to reduce one of the barriers that can lead to homelessness for low income veterans. It can also provide an incentive for homeless veterans or veterans in unstable housing conditions to work towards a permanent living situation. Clackamas County is also pleased that SB 500 ensures that surviving spouses are also cared for through this legislation.

We urge a “yes” vote for SB 500.

Please contact Chris Lyons at clyons@clackamas.us for more information.



March 6, 2019

Clackamas County Board of Commissioners
Policy Position
SB 558: Relating to Speed Limits

Clackamas County supports SB 558: The Board of County Commissioners supports SB 558, which authorizes cities to adjust speeds five miles per hour lower than statutory speeds, specifically on non-arterial highways located in residential districts.

Clackamas County participates in the nation-wide Toward Zero Deaths campaign, working towards eliminating traffic related deaths for our residents and visitors. Slower speeds are proven to reduce crash severity, particularly with vulnerable users including bicyclists and pedestrians.

While SB 558 is a good initial step, Clackamas County supports the -2 amendment, which expands speed limits under ORS 811.111(d) to include all roads, not just city roads, interstate freeways and certain segments of State highways.

Speed limits have the power to change speed culture in Oregon. Limits provide consistent interpretation of speed laws across the state and remove ambiguity between drivers and law enforcement officials. Additionally, limits condition speeding drivers to reduce speed overages, often resulting in a speeder going 5 miles over the posted limit rather than 10 to 15 miles over. This change is very important as part of the County's goal of eliminating fatal and serious injury crashes. From 2015-2017, there were 88 traffic fatalities in Clackamas County, with speed being a factor in over 30 of these cases.

We urge a "YES" vote for SB 558, including the -2 amendment.

Please contact Chris Lyons at clyons@clackamas.us for more information.



VOTE YES on Senate Bill 608

Establishes critical tenant protections for Oregon's renters

We urge your support for Senate Bill (SB) 608, which takes critical steps to protect the 40% of Oregonians who rent their homes from the effects of predatory rent increases and evictions in Oregon's low-vacancy, high cost rental market.

In November, the Portland metropolitan region passed an historic \$652 million affordable housing bond measure to begin addressing significant housing gaps. Oregonians statewide simultaneously passed Ballot Measure 102, amending the Oregon Constitution to allow public agencies to leverage the proceeds of bond measures through broader partnerships in the housing industry. The passage of these two measures reflects the urgency with which Oregonians view the current housing crisis. However, public funding for affordable housing only addresses one piece of the puzzle. Renters throughout the market are suffering from displacement and destabilization through no-cause evictions and excessive rent increases.

We collectively agree with SB 608's provisions that prohibit landlords from terminating month-to-month tenancy without cause after 12 months of occupancy, allow landlords to terminate tenancy with 90 days written notice in certain situations, and cap rent increases statewide at 7% above annual changes in the consumer price index. Combined, these measures set reasonable standards for managing and operating rental units, while not burdening landlords with overly restrictive requirements. More importantly, these protective measures ensure residents have increased opportunities for stable housing, which significantly improves the health and wellbeing of all Oregonians.

SB 608 is right for the region, and right for Oregon. **We urge a "yes" vote on SB 608.**



February 27, 2019

**Clackamas County Board of Commissioners
Policy Position
SB 639: Related to Marijuana Consumption and Sale at Temporary Events**

Clackamas County opposes SB 639: The Board of County Commissioners opposes SB 639 for its creation of cannabis lounges and endorsement to consume marijuana at “temporary events,” such as concerts, festivals, recreational and day-use facilities, and similar venues that require temporary venue permits. Though marijuana consumption is now legal in Oregon, Clackamas County prefers its use be kept away from venues that require transportation to and from the event and on properties that are generally designated for use by the public.

As a traffic safety concern, having cannabis lounges or events where marijuana is consumed runs counter to the county’s work to eliminate fatal and serious injury crashes. Driving while intoxicated is the leading cause of automotive related deaths. Endorsing events that promote the use of newly legalized intoxicants like marijuana will only increase those casualties. We believe there are safe places to consume marijuana and remain safe afterwards – temporary events fail to achieve that goal.

Likewise, sections of SB 639 conflict with the Indoor Clean Air Act, which protects all people from the health risks of secondhand smoke, including cannabis smoke and vapor. Cannabis smoke and vapor is not harmless; there is no safe exposure to either.

Additionally, the normalization of marijuana use by adults at lounges and events could continue to decrease youth perception of harm and potentially increase youth use of marijuana. According to the 2017-18 Oregon Student Wellness Survey, students’ perception of harm in trying and using marijuana has significantly decreased since 2012. Students who perceive marijuana use as less risky are more likely to engage in use.

We urge a “NO” vote on SB 639.

Please contact Chris Lyons at clyons@clackamas.us for more information.



March 27, 2019

**Clackamas County Board of Commissioners
Policy Position
Support for Juvenile Legislation**

Clackamas County supports SB 966, SB 968, SB 969, and SB 1008: The Board of County Commissioners supports legislation that improves the health, safety, and wellbeing of all county residents and communities, which includes best practices for justice-involved individuals. For this reason, Clackamas County supports the policy direction encompassed in legislation that addresses reform for adolescents who become involved in the justice system.

Over the last decade, research clearly demonstrates that transferring adolescents to the adult system does not match with best practices for intervening with juveniles, nor does it yield better outcomes. Studies conducted over the last two decades have shown that youth who are waived to adult court reoffend at higher levels, and are 34% more likely to be re-arrested for violent or other crimes than those who are allowed to stay in the juvenile justice system. Waived youth are also at a greater risk for abuse and suicide than their counterparts in the juvenile justice system.

Clackamas County agrees with the position of the National Association of Counties (NACo) regarding the transfer and involvement of youth in the adult criminal justice system, found here: https://www.naco.org/sites/default/files/documents/2018-2019_American_County_Platform.pdf. We also oppose automatically trying and sentencing youth in adult criminal court. The decision to transfer a juvenile to adult court for being a chronic offender and/or committing violent crimes should instead be made by a juvenile court judge who presides over a waiver hearing.

Clackamas County supports the package of bills listed above, which are designed to reform state laws that transfer youth to the adult system and control future opportunities for release of individuals who were convicted while they were still juveniles.

We urge a “YES” vote for SB 966, SB 968, SB 969, and SB 1008.

Please contact Chris Lyons at clyons@clackamas.us for more information.



April 22, 2019

**Clackamas County Board of Commissioners
Policy Position
SB 1008: Relating to Juvenile Justice**

Clackamas County supports SB 1008: The Board of County Commissioners supports legislation that improves the health, safety, and wellbeing of all county residents and communities, which includes best practices for justice-involved individuals. For this reason, Clackamas County supports the policy direction encompassed in legislation that addresses reform for adolescents who become involved in the justice system.

Over the last decade, research clearly demonstrates that transferring adolescents to the adult system does not match with best practices for intervening with juveniles, nor does it yield better outcomes. Studies conducted over the last two decades have shown that youth who are waived to adult court reoffend at higher levels, and are 34% more likely to be re-arrested for violent or other crimes than those who are allowed to stay in the juvenile justice system. Waived youth are also at a greater risk for abuse and suicide than their counterparts in the juvenile justice system.

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Clackamas County supports SB 1008, which is designed to reform state laws that transfer youth to the adult system and control future opportunities for release of individuals who were convicted while they were still juveniles.

We urge a “YES” vote for SB 1008.

Please contact Chris Lyons at clyons@clackamas.us for more information.

YOUTH JUSTICE

POLICY BRIEF FOR THE 2019 LEGISLATURE

A broad coalition in Oregon has been working with experts on youth justice to craft proposals for a more humane youth justice system that focuses on accountability for youth and safety for our communities.

SB 1008 establishes a process where all youth who are convicted in adult court have access to a “Second Look” hearing half way through their sentence. At that hearing, a judge determines whether the youth has taken responsibility for their crime and been rehabilitated, which would allow the remainder of their sentence to be served under community-based supervision, rather than being incarcerated.

SB 969 places youth accused of any crimes in the juvenile justice system instead of the adult justice system. To move a youth to the adult justice system, prosecutors would need to request a special hearing with a judge who would decide where youth are placed.

SB 966 would require an additional review before a youth with a long sentence would be transferred to an adult prison. Currently, Oregon youth who are given long sentences can stay in a youth prison until age twenty-five and are then transferred to an adult prison. This proposal would allow a judge to determine if the 25-year-old has been sufficiently rehabilitated to transfer them to community-based supervision, rather than adult prison.

SB 968 would eliminate life without parole sentences for youth in Oregon by establishing a process to ensure that anyone convicted of a crime when they are under eighteen years old receives a chance for parole after fifteen years of incarceration.

Background: Measure 11 passed over two decades ago at the height of the tough-on-crime era, created harsh penalties, causing youth as young as 15 to be charged and sentenced as adults for certain acts, facing the same mandatory minimum penalties as adults, despite their young age.



Oregonians believe that our youth justice system should focus on prevention and rehabilitation. We value forgiveness and second chances, and should provide youth with the best chance to repair the damage they've caused, while also healing their own trauma and getting them the help they need.

There are four proposals in front of the legislature this session that focus on prevention and rehabilitation for youth in the criminal justice system. We call on leaders in the legislature to enact these critically-needed changes.

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A COALITION OF SUPPORT

OVER 40 ORGANIZATIONS SUPPORT POLICIES THAT FOCUS ON PREVENTION & REHABILITATION FOR YOUTH, INCLUDING...





March 26, 2019

**Clackamas County Board of Commissioners
Policy Position
SB 5525: Public Health Modernization**

Clackamas County supports SB 5525: The Board of County Commissioners support SB 5525 as a means to increase funding for Public Health Modernization.

When considering health, research and data suggest that 80% of health outcomes are tied to behaviors, social or economic factors, and our physical environments. These issues disproportionately impact many, if not all low-income Oregonians. Public Health Modernization aims to change this so that everyone in Oregon can expect basic public protections critical to their health and the health of future generations, including clean air, safe food and water, health promotion and prevention of disease, and responding to new health threats.

In 2016, the Public Health Advisory Board recommended implementing Public Health Modernization in phases. The first phase included a recommended funding level of \$ 30 million to expand infectious disease control and prevention and environmental health services. While the 2017-19 investment of \$5 million shared statewide was a generous attempt to launch Public Health Modernization, closing the funding gap recommended by the advisory board would comprehensively allow public health programs to protect the safety and health of our residents.

Some recent examples of the state's initial investment in Public Health Modernization in Clackamas County include the following:

- Identifying key partners for our hepatitis A response plan that targets those most at-risk for infection, including those experiencing homelessness, those originating or traveling to countries where hepatitis A is common, and those with the highest risk of spreading the disease if they become infected, such as food service workers.
- Developing a hepatitis A outbreak prevention and response plan that is transferrable to other diseases across Clackamas County and the region.
- Developing an interdisciplinary and cross-jurisdictional infectious disease work group.

Additional investments in Public Health Modernization would allow Clackamas County to have the capacity and expertise to address environmental health priorities, including the ability to identify and plan for mitigating risks from growing environmental and climate health concerns.

We urge a “YES” vote for SB 5525.

Please contact Chris Lyons at clyons@clackamas.us for more information.

OREGON COALITION OF LOCAL HEALTH OFFICIALS

June 3, 2019

TO: Joint Committee on Ways and Means Co-Chairs Representative Rayfield, and Senators Steiner-Hayward and Johnson

RE: Investments in Public Health Modernization – SB 5525

As you put together the finishing touches on the budget for 2019-21 consider additional investments in the state, local, and tribal public health system through Public Health Modernization in the Oregon Health Authority budget, SB 5525.

An investment of \$35 million in 2019-21 would build a safer, more resilient, and better prepared Oregon. It will continue to focus on the phase 1 priorities of responding to communicable disease and environmental health threats, addressing health disparities, and addressing systemic barriers such as lack of access to population health data.

A \$35 million 2019-21 investment will increase capacity in the Public Health Division, 33 local public health authorities, and tribal health services across Oregon; ensuring that all Oregonians and Tribal Members are better protected.

Investing in modernizing Oregon's public health system will buy a prevention infrastructure that:

- Reduces communicable disease outbreaks especially in vulnerable communities including seniors
- Works to stop the spread of sexually transmitted infections. Oregon saw 5,022 gonorrhea cases, 18,633 chlamydia cases and 557 syphilis cases reported in 2017
- Increases 2-year old immunization rates through partnerships with clinics
- Identifies and addresses health disparities across Oregon.

The following organizations are asking for consideration of this request: Association of Oregon Counties, Care Oregon, Children First for Oregon, Clackamas County, Lane County, Multnomah County, NARAL Pro-Choice Oregon, Oregon AFSCME, Oregon Coalition of Local Health Officials, Oregon Nurses Association, Oregon Public Health Association, and Washington County



For more information, please contact Morgan Cowling, CLHO Executive Director
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