

CLACKAMAS COUNTY CONGRESSIONAL BRIEFING 2015

CLACKAMAS COUNTY
BOARD OF COMMISSIONERS

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Photos courtesy: Oregon's Mt. Hood Territory and
Clackamas County Transportation and Development

**FEDERAL LEGISLATIVE
PRIORITIES**

Executive Summary

ECONOMIC DEVELOPMENT

Federal Forest Management and Oregon & California (O&C) Lands

Support legislation for responsible management of federal forest lands, including O&C Lands, which improves the financial stability of counties and creates a predictable, long-term solution to county revenue needs. Federal forest legislation should balance economic, social, and environmental values so that significant areas of federal forests are dedicated to the production of forest products, while other forests are dedicated to environmental protection.

Secure Rural Schools & Community Self-Determination Act

Support future reauthorization or extension of the expired Secure Rural Schools and Community Self-Determination Act (County Payments) or similar legislation. Extending the Secure Rural Schools Act would continue critical funding to timber dependent counties in Oregon while Congress works to enact legislation to allow for responsible management of federal forest lands. This historically important source of revenue, derived from federal O&C Lands, is critical to timber-dependent counties in Oregon, including Clackamas County. From 2001-2008, the Act provided the County approximately \$12 million per year for the county road and general funds.

Stewardship Contracting

Support reauthorization of Stewardship Contracting within the Healthy Forests Restoration Act that would include payments to counties as part of the retained receipts generated from stewardship contracts for the management of federal forests.

TRANSPORTATION & DEVELOPMENT

Sunrise Phase II Funding

Advocate for federal funding to support extension of the Sunrise System from 122nd Ave. to 172nd Ave. or other operational enhancements that contribute to the entire Sunrise System. The Sunrise Phase II project is the County's top transportation priority and is listed as a Federal Highway Administration Project of National and Regional Significance. This project is vital to improving access to thousands of acres of employment lands, many of which are ready for development.

I-205 Expansion Funding

Advocate for federal funding to support an additional lane of capacity in each direction of I-205 from Stafford Road to OR 99E. The I-205 expansion project is listed as a Federal Highway Administration Project of National and Regional Significance and is of vital importance to the Portland metropolitan region. Without additional travel lanes, this section of I-205 will be overwhelmed by forecasted traffic volumes and will negatively impact regional freight mobility.

**FEDERAL LEGISLATIVE
PRIORITIES**

Executive Summary, continued

Transportation Reauthorization

Advocate for Congress to fix the Highway Trust Fund and pass a multi-year surface transportation authorization bill that adequately funds the maintenance and construction of roads in order to improve the reliability and safety of the transportation system and to meet the needs of an interconnected economy. Insolvency of the Highway Trust Fund threatens the viability of numerous transportation projects in Clackamas County that could receive funding through the Statewide Transportation Improvement Program (STIP) and regional flexible funds.

Job Access and Reverse Commute (JARC) Program Funding

Support continued federal funding of the Federal Transit Administration's Job Access and Reverse Commute (JARC) Program, which works to improve access to transportation services to employment and employment related activities for welfare recipients and eligible low-income individuals and to transport residents of urbanized and non-urbanized areas to suburban employment opportunities.

Waters of the U.S.

Oppose the proposed Waters of the U.S. rule that seeks to clarify federal jurisdiction under the Clean Water Act, which has the potential to greatly expand the scope of federal jurisdiction and subject Clackamas County to new rules, standards, and significant new costs.

WILLAMETTE FALLS

Willamette Falls Legacy Project

Support efforts to aid in the redevelopment of the 23-acre former Blue Heron paper mill site adjacent to Willamette Falls in Oregon City. Clackamas County has been working in partnership with Oregon City, Metro, and the State of Oregon to explore the feasibility of redeveloping the site, which presents significant structural and environmental challenges. The site's location provides a rare opportunity for a unique economic redevelopment project that would complement and strengthen Oregon City's downtown and create a regionally-significant visitor amenity and historic tourist attraction to benefit the local economy.

Willamette Falls Locks

Support continued operation and restoration of the Willamette Falls Locks so that they may continue to be an economic, recreational, and historic driver to the region. The Locks bridge the upper and lower stretches of the Willamette River, without which the Willamette becomes two disconnected rivers for navigation purposes. The Locks were operated safely under a reduced schedule until November 2011, when an inspection discovered the gates were in danger of fracture and could not be safely operated. Clackamas County remains a member of the One Willamette River Coalition and seeks federal support to repair and reopen the Willamette Falls Locks.

Willamette Falls Heritage Area

Support federal designation of the Willamette Falls Heritage Area. Designation as a historic area will strengthen the identity of the historic working communities of Oregon City and West Linn by preserving and promoting their distinctive natural, cultural, scenic, recreational, and industrial resources. Clackamas County remains an active partner in the Willamette Falls Heritage Area Coalition and fully supports federal designation of the Willamette Falls as a National Heritage Area.

**FEDERAL LEGISLATIVE
PRIORITIES**

Executive Summary, continued

HEALTH, HOUSING & HUMAN SERVICES

Funding for Housing Programs

Support increased funding for the housing choice voucher, public housing, and capital fund programs, which is critical to maintaining a sustainable level of operations for the Clackamas County Housing Authority. In particular, the Voucher Program (formerly known as Section 8) provides assistance to 1,531 families in Clackamas County that rent units in the private rental housing market. Any further reduction in federal funds would require the County to subsidize the voucher program or significantly reduce service levels.

Public Housing and Housing Choice Voucher Program Regulatory Relief

Support reform of the Public Housing and Housing Choice Voucher Programs to reduce administration, streamline process, and benefit clients. Over the past four years, funding to the County to administer these programs has been reduced, yet the administrative rules, regulations, and processes have not lessened commensurately. Many housing authorities are at risk of not meeting compliance standards simply because staff levels needed to complete the required documentation have been reduced to bare minimums.

Moving to Work (MTW) Program

Support expansion of the Moving to Work (MTW) Program, which provides public housing authorities with the opportunity to test innovative, locally-designed strategies with the aim of using federal dollars more efficiently while helping residents find employment and increasing housing choices for low-income families.

Community Development Block Grant (CDBG) and HOME Funding

Support funding for the Community Development Block Grant (CDBG) program and the HOME Investment Partnerships Program (HOME). CDBG funds are the only funds available to the County to construct infrastructure improvements in low income areas, while the HOME program is a keystone in the development of any affordable housing project in the County.

Older Americans Act (OAA)

Support reauthorization of the Older Americans Act (OAA), which is the major vehicle for the organization and delivery of social and nutrition services to seniors. In FY13-14, over 249,165 meals were served to 3,684 seniors by the 10 senior centers operating in Clackamas County.

Weatherization and Energy Assistance Programs

Oppose funding reductions to the Department of Health & Human Services' Low Income Home Energy Assistance Program (LIHEAP) and the Department of Energy's Low Income Weatherization Assistance Program. Clackamas County receives approximately \$1 million per year in federal energy assistance to help meet the heat and electricity needs of more than 3,000 low-income households in the County.

Supplemental Nutrition Assistance Program (SNAP) Funding

Oppose funding reductions to the U.S. Department of Agriculture's Supplemental Nutrition Assistance Program (SNAP), formerly known as the Food Stamp Program. The SNAP program has grown significantly in Clackamas County, from 18,897 recipients in FY06-07 to 41,745 recipients in FY13-14. It is an essential benefit to many individuals and families.

**FEDERAL LEGISLATIVE
PRIORITIES**

Executive Summary, continued

Institutions for Mental Disease (IMD) Rule

Support elimination of the Institutions for Mental Disease (IMD) Rule for addictions and mental health treatment facilities, which are currently prohibited from receiving Medicaid reimbursements for persons between the ages of 22 and 64 if the facility has more than 16 beds.

Privacy Protections for Addictions

Support careful revision of federal regulations relating to privacy protections of alcohol and drug abuse patient records to enable improved information sharing for people with addictions.

Public Health Funding

Support funding increases to the Centers for Disease Control and Prevention's Public Health Emergency Preparedness (PHEP) and the U.S. Department of Health & Human Services' Prevention and Public Health Fund. These programs are critical to assisting public health departments with prevention activities, as well as efforts to prepare for responding to a range of public health threats.

PUBLIC SAFETY

Juvenile Justice Grant Funding

Support continued federal funding of juvenile justice programs, including the Juvenile Justice and Delinquency Prevention Act (JJDNA) Title II State Formula Grants Program, JJDNA Title V Local Delinquency Prevention Grants Program, and the Juvenile Accountability Incentive Block Grants. These monies support programs that are based in evidence, proven to prevent delinquency, reduce recidivism, and increase public safety – critical investments that are worth the cost. In particular, the Juvenile Accountability Incentive Block Grant provides approximately \$115,000 annually to the County Juvenile Department for youth services.

Emergency Management Performance Grant

Support continuation of grant funding for the Emergency Management Performance Grant (EMPG) Program as a stand-alone grant and process, which provides approximately \$208,000 annually to the County's emergency management program. EMPG is the backbone of the nation's emergency management system and provides key assistance in building and implementing the county's emergency management capabilities. The grant includes funding for staff and program materials for emergency management plan updates, relationship building, response, and recovery. It is important that funding continue in order to support local emergency management as the number and frequency of natural disasters in the United States continue to rise.

First Responder Network Authority (FirstNet)

Support FirstNet, which was created by Congress in 2012 and is working to build, operate, and maintain the first high-speed, nationwide wireless broadband network dedicated to public safety. This network will be an essential tool to first responders on life-saving missions.

POLICY ISSUE

Federal Forest Management

Federal Forest Management and Oregon and California (O&C) Lands

The Clackamas County Board of Commissioners supports legislation for responsible management of federal forest lands, including Oregon and California (O&C) Lands, to provide certainty to the forest products industries and forest communities, improve counties' financial stability, and create a predictable, long-term solution to county revenue needs. This legislation should balance economic, social, and environmental values so that significant areas of federal forest are focused on environmental protection and significant areas of federal forest are focused on producing forest products.

Forests are a key factor to quality of life in Clackamas County. Approximately 52% of the County is comprised of federal forest lands. In addition, Clackamas County owns 3,000 acres of timber lands, which the County manages utilizing sustainable forest management practices in accordance with the Oregon Forest Practices Act. Clackamas County strives to balance biological, economic, and social considerations in the management of these County-owned forested properties.

The timber lands owned by Clackamas County produce a mix of benefits to the environment, to the economy, and to County residents. Furthermore, the County management of those lands offers a potential model for how federal land management might be improved to achieve goals that create confidence, certainty, and predictability. Clackamas County appreciates the efforts of the Oregon Congressional delegation to pass legislation to address federal forest management and the O&C lands, and we stand ready to provide support and assistance when helpful.

Secure Rural Schools & Community Self-Determination Act

The Clackamas County Board of County Commissioners supports future reauthorization or extension of the Secure Rural Schools and Community Self-Determination Act, or similar legislation. This action would continue critical funding to timber dependent counties in Oregon while Congress works to enact a long-term solution to allow for responsible management of federal forest lands.

With roughly 52% of Clackamas County's land in federal ownership, the Act has provided revenue to the County for roads, schools, and public safety at approximately \$12 million per year from 2001-2008. With several extensions of Secure Rural Schools funding since 2008 at reduced rates, this amount has steadily declined with the County receiving less than \$2 million per year by 2014.

On September 30, 2014, the program expired and Congress did not reauthorize the program. Although the County has been budgeting and planning for the loss of these funds for several years, there is no way to make up for the loss of revenue generated by these public lands resulting from the current impasse in active federal forest management. The loss of timber payments has forced Clackamas County to do more with less and, in some cases, do less with less. Losing these funds has meant cutbacks in public safety, natural resource protection, health, and assistance to schools and community groups. Clackamas County recognizes that these impacts have been even greater for some other Oregon counties.

POLICY ISSUE

Federal Forest Management, continued

The County greatly appreciates the work of the Congressional delegation in supporting this legislation in prior years and in the current Congress. The County supports reauthorization of the Act at the historical average level until a long term solution can be enacted that provides a reasonable and certain level of timber harvest while achieving predictable traditional timber receipts to the County.

Stewardship Contracting

The Clackamas County Board of County Commissioners supports reauthorization of Stewardship Contracting within the Healthy Forests Restoration Act that would include payments to counties as part of the retained receipts generated from stewardship contracts for the management of federal forests. Currently, counties do not receive any shared receipts from timber sales tied to stewardship contracts while the use of stewardship contracting continues to rise on federal forests.



Mt. Hood and Sandy River Valley from Jonsrud Viewpoint

POLICY ISSUE

Transportation Reauthorization

The Clackamas County Board of Commissioners seeks passage of a transportation reauthorization bill that adequately funds the maintenance and construction of roads in order to improve the reliability and safety of the transportation system and meet the needs of the interconnected economy. Insolvency of the Highway Trust Fund threatens the viability of numerous transportation projects in Clackamas County that would receive funding through the Statewide Transportation Improvement Program (STIP) and regional flexible funds.

Federal and state gas tax revenues have been in steady decline, which in turn has reduced the level of transportation funding coming to local governments. For example, Clackamas County currently faces an annual transportation maintenance funding gap of \$17.5 million. This means that the county needs an additional \$17.5 million each year to merely repair its 1,400 miles of existing roads and maintain current service levels. The more roads deteriorate, the more expensive it will be to repair them.



Prosperity Park Road in the Stafford area.

The County's only sources of road maintenance revenue are state and federal gasoline taxes, state vehicle registration and titling fees, and weight-mile taxes paid by heavy trucks. Most of the County's general fund comes from property taxes, and according to state law, the County is not permitted to use property taxes for road or bridge maintenance and operations. Like many Oregon counties, Clackamas County also used federal timber payments to cover a portion of its road maintenance costs. These timber funds have steadily diminished due to legislative cutbacks: In Fiscal Year 1989, timber receipts accounted for about \$5 million or 24% of the County's total road fund revenues. In Fiscal Year 2014, that percentage decreased to \$200,000 or essentially 0% of total road fund revenues.

The County is committed to doing what it can locally to address the growing road maintenance funding gap: the Clackamas County Board of Commissioners is exploring and evaluating local funding options to better meet the County's growing transportation demands. In turn, the County seeks the support of the Congressional delegation to advocate for federal transportation policies and programs that place a renewed emphasis on the County's roadway needs.

POLICY ISSUE

Sunrise System

After nearly 30 years in the making, Phase I of the Sunrise System broke ground in 2013. The Sunrise System is an innovative set of projects that addresses the severe congestion and safety issues in the area while balancing the reality of funding constraints. The final result will be the creation of a new four-lane highway (two lanes each direction) from OR 224 at I-205 to SE 122nd Avenue at OR 212/214, with reconstructed and improved adjacent roadways to provide cars, trucks, bicyclists, and pedestrians with efficient and safe access to and from the area.

The County and its partners successfully secured \$165 million in federal, state, regional and local funds for the Phase I project, including \$100 million from the State of Oregon's Jobs & Transportation Act of 2009. With the support and assistance of the Congressional delegation, Clackamas County secured nearly \$18 million in federal funds for the project.

Completion of the Sunrise System projects will substantially ease congestion along this heavily-used transportation corridor, promote job growth and retention within the Clackamas Industrial Area and I-205, improve safety for users, and maximize freight access throughout the area. Construction of Phase I of the Sunrise System is expected to be completed by the summer of 2016.

Clackamas County is now working to find funding to begin Phase II of the Sunrise System. The project builds on the work that has already begun with Phase I, which ends at the intersection of OR 212 and SE 122nd, by extending the highway from 122nd east to 172nd. The additional 2 ½ miles will improve access to thousands of acres of underdeveloped employment lands, and encourage economic growth in the Cities of Happy Valley and Damascus. In addition, project improvements to the west end of the Sunrise System will increase mobility on I-205 and relieve congestion on OR 224 and OR 212, complementing work that has already been done in Phase I. The Sunrise Phase II project is the County's top transportation priority and is listed as a Federal Highway Administration Project of National and Regional Significance.

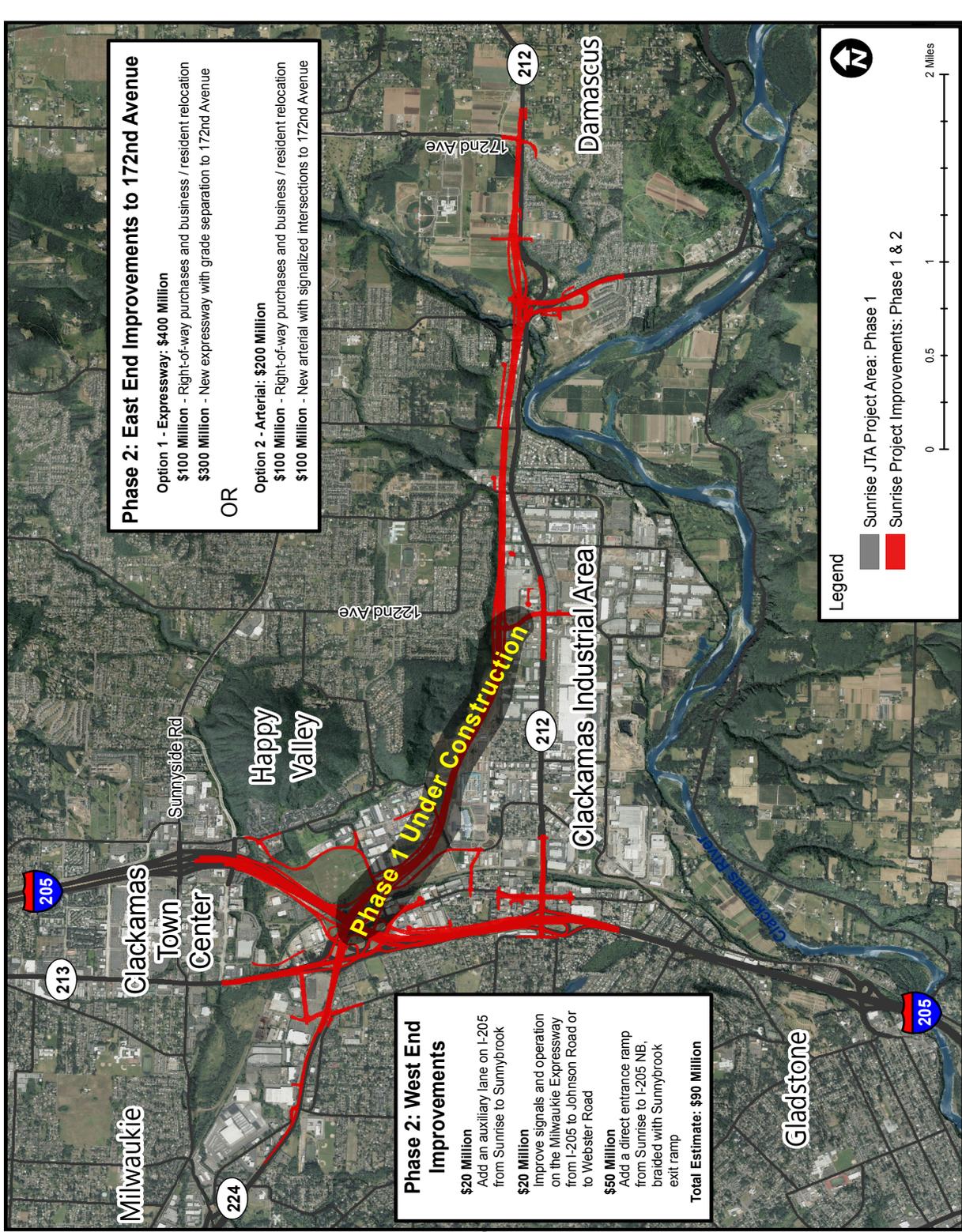


Sunrise Phase I construction

POLICY ISSUE

Sunrise System, continued

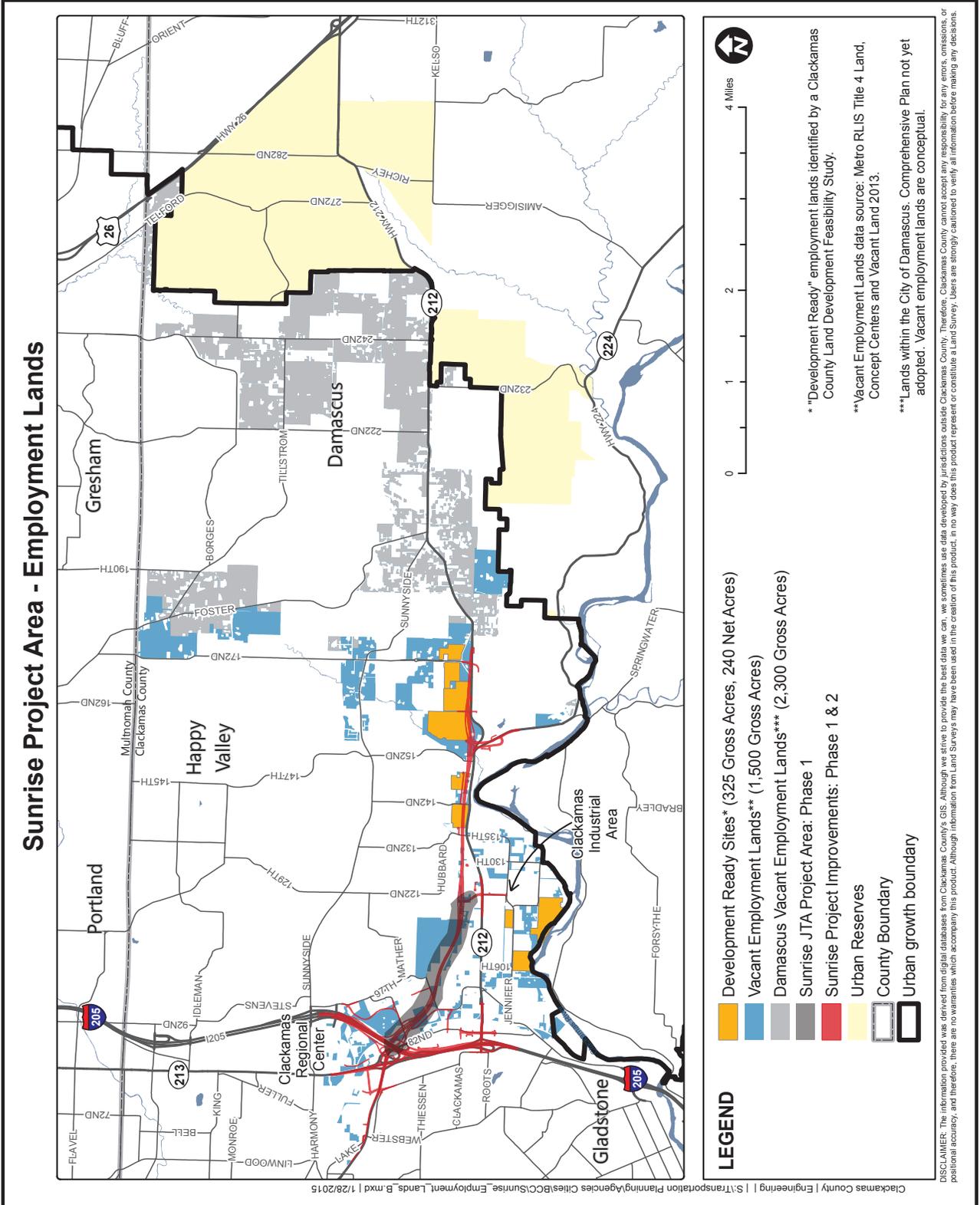
Sunrise Project Improvements - Needed Projects



DISCLAIMER: The information provided was derived from digital databases from Clackamas County's GIS. Although we strive to provide the best data we can, we sometimes use data developed by jurisdictions outside Clackamas County. Therefore, Clackamas County cannot accept any responsibility for any errors, omissions, or positional accuracy, and therefore, there are no warranties which accompany this product. Although information from Land Surveys may have been used in the creation of this product, in no way does this product represent or constitute a Land Survey. Users are strongly cautioned to verify all information before making any decisions.

POLICY ISSUE

Sunrise System, continued



POLICY ISSUE

I-205 Expansion

The Clackamas County Board of Commissioners seeks to address the ever-increasing traffic congestion plaguing the Interstate 205 (I-205) Corridor, a key regional transportation artery that is critical to the economic health of the County, the region, and the state. As significant growth continues in the region, congestion on I-205 will worsen, further threatening efficient freight movement and travel reliability for industries within the state and the Pacific Northwest.

I-205 Expansion

The economy of the Pacific Northwest is highly dependent on trade. A significant portion of the freight traffic upon which the regional economy depends funnels through I-5 and I-205, the latter of which is a 37-mile state-designated freight and truck route that connects the Portland, OR and Vancouver, WA metropolitan areas.



I-205 at the Willamette Falls viewpoint
courtesy ODOT

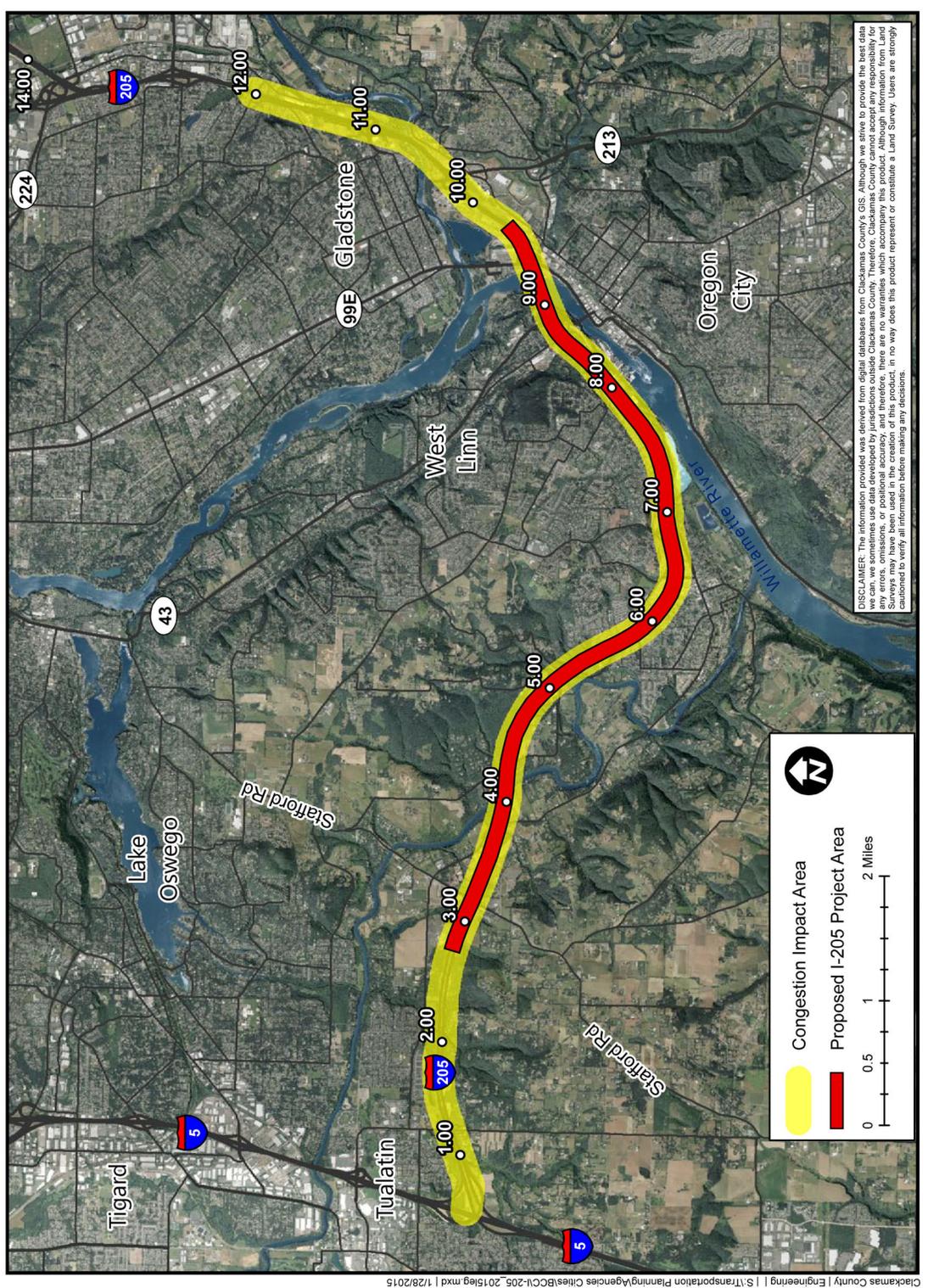
A six-mile stretch of the south I-205 Corridor in Clackamas County between Stafford Road and OR 99E is one of the last four-lane (two lanes in each direction) stretches of freeway in the Portland metropolitan area. There are significant chokepoints along this stretch, and it is not unusual for these chokepoints to experience frequent failures, particularly during peak weekday travel times. Immediate attention to this issue is needed if we are to preserve the reliability of the regional highway system for businesses, industries, and residents.

Clackamas County is currently working with its local, regional, state, and federal partners to draw attention to this project, which is of vital importance to the Portland metropolitan region. The County asks the Congressional delegation for funding to add an additional lane of capacity in each direction on this stretch of I-205. Without additional travel lanes, this portion of I-205, which traverses unincorporated Clackamas County and the cities of West Linn and Oregon City, will be overwhelmed by forecasted traffic volumes and negatively impact regional freight mobility. The I-205 expansion project is listed as a Federal Highway Administration Project of National and Regional Significance.

POLICY ISSUE

I-205 Expansion, continued

I-205 Operational Enhancements Project



POLICY ISSUE

I-205 Expansion, continued

I-205 Operational Enhancements Project

THE PROPOSAL

The I-205 Operational Enhancements Project would add a third lane in the northbound and southbound directions of I-205 from the Stafford Road interchange to the Abernethy Bridge, including adding an auxiliary lane to the bridge, consistent with Metro's Regional Transportation Plan.



THE BACKGROUND

I-205 is a freight and commuter bypass to the I-5 corridor in the Portland/Vancouver metropolitan area.

- Average daily traffic volume: 155,000-165,000 -- more traffic than I-5 [ODOT]
- 10-12% of traffic is freight -- more than 16,000 trucks per day [ODOT]
- The identified 6-miles represent the last two-lane stretch of I-205 in Oregon
- Bottleneck congestion entering this corridor can create three to four additional miles of gridlock
- Project identified by the Federal Highway Administration as a Project of National and Regional Significance

THE NEED

Support continued economic growth

I-205 connects:

- Oregon businesses to the Portland International Airport
- Southern Washington businesses to Oregon and California
- Local agriculture to the Portland urban area

Reduce congestion/improve mobility

The narrow, two-lane profile causes congestion, severely compromises speeds during peak periods, and leads to interchange queues that impact mainline lanes. This congestion creates additional delay and a lack of reliability through the corridor. As significant development continues to occur on buildable employment land in Tualatin and Wilsonville at the confluence of I-205 and I-5, traffic and congestion will worsen in coming years.

Improve Safety

The crash rate on southbound I-205 at the Abernethy Bridge is 0.87 crashes per million vehicle miles traveled, considerably higher than the statewide average of 0.67 for similar facilities. That puts this location on the state's top 5% of the Safety Priority Index System (SPIS) list. This high rate is significantly related to the short distance for weaving on the bridge in the southbound direction.

THE COST

ODOT estimates the expansion to cost nearly \$260 million. The first few phases, including environmental and preliminary engineering work, can be completed for \$10 to \$20 million – or roughly 10% of the estimated construction costs.

THE BENEFITS

- Improved safety and enhanced mobility on I-205 between the Abernethy Bridge and Stafford Road, and reduced bottleneck congestion for approaching traffic
- Reduced severity and duration of congestion
- Improved reliability for travel times
- Improved seismic stability of the Abernethy Bridge

POLICY ISSUE

Willamette Falls

Willamette Falls Locks

The Clackamas County Board of Commissioners supports the continued operation of the Willamette Falls Locks. The Locks were the oldest continuously operating multi-lock system in the United States and are a critical historic and cultural resource for Clackamas County and the region. The Locks allow boat traffic to navigate beyond the Falls, without which the Willamette River becomes two disconnected rivers for navigational purposes.

In 2005, the Locks were in danger of closing permanently and were in need of significant repair. In an effort to keep the Locks open, then-Governor Ted Kulongoski designated the effort an Oregon Solutions project. Clackamas County became one of the more than 20 public and private sector organizations committed to keeping the Locks operating. With partnerships and additional local funding, the Oregon Solutions team succeeded by keeping the Locks operating since 2005. When Oregon Solutions completed its role in 2009, the working group continued as the One Willamette River Coalition.

In 2009, more than \$2 million in federal stimulus funds and Congressional appropriations allowed the U.S. Army Corps of Engineers to complete a required Hydraulic and Steel Structures inspection and repairs. The Locks were operated safely under a reduced schedule until November 2011, until further inspection discovered the gates were in danger of fracture and could not be safely operated.

The continued operation of the Locks is also important to the Canby Ferry, which is operated by Clackamas County. The Canby Ferry is transported through the Locks for periodic maintenance at dry dock in Portland. Without operation of the Locks, the Ferry will need to be transported via road at considerable expense for future maintenance needs.

Clackamas County remains a member of the One Willamette River Coalition and seeks federal support to repair and reopen the Willamette Falls Locks. At the same time, the County has formed a new working group with local and regional governments and businesses to identify short-term solutions to funding and reopening the Locks. The County supports the efforts of the One Willamette River Coalition in seeking other federal opportunities and funding streams to keep the Willamette Falls Locks operating now and into the future.



Willamette Falls

POLICY ISSUE

Willamette Falls, continued

Willamette Falls Heritage Area

The Clackamas County Board of Commissioners supports the federal designation of the Willamette Falls Heritage Area. In 2007, public and private sector organizations gathered to designate a stretch of the Willamette River between the mouths of the Clackamas and Tualatin rivers as a National Heritage Area. This group became the Willamette Falls Heritage Area Coalition. As a testament to their efforts and the importance of the site, the Oregon Heritage Commission approved state heritage area status for the Willamette Falls Heritage Area in February 2015.

National Heritage Areas are places where natural, cultural, and scenic resources combine to form a cohesive, nationally important landscape arising from patterns of human activity shaped by geography. National Heritage Areas are designated by Congress. The National Park Service provides technical, planning, and limited financial assistance to National Heritage Areas.

The mission of the Willamette Falls Heritage Area Coalition is to advocate for and strengthen the identity of the historic working communities of Oregon City and West Linn by preserving and promoting their important and distinctive natural, cultural, scenic, recreational, and industrial resources through public/private partnerships. Clackamas County remains an active partner in this coalition and fully supports federal designation of the Willamette Falls as a National Heritage Area.

Willamette Falls Legacy Project

The Clackamas County Board of Commissioners seeks federal funding to support the public access component of the 23-acre former Blue Heron paper mill site adjacent to Willamette Falls in Oregon City. Since the closure of the Blue Heron Paper Co. and the accompanying loss of 175 jobs, the County has partnered with the State of Oregon, Metro, and Oregon City to explore the feasibility of redeveloping the site. While the site presents significant structural and environmental challenges, redevelopment has the potential to greatly benefit the economy of the entire region.

The Willamette Falls Legacy Project represents a truly unique development opportunity that would create a landmark destination for the state. However, due to the scale and significance of this opportunity, a consortium of public funding sources will be required to eliminate barriers to private-sector investment and create a site that is development-ready and marketable. In 2013, the State of Oregon committed \$5 million to the project. Clackamas County has committed \$100,000 towards the master plan effort led by Oregon City and is providing federal representation services to the project.

Through redevelopment, the project is expected to:

- Create 560 to 1,110 construction jobs, and 550 to 1,090 office and retail jobs;
- Attract some 660,000 visitors per year, driving demand for an additional 600 local jobs; and
- Boost property values in Oregon City, both on-site and in the surrounding area.

POLICY ISSUE

Willamette Falls, continued

**BEFORE THE BOARD OF COUNTY COMMISSIONERS
OF CLACKAMAS COUNTY, STATE OF OREGON**

A Resolution in the Matter
of Reopening the Willamette Falls Locks

Resolution No. 2014- 124
Page 1 of 3

WHEREAS, On January 1, 1873, the Willamette Falls Locks opened to allow passage around the waterfall at Oregon City thereby providing access to a one river system; and

WHEREAS, in 1915, the U.S. Army Corps of Engineers purchased the Locks from the private operator thereby ensuring free public passage through the Locks; and

WHEREAS, in 1974, the Willamette Falls Locks were listed on the National Register of Historic Places; it was the first significant facility built to improve navigation on the Columbia-Snake River Inland Waterway system, and the most important through 1939; and

WHEREAS, in 1991, the Willamette Falls Locks was designated as a State Historic Civil Engineering Landmark by the American Society of Civil Engineers; and

WHEREAS, in 2006, Governor Kulongoski designated the Willamette Falls Locks as an Oregon Solutions project and formed the Willamette Falls Locks Oregon Solutions Task Force, which continues today as the One Willamette River Coalition, coordinated by the Willamette Falls Heritage Foundation, to preserve the Locks and support its continued operation; and

WHEREAS, Clackamas County is an active member of the One Willamette River Coalition, which represents a partnership of businesses, local governments, and nonprofit organizations working to ensure the Locks remain functional as a connector for the otherwise separate waterways of the Upper and Lower Willamette River; and

WHEREAS, on October 23, 2008, the Center for Economic Development Education and Research released a report under contract to the Willamette Falls Heritage Foundation, entitled *The Willamette Falls Locks: A Case Study Analysis of Potential Transfer Issues*; and

WHEREAS, from 2006 through 2010, funding provided to the Corps from the Oregon Department of Transportation, Clackamas County, and the U.S. Congress allowed for seasonal operations and selected structural upgrades, including \$2.2 million in funds from the American Recovery and Reinvestment Act of 2009 (PL 111-5); and

WHEREAS, in November, 2011, the Willamette Falls Locks were placed into "non-operational" status and on short notice were closed to vessel passage based upon an engineering assessment that identified safety concerns of potential failure; and

POLICY ISSUE

Willamette Falls, continued

**BEFORE THE BOARD OF COUNTY COMMISSIONERS
OF CLACKAMAS COUNTY, STATE OF OREGON**

A Resolution in the Matter
of Reopening the Willamette Falls Locks



Resolution No. 2014 - 124
Page 2 of 3

WHEREAS, closure has placed a severe hardship on commercial, recreational, and tribal river users, including businesses which have used the Willamette Falls Locks for 127 years for transporting aggregate, logs, and other goods and conducting dredging and towing operations; and

WHEREAS, in March 2012, the National Trust for Historic Preservation declared the Willamette Falls Locks as one of the most threatened National Treasures, thereby providing added technical assistance; and

WHEREAS, in 2012, the Historic Preservation League of Oregon (now Restore Oregon) named the Willamette Falls Locks as one of its 10 "Most Endangered Places"; and

WHEREAS, the Locks are a primary historic asset under applications being prepared for designation of the area at the Willamette Falls as State and National Heritage Areas; and

WHEREAS, on September 23, 2013, the Corps of Engineers gave notice of their intent to initiate a public consultation process under Section 106 of the National Historic Preservation Act to determine whether the closure action had adverse effects on the historic integrity of the Locks based upon the defining qualities and features that made the Locks eligible for listing on the National Register of Historic Places; and

WHEREAS, on May 15, 2014, the Corps of Engineers released their finding of historic adverse effects under Section 106 of the Historic Preservation Act and announced their intent to proceed with development of an agreement to establish how to best "avoid, minimize or mitigate" the identified adverse effect to the historic character of the Locks; and

WHEREAS, on September 30, 2014, the economics consulting firm ECONorthwest, under contract to the Willamette Falls Heritage Foundation, published the *Willamette Locks Potential Report*, providing information on potential operating costs and community benefits of reopening the Locks; and

WHEREAS, Clackamas County has supported funding for the Locks through its federal legislative agenda and has also contributed funding toward the *Willamette Locks Economic Potential Report* conducted by ECONorthwest.

POLICY ISSUE

Willamette Falls, continued

**BEFORE THE BOARD OF COUNTY COMMISSIONERS
OF CLACKAMAS COUNTY, STATE OF OREGON**

A Resolution in the Matter
of Reopening the Willamette Falls Locks



Resolution No. 2014- 124
Page 3 of 3

**NOW THEREFORE, the Clackamas County Board of County Commissioners do hereby
resolve as follows:**

1. Clackamas County urges the Corps of Engineers to reopen the Willamette Falls Locks to general public commercial, recreational, and cultural marine traffic.
2. Clackamas County thanks the Corps of Engineers for working with local stakeholders to assess and mitigate the adverse effects of the closure and urges the Corps of Engineers to expedite the needed repairs and craft a plan for sustainable operations of the Locks.
3. Clackamas County supports recognition of the Willamette Falls Locks in the Regional Transportation Plan and inclusion of the Willamette Falls Locks as a Metro Joint Policy Advisory Committee on Transportation (JPACT) federal priority.
4. Clackamas County supports creation of a State Task Force to work with the Corps of Engineers to develop a plan for sustainable operations of the Willamette Falls Locks.
5. Clackamas County urges the Oregon Congressional delegation to support the expedited repair and reopening of the Willamette Falls Locks.

DATED this 18th day of December, 2014

CLACKAMAS COUNTY BOARD OF COMMISSIONERS

Chair

Recording Secretary

INFORMATION ITEM

Clackamas County Economic Landscape

CLACKAMAS COUNTY ECONOMIC LANDSCAPE OVERVIEW

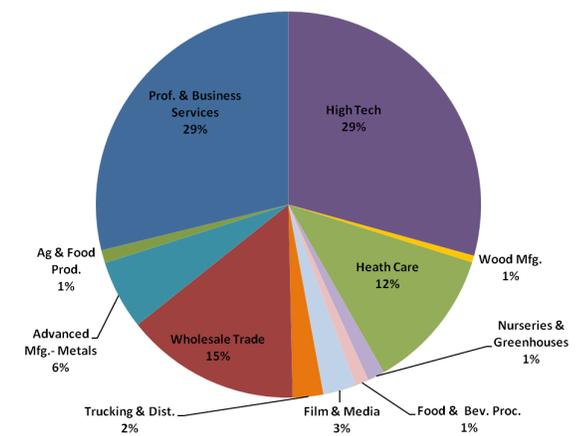
Background

Clackamas County supports economic development in the County through programs and partnerships. Coordinating those efforts is the Business & Economic Development division. The guiding principles of the Clackamas County Economic Development Plan include:

- Business retention and growth
- Business recruitment
- Infrastructure
- Workforce and education
- Regional collaboration
- Key Industry Clusters:
- Advanced Manufacturing – Metals and Machinery
- Food and Beverage Processing
- Health Care
- High Tech
- Nurseries and Greenhouses
- Professional & Business Services
- Trucking & Distribution
- Wholesale Trade
- Wood Product Manufacturing
- Agriculture and Food Production
- Film and Media Production

Direct GDP contributions of Key Clusters¹

Total GDP in Clackamas County was approximately \$18.1 billion in 2012. The combined direct impact of the 11 key clusters accounted for approximately \$10.3 billion in direct annual GDP (nearly 57% of total county GDP) and accounted for 43% of the county’s jobs. According to the IMPLAN model for Clackamas County, the average employee compensation for the key clusters was \$47,300 in 2012, which was 21% above the average compensation level within the County.



Annual Contributions of Clusters in Clackamas County, 2012

¹ These dollars have not been adjusted for inflation.

INFORMATION ITEM

Clackamas County Economic Landscape, continued

Clackamas County Establishments and Employees

Clackamas County’s economic landscape is dominated by more smaller business establishments than the region as a whole.

Allocation of Employees by Establishment Size: Clackamas County vs. Portland-Beaverton-Hillsboro-Vancouver Primary Metropolitan Statistical Area (PMSA)

Tri-County Economic and Demographic Indicators

	Clackamas	Multnomah	Washington	Oregon / U.S.
Resident Population (July 1, 2014)	391,525	765,775	560,465	3,962,565
Total non-farm employment: Public and Private Sectors (December 2014)	145,900	477,200	267,600	1,750,800
Percentage of resident work force who are currently unemployed (November 2014)	6.1%	6.0%	5.6%	6.7% (Oregon) 5.6% (U.S.)
Adjusted Gross Income (2012 tax returns)	\$12.05 billion	\$20.97 billion	\$16.5 billion	\$99.6 billion
	(12.1% of statewide totals) (24.3% of tri-county totals)	(21% of statewide totals) (42.3% of tri-county totals)	(16.6% of statewide totals) (33.4% of tri-county totals)	
State Income Taxes Paid (2012 tax returns)	\$733.2 million	\$1.28 billion	\$1.01 billion	\$5.72 billion
	(12.8% of statewide totals) (24.2% of tri-county totals)	(22.4% of statewide totals) (42.4% of tri-county totals)	(17.6% of statewide totals) (33.4% of tri-county totals)	
Median Household Income (2008-2012)	\$63,951	\$51,582	\$64,375	\$50,036 (Oregon) \$53,046 (U.S.)
Average age of county residents	40.5 years	35.8 years	35.3 years	38.5 years
Education attainment levels:				
High School Diploma or GED among residents age 25 or older	92.4%	89.5%	90.7%	89.2% (Oregon) 85.7% (U.S.)
Bachelor’s degree or higher among residents age 25 or older	31.8%	39.2%	39.5%	29.2% (Oregon) 28.5% (U.S.)
<i>Note: The figures shown here in blue represent <u>all-time record highs</u></i>				
<i>Sources:</i>				
U.S. Census Bureau		WorkSource Oregon		Updated: 02/06/15

Source: www.youreconomy.org; compiled based on Dun & Bradstreet data.

INFORMATION ITEM**Clackamas County Economic Landscape, continued****Employment Growth Forecast**

Over the long-term, Metro anticipates that the region will continue to add people and attract jobs. Metro expects the nine-county Portland-Beaverton-Hillsboro-Vancouver PMSA to add nearly one million new residents by year 2050. Within the larger PMSA, the tri-county Metro region (consisting of Clackamas, Multnomah, and Washington counties) is expected to add nearly 288,000 new households and 396,000 new jobs over the 2010-2035 timeframe.

Metro Growth Forecasts for Households and Employment, 2010-2035

	2010	Proj. 2035	Projected Change	Percent Change
Households				
Clackamas County	140,469	198,459	57,990	41%
Multnomah County	304,469	442,778	138,309	45%
Washington County	202,647	294,174	91,527	45%
Total 3 County Area	647,585	935,411	287,826	44%
Employment				
Clackamas County	127,386	194,920	67,534	53%
Multnomah County	419,164	597,532	178,368	43%
Washington County	232,019	382,310	150,291	65%
Total 3 County Area	778,569	1,174,762	396,193	51%
Jobs Per Household Ratio				
Clackamas County	0.91	0.98	1.16	
Multnomah County	1.38	1.35	1.29	
Washington County	1.14	1.30	1.64	
Total 3 County Area	1.20	1.26	1.38	

INFORMATION ITEM

Clackamas County Budget

clackamas county budget summary

**Amended FY 2013-14 vs. Proposed 2014-15 Budgets
Of Agencies for which the County is Responsible**

AGENCY	FY 13-14 AMENDED	FY 14-15 PROPOSED
Clackamas County (detail on reverse)	\$622.6 million	\$604.7 million
Water Environment Services	\$95.3 million	\$76.2 million
Development Agency	\$70.5 million	\$70.3 million
North Clackamas Parks & Recreation District	\$24.5 million	\$34.8 million
Library District of Clackamas County	\$15.3 million	\$16.8 million
Enhanced Law Enforcement District	\$5.9 million	\$6.1 million
Extension and 4-H Service District	\$4.6 million	\$5.3 million
Street Lighting District #5	\$2.7 million	\$3.5 million
Total Board Budget Authority	\$841.4 million	\$817.7 million

Unemployment Rate — U.S., Oregon & Clackamas County

Month/Year	U.S.	Oregon	Clackamas County
March, 2010	9.7%	10.6%	10.4%
March, 2011	8.9%	9.6%	9.0%
March, 2012	8.2%	8.6%	7.9%
March, 2013	7.6%	8.2%	7.4%
March, 2014	6.7%	6.9%	6.3%

Median Home Sale Price — Clackamas County

Month/Year	Home Sale Price
March, 2010	\$249,200
March, 2011	\$240,000
March, 2012	\$230,000
March, 2013	\$255,000
March, 2014	\$282,000

Sources: FY 2013-14 Amended County Budget; FY 2014-15 Proposed County Budget; Oregon Employment Department; and Clackamas County Assessor's Office

INFORMATION ITEM

Clackamas County Budget, continued

clackamas county budget summary

Amended FY 2013-14 vs. Proposed FY 2014-15 Budgets
By County Department

DEPARTMENT	FY 2013-14 AMENDED	FY 2014-15 PROPOSED
Health, Housing & Human Services (H3S)	\$116.7 million	\$111.8 million
County Sheriff (incl. Community Corrections)	\$92.3 million	\$95.7 million
Transportation & Development	\$81.2 million	\$75.9 million
Business & Community Services	\$41.8 million	\$33.7 million
Finance ¹	\$33.1 million	\$33.0 million
Employee Services ²	\$22.7 million	\$22.7 million
Technology Services	\$16.6 million	\$14.9 million
District Attorney	\$11.8 million	\$11.8 million
Juvenile	\$9.1 million	\$9.0 million
County Assessor	\$7.1 million	\$7.2 million
Emergency Communications	\$6.9 million	\$7.3 million
Justice Court	\$6.0 million	\$4.1 million
Tourism & Cultural Affairs	\$4.1 million	\$4.1 million
County Clerk	\$3.9 million	\$3.2 million
Public & Government Affairs	\$3.8 million	\$3.5 million
Emergency Management	\$3.0 million	\$3.0 million
County Counsel	\$2.1 million	\$2.2 million
County Administration	\$2.0 million	\$2.1 million
Board of County Commissioners	\$1.4 million	\$1.5 million
County Treasurer	\$653,000	\$665,000
<i>Not in a department</i>		
Non-departmental General Fund ³	\$119.5 million	\$121.6 million
Agency Payrolls	\$16.8 million	\$17.1 million
Other ⁴	\$10.2 million	\$9.2 million
Debt	\$9.8 million	\$9.5 million
Total County Budget	\$622.6 million	\$604.7 million

(1) Finance, Purchasing, Facilities, Fleet, Capital Projects Reserves

(2) Includes risk management and employee benefits self insurance funds

(3) Operating transfers to other departments, general county items, contingency, reserves

(4) Includes Resolution Services, County School, Safety Net Legislation Local Projects, Employer Contribution Reserve, Transient Room Tax, Law Library

Sources: FY 2013-14 Amended County Budget; FY 2014-15 Proposed County Budget

INFORMATION ITEM

Clackamas County Map

