
Thursday, March 05, 2020

6:45 PM – 8:30 PM

Development Services Building

Main Floor Auditorium, Room 115

150 Beavercreek Road, Oregon City, OR 97045

AGENDA

6:15 p.m. Dinner and Meet and Greet

6:45 p.m. Pledge of Allegiance

Welcome & Introductions

Chair Jim Bernard & Mayor Brian Hodson, Co-Chairs

Housekeeping

- Approval of February 06, 2020 C4 Minutes

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6:50 p.m. ODOT Presentation on I-5 and I-205 Tolling

- Managing Congestion and Raising Revenue Flier
- Tolling FAQ

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Page 09

7:45 p.m. 2020 Legislative Session

Presenting: Chris Lyons, Government Affairs Manager

- Legislative Staff Memo and Support Letters

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8:00 p.m. Executive Committee Appointments

- Staff Memo

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8:10 p.m. 2020 C4 Retreat Working Draft

- Retreat Blueprint

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8:15 p.m. Updates/Other Business

- T2020
- JPACT/MPAC Updates
- R1ACT Update
- Other Business

8:30 p.m. Adjourn

General Information



Current Voting Membership

		C4 Exec	C4 Metro	C4 Rural	JPACT	MPAC	R1ACT
Clackamas County	Chair Jim Bernard	●	●	●			
Clackamas County	Commissioner Paul Savas		●	●	●		●
Canby	Mayor Brian Hodson	●		●			●
CPOs	Martin Meyers (Redland CPO)	●	●	●			
Estacada	Mayor Sean Drinkwine			●			
Fire Districts	Matthew Silva (Estacada Fire District)	●					
Gladstone	Mayor Tammy Stempel		●				
Hamlets	John Keith (Stafford Hamlet)			●			
Happy Valley	Councilor Markley Drake		●				●
Johnson City	Vacant						
Lake Oswego	Councilor Theresa Kohlhoff	●	●		●	●	●
Milwaukie	Councilor Kathy Hyzy		●			●	
Molalla	Mayor Keith Swigart			●			
Oregon City	Mayor Dan Holladay		●				
Portland	Vacant						
Rivergrove	Mayor Walt Williams		●				
Sandy	Mayor Stan Pulliam			●			
Sanitary Districts	Paul Gornick (Oak Lodge Water Services)	●					
Tualatin	Councilor Paul Morrison		●				
Water Districts	Hugh Kalani (Clackamas River Water)						
West Linn	Mayor Russ Axelrod		●				
Wilsonville	Mayor Tim Knapp		●		●		

Current Ex-Officio Membership

MPAC Citizen Rep	Ed Gronke (Alt.)
Metro Council	Councilor Christine Lewis
Port of Portland	Emerald Bogue
Rural Transit	Tom Strader
Urban Transit	Tom Markgraf (TriMet)

Frequently Referenced Committees:

- CTAC:** Clackamas Transportation Advisory Committee (C4 Transportation TAC)
- JPACT:** Joint Policy Advisory Committee on Transportation (Metro)
- MPAC:** Metro Policy Advisory Committee (Metro)
- MTAC:** Metro Technical Advisory Committee (MPAC TAC)
- R1ACT:** Region 1 Advisory Committee on Transportation (ODOT)
- TPAC:** Transportation Policy Advisory Committee (JPACT TAC)

Thursday, February 06, 2020
Development Services Building
 Main Floor Auditorium, Room 115
 150 Beaver Creek Road, Oregon City, OR 97045

Attendance:

Members: **Clackamas County:** Jim Bernard, Paul Savas; **CPOs:** Laurie Swanson (Molalla), Martin Meyers (Redland-Viola-Fischers Mill) (Alt.); **Estacada:** Sean Drinkwine, Katie Dunsmuir (Alt.); **Fire Districts:** Mathew Silva; **Hamlets:** Kenny Sernach; **Happy Valley:** Markley Drake; **Lake Oswego:** Theresa Kohlhoff; **Milwaukie:** Kathy Hyzy, Wilda Parks (Alt.); **Molalla:** Keith Swigart; **MPAC Citizen:** Ed Gronke (Alt.); **Sandy:** Stan Pulliam; **Transit:** Julie Wehling (Canby); Dwight Brashear (SMART); Tom Markgraf (TriMet); **Tualatin:** Paul Morrison; **Water Districts:** Hugh Kalani; **West Linn:** Russ Axelrod; **Wilsonville:** Tim Knapp

Staff: Trent Wilson (PGA); Chris Lyons (PGA)

Guests: Jaimie Huff (Happy Valley); Jamie Stasny (DTD); Mark Ottenad (Wilsonville/SMART); David Marks (CCBA); Jeff Gudman (Lake Oswego Resident); Marge Stewart (Firwood CPO); Megan McKibben (Cong. Schrader); Teresa Christopherson (Mt. Hood Express); Thomas Schrader (South County Transit); Eric Underwood (PGE)

The C4 Meeting was recorded and the audio is available on the County's website at <http://www.clackamas.us/c4/meetings.html> . Minutes document action items approved at the meeting.

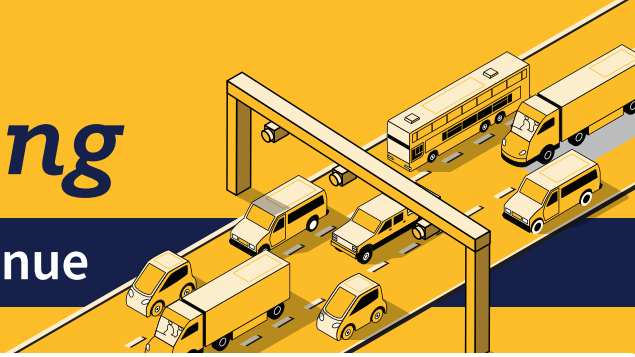
<u>Agenda Item</u>	<u>Action</u>
Approval of December 5, 2019 C4 Minutes	Approved.
Membership Update in March	March meeting will include dinner, provided 30m earlier than normal meeting time.
Strategic Investment Fund	Assistant Director of Transportation Mike Bezner presented a ten year project strategy using the funds from the strategic investment fund. C4 members had no comments, aside from being mindful to use current population estimates during distribution of other 60/40 funds. Staff to revisit the list with C4 at a regular interval to share project plans, updates to project list.

<p>2020 Legislative Session</p>	<p>Government Affairs Manager Chris Lyons provided a synopsis of the first week of the 2020 legislative session, with an update focusing on Cap and Trade (SB 1530) and I-205.</p> <p>For I205 – Rep. Prusak is advancing an amendment to a broad transportation bill that would amend HB 2017 (from 2017) so that funds dedicated to the Rose Quarter would come to I-205, due to project readiness.</p> <p>Cap and Trade will see many changes, if it passes at all. C4 discussed the nuances of local transportation funding and is eager track the outcomes.</p>
<p>2020 C4 Retreat Brainstorm</p>	<p>The 2020 C4 retreat will be on June 5-6. C4 members voiced a few key topics they would like to see at the upcoming retreat, including climate, housing, and transit issues.</p>
<p>Updates/Other Business</p> <ul style="list-style-type: none"> • T2020 • JPACT/MPAC Updates • Other Business 	<p>T2020 – Members learned about upcoming opportunities to advance tier 2 projects, and also discussed the county’s influence and successes at the regional level.</p> <p>JPACT/MPAC – MPAC meetings moving to once per month, and to focus on “equitable development” policy, which may include mixed income, educational pipelines, and community wellness principles. JPACT will discuss the I-5 bridge, regional mobility policy, and emergency evacuation routes.</p> <p>Other Business: R1ACT to be considered by executive committee as an additional “update” item.</p>

Adjourned at 8:19 p.m.

I-5 and I-205 Tolling

Managing Congestion and Raising Revenue



Winter 2020

We Have a Congestion Problem

People traveling in or through the Portland metro area experience impacts to their quality of life from traffic congestion on highways and local roadways. From 2015 to 2017 the average number of congested hours on the freeways increased by 13%. This costs the Portland metro region \$2 million per day in time and productivity. This is valuable time where people and goods are stuck sitting in traffic. And it's getting worse. By 2040¹ there will be a 35% increase in population and 1.8 million more vehicular trips per weekday traveling in or through the region.

Working on a Solution

In 2017, the Oregon Legislature passed House Bill 2017, known as "Keep Oregon Moving." This bill committed hundreds of millions of dollars in projects that will address our congestion problem and improve the transportation system in the region and statewide. HB 2017 funded bottleneck relief highway projects, freight rail enhancements, improvements to transit, and upgrades to biking and walking facilities. The Legislature also directed the Oregon Transportation Commission (OTC) to pursue and implement tolling on I-5 and

I-205 in the Portland Metro region to help manage traffic congestion. A 2018 feasibility analysis, which included both technical analysis and public input, determined that tolling could help manage congestion and raise revenue on I-5 and I-205. Revenue raised from tolling could be used for congestion relief.

We need to explore every tool for addressing congestion and a funding strategy to support these efforts as gas tax revenue declines. Tolling is one tool.

How Will Tolls Relieve Congestion?

The use of variable rate tolls manages traffic flows and improves roadway efficiency by charging a higher price during peak traffic periods. The higher fee, encourages some drivers to consider using other travel options such as carpools or transit, or changing their travel time to other, less congested times of the day. A small reduction in the number of vehicles on a road can significantly improve travel flow.

¹Oregon Department of Transportation. 2018 Traffic Performance Report.

Portland: Oregon Department of Transportation: Region 1, December 2018. Web. 7 Nov. 2019.

Listening to the Community

Tolling is a new concept to most Oregonians. During the 2018 feasibility analysis the feedback from the community was nearly unanimous across demographics: There is a congestion problem, it is having a negative impact on quality of life, and it is getting worse.

Discussions with the public, regional stakeholders and elected officials revealed three consistent themes with tolling:

- The need to avoid negatively impacting low-income communities
- The need for improved transit and other transportation choices
- The need to address the potential of tolling to divert traffic to local streets

ODOT is committed to continue gathering feedback from the public and will work to address these concerns throughout the next project phase.

Prioritizing Equity and Mobility

ODOT seeks to ensure the benefits of reduced congestion and improved mobility are shared across all demographics.



ODOT has heard concerns about the negative impacts this program could have for people with lower incomes. Many low income and vulnerable communities have been priced out of centrally located neighborhoods by high housing costs and are now living farther away from employment and services. These same individuals often have less flexibility with travel times and may not have access to other transportation options.

ODOT plans to collaborate with community partners to work toward an equitable distribution of the benefits of reduced congestion. An equity framework will guide the entirety of this project, with the goal of gaining better outcomes for traditionally disadvantaged and underserved communities. ODOT will convene an Equity and Mobility Advisory Committee in early 2020 to aid these efforts.

Current Status

Building on the 2018 feasibility analysis, ODOT is moving ahead:

I-205: Evaluate I-205 tolling options to raise revenue and manage congestion through variable rate tolls on I-205 at or near the Abernethy Bridge. Revenue generated by these tolls could help fund the planned widening and seismic improvements from Stafford Road to OR 213² building a third lane in each direction of I-205 and completing seismic upgrades to the Abernethy Bridge and eight other bridges. The environmental review process for I-205 tolling will begin in early 2020. Tolling could begin in 2023.

I-5: Initiate additional traffic and mobility analysis for I-5 that examines start and end points for variable rate tolls with a goal of reducing congestion on about seven miles of I-5 through central Portland approximately between N Going/ Alberta Street and SW Multnomah Boulevard. ODOT anticipates completing this initial analysis by 2021. The results of this analysis will inform the starting timeframe and alternatives for an environmental review.

²<https://www.i205corridor.org/>

What We Heard

“My 25-minute commute from Wilsonville to work in NE Portland has grown to 50 minutes. It’s frequently more than an hour, and sometimes up to two hours. For me, this means more stress at work and home, and less sleep. I worry about my lower-income neighbors who are facing the same challenges.”

– Public comment received during ODOT’s 2018 Feasibility Analysis

Expected Benefits of Tolling



Commuters

- Improved travel time
- Increased reliability and efficiency for all freeway users
- Reduced risk of rear-end crashes
- Improved transportation facilities funded by toll revenue



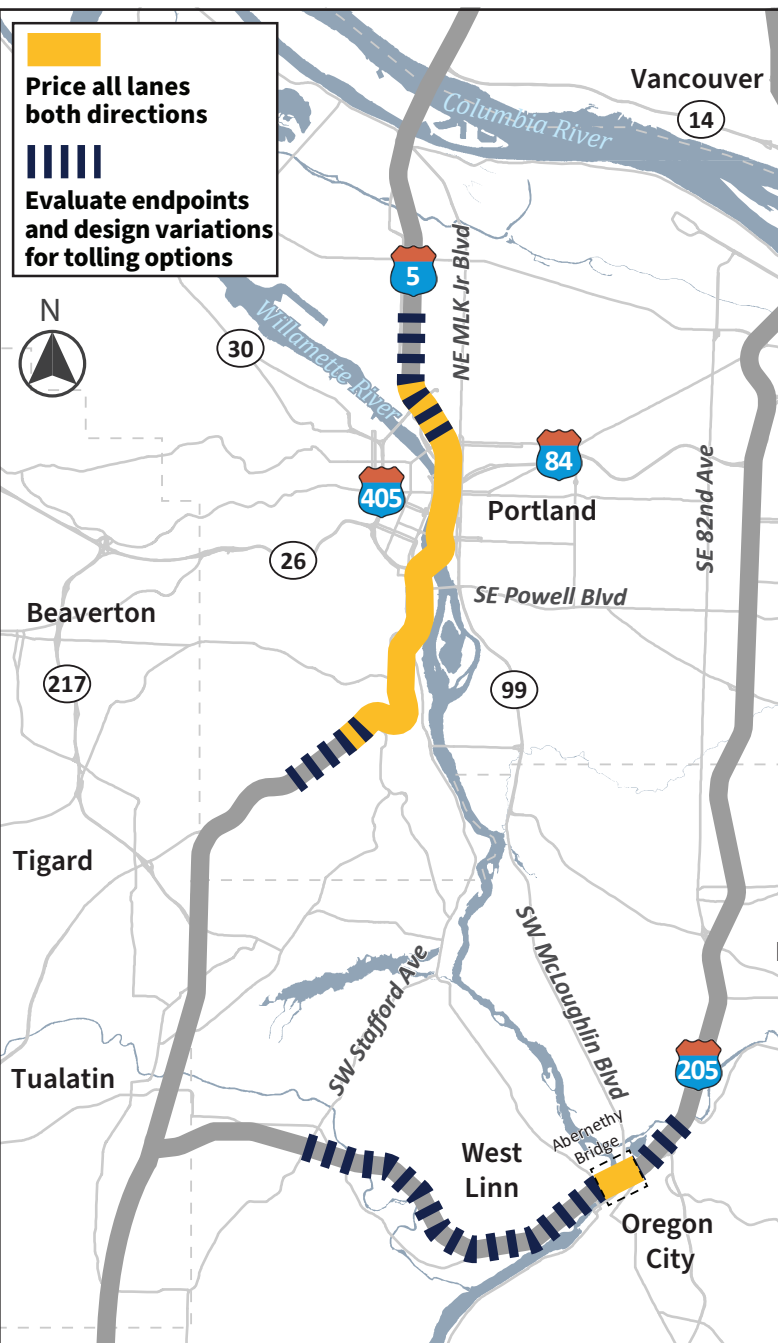
Climate and Communities

- Reduced time sitting in traffic provides quality of life benefits, such as lower stress, and may allow for more time to do the things you enjoy
- Reduced freeway traffic congestion, which will decrease air pollution in adjacent neighborhoods.
- Reduced greenhouse gas emissions and fuel consumption when traffic moves more freely and there is less stop-and-go traffic.
- Transit emits fewer greenhouse gas emissions
- Increased transit use with some road users switching travel modes



Commerce

- Reduced truck travel times and saves freight costs, which are often passed on to the end user
- Improved reliability of shipping times



Project Status

- Feasibility Analysis: Completed 2017-2018
- Planning and Outreach for Environmental Review: In progress
- Tolling Implementation: To be determined

Get Involved

Questions and comments can be submitted at any time to the ODOT project team at:

Web: www.OregonTolling.org

Email: oregontolling@odot.state.or.us

Phone: 1-503-837-3536

Timeline



Si desea obtener información sobre este proyecto traducida al español, sírvase llamar al 503-731-4128.

Nếu quý vị muốn thông tin về dự án này được dịch sang tiếng Việt, xin gọi 503-731-4128.

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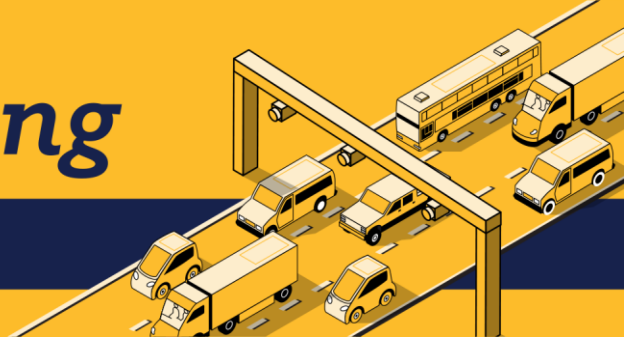
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The information in this document, and the public and agency input received, may be adopted or incorporated by reference into a future environmental review process to meet the requirements of the National Environmental Policy Act.

I-5 and I-205 Tolling

Frequently Asked Questions



February 2020

Q. Why is Oregon considering tolling I-5 and I-205 highways?

A. In 2017, the Oregon Legislature approved House Bill 2017, known as Keep Oregon Moving. This bill committed hundreds of millions of dollars to projects that will address congestion and improve the transportation system statewide. HB 2017 funded bottleneck relief highway projects, freight rail, transit improvements and bicycle and pedestrian facilities. The bill also directed the Oregon Transportation Commission to pursue and implement tolling I-5 and I-205 in the Portland Metro region to provide additional traffic management tools to further manage congestion.

Q. What problem will tolling help address?

A. Tolling will address traffic congestion and mobility challenges in our region. Congestion impacts the economy through delayed movement of goods and services, and compromises reliability and travel time predictability for employers and employees. I-5 and I-205 carry the highest freight volume in the region and these major freight routes experience the highest level of congestion and unreliable travel time. Commuters, business travelers, freight haulers and others now struggle to plan consistent departure and arrival times. From 2015 to 2017 the population grew by 80,000 in the Portland region and drivers experienced a 13 percent increase in the hours of congestion. With projected population growth in the region, congestion will continue to grow. Tolling can help manage how this growth affects our transportation system.

Q. How will tolls help relieve congestion?

A. The use of variable rate tolls manages traffic flow and improves roadway efficiency by charging a higher price during peak traffic periods. The higher fee encourages some drivers to consider using other travel options, such as carpools or transit, or change their travel time to other, less congested times of the day. A small reduction in the number of vehicles on a road can significantly improve travel flow.

Q. What is the objective of variable rate tolling in the Portland Metro Area?

A. The purpose of tolling I-5 and I-205 is to reduce traffic congestion and improve mobility for the region, especially for the trips that depend on the freeway for regional and longer distance travel. Project objectives also include creating a revenue source to help fund bottleneck relief projects. The State of Oregon is exploring tolling as part of a comprehensive approach to better manage congestion in the tri-county metropolitan area.

Q. What is variable rate tolling or congestion pricing?

A. The term variable rate tolling or congestion pricing describes a type of tolling that aims to improve mobility, travel times and reliability by charging a higher price during peak traffic periods. The higher fee, typically implemented along with transit improvements, encourages some drivers to consider using other travel options such as carpools or transit, or change their travel time to other, less congested times of the day. If a small percentage of highway users choose another mode of travel or time of travel it can reduce traffic congestion for those who can't modify their trip and improve traffic flow for the entire system. Congestion pricing is a proven tool to manage congestion with approximately 40 pricing projects in operation across the country.

Q. Where are the proposed tolling locations in Oregon?

A. In 2018, regional stakeholders, agency partners, and the public explored options for tolling as part of a feasibility analysis. The early analysis identified two segments for further evaluation:

- I-5 through central Portland: Tolling a seven-mile section would reduce congestion and provide travel time savings in one of the most severely congested corridors in the Portland metro area.
- I-205 on or around the Abernethy Bridge in Clackamas County: Tolling this area could ease congestion and serve as a funding strategy for the planned widening and seismic strengthening of I-205 between Stafford Road and OR 213, including the Abernethy Bridge.

Further analysis is being conducted now to evaluate these segments and to determine the start and end points of tolling on I-5 and I-205.

Q. Why did the process begin on I-5 and I-205?

A. The Oregon Legislature designated I-5 and I-205 for the first study because they are the primary corridors for moving traded goods north and south through Oregon. Managing traffic congestion and mobility through tolling on these highways may result in the most benefit to the most travelers in the region as well as the statewide economy.

Q. When will tolls be implemented?

A. We are starting an environmental review and analysis for I-205 tolling in early 2020, with a final decision expected in 2022. Tolls could be implemented on I-205 as early as 2023. For I-5, we are initiating additional traffic and mobility analysis that will help identify where tolling would begin and end. We anticipate completing this initial analysis by 2021; the results of this analysis will inform the starting timeframe and alternatives for a formal environmental review process.

Q. Will other Portland area highways be considered for tolling?

A. During the feasibility analysis, we frequently heard from stakeholders and the public an interest in considering tolling on the rest of the regional system. The OTC has expressed an interest in exploring further pricing locations. Such analysis would build on the continued work on I-5 and I-205.

There are other separate efforts to explore congestion pricing in the Portland metro region. Metro is leading a regional congestion pricing technical study to evaluate different regional pricing scenarios and the [City of Portland](#) has a Pricing Options for Equitable Mobility project and convened a community task force to consider pricing options for equitable mobility.

Q. How are you addressing potential impacts to low-income communities and communities of color from tolling?

We will engage low-income communities and communities of color to better understand community needs and concerns. We are working with local and national equity leaders to create a framework for development of the tolling projects that result in benefits for communities that have traditionally been disproportionately negatively impacted by transportation decisions. An Equity and Mobility Advisory Committee (EMAC) will start work in 2020 to help identify strategies to improve outcomes and access to travel choices for all demographics.

We will explore equitable strategies used in other parts of the country, including reduced or free transponders, cash payment options for un-banked individuals, rebates or discounts for different income levels, and integrating benefits between travel modes, such as transit passes that accumulate toll credits. Community engagement and the EMAC will provide critical input to these strategies.

Q. With tolling, will congestion be worse for nearby neighborhoods?

A. Rerouting onto non-tolled surface streets could take place with drivers looking to avoid a toll. We also know that some drivers currently reroute to neighborhood streets to avoid congestion. As freeway travel becomes more reliable, and transit service more accessible, a positive result of variable rate tolling would be to reduce existing rerouting. Overall, the objective of variable rate tolling is to improve mobility by managing the freeway for freight and longer-distance trips so that surface streets can better serve shorter, local trips. The next phase of work will include additional analysis of rerouting and explore solutions in partnership with local agencies and governments.

Q. How much will the tolls cost?

A. Neither the price of tolls nor the exact times of day tolls may be in place have been determined. Those decisions will be based on a variety of factors and policy decisions considered in project development.

Q. Will there be toll booths to collect fees?

A. No. Fees would be collected electronically so drivers do not have to stop. There are different methods used in tolling systems throughout the world, including the use of transponders, a device that collects fees electronically as you drive, and license plate recognition technology. The most appropriate technology for the Portland metropolitan area will be determined at a later stage. Options for individuals without bank accounts will be studied to provide access to all.

Q. How will ODOT use the revenue collected through tolling?

A. The Keep Oregon Moving legislation (House Bill 2017) established a Congestion Relief Fund within the State Highway Fund, which would receive any net proceeds from tolling. Revenues from the Congestion Relief Fund would be spent on roadway projects, which could include travel lanes, bicycle and pedestrian facilities, or some transit improvements in or along the roadway, such as enhanced transit stops.

Q. Will out-of-state residents have to pay tolls in Oregon?

A. The tolling projects being considered would apply to all drivers who use the highways during tolled periods, regardless of the state of residence, just as it is on other tolled facilities around the world.

Q. How can I be involved and have my say?

A. We want to ensure that many perspectives are heard to inform the development of both tolling projects. We will engage the public through events, questionnaires, open houses, advisory committees and working groups. To stay involved visit www.oregontolling.org to sign up to receive project notifications or provide comments. Questions can be submitted at any time to the ODOT project team at oregontolling@odot.state.or.us.

Q. Where can I obtain up-to-date information and provide comments about tolling?

A. The latest information about the tolling projects is posted on the project website at www.oregontolling.org.

Si desea obtener información sobre este proyecto traducida al español, sírvase llamar al 503-731-4128.

Nếu quý vị muốn thông tin về dự án này được dịch sang tiếng Việt, xin gọi 503-731-4128.

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Memorandum

To: Clackamas County Coordinating Committee (C4)
From: Chris Lyons, Clackamas County Public & Government Affairs
Date: February 27, 2020
RE: C4 Legislative Update

Overview:

The 2020 Oregon legislative session began on Monday, Feb. 3 and will conclude no later than Sunday, March 8. The walkout by both House and Senate Republicans has left a cloud of uncertainty lingering over the remainder of session, with the lack of quorum preventing any business from being conducted on the floors of both chambers. The standstill over whether legislative work resumes centers on the fate of the climate change (cap & trade) bill.

Government Affairs staff will provide an update to C4 on the climate bill (SB 1530) for discussion and the current status of the walkout. Staff also will share updates on efforts to fund the I-205 Widening and Seismic Improvements Project, which is C4's 2020 legislative priority.

Another issue relevant to C4 discussion is the Willamette Falls Locks legislation (HB 4150) to create a public corporation. This bill has passed the full House and currently requires only a vote of the full Senate. \$14.4 million in lottery bonds also has been discussed as part of a funding package that would repair and modernize the facility if a public corporation is created. Any funding for the Locks would be separate from HB 4150.

Attachment:

- Local Stakeholders Support Letter for I-205
- Legislator Support Letter for I-205



HOUSE OF REPRESENTATIVES

February 18, 2020

Dear Speaker Kotek, President Courtney, and Chair Holvey,

We are writing to you today to request the attached amendment to HB 4017 be considered in the House Rules Committee. We believe that this legislation would solve critical transportation issues that are top priorities for the Oregon Transportation Commission. The concept presents a win-win opportunity that puts Oregonians to work, demonstrates fiscal responsibility, solves congestion and safety concerns of statewide importance on I-205, and gives stakeholders the opportunity to develop a robust and environmentally conscious plan on how to move forward with the Rose Quarter.

Currently, the I-5 Rose Quarter Improvement Project is earmarked for state bond funding, yet the project is years away from being 'construction-ready'. A proposed Environmental Impact Statement, coupled with public concern about equity and climate impacts, could push the project back even further.

Meanwhile, the I-205 Widening and Seismic Improvements Project, which would address bottleneck congestion, add rapid bus transit, and make the Abernethy Bridge earthquake-ready, is nearly 'shovel-ready'. Per ODOT, I-205 would likely be used as part of the traffic diversion plan when the Rose Quarter is under construction. If I-205 is not improved prior to this work, the added congestion in the bottleneck will lead to even more traffic diversion into communities and their local roads, thereby decreasing safety and increasing costs to those jurisdictions to maintain their infrastructure.

How we pay for the I-205 Project is also uncertain and with every year this project is delayed, we add an additional \$15 million to the project cost due to inflation. ODOT states the Oregon Legislature has directed them to use tolling revenue to pay for I-205 improvements. Yet estimates suggest tolling on I-205 is insufficient to cover total project costs, and additional revenue will be needed to complete the project. ODOT has made multiple unsuccessful attempts to lower the cost burden on the state by seeking roughly \$160 million in federal funding, with the strength of the grant application being hindered by a lack of state investment. We are requesting that the House Rules Committee consider the amendment to reallocate the HB 2017 funds dedicated to the Rose



Quarter Project to pay for the Abernethy Bridge and I-205 Project - prioritizing funding for a project of statewide significance that is ready to go. This would not increase new funding or take away from other projects that are already planned and contracted out by ODOT. It makes prudent fiscal sense to reprioritize state investments to 'construction-ready' projects.

Thank you for your consideration,



Representative Prusak



Representative Reardon



Representative Drazan



Senator Fagan



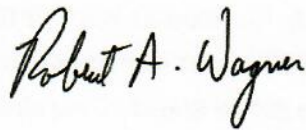
Senator Olsen



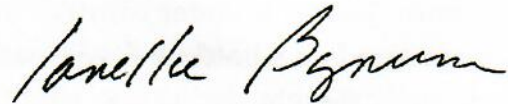
Senator Thatcher



Senator Thomsen



Senator Wagner



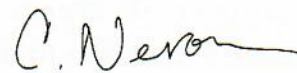
Representative Bynum



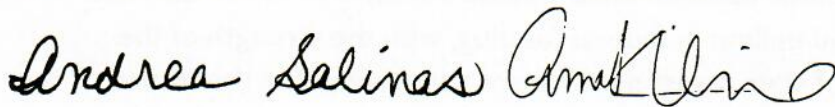
Representative Lewis



Representative Meek



Representative Neron



Representative Salinas



Representative Williams



February 25, 2020

We are local jurisdictions and organizations living with debilitating congestion that is plaguing our state's highway system. Millions depend on a functioning and seismically-resilient I-205 corridor that is safe and promotes a healthy economy accessible to all. It is therefore incumbent upon the state to identify a funding solution that prioritizes this critical need.

We call on the Legislature to pass the proposal being brought by more than a dozen legislators to reallocate transportation dollars for construction of this nearly shovel-ready project.

Community Support and Readiness: There is broad community support for fixing the Abernethy Bridge and widening I-205. The Legislature long ago identified the I-205 bottleneck between Stafford Road and OR 213 as a signature congestion relief project for the state.

I-205 will be fully designed this year thanks to ODOT's early investment of \$53 million for planning and design. But under current plans, construction will be delayed until 2023 at the earliest due to a lack of funding. The total cost of the project is \$460 million, and each year that we wait the estimated project cost increases by \$15 million.

This transportation project reflects several important values that Oregonians expect:

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 eight other 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 about the need to address highway congestion in the Portland region, and in particular the I-205 bottleneck. Fixing this bottleneck will not only reduce the congestion caused by daily commuters dependent on this route, but it also prepares the corridor to accommodate transit alternatives such as future bus service. Advancing this project now also ensures that I-205 will have the needed capacity to manage traffic diversion related to the anticipated construction of the Rose Quarter project and replacement of the I-5 Bridge. These projects and the region are dependent upon a diversion route that will not fail and further stall mobility in the region.

We can't let these critical capacity and seismic upgrades languish. The project is ready and action is needed now. We support the legislative proposal to reprioritize state transportation investments to address the I-205 bottleneck.

Our communities are ready to go.

Memorandum

To: C4 Metro Subcommittee
From: Trent Wilson, Government Affairs Specialist
Re: R1ACT Clackamas Urban Cities Discussion
Date: February 27, 2020

Summary:

Clackamas County Coordinating Committee selects its Executive Committee Members annually, according to the C4 Bylaws.

The current C4 Executive Committee includes:

1. County: Chair Jim Bernard – C4 Co-Chair
2. Rural City: Mayor Brian Hodson – C4 Co-Chair
3. Urban City: Mayor Tammy Stempel
4. CPOs and Hamlets: Laurie Freeman Swanson (leaving in 2020)
5. Fire District: Matthew Silva
6. Sewer/water District: Paul Gornick

City Selection: The selection process for cities includes an opportunity for an urban city caucus to select an urban city representative and a rural city caucus to select a rural city representative for the Executive Committee.

CPO and Hamlet Selection: The bylaws are silent on how the Hamlet and CPO selection process occurs. Historically, the CPO and Hamlet (and Villages) have also used this time to select who will serve on the executive committee.

County and Special Districts: These positions are self-appointed from the jurisdictions they represent.

Required for March 05 meeting: Urban and Rural Cities should caucus and determine their representatives for the Executive Committee.

Note:

Co-Chair Selection: At the next Executive Committee meeting on March 09, 2020. The C4 Executive Committee will choose from amongst its members to select the non-County co-chair in accordance with the C4 Bylaws.

Memorandum

To: Clackamas County Coordinating Committee (C4)
From: Trent Wilson, Public and Government Affairs
Date: February 27, 2020
RE: C4 Retreat Agenda Working Draft

Save the Date

The 2020 C4 Retreat will be on June 05 and June 06 at the Mt Hood Oregon Resort in Welches.

Draft Retreat Agenda

This draft agenda was designed using feedback from the February 6, 2020 C4 Retreat Planning Discussion and February 10 Executive Committee Meeting. This is a working draft, and subject to change based on feedback and availability of subject matter staff. Staff will work through March to finalize the agenda and share with C4 at the April C4 meeting. Feedback is welcome until the April meeting.

Day 1 (Friday, June 05) – 1pm to 6pm

Transportation Day

- Session 1: Welcome and Keynote Speaker (TBD)
- Session 2: C4 Housekeeping
- Session 3: C4 Member Roundtable
- Session 4: Time reserved for general updates
- Dinner

Day 2 (Saturday, June 06) – Morning, with potential work through lunch

Housing Day

- AM Topic: Either Housing or Transit – Depending on staff availability
- Final Session: Plan C4 agenda topics for 2020-2021

Registration

Registration will open on April 2, 2020.