
Wednesday, October 18, 2017
7:30 AM – 9:00 AM

Development Service Building
Main Floor Auditorium, Room 120
150 Beaver Creek Road, Oregon City, OR 97045

Agenda

Note: October's C4 Metro Subcommittee agenda contains several high-priority issues. Rather than dedicate specific amounts of time to each. The group will decide collectively at the start of the meeting on which issues to address and how much time to give to each agenda item.

7:30 a.m. Welcome & Introductions

JPACT items

- *JPACT Action Item 6.1 – Resolution No 17-4848*
- *2018 Regional Bond Update*

Other Issues

- *C4 Bylaws Discussion: C4 Metro Subcommittee*
- *November C4 Metro Subcommittee meeting date*
- *Discussion about reoccurring time of the C4 Metro Subcommittee*
- *Discussion about when the JPACT and MPAC materials are sent out*

9:00 a.m. Adjourn

Attachments:	JPACT/MPAC Work Programs	Page 02
	Materials re Resolution No 17-4848	Page 06
	2018 Regional Bond C4 and Clackamas Letters	Page 12
	C4 Metro Subcommittee Bylaws Memo and Materials	Page 16



2017/2018 JPACT Work Program
As of 10/12/17

*Items in italics are tentative; **bold** denotes required items*

<u>October 19, 2017</u>	<u>November 16, 2017</u>
<ul style="list-style-type: none"> • Chair comments TBD (5+ min) <ul style="list-style-type: none"> ○ 2018 RTP Call for Projects Update ○ Air Quality Attainment Status • Resolution No. 17-4844, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program (MTIP) to Add and Amend Multiple New HB2017 Awarded Projects Plus to Add or Amend 2018 MTIP Projects that Require Implementation Corrections (SP17-02-SEP) (Ken Lobeck, Metro; TBD) – Recommendation to Metro Council (consent) • 2021-2024 State Transportation Improvement Program (STIP) - MPO Comment Letter on ODOT Administered Funds and Program Funding Levels (consent) • Regional Travel Options (RTO) Strategy Update – Information/Discussion (Kaempff, Metro; 10 min) • Regional Transportation Technology Strategy (Eliot Rose, Metro; 30 min) • Resolution No. 17-4848, For the Purpose of Approving an Increased Multi-Year Commitment of Regional Flexible Funds for the Years 2019-34, Funding the Division Transit Project, the Southwest Corridor Transit Project, Arterial Bottleneck Projects, Active Transportation Projects, and Enhanced Transit Projects, and Authorizing Execution of an Amendment to Intergovernmental Agreement with TriMet Regarding the Increased Multi-Year Commitment of Regional Flexible Funds (Ted Leybold, Metro; 30 min) 	<ul style="list-style-type: none"> • Chair comments TBD (5+ min) <ul style="list-style-type: none"> ○ MTIP Project Delivery Update • Region-wide Programs and MPO Review – Information/Discussion (Ted Leybold, Metro; 20 min) • ODOT Congestion Pricing – Information/Discussion (TBD; 20 min) • Burnside Project Information – Information/Discussion (TBD; 10 min) • MTIP Formal Amendment – Recommendation to Metro Council (Ken Lobeck, Metro; 5 min) <p><u>November 14 – 17: Association of Oregon Counties Annual Conference, Eugene, OR</u></p>

<p><u>December 21, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) <ul style="list-style-type: none"> ○ Volkswagen Settlement Update • 2018 RTP: Project Update – Information/Discussion (Kim Ellis, Metro; 40 min) • MTIP Formal Amendment – Recommendation to the Metro Council (Ken Lobeck, Metro; 5 min) • TransPort By-Laws – Recommendation to the Metro Council (Caleb Winter; 20 min) 	<p><u>January 18, 2018</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • Regional Travel Options Strategy Public Comment Draft – Information/Discussion (Dan Kaempff, Metro; 20 min) • Draft RTP Findings and Policy Update – Information/Discussion (Kim Ellis, Metro; 25 min) • Regional Transit Strategy (Jamie Snook, Metro; 25 min) • MTIP Formal Amendment – Recommendation to the Metro Council (Ken Lobeck, Metro; 5 min)
<p><u>February 15, 2018</u></p>	<p><u>March 15, 2018</u></p> <p><u>March 14 – 16: PBA Trip to Washington D.C.</u></p>
<p><u>April 19, 2018</u></p> <ul style="list-style-type: none"> • Regional Travel Options Strategy Draft for Adoption – Action (Dan Kaempff; 30 min) 	<p><u>May 17, 2018</u></p>

RTP Regional Leadership Forums:

- **April 2016:** RTP Regional Leadership Forum #1 (Exploring Big Ideas for Our Transportation Future)
- **September 2016:** RTP Regional Leadership Forum #2 (Building the Future We Want)
- **December 2016:** RTP Regional Leadership Forum #3 (Connecting Our Priorities to Our Vision)
- **February 2018:** RTP Regional Leadership Forum #4 (Finalizing Our Shared Plan for the Region)

Parking Lot:

- | | |
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| <ul style="list-style-type: none"> • Southwest Corridor Plan • Land use & transportation connections • Prioritization of projects/programs • Westside Freight Study/ITS improvements • All Roads Safety Program (ODOT) | <ul style="list-style-type: none"> • Air Quality program status update • Washington County Transportation Futures Study (TBD) • Transportation Resiliency |
|---|--|

2017/2018 MPAC Work Program

As of 9/29/17

*Items in italics are tentative; **bold** denotes required items*

<p><u>Wednesday, October 11, 2017</u></p> <ul style="list-style-type: none"> • Expectations for cities proposing residential urban growth boundary expansions – Recommendation (Ted Reid, Metro; 30 min) • Housing Trends and Policies Around the Region: Milwaukie and Clackamas County (2/4) – Information/Discussion (Alma Flores, City of Milwaukie & TBD, Clackamas County; 60 min) 	<p><u>Wednesday, October 25, 2017</u></p> <ul style="list-style-type: none"> • 2018 RTP: Project Update – Information/Discussion (Kim Ellis, Metro; 15 min) • Regional Transportation Technology Strategy (Eliot Rose, Metro; 40 min) • Housing Trends and Policies Around the Region: Wilsonville and Beaverton (3/4) – Information/Discussion (TBD; 50 min)
<p><u>Wednesday, November 8, 2017</u></p> <ul style="list-style-type: none"> • Greater Portland Pulse Housing Data Hub (Liza Morehead and Sheila Martin, PSU Institute of Portland Metropolitan Studies; 45 min) • Metro’s Housing Data Resources (Jeff Frkonja; 30 min) • City of Portland/PCRI Pathway 1000 Initiative Project Update – Information/Discussion (TBD; 45 min) <p>November 14 – 17: Association of Oregon Counties Annual Conference, Eugene, OR</p>	<p><u>Wednesday, November 22, 2017 – cancelled</u></p>
<p><u>Wednesday, December 13, 2017</u></p> <ul style="list-style-type: none"> • <i>Anti-Displacement Strategies: Panel Discussion (multiple; 90 min)</i> • <i>MPAC in 2018</i> 	<p><u>Wednesday, December 27, 2017 – cancelled</u></p>

<u>Wednesday, January 10, 2018</u>	<u>Wednesday, January 24, 2018</u>
<u>Wednesday, February 14, 2018</u>	<u>Wednesday, February 28, 2018</u>
<u>Wednesday, March 14, 2018</u>	<u>Wednesday, March 28, 2018</u>
<u>Wednesday, April 11, 2018</u>	<u>Wednesday, April 25, 2018</u>
<u>Wednesday, May 9, 2018</u>	<u>Wednesday, May 23, 2018</u>

Upcoming events:

- February 2018: RTP Regional Leadership Forum #4 (Finalizing Our Shared Plan for the Region)

Parking lot:

- Presentation on health & land use featuring local projects from around the region
- Greater Portland, Inc. update
- “Unsettling Profiles” presentation by Coalition of Communities of Color
- System development charges (SDCs)
- City of Portland inclusionary housing
- Economic Value Atlas
- Transportation Resiliency
- Self-driving cars

C4 Metro Subcommittee Staff Memo

Re: JPACT Action Item 6.1 – Resolution No 17-4848
For the purpose of approving an increased multi-year commitment of regional flexible fund for the years 2019-34

From: Karen Buehrig, Transportation Planning Supervisor
Date: October 12, 2017

Summary

This action adopts a new High Capacity Payment Schedule into the Regional Flexible Funds Allocation, which amends the previous Metro Resolution 16-4702 and the Phase 1 Intergovernmental Agreement Payment Schedule. The proposed change reflect the Congestion Mitigation and Air Quality (CMAQ) funding sub-allocation policy that has been set by the Oregon Transportation Commission, and also includes funding for Enhanced Transit as was directed by JPACT at their December 2016 meeting.

Attached is the Metro Staff Report, Resolution 17-4848 and Exhibit A to Resolution 17-4848

Recommended Action: Approval

For additional information, please contact:
Karen Buehrig, Transportation Planning Supervisor
karenb@clackamas.us

Memo

Date: October 10, 2017
To: TPAC and Interested Parties
From: Ted Leybold, Tyler Frisbee, Malu Wilkinson, Transportation Planning Managers
Subject: Resolution 17-4848, High Capacity Transit and Project Development bond payment schedule and project funding

The attached draft Resolution No. 17-4848 and Staff Report provide for the payment schedule of regional flexible funds to the High Capacity Transit and Project Development bonds to be executed by TriMet, now that the Congestion Mitigation and Air Quality (CMAQ) funding sub-allocation policy has been set by the Oregon Transportation Commission. The new payment schedule amends the funding forecast and direction provided in Metro Resolution 16-4702, and the Phase I Intergovernmental Agreement payment schedule provided in Metro Resolution 17-4800.

Per direction by JPACT at their December 2016 meeting to develop a proposal to utilize bond proceed revenues to support the funding of an “Enhanced Transit” program, the program funding also proposes a \$5 million allocation for this purpose. As our region grows and congestion increases, the need to connect people to their jobs, homes and daily activities is becoming more and more important. The goal of the Enhanced Transit concept is to develop strong partnerships between service and capital improvements that provides increased transit capacity and reliability, yet is relatively low-cost to construct, context sensitive and could be deployed quickly.

TriMet and the City of Portland have been developing a toolbox of potential improvements that could apply to congested transit corridors throughout the region to increase capacity and reliability with moderate and quickly deployable capital and operational investments. Metro and TriMet are working with the 2018 Regional Transportation Plan Transit Work Group to develop criteria and data sources to identify potential enhanced transit corridors region wide. The Working Group, in conjunction with TPAC, will help develop and finalize criteria to identify priority investment locations for a pilot Enhanced Transit Concept.

The Enhanced Transit work program will develop a policy framework and criteria to identify enhanced transit candidate corridors, as well as identify opportunities for service improvements, capital investments and policy commitments to enhance transit service in the corridors that need it most. Metro, TriMet and the jurisdictional partners will work together to move forward towards implementation and construction.

The new bond payment schedule is included as Table 1 to the Resolution No. 17-4848. The break out of new funds committed by this resolution relative to the total funds committed is provided in the following table:

**Regional Flexible Funds Allocation
High Capacity Transit and Project Development Bond Payment Schedule**

Year	Sub-Total of Funds Committed under Res Nos. 08-3942 and 10-4185	Sub-Total of Phase I Funds Committed under Res. No. 17-4800	Sub-Total of New Funds Committed in Phase II under Res. No. 17-4848	Grand Total of Funds Committed under Res. Nos. 08-3942, 10-4185, 17-4800, and 17-4848
2016	\$16,000,000			\$16,000,000
2017	\$16,000,000			\$16,000,000
2018	\$16,000,000			\$16,000,000
2019	\$16,000,000	\$3,250,000	\$1,130,000	\$20,380,000
2020	\$16,000,000	\$3,250,000	\$2,140,000	\$21,390,000
2021	\$16,000,000	\$3,250,000	\$2,140,000	\$21,390,000
2022	\$16,000,000	\$3,500,000	\$2,340,000	\$21,840,000
2023	\$16,000,000	\$3,500,000	\$2,330,000	\$21,830,000
2024	\$16,000,000	\$3,500,000	\$2,300,000	\$21,800,000
2025	\$16,000,000	\$3,500,000	\$2,280,000	\$21,780,000
2026	\$16,000,000	\$3,500,000	\$2,260,000	\$21,760,000
2027	\$16,000,000	\$3,500,000	\$2,240,000	\$21,740,000
2028		\$12,100,000	\$5,180,000	\$17,280,000
2029		\$12,100,000	\$5,160,000	\$17,260,000
2030		\$12,100,000	\$5,140,000	\$17,240,000
2031		\$12,100,000	\$5,120,000	\$17,220,000
2032			\$17,190,000	\$17,190,000
2033			\$17,170,000	\$17,170,000
2034			\$17,150,000	\$17,150,000

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING AN)
INCREASED MULTI-YEAR COMMITMENT OF)
REGIONAL FLEXIBLE FUNDS FOR THE)
YEARS 2019-34, FUNDING THE DIVISION
TRANSIT PROJECT, THE SOUTHWEST
CORRIDOR TRANSIT PROJECT, ARTERIAL
BOTTLENECK PROJECTS, ACTIVE
TRANSPORTATION PROJECTS, AND
ENHANCED TRANSIT PROJECTS, AND
AUTHORIZING EXECUTION OF AN
AMENDMENT TO INTERGOVERNMENTAL
AGREEMENT AMENDMENT WITH TRIMET
REGARDING THE INCREASED MULTI-YEAR
COMMITMENT OF REGIONAL FLEXIBLE
FUNDS

RESOLUTION NO. 17-4848

Introduced by Chief Operating Officer Martha
Bennett in concurrence with Council
President Tom Hughes

WHEREAS, Metro is the Metropolitan Planning Organization (MPO) for the Portland metropolitan region, authorized by the U.S. Department of Transportation to program federal transportation funds in the Portland region through the Metropolitan Transportation Improvement Program (MTIP);

WHEREAS, Metro is authorized by the Federal Highway Administration (FHWA) to allocate and program Surface Transportation Block Grant (STBG) and Transportation Alternatives Program (TAP) funds and by the Oregon Department of Transportation (ODOT) to sub-allocate and program federal Congestion Mitigation/Air Quality (CMAQ) funds in the MTIP that are allocated to the Portland metropolitan region by ODOT;

WHEREAS, TriMet is the authorized public transportation provider for the Portland region and is an eligible recipient of federal transportation funds through the MTIP;

WHEREAS, on June 16, 2016, as recommended by JPACT, the Metro Council adopted Resolution No. 16-4702, “For the Purpose of Adopting the 2018-2021 Metropolitan Transportation Improvement Program and 2019-2021 Regional Flexible Funds Allocation Policy Statement for the Portland Metropolitan Area,” which resolution and policy statement sets forth how the region will identify and select transportation projects to receive federal transportation funds, including CMAQ funds as a portion of the regional flexible funds (the “RFFA Policy Statement”);

WHEREAS, the RFFA Policy Statement supports committing federal transportation funds over years 2019-21 for the following purposes: (a) high-capacity transit regional bond commitments for the Division Street Project and the Southwest Corridor Project, (b) bond commitments for developing projects to address regional congestion bottlenecks and active transportation/Safe Routes to Schools projects, (c) region-wide programs, such as transit oriented development and corridor and systems planning, and (d) regional freight investments and active transportation/complete streets;

WHEREAS, JPACT has also requested a proposal for its consideration to provide funding for an “Enhanced Transit” program of on-street capital improvements to facilitate better bus service;

WHEREAS, pending resolution of how ODOT would resolve sub-allocation of CMAQ funds throughout the eligible areas of the state with two additional eligible areas established in 2016, a first phase allocation of funds was allowed to proceed through Metro Resolution 17-4800;

WHEREAS, ODOT has agreed to a new sub-allocation formula approach that stabilizes CMAQ funding levels for 2019 and beyond but reduces the amount of funding to the Portland metropolitan region from levels forecast during the original RFFA policy deliberations;

WHEREAS, the payment of RFFA revenues in Table 1 of Exhibit A to this resolution will accommodate the reduced amount of funding from the new CMAQ sub-allocation while providing bond proceeds for the purposes and amounts shown in Table 2 of Exhibit A;

WHEREAS, JPACT approved the revised payment schedule and amounts set forth in Table 1 and Table 2 of Exhibit A to this resolution on October 19, 2017; and

WHEREAS, TriMet anticipates issuing revenue bonds secured by the commitment of federal transportation funds set forth on Exhibit A, and an amended agreement between Metro and TriMet regarding these funds will facilitate borrowing by TriMet that pledge these increased funds; now therefore

BE IT RESOLVED that the Metro Council hereby:

- Approves the revised commitment of federal transportation funds recommended by JPACT and shown in Table 1 of Exhibit A; and
- Authorizes the execution of an amendment to intergovernmental agreement between Metro and TriMet, in a form approved by the Office of Metro Attorney and consistent with this Resolution, that incorporates the increased multi-year commitment of regional flexible funds shown in Table 1 of Exhibit A for the uses and amounts set forth in Table 2 of Exhibit A.

ADOPTED by the Metro Council this 2nd day of November, 2017.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

EXHIBIT A to Resolution 17-4848

Table 1: Multi-Year Commitment of MTIP Funds and Regional Flexible Funds to TriMet

Column:	A	B	C
Federal Fiscal Year	Sub-Total of MTIP Funds Committed under Res. Nos. 08-3942 and 10-4185	Sub-Total of Regional Flexible Funds Committed under Res. No. 17-4800 & Res. No. 17-4848	Grand Total of MTIP Funds and Regional Flexible Funds Committed to TriMet under Res. Nos. 08-3942, 10-4185, 17-4800 & Res. No. 17-4848
2016	\$16,000,000		\$16,000,000
2017	\$16,000,000		\$16,000,000
2018	\$16,000,000		\$16,000,000
2019	\$16,000,000	\$4,380,000	\$20,380,000
2020	\$16,000,000	\$5,390,000	\$21,390,000
2021	\$16,000,000	\$5,390,000	\$21,390,000
2022	\$16,000,000	\$5,840,000	\$21,840,000
2023	\$16,000,000	\$5,830,000	\$21,830,000
2024	\$16,000,000	\$5,800,000	\$21,800,000
2025	\$16,000,000	\$5,780,000	\$21,780,000
2026	\$16,000,000	\$5,760,000	\$21,760,000
2027	\$16,000,000	\$5,740,000	\$21,740,000
2028		\$17,280,000	\$17,280,000
2029		\$17,260,000	\$17,260,000
2030		\$17,240,000	\$17,240,000
2031		\$17,220,000	\$17,220,000
2032		\$17,190,000	\$17,190,000
2033		\$17,170,000	\$17,170,000
2034		\$17,150,000	\$17,150,000

(1) The rights and obligations of Metro and TriMet regarding the multi-year commitment of MTIP Funds shown in Column A are set forth in the 2011 RFF IGA. This Amendment sets forth the rights and obligations of Metro and TriMet regarding the multi-year commitment of Regional Flexible Funds shown in Column B, which represents the sub-total of the commitments made in Res. No. 17-4800 & Res. No. 17-4848. Column C shows the sum of Columns A and B, which represents the grand total amount of MTIP Funds and Regional Flexible Funds to be programmed each year by Metro and allocated to TriMet based on both the 2011 RFF IGA and this Amendment.

(2) Amounts shown do not include any adjustments pursuant to Section **Error! Reference source not found.** and/or Section 5.4 of the IGA.

(3) MTIP Funds received by TriMet for fiscal years prior to 2016 are not shown.

Table 2: Funded Projects and Net Project Funding

Project Activity	Amount
Southwest Corridor Project	\$60,000,000
Division Transit Project	\$25,000,000
Project Development: Highway/Arterial	\$10,000,000
Active Transportation/Safe Routes to Schools	\$2,000,000
Enhanced Transit	\$5,000,000
Total	\$102,000,000

October 12, 2017

RE: 2018 Regional Bond Clackamas County Project Priorities

Dear Mr. McFarlane and President Hughes:

On behalf of the Clackamas County Coordinating Committee (C4), we are submitting the following projects to be considered as part of the proposed 2018 Regional Bond conversation:

- I-205 Abernethy Bridge, and
- A set of local projects identified in the accompanying attachment.

The list of projects presented by C4 were chosen for their broad appeal and because they can enrich many communities throughout Clackamas County. However, the time constraints placed on the coordinating committees limited our discussion and therefore ability to support other possible projects of regional significance that are in Clackamas County, like Sunrise Phase II. We recognize that these conversations are just the beginning of this process, and we are eager to continue providing input into the project selection for the regional bond as additional information is gathered through the Stakeholder Advisory Committee, the JPACT Finance Subcommittee, and the other public engagement efforts.

C4 strongly recommends that the I-205 Abernethy Bridge project be included in the 2018 Regional Bond discussion as a regional project and not one that will be funded solely by Clackamas County. In other words, funding for I-205 should be taken “off the top.” I-205 is a federally designated High Priority Corridor and is a vital resource to the Portland metropolitan region and users statewide. If the primary objective of this bond is to address regional congestion challenges, I-205 must be considered to be of similar regional significance as the Southwest Corridor Light Rail project and be a key focus for the funding effort.

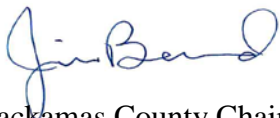
It is important to reemphasize that insufficient time was provided to local elected officials to become familiar in a comprehensive way with the full suite of community projects presented for consideration. The constraint inherent in the regional bond timeline meant C4 members were only seeing these projects for the first time at our October meeting and were expected to reach a decision on the same day. Nevertheless, we feel the selected projects will resonate well with the communities in Clackamas County and some will even resonate with commuters across the region. Additionally, C4 members discussed the merits of Sunrise Phase II as a candidate project to advance for consideration, but it did not move forward. However, the Sunrise System is an important project that will relieve significant congestion and provide access to thousands of acres of employment lands. These projects are a starting place for the conversation on the type of projects that are priorities for our local jurisdictions and to the region.

The region needs to be united around the transportation priorities and projects of this bond measure if we hope to be successful in addressing our significant transportation challenges. In order to do that, this process will require more time and additional regional coordination with

participating jurisdictions than what is currently planned. It also necessitates a discussion on whether 2018 is the right time to go forward with a ballot measure. C4 would like to be engaged in this conversation, and engaged often throughout this process, to help achieve our shared transportation objectives.

Thank you for including our project priorities in your conversations to advance the 2018 Regional Bond. We look forward to increased coordination and improved outreach as we work together to address critically needed transportation funding for regionally significant projects.

Sincerely,



Clackamas County Chair Jim Bernard
Co-chair, C4



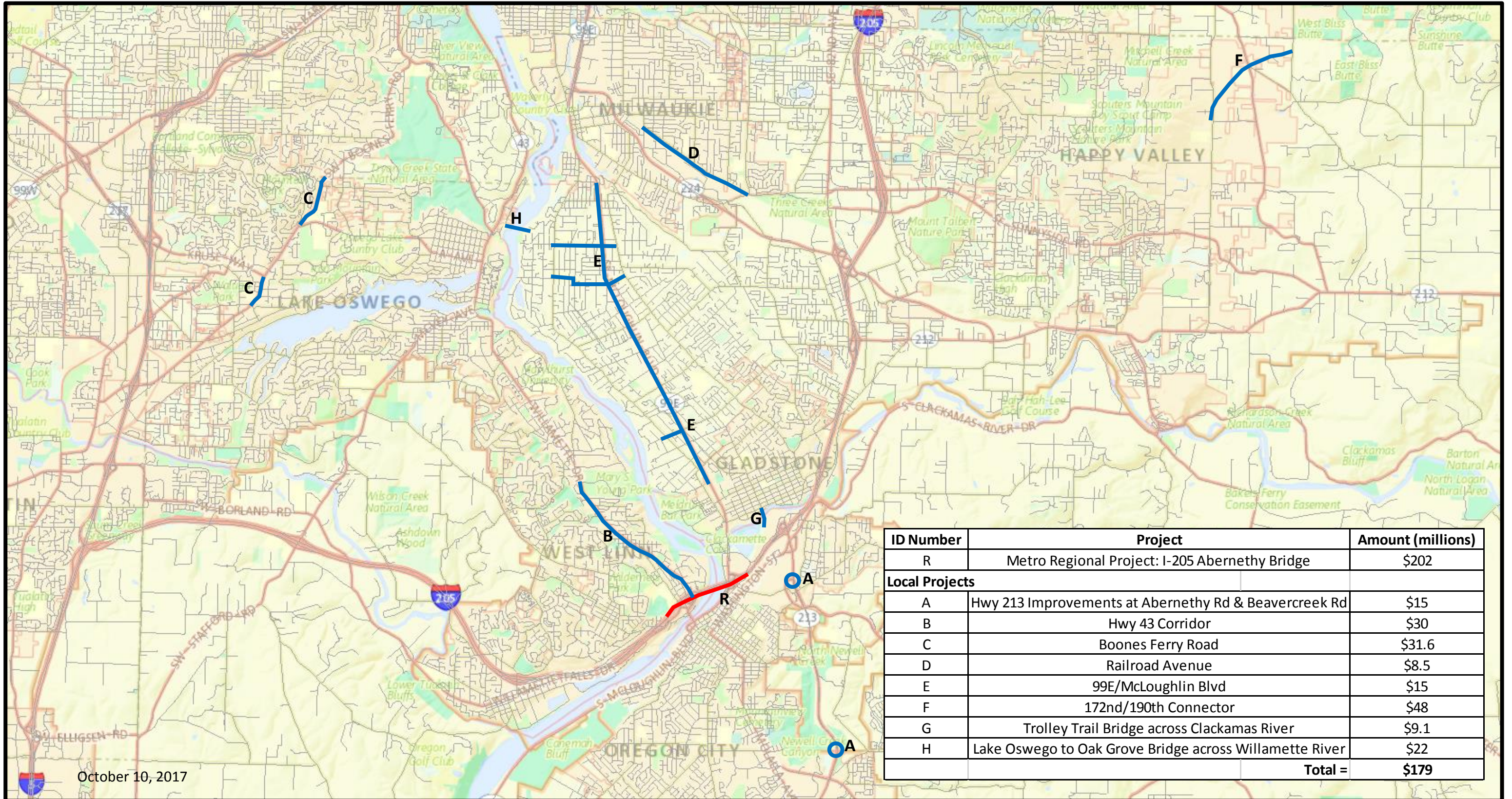
Canby Mayor Brian Hodson
Co-chair, C4

C4 Membership: Clackamas County; the Clackamas Cities of Canby, Estacada, Gladstone, Happy Valley, Johnson City, Lake Oswego, Milwaukie, Molalla, Oregon City, Rivergrove, Sandy, Tualatin, West Linn, Wilsonville; Clackamas CPOs, Hamlets, and Special Districts

Attachments:

- C4 Bond Measure Candidate Projects Map

C4 Regional Bond Measure Candidate Projects



October 10, 2017



BOARD OF COUNTY COMMISSIONERS

October 12, 2017

PUBLIC SERVICES BUILDING
2051 KAEN ROAD | OREGON CITY, OR 97045

RE: 2018 Regional Bond Comments

Dear Mr. McFarlane and President Hughes:

On behalf of the Clackamas County Board of Commissioners, we wish to share our concerns with various aspects of the planning process for the 2018 Regional Bond. In particular, our concerns relate to the overall vision of the regional bond, as well as specific projects being considered for inclusion in the measure.

Last Thursday, October 5th, the Clackamas County Coordinating Committee (C4) met to discuss the 2018 Regional Bond measure and to agree on a set of potential projects to include in the package. We wholeheartedly support the projects submitted by C4, but we also recognize there were limitations in the types of projects considered because of the criteria imposed through the process. We are requesting that Sunrise Phase II also be included as a potential project for polling. As you know, Sunrise Phase II is Clackamas County's top *County* transportation priority. It is a project that would significantly address congestion while providing access to thousands of acres of employment lands. We urge you to consider including Sunrise Phase II in discussions with the greater public and key stakeholder committees so that we can better assess public support for the project.

We agree with C4's recommendation that funding for the I-205/Abernethy Bridge be taken "off the top" if the project is included in the regional bond package. If this bond measure is truly regional in scope and seeking to address our congestion challenges, we feel that the I-205 project is a logical candidate for inclusion. Moreover, we agree that it should be treated in the same way as the SW Corridor and not placed solely on the shoulders of Clackamas County.

Now is the time to establish a clear vision for how we can fund the investments needed to solve the region's top priority transportation challenges. We echo the concerns expressed by the representatives from Clackamas County on the JPACT Finance Subcommittee regarding the process that has been used to identify candidate projects for the regional bond funds. There is a need for a deeper regional conversation, including more elected officials from around the region. Additional time is needed to improve the process so that clear objectives for the regional bond can be established and to create a common vision for the desired outcomes. Taking the time now to improve the process will help create a list of specific projects that make sense to include in the regional bond measure. While this may mean it will not be ready to take to the voters in 2018, it will lead to a strong foundation for the funding measure in the future.

Sincerely,

Jim Bernard, Chair

On Behalf of the Clackamas County Board of Commissioners

MEMORANDUM

To: C4 Metro Subcommittee
From: Trent Wilson, Clackamas County Government Affairs Specialist
Date: October 12, 2017

Subject: C4 Bylaws Update – C4 Metro Subcommittee Discussion

Overview:

As part of a larger effort to update the C4 Bylaws, the C4 Metro Subcommittee has been asked to review, discuss, and propose new language to the C4 Bylaws pertaining to the C4 Metro Subcommittee (Section 6, A).

Current language in the C4 Bylaws for C4 Metro Subcommittee:

C-4 members who are within the Metro jurisdiction shall be a subcommittee of C-4 named Metro subcommittee. This subcommittee shall at a minimum be the body which nominates and elects cities' representatives to: Joint Policy Advisory Committee on Transportation (JPACT); Metro Policy Advisory Committee (MPAC) and associated technical committees: Transportation Policy Advisory Committee (TPAC); and Metro Technical Advisory Committee (MTAC) respectively. These nominations and elections shall occur in November of each even numbered year in accordance with Metro Charter requirements.

Previously proposed recommendations clarifying the bylaws for the C4 Metro Subcommittee include:

- Role: Clarify the role and primary discussion topics for C4 Metro Subcommittee.
- Leadership: Clarify how chairs are chosen for the C4 Metro Subcommittee, and their roles.
- Agenda setting: Clarify how agendas are set for monthly meetings.

When C4 Metro Subcommittee has a finalized recommendation, it will be shared with C4 at the next available C4 meeting for discussion with the larger C4 body.

Recommendation:

Staff recommends C4 Metro Subcommittee discuss the proposals to clarify the role, leadership, and agenda setting of C4 Metro Subcommittee.

From: Savas, Paul
Sent: Thursday, October 12, 2017 4:06 PM
To: Wilson, Trent <TWilson2@co.clackamas.or.us>
Cc: Schmidt, Gary <GSchmidt@co.clackamas.or.us>
Subject:

Hi Trent,

Below are comments I wish to submit as part of the C4 Metro Subcommittee bylaws discussion happening on October 18.

I am pleased that the larger C4 body has reached agreement on the recent C4 bylaw amendments and has extended an invitation to the C4 Metro Subcommittee to clarify the role and functions of this group. As you know, the bylaws are currently vague when describing the role of the C4 Metro Subcommittee, and it would be my preference that our first discussion on this topic be dedicated to the role of C4 Metro Subcommittee and its relationship to the larger C4 body.

Additionally, I appreciate Mayor Knapp submitting “issues for consideration” and feel those topics will be much easier to address once the group agrees on the role of the C4 Metro Subcommittee.

Thank you,

PS

Wilsonville Mayor Tim Knapp, Metro Cities Rep to JPACT: 503-896-0048, knapp@ci.wilsonville.or.us

1. Issue of Leadership: *Selection/Election of Chairs Not Defined*

Metro Cities Proposal from Sept. 2016: C4 Metro Subcommittee elects Chairs of Subcommittee

2. Issue of Control: *Agenda Setting and Placing Item on Agenda*

Metro Cities Proposal from Sept. 2016: Clarify specifically that any member may request to place an item on the agenda and any member may move for modification of the agenda, with a vote to occur for a duly seconded motion.

3. Issue of Authority: *Power of Metro-specific Recommendations*

Metro Cities Proposal from Sept. 2016: Clarify that Metro Subcommittee has authority for all Metro-related decisions on formal recommendations to Metro. Metro-specific issues should be in domain for decisions by jurisdictions impacted by the Metro Subcommittee.

Suggest clarifying that C4 as a whole has authority for County-wide related decisions impacting all jurisdictions on formal recommendations to ODOT regarding Region 1 ACT.

4. Membership of C4 Metro Subcommittee: *Role of Districts*

- a. At one point County sought to “clarify” that the three Special Districts (Fire, Water, Wastewater) are members of the Metro Subcom. Note that the districts are represented at MPAC, but not JPACT.
 - Should they be members of the Metro Subcom?
 - Do they want to be members of the Metro Subcom?
 - If yes, are they voting members?
- b. Should North Clackamas Parks Dist (board is composed of County BCC) be a member of C4 Districts body? Note that the Parks Dist. is not a member of either JPACT or MPAC, but qualifies for receiving JPACT-allocated funds.
- c. Should the non-voting C4 member Citizen Rep to MPAC (“Clackamas Citizen from MPAC” per C4 Bylaws) be on the Metro Subcom?
 - If yes, presumably the position would be non-voting like C4 status.