

Clackamas County Coordinating Committee (C4) Minutes

Thursday, May 1, 2014

Development Service Building
150 Beaver Creek Road – Auditorium

Attendance

Members: Clackamas County: Paul Savas (Co-chair) & John Ludlow; **Canby:** Brian Hodson & Traci Hensley (Alt.); **CPOs:** Laurie Swanson; **Hamlets:** Rick Cook (Alt.); **Happy Valley:** Lori DeRemer (Co-chair) & Markley Drake (Alt.); **Milwaukie:** Dave Hedges; **Metro:** Carlotta Collette; **Molalla:** Glen Boreth; **Sandy:** Jeremy Pietzold; **Transit Districts:** Julie Stephens (Rural); **Villages:** Bob Reeves; **Water Districts:** Dick Jones (Alt.); **West Linn:** Jody Carson

Staff: Gary Schmidt (PGA); Chris Lyons (PGA)

Guests: Seth Atkinson (Sandy); Ben Eckstein (Cong. Schrader); Mark Ottenad (Wilsonville); Jaimie Lorenzini (Happy Valley); John Valley (Sen. Merkley); Alan Lehto (TriMet); Annette Mattson (PGE); Jason Tuck (Happy Valley); Maureen Ludlow

DRAFT Minutes

1. Pledge of Allegiance
2. Welcome & Introductions

Meeting called to order and chaired by Co-chairs Paul Savas & Lori DeRemer. Self introductions made. 12 of 23 voting members present. Quorum established.

3. Housekeeping

Approval of April 2014 C4 Meeting Minutes

Minutes from April 2014 C4 meeting approved without change.

4. Transportation for America (T4 America) Investment Plan

Chris Rall, Pacific Northwest Field Organizer for T4 America, spoke about the federal transportation funding crisis. Chris noted that Oregon receives

significant funding from the federal government, but could experience severe cuts if Congress does not act to address the decrease in revenue to the federal Highway Trust Fund. The Portland metro area currently receives more than \$95 million annually in federal funding for highways and transit.

T4 America is calling for an annual investment of \$30 billion, which would make the transportation fund solvent and effective. Chris thanked JPACT for voting to support this request. T4 America has identified an array of tools that would help raise the \$30 billion, such as an increase to the federal gas tax. Chris also noted that a large portion of trust fund dollars are formula funds; in addition to advocating to make these more robust, T4 America would like to add additional dollars that will give states and localities more flexibility in what they can fund. In addition to pushing for more local control and flexibility in the use of federal transportation dollars, Chris noted that T4 America also advocates for innovative transportation, such as multimodal.

Chris invited entities to become members of T4 America – a group that is comprised of “can-do” members who may join by invitation only. He listed a number of benefits of being a member, such as access to an in-the-know policy team, assistance with communications, and connection to other regions and groups from across the country that may be grappling with similar transportation issues.

5. Climate Smart Communities

Councilors Craig Dirksen and Carlotta Collette provided an overview of the Climate Smart Communities Scenarios Project. In April, JPACT & MPAC held a joint meeting where members took a straw poll on the three different scenarios (A, B, & C) that had been developed. The majority of members felt that doing a little more than scenario B was the best option. The key focus has been to develop flexibility for local communities so that Climate Smart Communities is not one size fits all. JPACT & MPAC will hold another joint meeting on May 30, where they will decide more definitively on which scenario to recommend to the Metro Council. The final, adopted scenario will be delivered to the Legislature in January.

C4 members held a robust discussion about the scenarios, providing feedback for the JPACT & MPAC reps to take to the meeting on May 30. The following general feedback was offered by members:

- Serious concerns over the costs of each scenario and how difficult it will be to obtain needed funding. More monies will be needed from the federal, state, and local levels to meet the new targets while maintaining our current system. Given that we currently lack the funds necessary to maintain existing infrastructure, public support will be lacking for new monies to fund new projects.

- The Climate Benefit Ratings and Relative Cost Ratings graphics in the “Discussion Guide for Policymakers” are not helpful, as it is unclear what the basis is for the ratings and what the financial implications are for each. Should these continue to be used, more factual support will be needed. In lieu of these ratings, an economic enhancement ranking would provide more useful information.
- Each locality is different and will have different transportation needs. As such, customization of the various approaches will be needed so that localities can do what is best for their area. Also, it is important to demonstrate the benefits of the projects in order to build public support for new funding.
- How we prioritize projects will be the most important aspect of this work, in light of the number of identified projects and the high cost of implementing all of them.

6. JPACT/MPAC Update

Councilor Jody Carson, MPAC Chair, mentioned that MPAC is focused on the Regional Transportation Plan (RTP). The RTP public comment period just closed and they will be voting on it at an upcoming meeting. In addition, a joint JPACT/MPAC meeting will be held on May 30 to continue to discuss scenarios for Climate Smart Communities.

7. Pressing Updates

Gary Schmidt announced the upcoming Clackamas County Road Funding Forum, which will be held on Thursday, June 5 at 6-8:30pm in the first floor auditorium of the Development Services Building (150 Beaver Creek Rd., Oregon City). This event will take the place of the evening C4 meeting in June, and will provide an overview of federal transportation funding, roadways in Clackamas County, and local roadway funding options. The forum will include presentations from ODOT, Clackamas County, Washington County, Multnomah Counties, and the City of Portland. Gary asked that C4 members please spread the word about the event.

Meeting adjourned.