
Thursday, September 06, 2018
6:45 PM – 8:30 PM

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

AGENDA

6:45 p.m. Pledge of Allegiance

Welcome & Introductions

Chair Jim Bernard & Mayor Brian Hodson, Co-Chairs

Housekeeping

- Approval of August 02, 2018 C4 Minutes **Page 03**

6:50 p.m. Vehicle Registration Fee Discussion

- Staff memo and materials **Page 05**

7:30 p.m. HB 2017 Report and C4 Support Letter Discussion <Action Item>

- Staff memo **Page 09**
- Draft Letter **Page 10**

8:00 p.m. 2018 C4 Retreat – Final Report

- Final Report – 2018 C4 Retreat **Page 11**
- 2018-2019 C4 Agenda DRAFT Schedule **Page 23**

8:15 p.m. Updates/Other Business

- JPACT/MPAC Updates
- Housing Needs Assessment Update **Page 24**
- 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	Laurie Freeman Swanson (Molalla CPO)	●	●	●			
Estacada	Mayor Sean Drinkwine			●			
Fire Districts	Matthew Silva (Estacada Fire District)	●					
Gladstone	Mayor Tammy Stempel		●				
Hamlets	Kenny Sernach (Beavercreek Hamlet)			●			
Happy Valley	Councilor Markley Drake		●				
Johnson City	Vacant						
Lake Oswego	Councilor Jeff Gudman	●	●		●	●	●
Milwaukie	Mayor Mark Gamba		●			●	
Molalla	Mayor Jimmy Thompson			●			
Oregon City	Mayor Dan Holladay		●				
Portland	Vacant						
Rivergrove	Mayor Heather Kibbey		●				
Sandy	Councilor Carl Exner			●			
Sanitary Districts	Nancy Gibson (Oak Lodge Water Services)	●					
Tualatin	Councilor Nancy Grimes		●				
Water Districts	Hugh Kalani (Clackamas River Water)						
West Linn	Council President Brenda Perry		●				
Wilsonville	Mayor Tim Knapp		●		●		

Current Ex-Officio Membership

MPAC Citizen Rep	Vacant
Metro Council	Councilor Betty Dominguez
Port of Portland	Emerald Bogue
Rural Transit	Julie Wehling
Urban Transit	Eve Nilenders

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, August 02, 2018
6:45 PM – 8:30 PM

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

Attendance:

Members: **Canby:** Brian Hodson (Co-Chair); Traci Hensley (Alt.); **Clackamas County:** Jim Bernard (Co-Chair); Paul Savas; **CPOs:** Laurie Swanson (Molalla); Martin Meyers (Alt.); **Estacada:** Sean Drinkwine; **Gladstone:** Tammy Stempel; **Hamlets:** Kenny Sernach (Beavercreek); Rick Cook (Stafford); **Happy Valley:** Markley Drake; **Lake Oswego:** Jeff Gudman; **Milwaukie:** Mark Gamba; Wilda Parks (Alt.); **MPAC Citizen Rep:** Ed Gronke (Alt.); **Port of Portland:** Emerald Bogue; **Sandy:** Carl Exner; **Sanitary Districts:** Susan Keil (Oak Lodge); **Transit:** Julie Wehling (Canby); Andi Howell (Sandy); Eve Nilenders (Trimet); **Water Districts:** Hugh Kalani; **West Linn:** Brenda Perry; **Wilsonville:** Tim Knapp

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

Guests: Jaimie Huff (Happy Valley); Dayna Webb (Oregon City); Ernest Hayes (Metro); Dan Johnson (DTD); Brooke Berglund (PGE); Nancy Kraushaar (Wilsonville); Steve Williams (DTD); Tracy Moreland (BCC); Mike Bezner (DTD); Dan Mahr (Sen. Merkley)

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 June 7, 2018 Minutes	Approved
Draft Letters Advanced from C4 Metro Subcommittee	Two letters advanced by the C4 Metro Subcommittee were discussed, and approved. The Wilsonville UGB Expansion letter received no edits. Comments included the support of addressing some of the housing gap in the near term, but also a need to be mindful of transportation impacts on rural roads adjacent to the city. The RTP Post-Visioning letter, retitled to suggest instead a "2040 Growth Concept", was approved with few edits, including changes to the salutation noting this letter was from C4 and additional to ensure discussions for a 2040 Growth Concept was "inclusive." An additional letter regarding regional transportation issues was also submitted for

	consideration, but then withdrawn.
2018 C4 Retreat – Final Report	Issue was tabled to a future meeting to allow time for the VRF discussion.
Vehicle Registration Fee Discussion	<p>County staff checked in with C4 to verify messaging from the June C4 retreat, including consensus on interest by cities to pursue either a \$25 or \$30 VRF and also clarifying interests by cities to set aside some of the potential funds for “strategic investments” and/or “collaborative approaches.”</p> <p>Cities replied with an interest for staff to return in September with straw-man proposals on potential revenue sharing models that C4 might be able to have decision making ability on.</p> <p>Staff clarified that discussions about the VRF are still conceptual until the Board of County Commissions agrees to move forward with the potential funding concept.</p>
Updates/Other Business <ul style="list-style-type: none"> • JPACT/MPAC Updates • Housing Bond Update • Housing Needs Assessment Update • Other Business 	<p>HNA – Trent Wilson (CC) announced DLCD was still working on the award process for the county’s application to fund the county-wide Housing Needs Assessment.</p> <p>No additional updates.</p>

Adjourned at 8:35 p.m.

Memorandum

To: Clackamas County Coordinating Committee (C4)
From: Dan Johnson, Director – Department of Transportation & Development
Date: September 06, 2018
RE: Discussion on Potential Vehicle Registration Fee

Overview:

The September 06 C4 discussion regarding a potential county vehicle registration fee (VRF) will build upon feedback received at the previous C4 meeting, from which members requested staff return with examples of a strategic investment fund that could come from a VRF.

At the June 29-30 C4 Retreat, attendees expressed general support for the county's adoption of a VRF to address local road funding needs. Retreat attendees were substantially in alignment with feedback Clackamas County received from the local business community, including a willingness to consider a VRF of \$25 to \$30 and a need to identify how jurisdictions would use new funds generated by a VRF.

While state law mandates that fees received by a VRF are split between the county (60%) and cities (40%), C4 members asked for further discussion on certain elements of the VRF including the possibility of using some portion of VRF revenue for a strategic investment fund.

Discussion Items:

- ***Do cities have interest in pursuing a strategic investment fund using dollars generated from the potential approval of a VRF?***

VRF Strategic Investment Fund (SIF) Overview

DISCUSSION DRAFT: August 30, 2018

SIF REVENUE OPTIONS

- *\$1.1 million: Cities 40%/County 50%/SIF 10% @ \$30 VRF*
- *\$4.4 million: Cities 20%/County 40%/SIF 40% @ \$30 VRF*

SIF COMPONENTS

- *Capital:* Projects of mutual interest to several jurisdictions
- *Maintenance:* Transfer of county roads in cities to the cities, allowing the roads to be built and maintained to city standards

SIF PROJECT SELECTION

Capital

Goal: Complete or contribute to capital projects that address congestion relief or safety and benefit multiple jurisdictions in Clackamas County.

Why: There are needed projects that cross jurisdictional boundaries and/or that would benefit a wide area, but that aren't funded by any one jurisdiction.

How: County and cities identify cross-jurisdictional projects already on their TSPs, prepare a compiled list, determine feasibility of projects, set priorities (based on readiness for construction, safety, ADT, etc.), establish timelines. The data-gathering would be done by staff; the priorities would be set by C4. This could be annual, but might be more practical to take place every two to five years.

Vetting: Authorized by C4,

Maintenance

Goal: Transfer jurisdiction of county-maintained roads located within city boundaries to the cities within which they are located.

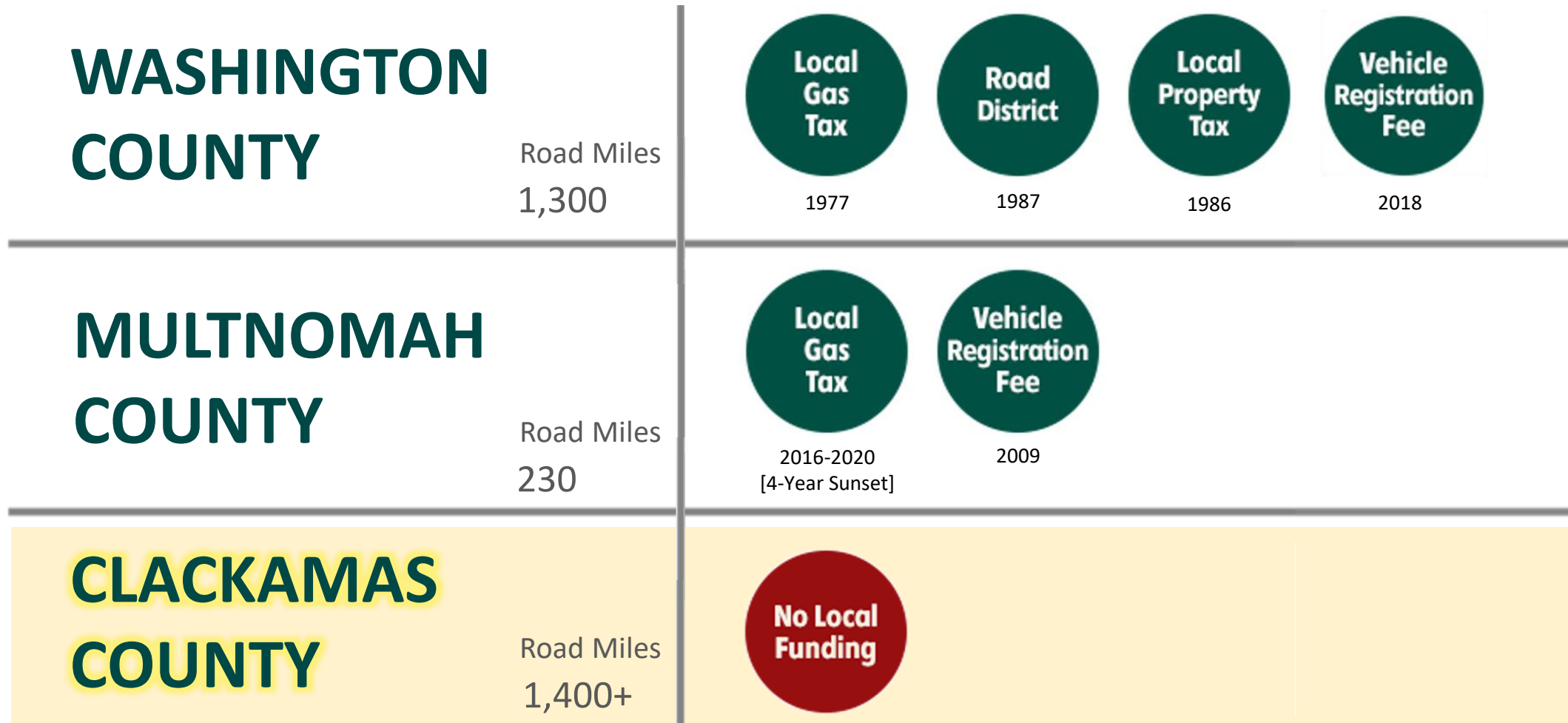
Why: Cities adopt plans for roads within their jurisdiction. This will facilitate transfer of roads from the County to the Cities, and allow the roads to be built to each city's preferred standard.

How: County and cities identify county roads within cities to transfer to the cities. C4 reviews the list annually based on need – average daily traffic (ADT), current condition, safety, etc. – and identifies which roads to be transferred. County staff works with city staff to determine the funds involved (usually the value of a two-inch asphalt overlay) and establishes timelines for the transfers. The final transfer schedule is reviewed and approved by C4 through an annual work plan. All transfers will be contingent upon the official approval of the Board of County Commissioners and the specific city's council, per ORS.

Vetting: Annual Work Plan development in January, authorized by C4.

Road Funding by County – Portland Metro Region

For years, residents in neighboring counties have voted in additional local funding to support road maintenance in their communities. These local sources supplement state and federal funds. (The year each fee was established is shown for each fee.)



Countywide VRF Distribution Scenario Concepts

State Highway Fund Distribution - Scenario 1:
City 40% | County 60%

Modified Revenue Distribution Scenario 2:
City 40% | County 50% | Strategic Investment Fund 10%

Modified Revenue Distribution Scenario 3:
City 20% | County 40% | Strategic Investment Fund 40%

Revenue Distribution		
City Share (%)		
County Share (%)		
County Strategic Investment Fund (%)		
Estimated Annual Revenue Collection *		
Revenue Source		
Countywide Vehicle Registration Fee (VRF) <i>(Maximum is \$56 per year.)</i>		
Jurisdiction	Population **	City Distribution Percentage
Barlow	135	0%
Canby	16,420	4%
Damascus ***	10,625	3%
Estacada	3,155	1%
Gladstone	11,660	3%
Happy Valley	18,680	5%
Johnson City	565	0%
Lake Oswego ****	34,855	9%
Milwaukie	20,510	5%
Molalla	9,085	2%
Oregon City	34,240	8%
Portland ****	766	0%
Rivergrove ****	459	0%
Sandy	10,655	3%
Tualatin ****	2,911	1%
West Linn	25,615	6%
Wilsonville ****	21,260	5%
Clackamas County	183,383	45%
Countywide Strategic Investment Fund		
Totals:	404,980	100%

Revenue Share	Revenue Collection
40%	\$4,470,816
60%	\$6,706,224
0%	\$0
100%	\$11,177,040
Rate	Assumptions
\$30	--> Annually per vehicle. --> 50% reduction for motorcycles.
Annual \$ Distribution	State Highway Fund Distribution
\$2,724	100%
\$331,281	100%
\$214,364	100%
\$63,654	100%
\$235,246	100%
\$376,877	100%
\$11,399	100%
\$703,222	100%
\$413,798	100%
\$183,294	100%
\$690,807	100%
\$15,455	100%
\$9,253	100%
\$214,969	100%
\$58,741	100%
\$516,794	100%
\$428,938	100%
\$6,706,224	100%
\$0	
\$11,177,040	

Revenue Share	Revenue Collection
40%	\$4,470,816
50%	\$5,588,520
10%	\$1,117,704
100%	\$11,177,040
Rate	Assumptions
\$30	--> Annually per vehicle. --> 50% reduction for motorcycles.
Annual \$ Distribution	% of State Highway Fund Distribution
\$2,724	100%
\$331,281	100%
\$214,364	100%
\$63,654	100%
\$235,246	100%
\$376,877	100%
\$11,399	100%
\$703,222	100%
\$413,798	100%
\$183,294	100%
\$690,807	100%
\$15,455	100%
\$9,253	100%
\$214,969	100%
\$58,741	100%
\$516,794	100%
\$428,938	100%
\$5,588,520	83%
\$1,117,704	
\$11,177,040	

Revenue Share	Revenue Collection
20%	\$2,235,408
40%	\$4,470,816
40%	\$4,470,816
100%	\$11,177,040
Rate	Assumptions
\$30	--> Annually per vehicle. --> 50% reduction for motorcycles.
Annual \$ Distribution	% of State Highway Fund Distribution
\$1,362	50%
\$165,640	50%
\$107,182	50%
\$31,827	50%
\$117,623	50%
\$188,439	50%
\$5,700	50%
\$351,611	50%
\$206,899	50%
\$91,647	50%
\$345,404	50%
\$7,728	50%
\$4,627	50%
\$107,485	50%
\$29,370	50%
\$258,397	50%
\$214,469	50%
\$4,470,816	67%
\$4,470,816	
\$11,177,040	

* Registered passenger vehicles and motorcycles updated to reflect ODOT December 31, 2017 registration numbers.

** Population estimates are based on Portland State University (PSU) Population for Oregon and its Counties and Incorporated Cities and Towns: July 1, 2017.

*** Though Damascus is disincorporated, state law distributes State Motor Vehicle Fund receipts previously assigned to the City to Clackamas County for 10-years after disincorporation.

**** A portion of this city is outside Clackamas County; population represents the population PSU estimates within Clackamas County jurisdiction.

Memorandum

To: Clackamas County Coordinating Committee (C4)

From: Karen Buehrig, Department of Transportation and Development

Date: September 6, 2018

RE: Public Comment period for the TriMet HB 2017 Public Transportation Improvement Plan

Tom Mills, Service Planning Manager at TriMet, will provide an overview of the TriMet HB 2017 Public Transportation Improvement Plan proposal. Commissioner Paul Savas, a member of the TriMet HB 2017 Transit Advisory Committee, will lead the discussion regarding comment on the proposal. Dwight Brashear, SMART Transit Director is also a member of the TriMet HB 2017 TAC, representing the small transit providers outside of the TriMet district. Included in the packet is a draft comment letter.

Overview:

Since November 2017, the TriMet HB 2017 Transit Advisory Committee has been meeting to discuss and develop a recommendation for the TriMet HB 2017 Public Transportation Improvement Plan (PTIP). This plan is required to be submitted to the Oregon Transportation Commission to ensure that the projects funded by the new transit employee tax implement the intent of the legislation. The TriMet HB 2017 PTIP includes projects in Clackamas County, Multnomah County and Washington County, both in and outside of the TriMet district.

For the areas outside of the TriMet district in Clackamas County, a separate Clackamas County HB 2017 Transit Advisory Committee (CC HB 2017 TAC) was established to make recommendations for the projects implemented by the small transit service providers. At the June 7th, 2018 C4 meeting, the small transit providers presented the projects moving forward in each of their areas. The CC HB 2017 TAC met twice in July to review and recommend all of the projects located in Clackamas County outside of the TriMet district. This package of projects is included in the overall TriMet PTIP. Below is an outline of the proposal within the TriMet district.

TriMet HB2017 Advisory Committee Public Transportation Improvement Plan (PTIF) Proposal

Funding Allocation Proposal (~ \$49 million annually)		
	Amount	Percentage
Low Income Fare Program	\$12 M	24%
Non-Diesel Bus Program	\$5 M	10%
Regional Coordination	\$3 M	6%
School Transportation	\$.49 M	1%
Service Enhancements	\$28 M	57%
Elderly and Disabled Services	\$1	2%

Funding Allocation Proposal (~ \$50 million one-time)		
	Amount	Percentage
Security	\$2 M	4%
ETC Transit Priority	\$10 M	20%
Amenities	\$10 M	20%
Non-Diesel Bus Program	\$28 M	56%

DRAFTDRAFT**DRAFT**

TriMet HB 2017 Transit Advisory Committee:

Thank you for the opportunity to comment on the proposal for how the HB 2017 transit funds will be spent within the tri-county area. We recognize the challenge it must be to balance the needs and wants for improvements to the transit system throughout the Portland metropolitan area with the specific needs of cities and counties, communities, and families reliant on transit services.

We appreciate that the recommendations that came directly from the small transit providers outside of the TriMet district are moving forward as proposed. These providers have worked closely with their communities to identify priority enhancements to their systems and as a result will improve the connections between several communities in Clackamas County.

Within the TriMet District, we fully support the investments in the Low Income Fare program and low-income student fare assistance, both assist in the provision of services to those most in need. In addition, we recognize the need to transition away from the diesel bus fleet. The commitment of the \$28 million in one-time funds as well as the on-going \$5 million a year and \$2.5 million of federal funding should provide TriMet with funding sufficient to implement a strategy to transition the fleet to a forward looking and climate friendly fuel source.

Another critical element of the plan is the investment in improved frequency and implementation of new bus service in Clackamas County. It is essential that we are able to see full implementation of all the service enhancements identified during this planning process. While we are supportive of TriMet increasing their investments for elderly and disabled services, we are concerned about how these services will benefit the region as a whole and the impact this will have on the recommended service enhancements. We encourage TriMet to look at their overall base budget closely to find a way to fund services for the elderly and disabled without impacting the proposed district-wide service enhancements.

Finally, we thank TriMet for its efforts to direct funds to support last-mile transit connections in our local communities. In Clackamas County, we will benefit from local last-mile community and jobs connector shuttles in Oregon City, providing access to jobs in the Clackamas Industrial Area and improving the connection between Wilsonville and Tualatin. However, the funds in this category are not sufficient to implement current known needs, such as providing a job connector shuttle along I-205 between Oregon City/West Linn and Tualatin, or any future needs that may be identified in upcoming years.

In light of this, we encourage TriMet to assess how funding for the Regional Coordination program may be increased. While we appreciate the balance of the needs discussed above, there is particular interest in the viability of using funds that had been supporting the job connector shuttle program. The reprogramming of these funds back into the Regional Coordination program would increase the investment by \$500,000 to \$1 million a year, allowing for the operation of two additional last mile shuttles or the opportunity to address future identified needs.

Sincerely,

DRAFT



Final Report
2018 Retreat
Clackamas County Coordinating Committee (C4)

Friday, June 29 – Saturday, June 30

C4 Retreat Attendance	Page 02
C4 Retreat Summary of Agenda Discussions	Page 04
C4 Retreat Flip Chart Transcriptions	Page 06



Retreat Attendees (C4 Members and Alternates)

1. Jim Bernard, Co-Chair Clackamas County, Chair
2. Brian Hodson, Co-Chair Canby, Mayor
3. Traci Hensley Canby, Councilor
4. Julie Wehling Canby, Transit Director
5. Paul Savas Clackamas County, Commissioner
6. Hugh Kalani Clackamas River Water
7. Sean Drinkwine Estacada, Mayor
8. Kenny Sernach Hamlet of Beavercreek
9. Markley Drake Happy Valley, Councilor
10. Jeff Gudman Lake Oswego, Councilor
11. Theresa Kohlhoff Lake Oswego, Councilor
12. Betty Dominguez Metro, Councilor
13. Mark Gamba Milwaukie, Mayor
14. Wilda Parks Milwaukie, Councilor
15. Jimmy Thompson Molalla, Mayor
16. Laurie Freeman Swanson Molalla Community Planning Organization
17. Susan Keil Oak Lodge Water Services District, Director
18. Dan Holladay Oregon City, Mayor
19. Renate Mengelberg Oregon City, Councilor
20. Carl Exner Sandy, Councilor
21. Jan Lee Sandy, Councilor
22. Andi Howell Sandy, Transit Director
23. Dwight Brashear SMART, Director
24. Brenda Perry West Linn, Council President
25. Tim Knapp Wilsonville, Mayor
26. Russ Axelrod West Linn, Mayor



Retreat Attendees (Non-C4 Members)

- | | |
|-----------------------|---|
| 1. Sonya Fischer | Clackamas County, Commissioner |
| 2. Ken Humberston | Clackamas County, Commissioner |
| 3. Martha Schrader | Clackamas County, Commissioner |
| 4. Don Krupp | Clackamas County, Administrator |
| 5. Mary Jo Cartasegna | Clackamas County, Commission Staff |
| 6. Tracy Moreland | Clackamas County, Commission Staff |
| 7. Gary Schmidt | Clackamas County, Public & Government Affairs |
| 8. Chris Lyons | Clackamas County, Public & Government Affairs |
| 9. Trent Wilson | Clackamas County, Public & Government Affairs |
| 10. Shelly Parini | Clackamas County, Public & Government Affairs |
| 11. Amy Herman | Clackamas County, Resolution Services |
| 12. Martine Coblentz | Clackamas County, Resolution Services |
| 13. Dan Johnson | Clackamas County, Transportation & Development, |
| 14. Karen Buehrig | Clackamas County, Transportation & Development |
| 15. Stephen Williams | Clackamas County, Transportation & Development |
| 16. Jennifer Hughes | Clackamas County, Transportation & Development |
| 17. Ray Atkinson | Clackamas Community College |
| 18. Jacque Betz | Gladstone, City Administrator |
| 19. Jaimie Huff | Happy Valley, Policy Analyst |
| 20. Craig Dirksen | Metro, Councilor |
| 21. Kelly Brooks | Milwaukie, Assistant City Manager |
| 22. John Lewis | Oregon City, Public Works Director |
| 23. Dayna Webb | Oregon City, Senior Project Engineer |
| 24. Tom Markgraf | TriMet, Public Affairs Director |
| 25. Tom Mills | TriMet, Planner |
| 26. Nancy Kraushaar | Wilsonville, Community Development Director |

C4 Retreat: Summary of Agenda Discussions

Friday, June 29

Session 1: Transportation Goals for Clackamas County

Karen Buehrig and Stephen Williams (CC Transportation & Development) introduced findings from a questionnaire sent to C4 members and city/county transportation staff that outlined various transportation priorities. A low response rate to the questionnaire prompted a discussion about transportation goals at-large within Clackamas County. C4 members reached no conclusions during this discussion, but identified various outcomes that were important to jurisdictions and relevant for ongoing and future discussions about transportation planning.

Session 2: I-205 Widening Project Status and Value Pricing Recommendations

Rian Windsheimer (ODOT) and Chris Lyons (CC Public & Government Affairs) presented updates and findings on the I-205 widening project and recommendations coming from the Value Pricing Policy Advisory Committee. Retreat attendees asked clarifying questions aimed at how to advance funding needs for the I-205 project and discussed the state legislature's intent to fund I-205 with revenue generated from value pricing (tolling). Attendees also expressed concern about diversion.

Session 3: Transit Goals within Clackamas County

Following a discussion at the June 7 C4 meeting, retreat attendees explored goals for transit within Clackamas County, including urban and rural needs. Attendees agreed that HB 2017 funding presents incredible opportunities to advance goals, but that C4 should spend more time identifying what the transportation system should look like and accomplish for Clackamas County. Attendees offered the suggestion of creating a "lens" for exploring broader transportation goals that better understands linkages, related to housing and jobs, and project criteria, connections, and outcomes.

Session 4: Tualatin Transportation Bond Measure

Sherilyn Lombos (Tualatin City Manager) shared "lessons learned" from their successful May 2018 ballot measure on transportation funding.

Saturday, June 30

Session 5: Breakfast Discussion – Transportation Goals Continued

Retreat attendees continued the discussion from the first session about at-large transportation goals within Clackamas County. Attendees also expanded this discussion to consideration of the larger metro region, noting a need for the region to have a longer range plan that addresses the larger system, thus allowing Clackamas County to better

know how to fit within the system. Members landed on a need to continue advancing I-205 at the state legislature to ensure the remaining needed project design funding is identified. Members also discussed a set of “lenses” for how to approach transportation needs in the county, but ultimately agreed that pursuing a “transportation futures” study – requesting funding from the state legislature – made sense as well.

Session 6: Proposed 2020 Regional Transportation Bond

Karen Buehrig (CC Transportation & Development) and Chris Lyons (CC Public & Government Affairs) provided materials from the June 7 C4 meeting, where Metro staff presented existing information – mainly timelines – related to the proposed 2020 regional transportation bond. Members agreed much of this discussion was dependent on findings from a futures study and related to the conversations previously held on transportation and transit goals. C4 members suggested that important elements for Clackamas County’s approach to the 2020 regional transportation bond should be: congestion relief, a complete modal package, and a “big picture” view.

Session 7: The Road Ahead, 2018: A Continued Conversation

Dan Johnson (CC Transportation & Development) and Shelly Parini (CC Public & Government Affairs) shared the results of business outreach discussions related to a potential vehicle registration fee in Clackamas County. Retreat attendees agreed with the business community to advance discussions towards a \$25-\$30 VRF, but also communicated that more discussion was needed to understand the details of how funds might be used and whether or not C4 members would be interested in creating a joint fund to better leverage VRF dollars for higher-cost projects.

Session 8: Next Steps Discussion

C4 members requested the VRF discussion take precedence in the coming months and encouraged the BCC to take action quickly. Members were also interested in advancing legislative initiatives on I-205 and a potential transportation futures study, advancing additional discussions on the potential 2020 transportation bond and transit goals, and to continue engaging in efforts to address housing.

C4 Retreat: Flip Chart Transcription

Session 1 – Transportation Goals for Clackamas County

Outcomes

- Reduce Congestion (Highways, local roads)-Project Competitive
- Maintenance
- Safety
- Infrastructure
- Resiliency
- Access
- Reliability-Benefit the entire county
- Integrated System-Multiple choices via different modes
- Expanded capacity accommodating future growth
- Economic development
- Carbon reduction
- Vision- How far out?

Regional Outcomes

- Reliability (Reduce congestion)
- Safety
- Freight Mobility
- Community Trips (Active Transportation)
- Resiliency/Sustainability

Evaluate Projects On

- Multi-model transit Projects
 - Does it help to produce a redundant system of ways to get to work, school, and shop when and where we all need to enhance our daily lives
- Additional Projects
 - More direct route from Canby to I-5 (Arndt Road)
 - Stafford Road-Bicycles
 - Bike Ped-West Linn, LO, Portland
 - McLaughlin redevelopment

Session 2 – I-205 Widening Project Status and Value Pricing Recommendation

I-205 Funding

- Need to understand level/cost of toll
 - Will they be able to raise enough money to pay for project?
- Questions remain about diversion
- Funding will come from various sources
- Concern about lack of choices for alternatives to I-205

- Support for partial funding of I-205 thru tolling

Session 3 – Transit Goals within Clackamas County

Multi Modal-Increasing Transit

- Lens criteria
 - Need to talk about linkages
 - How they relate to housing
 - How they relate to jobs
 - How projects assist with making
 - Criteria
 - Connections
 - Outcomes
 - What we want our transportation system to do for our county
- Build from what currently exists
 - Redevelopment-Example: McLaughlin
- Need to know routes, frequency
 - Needs assessment to bring to Trimet or start own system or SMART or Canby
 - City-routes and sub-routes
- Use of existing rails or express bus→streetcar or trolley in LO
- Collaborating between cities, communities
 - Transit ties people together
 - Urban→ rural coverage for all
 - Ride from churches
- Local systems within communities while still connecting to Trimet
- Shuffles to Trimet
 - Figure out \$
- Smaller vehicles→ more flexibility
- Public safety at stops
- Look at NW connector as an example→addressing connectivity issues
- Look at other models that work
 - Does it serve our county well?
 - What works, what doesn't, what are the consequences?
- Think about Boring and Damascus
 - No Trimet service
 - Other communities that do not have service
- Think about ridership
 - Productive service vs. coverage

Session 5 and 6 – Transportation Goals Cont. + Proposed 2020 Regional Transportation Bond

Important Elements in 2020 Regional Measure

- Congestion Relief
- Complete Modal Package
- Need for “big picture” view

For Legislative Agenda

- See \$24M to keep I-205 project design moving forward

Ideas/Area of Common Interest

- Connecting Rural to Urban-Options
 - A→B Access to Arterials
 - Infrastructure/Maintenance
 - Connections to Highways/ I-5, I-205 Access
 - Amenities vs. Necessities
 - Local support for projects
 - Multi-modal (bikes, ped)
 - Emerging need
 - HB 2017 Funds
 - How will it be used?
 - Urgent need to present plans
 - Regionally powerful ways to use \$
- Keeping roads open for access (rural roads)
 - Connecting urban and rural with complimentary means
 - Take advantage of STIF money
 - Prioritize planning first, then ID projects
 - Plan for and fund Travel Shed
 - Prioritize Regional and local needs for transit
- New transit money applied by 2019
- Priorities for legislative matters
 - Disconnect with UGB/Limits to project potential
- Decrease various bottlenecks and recognized diverted traffic paths
- State highway system is very important for connecting our communities
 - Think holistically
- C.C. master plan for transportation combined with city TSP?
- Ask legislature for planning funds
 - Washington county did (\$1.5M)

Integrated/Redundant System

- To enhance daily lives
 - Multiple options
 - Access
 - Congestion reduction
 - Expanded capacity
 - Safety
 - Carbon footprint reduction

Lens for Discussion

- Benefits to the entire community
- Vision is future focus
- Competitive projects
- Linkage to housing, jobs, etc.
- Regional projects/need
- Engineer capacity vs. perceived capacity
- Potential/available funding
- Innovative thinking
- Projects with consensus
- Environmental impacts
- Access strengths of cities and taking advantage of potential for integration of services
 - Rural and urban linkages

Transit → Planning Process

- Needs assessment
- Service level assessment
- Funding
- Productive service vs. coverage
- Looking at other models
- Local focus and connection
- Looking at the gaps

Session 7 – The Road Ahead, 2018: A continued conversation

Table 1

- Q1. Road maintenance, safety, wider shoulders
 - 10% of the county's 60% to use on other needs
- Q2. Will there be enough people to do the road work?
 - When VRF starts, how soon after will money start to come in.
 - YES local control important
 - Collaborate by using C4 to look at ways to support rural and city roads
- Q3.
 - Yes, \$25

Table 2

- Q1. Maintenance Interconnectivity (Urban and Rural)
- Q2. Local control
 - Yes
 - Within cities
 - Links crossing jurisdiction boundaries
 - No dead-ending
 - Commute shed
 - Thinking beyond local projects
 - Pipeline of ready projects

- Q3.
 - VRF- Yes, as a way to fund
 - \$30 sweet spot, \$25 helpful, \$29.95
 - Licensing multiple vehicles for different uses in rural areas
 - Careful communications
 - Responsible use of revenues

Table 3

- Q1. Local transit better interface with Trimet-seamless for rider
 - Maintenance
 - Wider shoulders
 - Larger capital project
 - Arndt Road
- Q2.
 - Yes (from city lens)
 - Very local
 - B.
 - If could benefit neighboring then yes collaborate
 - State roads too
- Q3. Yes, \$25
 - \$43 for electric

Table 4

- Q1. Intra- County Connections
 - Road maintenance
 - Congestion relief
 - Integrated transit connections
 - Safe routes to school
 - Transport for vulnerable populations
 - Highway 43
 - East → West transit in WL
 - Transportation corridors including sunrise
- Q2.
 - Yes
 - Control own fate
 - Buy-in for voter support
 - Integration
 - State/regional funding for big projects
- Q3.
 - Yes/maybe
 - \$25-\$30
 - Highest fee based on car that is being assessed

Table 5

- Q1. Maintenance funding
- Q2. Yes, local. Yes, collaborative.
 - County roads that run through cities up to city standards so cities can continue maintenance
- Q3. Yes
 - See some polling to get a sense from general populace
 - Leaning on higher side between \$43-56

Table 6-Urban/Rural, Elected/Non-elected

- Q1.
 - Congestion
 - Maintenance and Safety
 - Connectivity
- Q2. Weight mile tax-corridors
 - What constitutes local?
 - A.
 - Individual
 - 99E
 - 205
 - B.
 - Local Control-Yes
 - Processes may not be efficient regionally
 - Collaboration on county wide plans-Yes
 - Voters don't care who the roads are being maintained by
- Q3. VRF-Yes
 - Impact on commissioners/elected
 - \$25
 - Not adding staff
 - Weight mile

VRF

- At least \$25 = Full support
- \$30 = 12 green
- \$43 = 3 blocked, more discussion
- Support VRF = All green
- Different charges for Gas vs. electric = 16 yes
- Progressive VRF rate = 5 block

Next Steps

- Transportation land use
- Housing
- Transit
 - Hub connections for local jurisdictions

- Guidance to staff for project focus
- Regional bond
- #1 County wide TSP/Regional vision
- #2 VRF
 - I-205 and Tolling
 - Congestion vs. construction
 - 7/12 Public input meeting-letter
- Opioids
- Housing
- Homelessness

Other Topics

- Housing and funding for affordable housing
 - Housing non-profits
 - Housing bond-C4 supporting #1
 - Constitutional amendment
- Annexation issues
- Project priorities from C4 to all member staff
 - Create support documents for C4 to study

Retreat Feedback

- More time for open forum on 1st day
- More agenda flexibility based on energy
- Cell phone access
- Cold room
- More time

2018-2019 C4 Agenda DRAFT Schedule:

Issues needing attention, identified at C4 Retreat, C4, or C4 Metro Subcommittee

- Retreat Recap
- Vehicle Registration Fee (VRF) Next Steps
- Moving forward with I-205 Legislative Strategy
- Continued discussion on 2020 Regional Transportation Bond, as needed
- UGMA Revisit/Annexation Issues
- Burnside Bridge/Seismic Bridge List Presentation
- Housing Bond Resolution by C4
- Visit from Roy Rogers (to discuss MSTIP revenue sharing concept)
- PGE/Marie Pope visit
- 3-party IGA discussion/update

Meeting Schedule Recommendation

August 2018

- Retreat Recap and Final Report
- C4 Metro Subcommittee Letters
- VRF Next Steps

September 2018

- VRF Next Steps (continued). May include:
 - Visit from Washington County Commissioner Roy Rogers
- Discussion re Transportation Visioning Plan – Potential Legislative Request

October 2018

- PGE Visit/Presentation with CEO Marie Pope

November 2018

- Legislative Strategy Discussion

December 2018

January 2019

February 2019

March 2019

- C4 Co-Chair Elections
- C4 New Members Meeting

Memorandum

To: Clackamas County Coordinating Committee (C4)
From: Trent Wilson, Clackamas County Public & Government Affairs
Date: September 06, 2018
RE: Update on County-wide Housing Needs Assessment

Overview:

DLCD has awarded Clackamas County \$100,000 intended for the countywide Housing Needs Assessment (HNA). Recall that in early 2018, the Clackamas County Coordinating Committee (C4) approved county staff to reach out to cities to pursue a countywide Housing Needs Assessment (HNA) that would gather data to support housing initiatives and showcase buildable land inventories for the county and each participating city. At the same time, DLCD made available funding from the 2018 state legislative session for cities to use for land use studies, such as HNAs. At the direction of C4, the county held on advancing work with the HNA to pursue funding from DLCD.

The county will need to know the final list of participating cities by September 14. DLCD's funding comes with timing restrictions that require the HNA work to begin moving quickly. Notice was sent to city managers on Wednesday, August 29 via email from Dan Chandler, Assistant County Administrator. An update to C4 on September 06 will serve as a notice to city elected officials.

Attachments:

- Copy of email to city managers
- FAQ regarding scope of work for county-wide HNA

From: Chandler, Daniel

Sent: Wednesday, August 29, 2018 11:09 AM

Subject: Countywide Housing Needs Assessment -- Request for notice of participation.

Dear City Managers and Planning Department Folk:

This email is to determine which cities in the county intend to participate in the countywide Housing Needs Assessment (HNA).

As many of you know, the County has been pursuing the notion of a countywide HNA at the direction of the Clackamas County Coordinating Committee (C4). C4 members recognized the value and potential cost savings of a countywide effort, as opposed to separate studies by individual jurisdictions.

Over the past year, we issued an RFP, and a review team comprised of county and city representatives selected EcoNorthwest to perform the work. This led to considerable discussion about cost sharing. In the meantime, we became aware of potential state funding.

I am pleased to let you know that DLCD is awarding the project \$100,000 to proceed with the countywide HNA. This will not cover the entire cost. However, we will be asking our Board of Commissioners to cover the rest.

Attached is a memorandum explaining what participating cities will receive from the effort, and an estimate of city staff time required. For cities that choose not to participate, the consultant will attempt to determine housing needs from the best information otherwise available.

In order to meet DLCD deadlines, we need to get the work started right away. Our request at this time is for interested cities to provide written confirmation of their intention to participate in the HNA on or before September 14th.

Please feel free to contact me if you have any questions.

Thank you.

D. Daniel Chandler J.D.
Assistant County Administrator
503-742-5394

DATE: April 24, 2018
TO: Dan Chandler
FROM: Beth Goodman
SUBJECT: CLACKAMAS COUNTY HNA: SUMMARY OF PRODUCTS

Clackamas County is in the process of contracting with ECONorthwest to conduct a Countywide Housing Needs Assessment. This memorandum summarizes the scope of work detailing what cities will receive from the Countywide Housing Needs Assessment, and what time commitments will be required of city staff. The full scope of work and costs are presented in the project contract.

The products of the project will be:

1. A county-wide housing needs analysis, including an appendix that will present the data typically in a housing needs analysis for the county and each city, including: housing market trends, demographic trends affecting housing need, and trends in housing cost and affordability. This report will include recommendations for addressing County housing needs.
 2. A memorandum for each city summarizing the buildable lands inventory and the preliminary housing needs of each city.
 3. Four TAC meetings with staff from the cities and counties.
 4. Three meetings with the Clackamas County Housing Task Force.
-

What participating cities will receive:

1. Buildable Lands Inventory: A comprehensive buildable lands inventory will be provided for each city in a technical memo. This analysis will include a preliminary estimate of the capacity of vacant land for new housing.
2. Preliminary Housing Needs Assessment: A preliminary housing needs assessment for each city will be provided in a technical memo, including a forecast of population and housing growth, preliminary forecast of housing growth by housing type, and a comparison of demand for new housing with the capacity of vacant land.

What participating cities will need to do to get to a Goal 10 compliant housing needs analysis:

This project will result in much (but not all) of the technical analysis necessary to produce an HNA compliant with Goal 10. This project does not include specific discussions with individual cities about the findings of the housing needs analysis, including discussions about the city's housing policies or future mix of housing and density. Cities will need to do the following work to complete a full housing needs analysis:

-
1. Review the demographic and housing market trends from the County housing needs analysis appendix to identify trends and factors most relevant to the individual city's determination of housing need.
 2. Review the preliminary forecast of housing needs by housing type and housing density to "ground truth" and revise the forecast if necessary. Cities larger than 25,000 that are outside of Metro will have more work to do on identifying the needed housing density and mix than smaller cities because these larger cities must comply with ORS 197.296.
 3. Revise the analysis of land capacity, based on changes to housing density, and the comparison of housing need and housing supply. This step is in response to changes from Step 2, above.

The review in steps 1 and 2 are typically completed by an advisory committee with input from the Planning Commission and City Council.

4. Develop key findings from the housing needs analysis for the individual city.
5. Review city housing policies, such as Comprehensive Plan policies or zoning policies, to identify changes necessary to help the city meet its identified housing need.
6. Summarize the changes in steps 1 through 5 in a housing needs analysis document.
7. Adopt the housing needs analysis through a public process.

Staff time commitment from cities:

- Providing information such as building permits or development in the pipeline, will vary depending on the availability of data. If the data is readily available, it may take as little as 5 hours. If the data is difficult to obtain, it may take 15 or more hours.
- Providing the data and assumptions necessary for a BLI and reviewing the results of the BLI typically takes a city 5-15 hours.
- Attendance at each of the four TAC meetings, assuming 2 hours plus travel time per jurisdiction per meeting. Totaling 8-12 hours.
- Review, provide input on, and discuss draft results of the individual city's housing needs analysis with ECONorthwest staff. Approximately 3 to 6 hours.