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**Thursday, April 05, 2018**  
**6:45 PM – 8:30 PM**

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

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**AGENDA**

**6:45 p.m. Pledge of Allegiance**

**Welcome & Introductions**

*Chair Jim Bernard & Mayor Brian Hodson, Co-Chairs*

**Housekeeping**

- Approval of March 01, 2018 C4 Minutes
- Update on Co-Chair selection

**Page 03**

**6:50 p.m. Value Pricing Presentation - ODOT**

- Fact Sheet and Materials

**Page 05**

**7:30 p.m. Willamette Falls Update**

- Staff Memo

**Page 10**

**7:45 p.m. C4 Retreat Agenda Draft Discussion**

- Staff Memo

**Page 12**

**8:00 p.m. Updates/Other Business**

- JPACT/MPAC Updates
- Housing Needs Assessment (State Funds)
- Other Business

**8:30 p.m. Adjourn**

# General Information



## Current Voting Membership

		C4 Exec	C4 Metro	C4 Rural	JPACT	MPAC	R1ACT
<b>Clackamas County</b>	Chair Jim Bernard	●	●	●			
<b>Clackamas County</b>	Commissioner Paul Savas		●	●	●		●
<b>Canby</b>	Mayor Brian Hodson	●		●			●
<b>CPOs</b>	Laurie Freeman Swanson (Molalla CPO)	●	●	●			
<b>Estacada</b>	Mayor Sean Drinkwine			●			
<b>Fire Districts</b>	Matthew Silva (Estacada Fire District)	●					
<b>Gladstone</b>	Mayor Tammy Stempel		●				
<b>Hamlets</b>	John Meyer (Mulino Hamlet)			●			
<b>Happy Valley</b>	Councilor Markley Drake		●				
<b>Johnson City</b>	Vacant						
<b>Lake Oswego</b>	Councilor Jeff Gudman	●	●		●	●	●
<b>Milwaukie</b>	Mayor Mark Gamba		●			●	
<b>Molalla</b>	Mayor Jimmy Thompson			●			
<b>Oregon City</b>	Mayor Dan Holladay		●				
<b>Portland</b>	Vacant						
<b>Rivergrove</b>	Mayor Heather Kibbey		●				
<b>Sandy</b>	Councilor Carl Exner			●			
<b>Sanitary Districts</b>	Nancy Gibson (Oak Lodge Water Services)	●					
<b>Tualatin</b>	Councilor Nancy Grimes		●				
<b>Water Districts</b>	Hugh Kalani (Clackamas River Water)						
<b>West Linn</b>	Council President Brenda Perry		●				
<b>Wilsonville</b>	Mayor Tim Knapp		●		●		

## Current Ex-Officio Membership

<b>MPAC Citizen Rep</b>	Vacant
<b>Metro Council</b>	Councilor Betty Dominguez
<b>Port of Portland</b>	Emerald Bogue
<b>Rural Transit</b>	Julie Wehling
<b>Urban Transit</b>	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, March 01, 2018**  
**6:00 PM – 8:30 PM**

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

**Attendance:**

**Members:**      **Canby:** Brian Hodson (Co-Chair); **Clackamas County:** Jim Bernard (Co-Chair); Paul Savas; **CPOs:** Laurie Swanson (Molalla); Marjorie Stewart (Firwood) (Alt.); **Estacada:** Sean Drinkwine; **Gladstone:** Tammy Stempel; **Hamlets:** John Meyer (Mulino); **Happy Valley:** Markley Drake; **Lake Oswego:** Jeff Gudman; Theresa Kohlhoff (Alt.); **Milwaukie:** Mark Gamba; Wilda Parks (Alt.); **Molalla:** Jimmy Thompson; **MPAC Citizen Rep:** Betty Dominguez; **Port of Portland:** Emerald Bogue; **Sandy:** Carl Exner; **Sanitary Districts:** Nancy Gibson (Oak Lodge Water Services District); **Transit:** Julie Wehling (Transit); Dwight Brashear (SMART); **West Linn:** Brenda Perry; **Wilsonville:** Tim Knapp

**Staff:**              Trent Wilson (PGA); Gary Schmidt (PGA)

**Guests:**            Rick Cook (Stafford Hamlet); Charles “Skip” Ormsby (Birdhill CPO); Tammy Stevens (Hamlet Beaver Creek); Jaimie Huff (Happy Valley); Kenny Sernach (Hamlet Beaver Creek); Jessica Larson (Metro); Mike Bezner (Clackamas County); Mary Joe Cartasegna (BCC); John Lewis (Oregon City); Carol Pauli (Oak Grove); Brook Berglund (PGE); David Marks (CCBA); Thelma Haggemiller (Oak Grove Resident); Nancy Kraushaar (City of Wilsonville); Eugene Fifield (Oak Grove Resident); John Schreppel (Oak Grove Resident); Steve Williams (Clackamas County); Mike Mason (ODOT); Mark Ottenad (Wilsonville/SMART); Tracy Moreland (BCC); Megan McKibben (Congressman Schrader)

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.

<b><u>Agenda Item</u></b>	<b><u>Action</u></b>
<b>Approval of February 1, 2018 Minutes</b>	Approved.
<b>Executive Committee Elections</b> • <b>Staff Memo</b>	Cities and Communities caucused to select their representatives for C4 Executive Committee.  Urban Cities selected Councilor Jeff Gudman. Rural Cities selected Mayor Bryan Hodson. Communities selected Laurie Freeman Swanson.

<p><b>Active Transportation Project Development Funds</b></p> <ul style="list-style-type: none"> <li>• <b>Memo/C4 Metro Subcommittee recommendation</b></li> </ul>	<p>Staff presented the recommendation from C4 Metro Subcommittee to endorse the Willamette River Ped Bike Bridge Feasibility Study for the 2019-2021 RFFA Active Transportation Project Development Funds. Project was approved and will be sent to Metro for further action.</p>
<p><b>Value Pricing Update</b></p> <ul style="list-style-type: none"> <li>• <b>ODOT Fact Sheet</b></li> </ul>	<p>Commissioner Savas shared information from the Value Pricing Policy Advisory Committee on Feb 28. A recent report had been shared at that meeting indicating ODOT was advancing 5 preferred value pricing alternatives, none seemingly favorable to Clackamas County and communities. More information to come in future meetings.</p>
<p><b>C4 Retreat Discussion</b></p> <ul style="list-style-type: none"> <li>• <b>Memo/Discussion Topics</b></li> </ul>	<p>Members discussed preferred topics for 2018 C4 Retreat. List included:</p> <ul style="list-style-type: none"> <li>• Willamette Falls Projects Updates</li> <li>• Housing Bond Updates <ul style="list-style-type: none"> <li>○ Correlation with Housing Needs Assessments</li> </ul> </li> <li>• Vehicle Registration Fees</li> <li>• Transportation Bond 2020</li> <li>• Transit: “What should transit look like in Clackamas County” <ul style="list-style-type: none"> <li>○ Formation of “own” transit district?</li> </ul> </li> <li>• Tolling</li> <li>• Education on how pass-through funding works</li> <li>• Have a broad conversation about what transportation looks like in Clackamas in the next 20 years.</li> </ul>
<p><b>Updates/Other Business:</b></p> <ul style="list-style-type: none"> <li>• <b>JPACT/MPAC Updates</b></li> <li>• <b>Other</b></li> </ul>	<p>No additional business.</p>

Adjourned at 8:20 p.m.



# Portland Metro Area Value Pricing Feasibility Analysis

## FACT SHEET

## We have a congestion problem

It's not your imagination — more people and merchandise are sitting in Portland-area traffic longer. Buses, bicycles and pedestrians also are affected as the system slows. Regional growth has strained the Portland metro area's six major highways — including I-5 and I-205, the primary north-south routes for the state. Congestion and delays are increasing throughout all hours of the day creating unpredictability, costing people and businesses, and increasing crashes.

### Not one single solution

In 2017, the Oregon Legislature authorized funding to substantially improve area highways, transit, biking and walking facilities, and use technology to make the system work better. The Legislature also directed the Oregon Transportation Commission (OTC) to seek federal approval to implement value pricing on I-5 and I-205 to address the congestion problem.

### What is value pricing?

Pricing strategies have been used successfully for years by utilities, sporting events and movie theaters. The cost is determined by how many users want to use a limited service.

Value pricing is a proven tool resulting in faster, more reliable and predictable trips. It has been implemented with success in the United States and around the world.

Value pricing uses fees or tolls to manage congestion. During more congested times of the

day a higher fee is charged, encouraging some drivers to consider other travel options such as alternate routes, carpools, transit or travel at less congested times. This improves mobility for all drivers who pay the fee, and potentially for the entire system. Fees are collected electronically so drivers do not have to stop at toll booths.

The main types of value pricing strategies that will be considered include:

- **Priced lanes**, which give drivers a choice to pay to use the lane to save time or to use the adjacent, unpriced lanes.
- **Priced roadways**, a concept under which all lanes would be priced.

Both types of value pricing tools could be applied to the entire highway or to specific highway segments, which could include bridges.

Implementation of priced lanes in the Portland metro area requires a decision about whether to construct new lanes or convert general travel lanes.

**+30,761**  
MORE PEOPLE

Portland area  
population growth  
2014 - 2015

**+13.6%**  
MORE CONGESTION

Hours of weekday congestion  
in the Portland area  
2013 - 2015

**+22.6%**  
MORE TRAFFIC DELAYS

In the Portland  
metro region  
2013 - 2015

## BENEFITS OF VALUE PRICING

### FOR SAFETY

Reducing congestion, particularly at bottlenecks, smooths and steadies traffic flow, and reduces the opportunity for rear-end crashes.

### FOR COMMUTERS

Improvement in travel time reliability and efficiency for priced lane users.

### FOR FREIGHT

Congestion relief through value pricing allows businesses to reduce travel time which saves costs and reduces truck trips.

## Value pricing: A tool to reduce congestion in the Portland metro area

The Oregon Department of Transportation (ODOT) is conducting a feasibility analysis to determine if value pricing could improve mobility by allowing people to choose to pay a fee to get a more reliable and predictable trip on I-5 or I-205 during peak travel times. Those who do not want to pay a fee may choose to travel during off-peak hours and pay a lower fee, or choose other modes of transportation. Some may not make the trip at all. There are many ways value pricing could be applied.

The Oregon Transportation Commission (OTC) has directed a public input process and technical analysis of potential value pricing options.

### Any proposal will reflect our values

To make sure that any proposal reflects our values around fairness and equity, OTC created a Policy Advisory Committee (PAC) so diverse perspectives can inform a final proposal. The PAC will consider

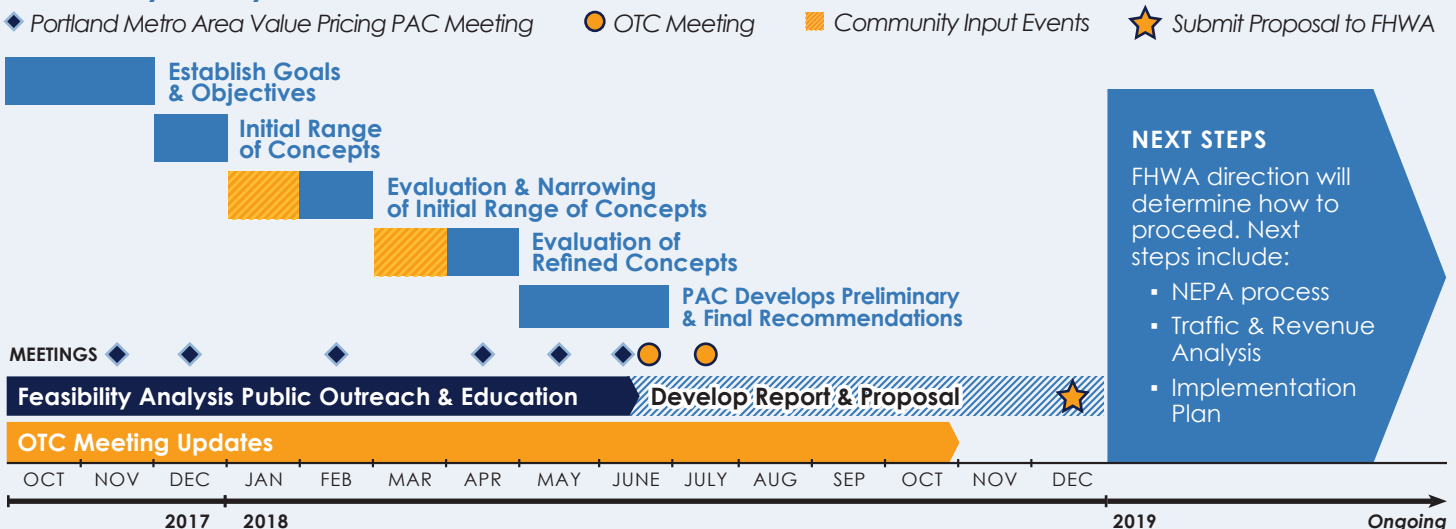
the benefits to congested corridors and effects to travelers and adjacent neighborhoods. The PAC will recommend to the OTC the best location and type of value pricing for the region. The OTC is the tolling authority in the state and will submit its proposal to the Federal Highway Administration (FHWA) by the end of December 2018. Next steps include additional public outreach; environmental, traffic, and revenue analysis; and a tolling agreement.

### Make your voice heard

Public review and input on value pricing is essential to help fully evaluate value pricing to determine how best to implement it.

- **Ask a question or provide a comment:** [ValuePricingInfo@odot.state.or.us](mailto:ValuePricingInfo@odot.state.or.us)
- **Provide input to the Policy Advisory Committee:** [ValuePricingPAC@odot.state.or.us](mailto:ValuePricingPAC@odot.state.or.us)
- **Learn more:** [www.oregon.gov/ODOT/Pages/Value-Pricing.aspx](http://www.oregon.gov/ODOT/Pages/Value-Pricing.aspx)

## Feasibility Analysis Schedule



# PAC Recommendation Process

	<b>PAC4 April 11</b>	<b>PAC 5 May 14</b>	<b>PAC 6 June 25</b>
<b>Information/ Discussion</b>	Mitigation approaches / current policies	Round 2 concept analysis findings	Refinement of recommendations
<b>Outcome</b>	Identify mitigation opportunities & approaches	Preferred concept(s)	Final Recommendations - Location - Type - Mitigations

<b>OTC meeting July 12</b>	<b>Present the PAC recommendation(s) and hear public comment</b>
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# HB 2017-10

- a brief overview -

## Transportation Investments



### Safety, Preservation, Maintenance & Seismic

Raises funds to improve state's bridges, highways and culverts, and make safety and seismic investments.

Provides historic levels of investment to cities and counties for maintenance of local infrastructure.



### Multimodal Transportation

Provides funding in the first biennium to Connect Oregon program and directs funds for both the Treasure Valley Transmodal Facility and the MidWillamette Valley Transmodal Facility. Creates a funding mechanism that makes Connect Oregon a permanent program.



### Public Transit

Makes new substantial statewide investment in public transit to improve the connectivity and frequency of bus service in rural and urban communities.



### Bicycle & Pedestrian

Creates dedicated investments for bicycle and pedestrian commuter paths in Connect Oregon.

Provides \$10 million per year for Safe Routes to Schools increasing to \$15 million in 2023. Plus 1 percent of state highway fund revenue for bike and pedestrian projects on the highway system.



### Marine Investment

Provides funding for marine dredging and derelict vessel removal.



### Electric Vehicles

Provides \$12 million per year for rebates for electric and other zero emission vehicles to promote their use in Oregon.



### Roadside Rest Areas

Adds six rest areas and three state parks to the portfolio of rest areas managed by the Travel Information Council and provides funds to upgrade facilities.



### Congestion Relief & Freight Mobility

OR 217: Makes full investment in bottleneck relief.

I-205: Widens northbound I-205 from Powell Boulevard to I-84. Uses technology to ease congestion. Requires planning to widen the freeway from Stafford Road to the Abernethy Bridge.

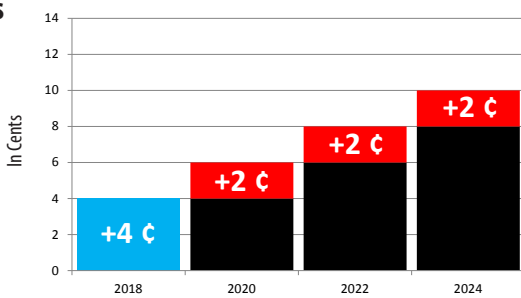
I-5 Rose Quarter: Invests in new lanes to improve reliability and plan for connectivity improvements across the freeway.

## Funding Investments

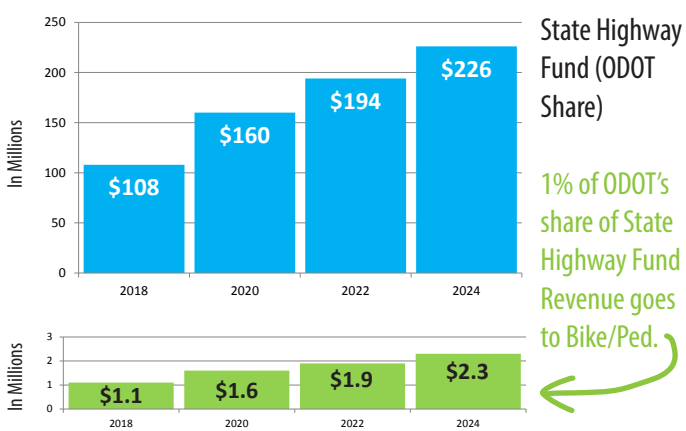
### Vehicle Registration Fees, Title Fees, and Fuels Tax

Four increases stair-stepped over six years.

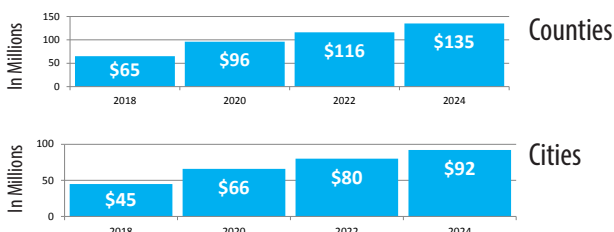
Last three increases conditioned on accountability.



### Vehicle Registration Fees, Title Fees and Fuels Tax Annual New Revenue Estimate



### State Highway Fund (Local Government Share)

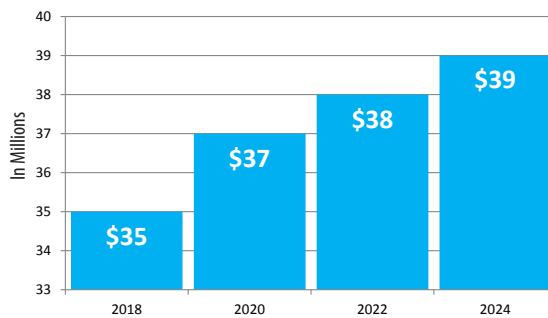


### New Light Vehicle Dealer Privilege Tax



The privilege tax revenue is dedicated to **electric vehicle rebates & Connect Oregon.**

### New Light Vehicle Dealer Privilege Tax Annual Revenue Estimate



### Bicycle Excise Tax

**\$15 fee**

Only adult bicycles that cost \$200 or more with wheels 26 inches or larger. The bicycle excise tax is expected to generate an **annual average revenue of \$1.2 million.** Dedicated to bicycle and pedestrian projects in Connect Oregon.

### Statewide Payroll Tax

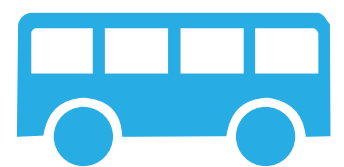
1/10th of 1% of wages, deducted by employer from payment to employee.



A worker earning minimum wage pays:

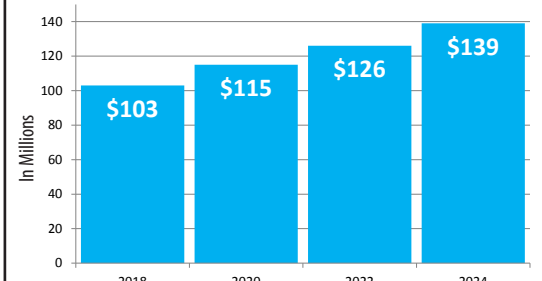
**39 ¢** per week **About \$20.28** per year

The payroll tax revenue is dedicated to



**public transit**

### Statewide Payroll Tax Annual Revenue Estimate



## Policy

### Accountability

Directs the commission to create a Continuous Improvement Advisory Committee for ODOT, measure and report on transportation system condition for all jurisdictions, create a transparency website, conduct benefit cost analysis for capacity building projects and create a stronger connection between the commission and the internal auditor of ODOT.

### Value Pricing

Creates a pathway for use of value pricing to relieve Portland Metro area congestion.

### Clean Fuels

Guarantees certainty with cost containment measures in statute for consumer protection.

### Use of Salt

Requires a statewide winter maintenance strategy that includes the use of salt.

### Jurisdictional Transfers

Transfers Outer Powell Boulevard in Portland, Pacific Highway West in Eugene, Springfield Highway in Springfield, Territorial Highway and Springfield-Creswell Highway in Lane County to local governments. Transfers Cornelius Pass Road in Multnomah and Washington Counties to ODOT.





# Portland Metro Area Value Pricing Feasibility Analysis

## Join the conversation

We have a congestion problem. The Oregon Department of Transportation is working to improve travel times and get you where you need to go – reliably.

### Engage online or in-person

Join the online open house conversation April 5 – 19 at [www.ODOTValuePricing.org](http://www.ODOTValuePricing.org)

### Drop-in to an open house event

ODOT is gathering community input to inform a proposal for using congestion pricing, also called value pricing, on I-5 and I-205. Learn the latest and lend your voice on how ODOT is analyzing congestion pricing as one part of a comprehensive strategy to reduce traffic congestion.

Share your thoughts on five proposed tolling concepts and how congestion pricing could work for the Portland metro area.

**Thursday, April 12, 5:30 - 7:30 pm**

Museum of Oregon Territory  
211 Tumwater Drive, Oregon City

**Saturday, April 14, 10 am – 12 pm**

Ron Russell Middle School  
3955 SE 112th Avenue, Portland

**Wednesday, April 18, 5:30 - 7:30 pm**

Tigard Public Works Auditorium  
8777 SW Burnham Street, Tigard

**Saturday, April 21, 9:30 am - 12:30 pm**

Embassy Suites Airport, Pine Room  
7900 NE 82nd Avenue, Portland



[www.ODOTValuePricing.org](http://www.ODOTValuePricing.org)

For more information, contact April deLeon-Galloway  
503-731-3117 or [april.m.deleon@odot.state.or.us](mailto:april.m.deleon@odot.state.or.us)

**Memorandum**

**To: Clackamas County Coordinating Committee (C4)**

**From: Trent Wilson, Public and Government Affairs**

**Date: March 29, 2018**

**RE: Update on Willamette Falls Projects**

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**Overview:**

Three separate projects are taking place around Willamette Falls. While these projects include many of the same stakeholders, their work and progress remains on different timelines and include different short-term goals. This discussion will focus primarily on Willamette Falls Legacy Project and the Willamette Falls Locks State Commission. A third section has been added to this memo to capture the current status of the Willamette Falls Heritage Area.

**Willamette Falls Legacy Project – *Presented by John Southgate***

The goal of the Legacy Project is to design and build a Riverwalk along the river's edge of the old Blue Heron Paper Mill, providing access for visitors to see and feel Willamette Falls. Oregon City, Metro, Clackamas County, and the State are working together to see this important work move forward. Work is expected to begin in 2019 on Phase 1 of the Riverwalk. The property is owned by a private developer who has granted an easement on the banks of the property for the Riverwalk design, permitting, and construction to move forward. PGE also owns a significant piece of the property required to ensure visitors can reach the falls, and have been extremely helpful in advancing the project. In addition to the Riverwalk, the public partnership supports working with the property owner on future plans of the site to encourage mixed use redevelopment and the return of traded sectors jobs to downtown Oregon City.

<http://www.willamettefallslegacy.org/>

**Willamette Falls Locks State Commission – *Presented by Trent Wilson***

The State Commission will have its first meeting on April 4, 2018. The goal of the State Commission identified in SB 256 (2017 State Legislature) is to identify a new owner(s) willing to receive the Locks from the U.S. Army Corps of Engineers (USACE). The USACE are currently undergoing a Disposition Study that will ultimately lead to either a transfer or decommissioning of the Locks. The study is expected to finalize before summer 2018. The USACE have worked closely with local stakeholders to ensure that the possibility of transfer remains open while the state commission works to identify a transferee, but without a transferee the Locks could be decommissioned indefinitely. The State Commission is currently funded to meet for two years.

## **Willamette Falls Heritage Area**

The mission of the Willamette Falls Heritage Area Coalition (WFHAC) is to advocate for and strengthen the identity of the historic working communities around Willamette Falls by preserving and promoting their important and distinctive natural, cultural, scenic, recreational, and industrial resources through public/private partnerships. As a testament to their efforts and the importance of the site, the Oregon Heritage Commission approved state heritage area status for the Willamette Falls Heritage Area in February 2015. WFHAC is working towards designation as National Heritage Area, which encourages historic preservation of the area and would add Willamette Falls to well established list early American heritage locations visited by thousands of people annually.

**Memorandum**

**To: Clackamas County Coordinating Committee (C4)**

**From: Trent Wilson, Public and Government Affairs**

**Date: March 29, 2018**

**RE: C4 Retreat Agenda Blueprint**

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**Registration**

Registration for the 2017 C4 Retreat will begin the week following the April C4 meeting. In the past, registrants have wanted to know the details of the retreat before registering. The April 5 retreat discussion of the Retreat blueprint will help produce a marketable retreat agenda that will inform interested attendees and also allow staff the flexibility to build and adjust the retreat as needed. The retreat is currently scheduled for June 29-30, 2018.

**Retreat Agenda Blueprint**

This blueprint was designed using feedback from the March 1, 2018 C4 Retreat Planning Discussion. The C4 Executive Committee also agreed that based on C4 member feedback, the entire C4 retreat should be dedicated entirely to transportation goals and strategies, with the one exception of potential updates related to the county-wide housing needs assessment or other administrative needs of C4.

**Day 1 (Friday, June 29) – 1pm to 6pm**

***Goal of Day 1: Determine the Shared Transportation Goals of our Communities***

- Session 1: Share jurisdiction goals/needs, and discuss county-wide transportation goals
- Session 2: I-205 Project Status
- Session 3: 2020 Transportation Bond – Understanding Current Framework
- Session 4: Transit Goals for Clackamas County
- Dinner

**Day 2 (Saturday, June 30) – 8:30am to 2pm**

***Goal of Day 2: Determine the shared Transportation Strategy for our Communities***

- Breakfast discussion: “What does success look like?”
- Session 5: 2020 Transportation Bond – Discussing Clackamas County’s goals for the Bond
- Session 6: VRF
- Session 7: Funding Strategy
- Lunch discussion: TBD