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**Thursday, April 01, 2021**

**6:45 PM – 8:30 PM**

**Zoom Link:**

<https://clackamascounty.zoom.us/j/88425507857?pwd=SFVraFNFSnd0OHpweIY5enlCeFBaZz09>

Telephone: 1 (669) 900-6833

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## AGENDA

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

**Welcome & Introductions**

*Chair Paul Savas & Mayor Brian Hodson, Co-Chairs*

**Housekeeping**

- Approval of March 04, 2021 C4 Minutes

**Page 03**

**6:50 p.m. Supportive Housing Services Program Update**

*Presenting: Jill Smith, Housing Authority Director; Vahid Brown*

- Background memo and 2020 flyer

**Page 05**

**7:30 p.m. Transit Development Plan Update**

*Presenting: Karen Buehrig, Long Range Planning Manager*

- Executive Summary ([linked here](#))
- Presentation Materials

**Page 08**

**8:00 p.m. Region 1 Area Commission on Transportation**

- City Vacancy and Community Member Reappointment
- Upcoming Meeting

**8:15 p.m. Updates/Other Business**

- JPACT/MPAC Updates
- C4 Retreat
- 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>	Commissioner Paul Savas	●	●	●	●		●
<b>Clackamas County</b>	Commissioner Martha Schrader		●	●		●	
<b>Canby</b>	Mayor Brian Hodson	●		●			●
<b>CPOs</b>	Martin Meyers (Redland 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 Keith (Stafford Hamlet)			●			
<b>Happy Valley</b>	Council President Brett Sherman		●			●	
<b>Johnson City</b>	Vacant						
<b>Lake Oswego</b>	Mayor Joe Buck		●			●	
<b>Milwaukie</b>	Councilor Kathy Hyzy		●		●	●	
<b>Molalla</b>	Scott Keyser			●			
<b>Oregon City</b>	Commissioner Rachel Lyles Smith		●			●	
<b>Portland</b>	Vacant						
<b>Rivergrove</b>	Mayor Walt Williams		●				
<b>Sandy</b>	Mayor Stan Pulliam			●			
<b>Sanitary Districts</b>	Paul Gornick (Oak Lodge Water Services)	●					
<b>Tualatin</b>	Councilor Valerie Pratt		●				
<b>Water Districts</b>	Hugh Kalani (Clackamas River Water)						
<b>West Linn</b>	Mayor Jules Walters		●				
<b>Wilsonville</b>	Mayor Julie Fitzgerald		●				

## Current Ex-Officio Membership

<b>MPAC Citizen Rep</b>	Ed Gronke (Alt.)
<b>Metro Council</b>	Councilor Christine Lewis
<b>Port of Portland</b>	Emerald Bogue
<b>Rural Transit</b>	Teresa Christopherson
<b>Urban Transit</b>	Dwight Brashear (SMART)

## 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 04, 2021**  
**Development Services Building**  
 Main Floor Auditorium, Room 115  
 150 Beaver Creek Road, Oregon City, OR 97045

**Attendance:**

**Members:** **Clackamas County:** Paul Savas; Martha Schrader; **Canby:** Brian Hodson, Tracy Hensley (Alt.); **CPOs:** Martin Meyers; Marge Stewart (Alt.); **Estacada:** Sean Drinkwine; **Gladstone:** Tammy Stempel; **Hamlets:** John Keith; Rick Cook (Alt.); **Happy Valley:** Brett Sherman; Tom Ellis (Alt.); **Lake Oswego:** Joe Buck; **Metro:** Christine Lewis; **Milwaukie:** Kathy Hyzy; **Molalla:** Scott Keyser; **MPAC Citizen:** Ed Gronke; **Oregon City:** Rachel Lyles Smith; **Sanitary Districts:** Paul Gornick; **Transit:** Dwight Brashear (SMART); Tom Markgraf (TriMet); **Sandy:** Stan Pulliam; **Tualatin:** Valerie Pratt; **West Linn:** Jules Walters; **Wilsonville:** Julie Fitzgerald

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

**Guests:** Cheryl Bell (DTD); Eben Polk (DTD); Sarah Allison (DTD); Jaimie Huff (Happy Valley); Will Farley (Lake Oswego); Mike Bezner (DTD); Mark Ottenad (Wilsonville/SMART); Dayna Webb (Oregon City); John Lewis (Oregon City); Mark Ottenad (Wilsonville); Jeff Gudman (community member); Ray Atkinson (CCC); Kristina Babcock (Clackamas Mt Hood Express); Thelma Haggemiller (community member)

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>
<b>Approval of February 04, 2021 C4 Minutes</b>	Approved.
<b>Climate Action Plan Update</b>	<p>The Clackamas Sustainability team tasked with implementing the county's Climate Action Plan presented on the status of the work associated with the Plan. Details included the extent of the study, timelines, and contractors and how they were chosen.</p> <p>C4 members inquired about city and non-city involvement. Because the 2020 election has changed many members on C4, cities asked the cities survey results be shared and other cities that did not participate in 2020 have now asked to be included.</p>

<p><b>C4 Orientation and Executive Committee Representation</b></p>	<p>Staff provided an overview of the C4 makeup, and facilitated (in advance of the meeting) caucuses between members that select representatives to serve at C4 Executive Committee. Those decisions were:</p> <p>Clackamas – Commissioner Paul Savas  Urban Cities – Mayor Tammy Stempel (Gladstone)  Rural Cities – Mayor Brian Hodson (Canby)  CPO/Hamlets – Martin Meyers (CPOs)  Special Districts – Paul Gornick (Sanitary)  Fire District – Matthew Silva</p> <p>The co-chair serving alongside the county co-chair would be selected at the March C4 Executive Committee meeting.</p>
<p><b>R1 ACT Vacancies and Nominations</b></p>	<p>The next R1ACT meeting is in April, following the April C4 meeting. Staff will send the nomination form to city members to fill out for a decision at the April 1 C4 meeting.</p> <p>The community member whose term is due – Bill Merchant – has agreed to continue serving, which matches the desire of C4 noted in February.</p>
<p><b>Vehicle Registration Fee</b></p>	<p>Commissioners Savas and Schrader provided an update on the discussion by county commissioners to repeal the vehicle registration fee imposed in 2019. The votes failed to repeal the Fee.</p> <p>Comments were mostly supportive of retaining the vehicle registration fee. Some cities voiced a preference for these types of decision to go to voters.</p> <p>C4 members mentioned a willingness for the topic of transportation funding to return to C4.</p>
<p><b>Updates/Other Business</b></p> <ul style="list-style-type: none"> <li>• <b>JPACT/MPAC Updates</b></li> <li>• <b>Other Business</b></li> </ul>	<p>JPACT/MPAC: JPACT discussed emergency transportation routes and Congressman Blumenauer discussed federal funding priorities.</p>

Adjourned at 8:45 p.m.

## **Clackamas County Supportive Housing and Services Program (SHS)**

### **Background**

In February 2020, Metro Council referred Measure 26-210 to voters. The framework was created by HereTogether, a coalition of businesses and social service agencies from the region who are committed to ending homelessness in the region. In May 2020, Metro voters passed the Supportive Housing Services measure with 58% support. The measure will raise money for supportive housing services for people experiencing homelessness or at risk of experiencing homelessness.

Clackamas County will receive 21.33% of the total revenue (estimated \$53 Million annually) generated to provide Supportive Housing Services such as:

- rent assistance
- mental health
- addiction and recovery services
- employment assistance
- peers support

25% of SHS funds will be devoted to services for people who are currently experiencing homelessness or have a substantial risk of experiencing homelessness. 75% of SHS funds will be devoted to services for people who have extremely low-income, have one or more disabling conditions, and are experiencing or are at imminent risk of long-term or frequent episodes of literal homelessness.

### **Program oversight**

A local Supportive Housing and Services Steering Committee is working with Housing Authority staff to develop a Local Implementation Plan, which will guide the way Clackamas County uses the funds. Robust community engagement and staff subject matter expertise input has informed the plan, which includes an emphasis on advancing racial equity and expanding partnerships with culturally-specific providers in the county. Metro is also convening a regional oversight committee to provide independent and transparent oversight of the regional program.

### **Local Implementation Plan**

Inclusive community engagement played a major role in the development of the Clackamas County Plan. Housing Authority staff, the Corporation for Supportive Housing, the Coalition of Communities of Color and UNITE Oregon conducted broad outreach efforts to ensure feedback from communities of color and culturally specific groups was considered and incorporated into the plan.

The plan has been reviewed and approved by the local Steering Committee, and will now be reviewed by the Housing Authority Board, the Regional Oversight Committee, and finally by Metro Council. The program is on track to launch in July 2021.

# Addressing homelessness in greater Portland

## Regional Supportive Housing Services program

*In recent years, homelessness and housing prices have both increased dramatically in the Portland area. Metro’s supportive housing services program is designed to help people find and stay in housing.*

The region’s voters approved a regional affordable housing bond in November 2018, funding the creation of thousands of permanently affordable homes throughout the region.

In May 2020, voters in greater Portland approved a measure that would raise money for supportive housing services for people experiencing homelessness or at risk of experiencing homelessness. Community members and leaders from around the region developed the measure, recognizing that individuals and families need support to find and stay in their homes.

### Supportive Housing Services Program

Metro’s supportive housing services program will provide the much-needed wraparound services to help reduce homelessness across greater Portland.

The program provides services for as many as 5,000 people experiencing prolonged homelessness with complex disabilities, and as many as 10,000 households experiencing short-term homelessness or at risk of homelessness.

Multiple studies have shown that supportive housing services increases housing stability among many other benefits. Metro’s supportive housing services program will pay for services that effectively and permanently elevate people out of homelessness, such as:



- case management
- mental health care
- addiction and recovery treatment
- job training
- housing assistance and
- culturally-specific services

### How is the program funded?

The program collects a 1 percent tax on all taxable income of more than \$125,000 for individuals and \$200,000 for joint filers. It also collects a 1 percent tax on profits from businesses with gross receipts of more than \$5 million. A tax on business profits does not tax business income that pays for such expenses as payroll, rent, equipment and inventory purchases.

### How many people need assistance?

Estimates of homelessness in the region range between 6,000 and 12,000 people.

In January 2019, officials counted 5,711 people experiencing homelessness in Clackamas, Multnomah and Washington counties. Additionally, the Oregon Department of Education counted more than 7,000 students who experienced homelessness in the 2018 school year in Metro-area school districts. These reports undercount people experiencing

homelessness while staying with a friend or family, or living in vehicles.

In recent years, more people are experiencing 'chronic' or prolonged homelessness. Approximately 3,123 to 4,935 people in the region experience homelessness related to complex and disabling conditions.



#### Who becomes homeless in the Portland region?

The January 2019 count found that the majority of those surveyed in Multnomah County are longtime Oregonians who lost access to housing because of rent increases. A quarter of people experiencing homelessness in greater Portland were born in the region; more than half had lived in the region for more than two years. Thirty-six percent were people of color, including 14 percent of indigenous ancestry. More than three-quarters had a disability. Nearly half had experienced domestic violence.

#### Local communities use funds

Revenue is distributed within the portions of Clackamas, Multnomah and Washington counties that are inside Metro's district. Revenue is distributed proportionate to the tax revenue estimated to be collected from individuals in those counties.

Agencies addressing homelessness in Multnomah County receive 45.3 percent of the revenue, Washington County agencies receive 33.3 percent, and Clackamas County agencies receive 21.3 percent of the collected revenue.

Each county develops a Local Implementation Plan based on local need. Funds are distributed as rent assistance through local housing authorities, and service contracts with local social service and health care providers who serve people experiencing homelessness and housing insecurity.

#### Accountability and oversight

Oversight is provided by a 20-member committee that broadly represents the diversity of the region and lends expertise to the program. Members provide policy and programmatic guidance, monitor programmatic expenditures and evaluate outcomes. All meetings and materials of the community oversight body will be available and accessible to the public.

Metro is required to have an annual independent financial audit and for the results to be made publicly available.

The program restricts administrative expenses incurred by Metro to no more than 5 percent after collection expenses.

Administrative funds pay for oversight and accountability, data collection, coordination, and other costs associated with management of the regional program.

#### Learn more

[oregonmetro.gov/housingservices](https://oregonmetro.gov/housingservices)

For more information email [housingservices@oregonmetro.gov](mailto:housingservices@oregonmetro.gov)





# Clackamas County Coordinating Committee (C4)

April 1, 2021



- HB 2017 (Keep Oregon Moving) created a new transportation revenue stream: **Statewide Transportation Improvement Fund (STIF)**

- A “dedicated source of funding for improving or expanding public transportation service in Oregon”
- Every two years, the County coordinates with all county transit agencies to identify specific projects to be funded by STIF
- Only projects *identified within an adopted plan* are eligible for STIF funding



# What Will the TDP Do?



The TDP will guide transit investments within Clackamas County and guide future investments under STIF by:



Identify connections to area with no service



Provide a coordinated vision for transit service



Take actions to improve transit use

Within TriMet service area, the TDP will:




















- Provide detailed analysis and level of service information
- Inform future STIF plans
- Inform TriMet service implementation

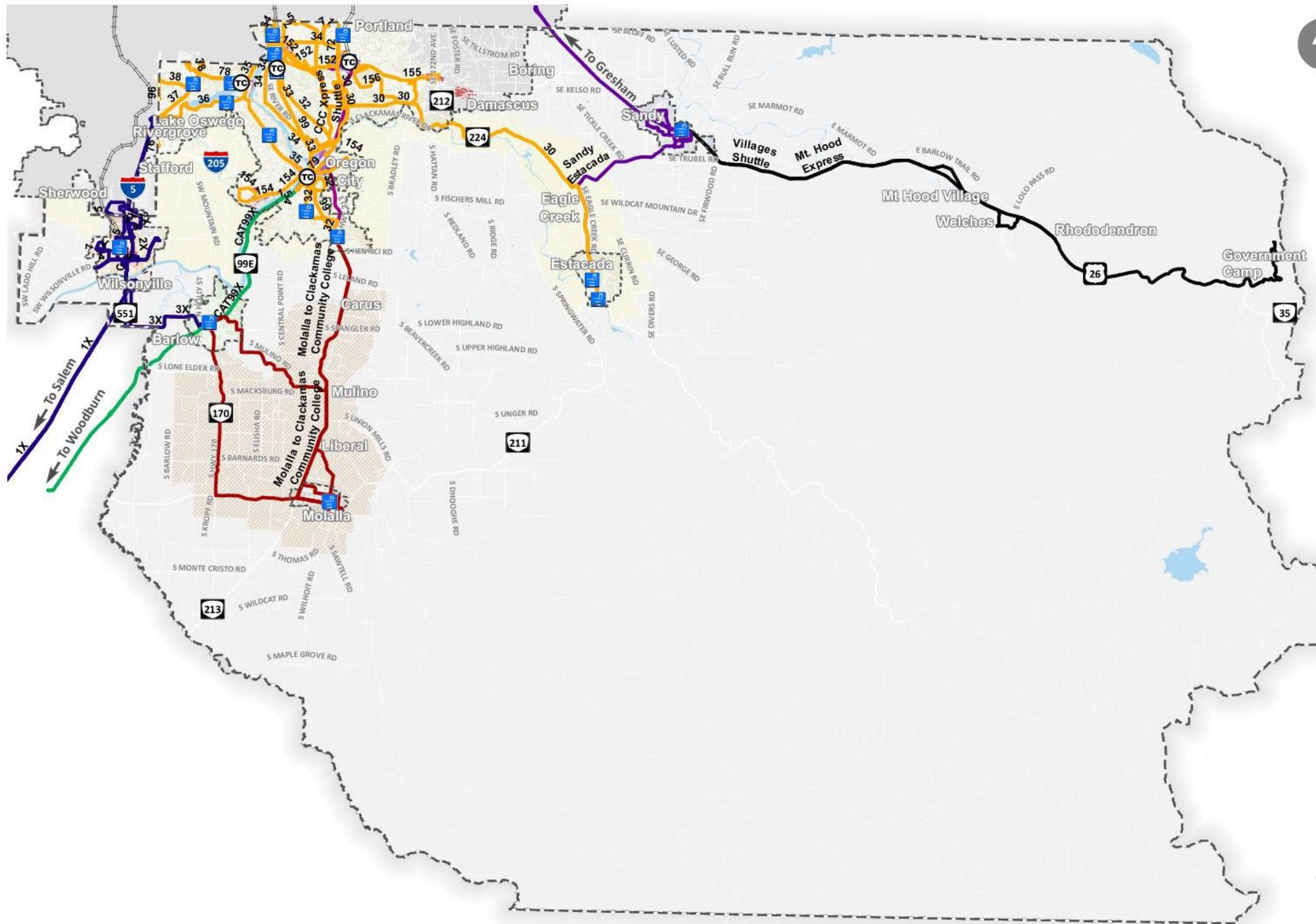
In unincorporated areas with no transit providers, the TDP will:

- Make recommendations for how transit service providers can cover these areas in the future
- Understand how existing transit services can be better connected

# Transit Providers in Clackamas County



-  TriMet Transit Centers
-  Park and ride lots
-  TriMet Bus Routes
-  South Clackamas Transit District (SCTD) Routes
-  Canby Area Transit (CAT) Routes
-  Sandy Area Transit (SAM) Routes
-  South Metro Area Regional Transit (SMART) Routes
-  Mt Hood Express Routes
-  CCC Xpress Shuttle Routes
-  Existing TriMet Rail
-  Regional Center
-  Town Center
-  Canby Area Transit
-  Sandy Area Transit
-  South Clackamas Transportation District (SCTD)
-  South Metro Area Regional Transit (SMART)
-  Tri-County Metropolitan Transportation District of Oregon (TriMet)
-  Urban Growth Boundaries
-  County Boundary



# Project Outreach



Technical  
Advisory  
Committee

Project  
Advisory  
Committee

Project  
Website

Online Surveys

Targeted  
Online  
Engagement

Small Group  
Listening  
Sessions

Clackamas  
County Planning  
Commission

C4 Meeting

County Board  
of  
Commissioners

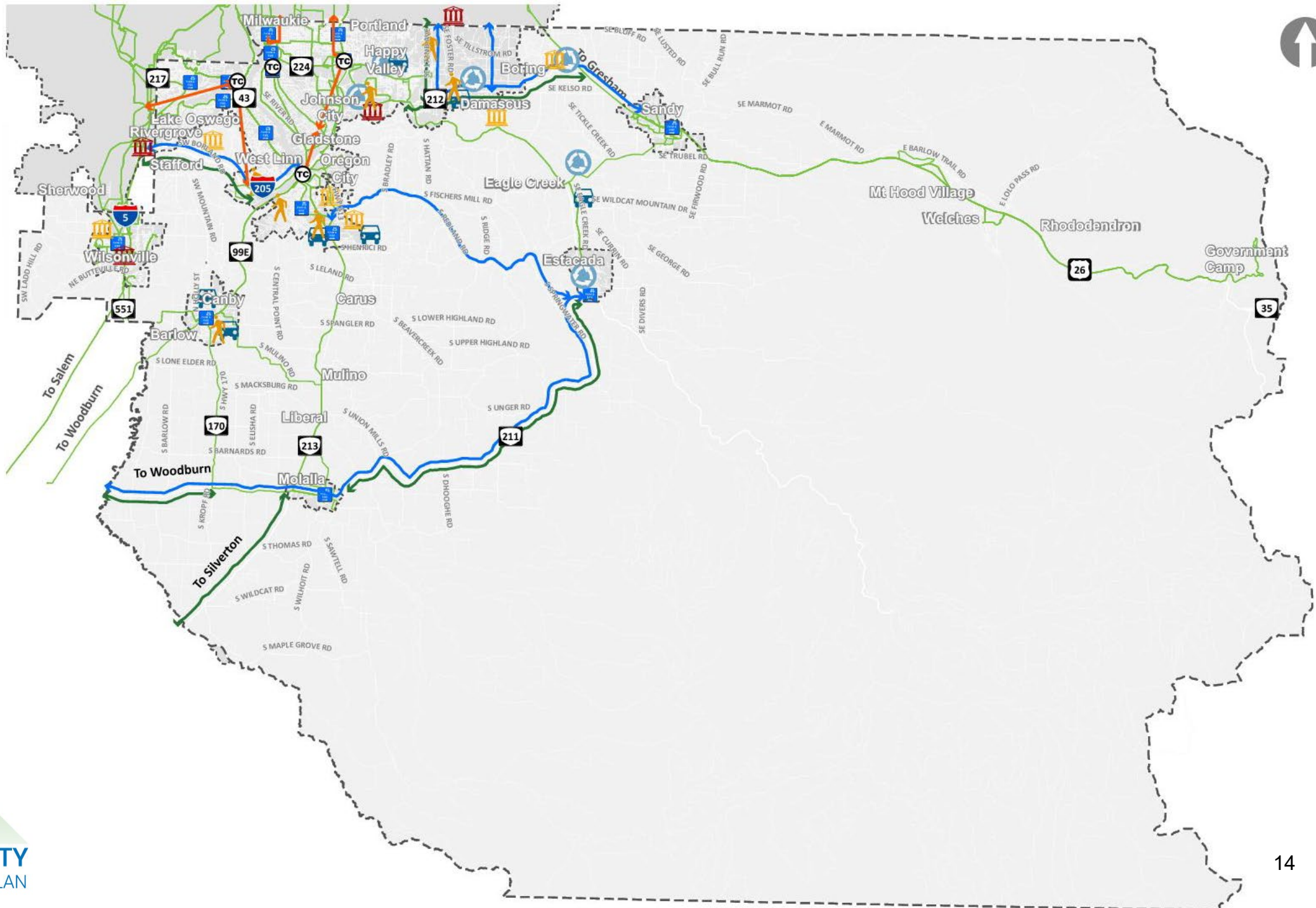













# Project Process Overview



Once the vision and goals were established, the TDP underwent these four steps:

- 1. Needs assessment** to identify corridors suitable for transit
  1. Evaluation criteria (access, equity, connectivity)
  2. Service improvements identified by transit providers
- 2. Demand analysis** to determine which of these corridors may need more service in the future
- 3. Review of multiple routing options** for each new transit corridor
- 4. Section of recommended route** for each new transit corridor, with all transit improvements put onto a short-, medium-, and long-term time frame



-  Transit-Supportive Areas Without Transit
-  Transportation Disadvantaged Populations
-  Major Job Centers
-  Future Land Use Growth Areas
-  Communities Without Local Transit Service
-  Transit Needs Identified in TriMet and Metro Regional Plans
-  Intercommunity Corridors With No Transit Service
-  Regional Corridors With No Transit Service
-  Existing Transit Service
-  Urban Growth Boundaries
-  County Boundary



## New Connections

Hwy 212 to Damascus/Boring  
 Future C2C to Gresham  
 New Service on I-205  
 Between Hwy 211  
 communities  
 Cesar Chavez and 82<sup>nd</sup> Ave



## New Local Service

Damascus  
 Boring  
 Estacada / Eagle Creek  
 Clackamas Industrial Area  
 Oak Grove/Jennings  
 Lodge/Clackamas



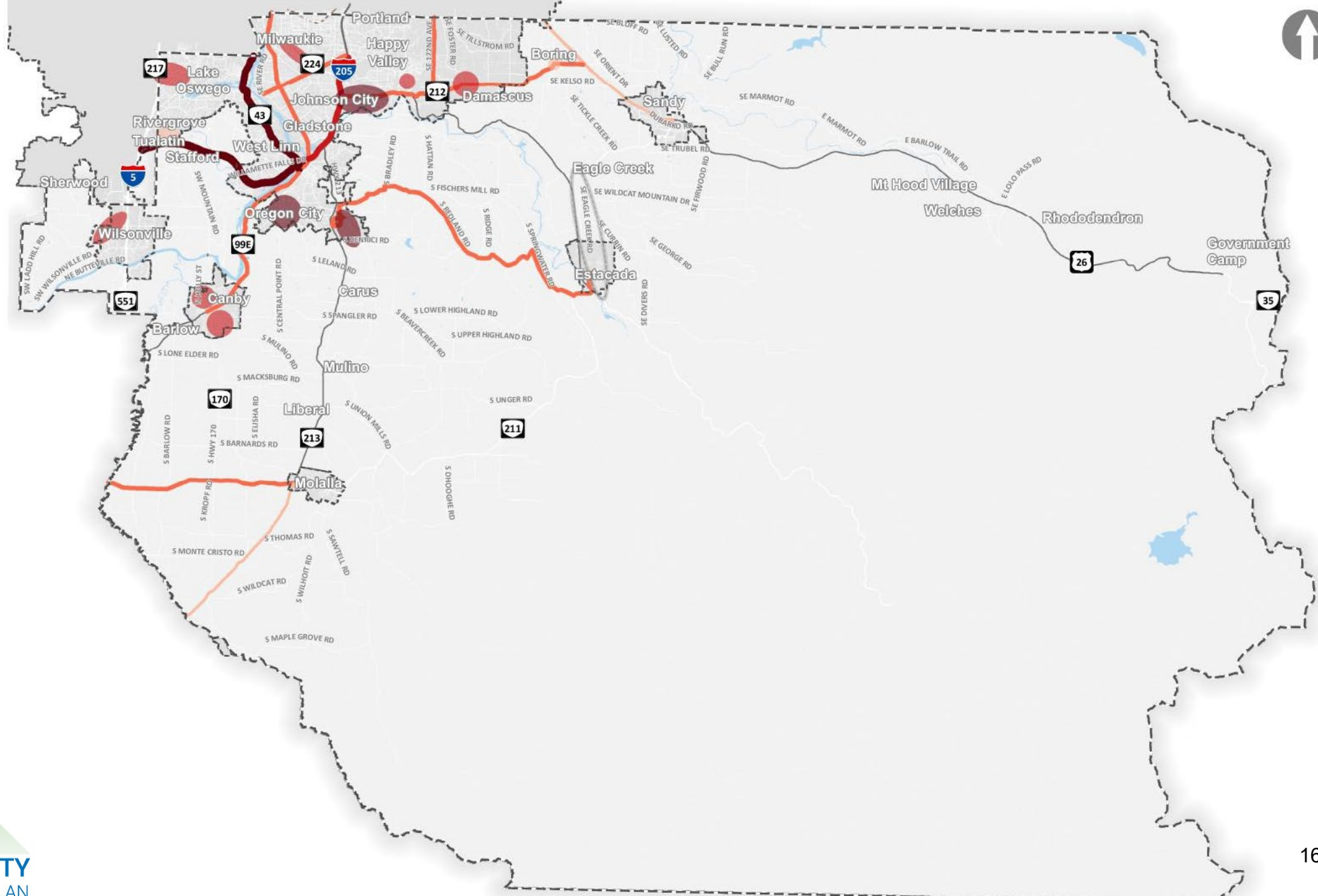
## Additional Transit Service

Happy Valley  
 Oregon City  
 Canby



# Commonly Identified Needs





**Additional Runs: Areas**

- No Additional Runs
- 8 or Fewer Runs per Day
- 9 - 16 Runs per Day
- 17 - 32 Runs per Day
- 33 - 64 Runs per Day

**Additional Runs: Corridors**

- No Additional
- 8 or Fewer Runs per Day
- 9 - 16 Runs per Day
- 17 - 32 Runs per Day
- 33 - 64 Runs per Day

- Urban Growth Boundaries
- County Boundary



# Short-Term Recommendations



ID	Corridor or Area	Runs / Day	Additional Runs	Recommendation
ST-1	Hwy 43: Oregon City to Portland	47	48	Implement 15-minute service on Line 35, new service on Rosemont Rd
ST-2	I-205: Oregon City to I-5 Interchange	0	47	Implement hourly service on Borland Rd and hourly express service on I-105 (about 28 runs/day combined)
ST-3	East Tualatin	0	8	Hourly service provided by Borland Road route
ST-4	Jennings Lodge-Oak Grove-Oatfield	0	16	Jennings Lodge served by new Happy Valley-Oregon City service (about 8 runs/day)
ST-5	Milwaukie Industrial Area	33	31	Implement hourly shuttle service; expand Line 152 service hours (about 12 runs/day)



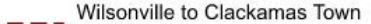






**Short-Term Recommendations:  
Routes**

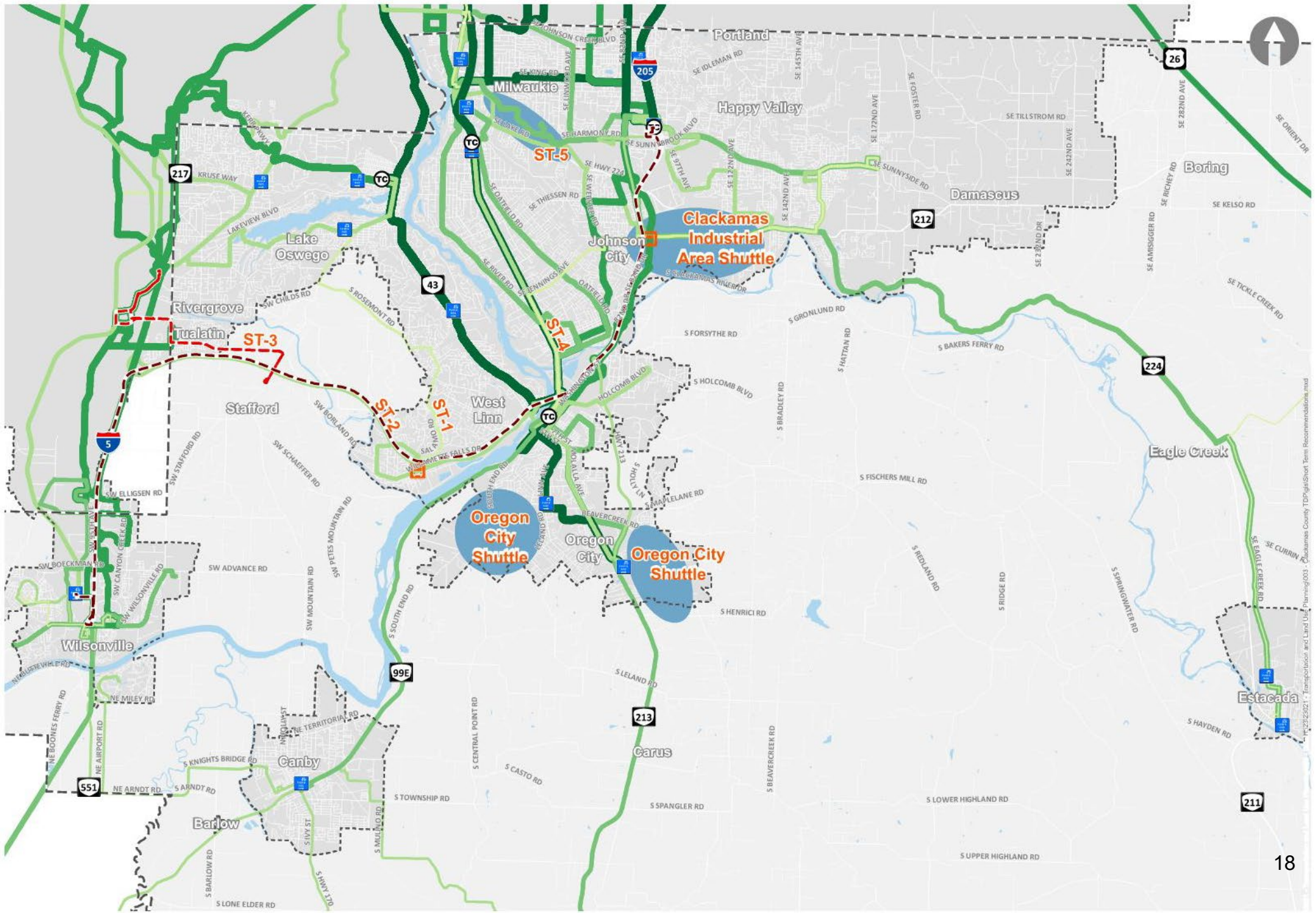
-  8 or Fewer Runs per Day
-  9 - 16 Runs per Day
-  17 - 32 Runs per Day
-  33 - 64 Runs per Day
-  65 or More Runs per Day

**Short-Term Recommendations:  
Areas**

-  9 - 16 Runs per Day

**Planned Services**

-  Wilsonville to Clackamas Town Center
-  Tualatin Shuttle (New)
-  Mobility Hub
-  Transit Centers
-  Park and ride lots
-  Urban Growth Boundaries
-  County Boundary



Map 12/22/2021 - Planning/Johnson and Linn/Urban Growth Boundaries/Short-Term Recommendations.mxd

# Medium-Term Recommendations



ID	Corridor or Area	Runs/Day Before Mid-Term	Additional Runs	Recommendation
MT-1	I-205: Oregon City to I-5 Interchange	14	33	Evaluate service; consider increased service span and frequency to add runs to service
MT-2	Milwaukie Industrial Area	45	19	
MT-3	I-205: Oregon City to Clackamas Town Center	69	18	Implement 20-minute headways on Line 79 (about 50 runs/day)
MT-4	West Lake Oswego/Kruse Way	12	20	Increase frequency to 30 minutes during AM peak hour (about 10 runs/day)
MT-5	Wilsonville (West Wilsonville)	16	19	Expand service hours beyond peak periods (about 10 runs/day)
MT-6	Happy Valley	16	19	Establish hourly service (about 10 runs/day)

# Medium-Term Recommendations

ID	Corridor or Area	Runs/Day	Additional Runs	Recommendation
MT-7	Canby (north and south)	16	19	Implement local service as in CAT's Master Plan (about 10 runs/day)
MT-8	Jennings Lodge-Oak Grove-Oatfield	8	8	Establish hourly service from Oak Grove (about 8 runs/day)
MT-9	Damascus	0	19	Establish hourly service (about 10 runs/day)
	Boring	0	8	Hourly service provided by Damascus deviated fixed-route
MT-10	Hwy 99E: Oregon City to Canby	26	14	Establish 30-minute headways during the entire day (about 8 runs per day)
MT-11	Hwy 212: I-205 to US 26	0	14	Establish hourly service (8 runs/day)
MT-12	Estacada-Redland-Oregon City	0	11	Establish hourly service focused on Clackamas Community College schedule (about 11 runs/day)





**Medium-Term Recommendations: Routes**

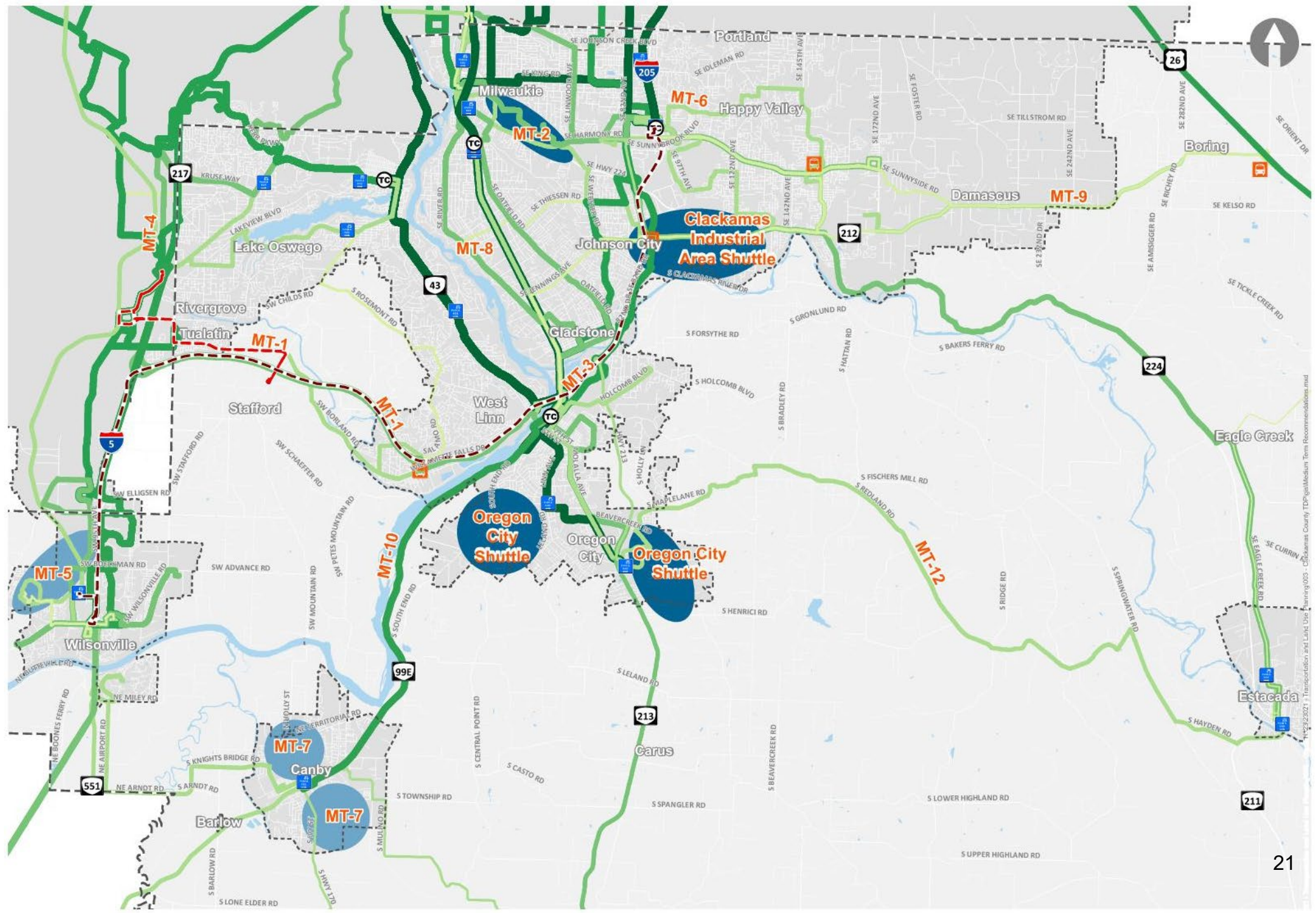
- 8 or Fewer Runs per Day
- 9 - 16 Runs per Day
- 17 - 32 Runs per Day
- 33 - 64 Runs per Day
- 65 or More Runs per Day

**Medium-Term Recommendations: Areas**

- 9 - 16 Runs per Day
- 17 - 32 Runs per Day

**Planned Services**

- Wilsonville to Clackamas Town Center
- Tualatin Shuttle (New)
- Mobility Hub
- Transit Centers
- Park and ride lots
- Urban Growth Boundaries
- County Boundary



# Long-Term Recommendations

ID	Corridor or Area	Runs/Day Before Long-Term	Additional Runs	Recommendation
LT-1	I-205: Oregon City to I-5 Interchange	31	16	Evaluate service; consider increased service span and frequency to add about 10 runs/day.
LT-2	Milwaukie Industrial Area	55	9	
LT-3	I-205: Oregon City to Clackamas Town Center	84	3	
LT-4	West Lake Oswego/Kruse Way	22	10	
LT-5	Wilsonville (West Wilsonville)	26	9	
LT-6	Happy Valley	26	9	
LT-7	Canby (North and South)	26	9	
LT-8	Damascus	10	9	
LT-9	Hwy 99E: Oregon City to Canby	34	6	
LT-10	Hwy 212: I-205 to US 26	8	6	





# Long-Term Recommendations

ID	Corridor or Area	Runs/Day	Additional Runs	Recommendation
LT-11	Hwy 99E: Oregon City to Portland	84	11	Add 11 runs/day on Line 99, maintain 20-minute headways with extended hours
LT-12	Hwy 211: Molalla to Woodburn	0	10	Establish hourly service
LT-13	C2C Corridor	0	10	Establish hourly service
LT-14	Hwy 213: South of Molalla	0	8	Establish hourly service
LT-15	US 26: West of Sandy	33	3	Add 3 runs/day, maintain 30-minute headways with added hours
N/A	Estacada and Eagle Creek	Covered by Estacada-Redland-Oregon City route		
	I-205: North of Clackamas Town Center	Monitor potential increases to transit demand		
	Hwy 224: Hwy 212 to Estacada			
	Hwy 213: Oregon City to Molalla			
	Hwy 99E: South of Canby			
	US 26: East of Sandy			
	Boring			





**Long-Term Recommendations: Routes**

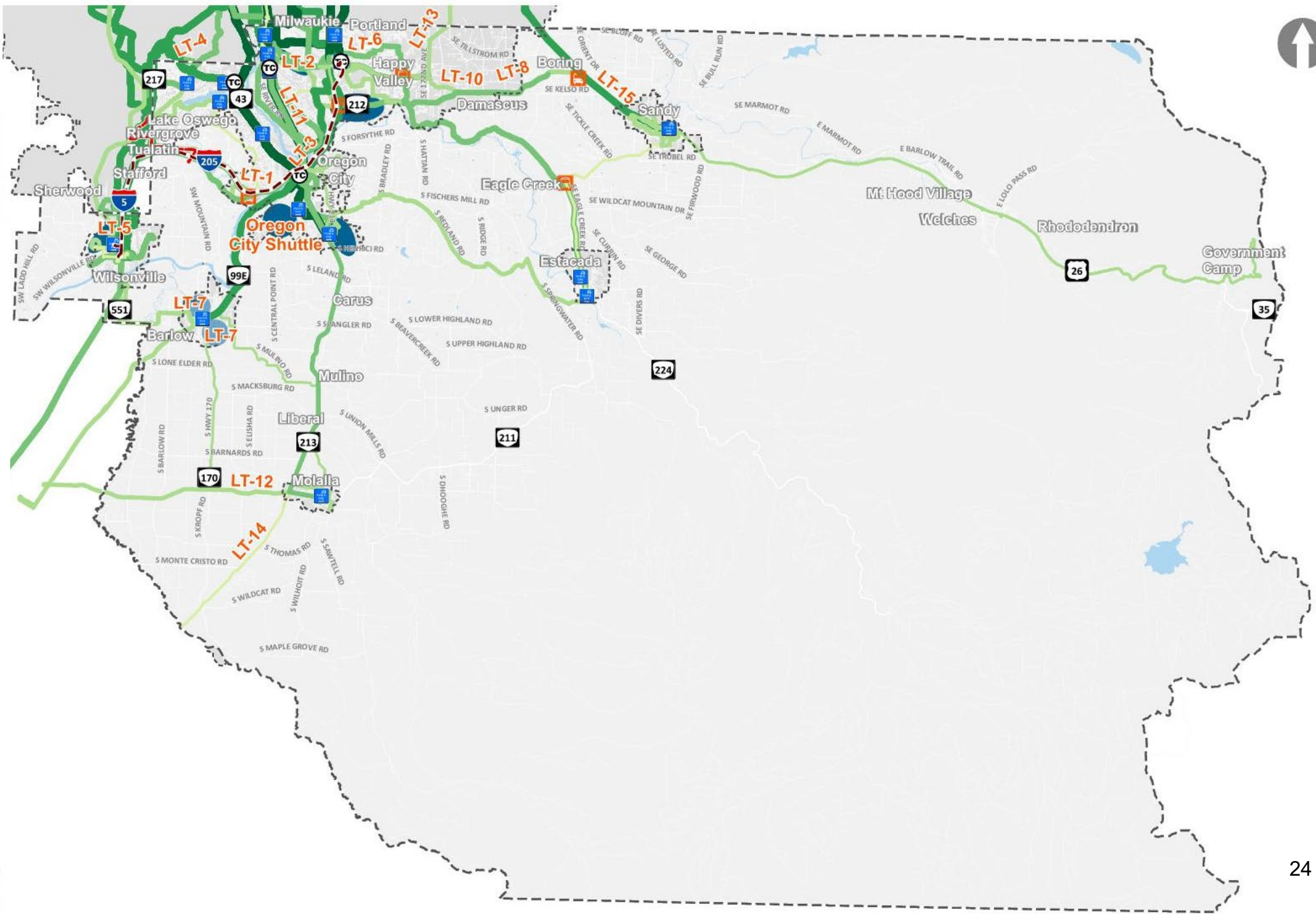
- 8 or Fewer Runs per Day
- 9 - 16 Runs per Day
- 17 - 32 Runs per Day
- 33 - 64 Runs per Day
- 65 or More Runs per Day

**Long-Term Trips**

- 9 - 16 Runs per Day
- 17 - 32 Runs per Day

**Planned Services**

- Wilsonville to Clackamas Town Center
- Tualatin Shuttle (New)
- Mobility Hub
- Transit Centers
- Park and ride lots
- Urban Growth Boundaries
- County Boundary



Funding Options

Implementation  
Actions

Monitoring  
Program



- Funding sources
  - State and federal grants; payroll taxes
  - General funds, public/private sponsorships, CMAQ, property taxes, business taxes, multimodal fees
  - ARTS, SDCs and other roadway improvement programs (for supportive infrastructure)
- Implementation
  - Actions to support mobility hubs, fare coordination, technology and other coordination needs
- Monitoring Program
  - Regularly review needs for transit between communities

# OPTIONS



1. Direct staff to schedule a presentation and public hearing at a business meeting to adopt the Transit Development Plan
2. Direct staff to place a resolution to adopt the Transit Development Plan on the consent agenda of a future business meeting.
3. Direct staff to return to the Board for a longer policy session to discuss in the Transit Development Plan in more detail.



Questions?