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Clackamas County
www.clackamas.us

Thursday, January 09, 2024
6:45 PM – 8:30 PM

Zoom Link:

<https://clackamascounty.zoom.us/j/85999938693?pwd=fS8E0sa6Q1Tvk6lXlvaGwCaPMySg96.1>

AGENDA

6:45 p.m. Pledge of Allegiance

Welcome & Introductions

Chair Paul Savas & Mayor Brian Hodson, Co-Chairs

Housekeeping

- Approval of November 7, 2024 C4 Minutes **Page 04**
- Approval TPAC Nomination **Page 06**
- C4 2025 Meeting Schedule **Page 07**
- C4 2025 Appointments **Page 08**
- March meeting in-person, dinner provided

7:00 p.m. Supportive Housing Services Reform Discussions

Presenting: Commissioner Ben West, BCC

- Board Letter to Metro **Page 10**
- Supplementary Materials **Page 13**

7:20 p.m. State Legislative Updates/Discussion

Presenting: Trent Wilson, ClackCo Government Affairs

- Staff Memo: C4 Legislative Update **Page 19**
- Supporting Materials **Page 21**

7:50 p.m. Transit Updates and Next Steps

Introducing: Trent Wilson, ClackCo Government Affairs

8:20 p.m. Updates/Other Business

- JPACT/MPAC Updates
- Other Business

8:30 p.m. Adjourn

2024 General Information



Current Voting Membership

		C4 Exec	C4 Metro	C4 Rural	JPACT	MPAC	R1ACT
Clackamas County	Commissioner Paul Savas	●	●	●	●		●
Clackamas County	Commissioner Ben West		●	●			
Canby	Mayor Brian Hodson	●		●			●
CPOs	Kenny Sernach	●	●	●			
Estacada	Mayor Sean Drinkwine			●			
Fire Districts	Matthew Silva (Estacada Fire District)	●					
Gladstone	Mayor Michael Milch	●					
Hamlets	Mark Hillyard			●			
Happy Valley	Council Brett Sherman	●	●		●	●	●
Johnson City	Vacant						
Lake Oswego	Mayor Joe Buck		●		●	●	
Milwaukie	Councilor Rebecca Stavenjord		●			●	
Molalla	Mayor Scott Keyser			●			
Oregon City	Commissioner Adam Marl		●			●	
Portland	Vacant						
Rivergrove	Councilor Doug McLean		●				
Sandy	Mayor Stan Pulliam			●			
Sanitary Districts	Paul Gornick (Oak Lodge Water Services)	●					
Tualatin	Councilor Valerie Pratt		●				●
Water Districts	Sherry French (Clackamas Water District)		●			●	●
West Linn	Mayor Rory Bialostosky		●				
Wilsonville	Mayor Julie Fitzgerald		●				

Current Ex-Officio Membership

MPAC Citizen Rep	Ed Gronke
Metro Council	Councilor Christine Lewis
Port of Portland	Emerald Bogue
Rural Transit	Todd Wood (Canby Area Transit)
Urban Transit	John Serra (TriMet)

Frequently Referenced Acronyms and Short-forms:

Related to the Clackamas County Coordinating Committee (C4)

C4 Metro Subcommittee

C4 I-205 Diversion Subcommittee

CTAC: Clackamas Transportation Advisory Committee (C4 Transportation TAC)

Related to Metro and Metro Committees

JPACT: Joint Policy Advisory Committee on Transportation (Metro)

MPAC: Metro Policy Advisory Committee (Metro)

TPAC: Transportation Policy Advisory Committee (JPACT TAC)

MTAC: Metro Technical Advisory Committee (MPAC TAC)

Related to the Oregon Department of Transportation (ODOT) and Tolling

OTC Oregon Transportation Commission (ODOT policy decision body)

Region 1: ODOT's geographic designation for the metro area + Hood River

R1ACT: ODOT Region 1 Advisory Committee on Transportation

UMO: ODOT's Urban Mobility Office

RTAC: ODOT's Regional Tolling Advisory Committee

STRAC: ODOT's State Tolling Rules Advisory Committee

EMAC: ODOT's Equity Mobility Advisory Committee (for tolling)

General Transportation Acronyms

STIP: State Transportation Improvement Plan (ODOT)

RTP: Regional Transportation Plan (Metro)

TSP: Transportation System Plan (Local – county and cities)

HCT: High Capacity Transit

UPWP: Urban Planning Work Program

General Housing and Land Use Acronyms

H3S: Clackamas County's Health, Housing, and Human Services Department

HACC: Housing Authority of Clackamas County

SHS: Supportive Housing Services (Regionally approved funds for housing services)

OHCS: Oregon Housing and Community Services

LCDC: Land Conservation and Development Commission

DLCD: Department of Land Conservation and Development

UGB: Urban Growth Boundary

UGMA: Urban Growth Management Agreement

Thursday, November 07, 2024
Virtual Meeting via Zoom

Attendance:

Members: **Canby:** Brian Hodson; **Clackamas County:** Paul Savas; **Gladstone:** Michael Milch, Mindy Garlington (Alt.); **CPOs:** Kenny Sernach; **Hamlets:** Mark Hillyard; **Happy Valley:** Brett Sherman; **Lake Oswego:** Joe Buck; **Metro:** Christine Lewis; **Molalla:** Scott Keyser; **Oregon City:** Mike Mitchell; **Sanitary District:** Paul Gornick; **Transit:** John Serra (TriMet, Urban); **Tualatin:** Valerie Pratt; **Water District:** Sherry French (CRW); **Wilsonville:** Julie Fitzgerald, Caroline Berry (Alt.)

Staff: Trent Wilson (PGA); Jamie Lorenzini (PGA)

Guests: Laura Terway (Happy Valley), Joseph Briglio (Milwaukie), Mac Corthell (Molalla), Erin Engman (Tualatin); Dayna Webb (Oregon City); Don Hardy (Canby); Jamie Stasny (Clackamas); Jeff Gudman; Neelam Dorman (ODOT), Rick Cook

The C4 Meeting was recorded and the audio is available on the County's website at <https://www.clackamas.us/meetings/c4/c4meetings>. Minutes document action items approved at the meeting, as well as member discussion.

Agenda Item	Action
Housekeeping	Jaimie Lorenzini will assist in future C4 meetings.
Approval of October 03, 2024 C4 Minutes	Minutes approved.
Housing Production Strategies: Cities Panel	<p>Staff provided background on HB 2003, including the Housing Capacity Analysis and Housing Production Strategy. A panel of technical experts from Clackamas cities was introduced. Panelists shared more about the process, challenges, and logistics of developing a housing production strategy.</p> <p>Q&A focused on regionalized coordination, local infrastructure needs, identifying the main barriers to housing (e.g., cost sharing), the need for and limitations of government subsidies, potential consequences of failure to meeting targets, elevation constraints, interest in lobbying the state and seeking alternative solutions around Main Streets where there are barriers to densification.</p> <p>Staff encouraged members to quantify the cost of infrastructure to help their legislators understand the intricacies of housing production.</p>
Joint Committee on	The Joint Committee on Transportation has initiated three work groups to

Transportation Work Groups Update	discuss Back to Basics (Operations and Maintenance), Public and Active Transit (Transit), and Finishing What We Started (HB 2017 and federal grant obligations). The task of these work groups is to determine what funding mechanisms are supportable.
Updates/Other Business	<p>JPACT – Received update on RFFA Step 1A (bond) process, update on IBR Project, community connector study, and the Regional Transportation Demand Management Strategy.</p> <p>MPAC – Update on Garbage and Recycling Facilities Plan Phase 4, Future Vision, 2040 Planning and Development Grant</p>

Adjourned at 8:27 p.m.

Memorandum

To: C4 Metro Subcommittee
From: **Team TPAC, Representing Clackamas County & Clackamas Cities**
Re: TPAC Roster Updates
Date: December 30, 2024

Background

The Transportation Policy Alternatives Committee (TPAC) provides technical input to the Joint Policy Advisory Committee on Transportation (JPACT) on transportation planning and funding priorities for the region. TPAC reviews regional plans and federally funded transportation projects, and advises area leaders on transportation investment priorities and policies related to transportation.

In late October, the TPAC seat representing Clackamas Cities was vacated. Before Metro will recognize a replacement, the full C4 body must issue a nomination.

Proposed Roster

The Clackamas Transportation Advisory Committee (CTAC) has identified jurisdictional staff who are interested in participating in TPAC. Staff submits the following list for C4’s formal nomination:

2024 Representatives	2025 Representatives – Proposed
<p><u>Primary:</u> Jaimie Lorenzini, City of Happy Valley</p> <p><u>Alternate:</u> Dayna Webb, City of Oregon City Will Farley, City of Lake Oswego</p>	<p><u>Primary:</u> Will Farley, Assistant City Engineer, Lake Oswego</p> <p><u>Alternate:</u> Dayna Webb, Public Works Director, Oregon City Laura Terway, Planning Manager, Happy Valley Tanya Battye, Civil Engineer, Milwaukie</p>

Note: Clackamas Cities may only have one primary member, but there is no limit to the number of alternates.

Next Steps

On December 18, the C4 Metro Subcommittee received proposed TPAC membership changes. The Subcommittee affirmed proposed membership changes for C4’s consideration. On January 9, C4 will consider formal nomination of a new TPAC roster. Note: The January 9 meeting will occur on the second Thursday of the month due to the holidays.

Memo

Date: December 31, 2024

To: C4 Members & Interested Parties

From: C4 Staff

RE: 2025 Meeting Dates for C4, C4 Metro Subcommittee, and C4 Executive Committee

Please mark your calendars for the following 2025 C4 meeting dates. These dates occur at regular intervals as described below but are subject to change.

Meeting materials are posted to the C4 Webpage a week in advance:

<https://www.clackamas.us/c4>

Meeting Details:

**All meetings will occur on Zoom unless otherwise noted.*

C4: Meets the 1st Thursday of every month, beginning at 6:45 pm.

C4 Metro Subcommittee: Meets the day before JPACT (3rd Thursdays) every month, which is typically the 3rd Wednesday, at 7:30am

C4 Executive Committee: Meets the 2nd Monday of every month at 5:30pm

DRAFT 2025 Calendar

Month	C4	C4 Exec	C4 Metro
January	9 th	13 th	15 th
February	6 th	10 th	19 th
March	6 th	10 th	19 th
April	3 rd	14 th	16 th
May	1 st	12 th	14 th
June	5 th	9 th	18 th
July	3 rd	14 th	16 th
August	7 th	11 th	20 th
September	4 th	8 th	17 th
October	2 nd	13 th	15 th
November	6 th	10 th	19 th
December	4 th	8 th	17 th

Highlights denote off-sequence meeting dates.

Memo

Date: December 31, 2024
To: C4 City Members
From: C4 Staff
RE: 2025 Membership Renewal

Following major elections, the Clackamas County Coordinating Committee (C4) requests that cities resubmit the names of their elected C4 representatives and alternates. C4 staff requests that appointments be made before the March 6th meeting, allowing enough time for new members to receive packet materials and reach out to County staff with any questions. Provided below are details to assist in the re-appointment process.

What we need from Cities:

- 1 Member and 1 Alternate named for C4
 - Please provide name, email and phone number for each representative.
 - C4 meets the 1st Thursday of each month at 6:45 p.m. Meetings are currently virtual, but in-person/hybrid meetings will be discussed in 2025.
- 1 Member and 1 Alternate named for the C4 Metro Subcommittee
 - This appointment only applies to cities within the Metro Urban Growth Boundary. Cities may, but are not required to, appoint the same representatives to C4 Metro Subcommittee as serve on C4.
 - Please provide name, email and phone number for each representative.
 - C4 Metro Subcommittee meets the 3rd Wednesday morning of each month (with a few rare exceptions) at 7:30 a.m. These meetings are *always* virtual.

How to submit appointments to C4 staff:

City Administrators and/or Mayors are requested email appointments or questions to:

Jaimie Lorenzini, Public & Government Affairs
jlorenzini@clackamas.us | cell: 971-469-1468

Expectations of serving, commonly asked questions:

- General information about meetings can be found at the C4 webpage:
<https://www.clackamas.us/c4>
- C4's mission is to provide a table for "policy coordination" within Clackamas County, generally, but the C4 bylaws do specifically name transportation, land use, and housing as leading topics.

- C4 participates in an annual summer retreat (date TBD). While this is designed for C4 business, all City Managers and City Council members are welcome to attend.
- C4 Metro Subcommittee typically focuses on the work of the Metro committees – MPAC and JPACT.
- It is very helpful for those city members who want to serve on MPAC or JPACT to also participate at C4 Metro to hear the voices of their respective city colleagues, and other members of C4.
- Regional appointments, funding buckets, and other state and regional decisions happen frequently at C4. It's a quick way for cities to tap into the communication and goings on of the region and state.



BOARD OF COUNTY COMMISSIONERS
PUBLIC SERVICES BUILDING
2051 KAEN ROAD | OREGON CITY, OR 97045

Metro Council
600 N Grand Ave
Portland, OR

January 7, 2025

VIA EMAIL

Re: Supportive Housing Services Measure Reform

Dear Metro President Peterson and Councilors,

It has been over a year since Metro President Peterson approached the tri-county chairs to discuss a change in the Supportive Housing Services (SHS) measure. Since then, Metro has engaged counties, cities and other stakeholders at various tables. With the upcoming Metro Council discussion on the SHS draft ordinance, we are writing this letter to share our recommendations and considerations.

Clackamas County has a number of significant achievements since the beginning of the SHS program. In just three and half years, we have housed over 2,000 people, created 210 shelter beds and prevented 3,300 evictions. And, we have reduced homelessness by 65% since 2019!

We attribute this success to our unique policy priorities. In early 2023 the Board of County Commissioners adopted a Recovery Oriented System of Care resolution. The resolution states that “all efforts to address homelessness in which the County and its employees engage must be concentrated on helping all residents participate in realizing their full human potential, by ensuring shelter, psychiatric, behavioral health and addiction care for all who need it.” We fundamentally believe in Clackamas County that recovery is possible.

If we are to combat homelessness in our region, we must address not just the availability of affordable housing *units*, but the creation of an entire continuum of care that encompasses in-patient and out-patient substance abuse treatment (detox and medical stabilization), behavioral health services, primary care, peer support, skill building and strategies to foster belonging and community. The SHS measure has provided us with an unprecedented opportunity to close historical service gaps by investing in this full continuum.

In response to Metro Resolution No. 24-5436, which establishes priorities for an integrated and expanded regional supportive housing services and affordable housing program, we offer this alternate

scenario for Metro Council consideration. This letter represents the formal position of the Clackamas County Board of Commissioners.

1. *Expand allowable uses of supportive housing services tax revenue.*

We support expanding the allowable uses of SHS funding to include acquisition, conversion, preservation, construction and expansion of affordable housing at each County's discretion. Additionally, these funds should be available for other capital investments in infrastructure to address the holistic needs of a person seeking housing and recovery services, like centers for addictions and treatment.

2. *Extend the expiration of supportive housing services taxes beyond 2030*

It's premature to extend the tax measure now. Once adopted regional Key Performance Metrics demonstrate success an extension should be considered in November 2026. This ensures broad community and voter engagement.

3. *Create a program by which the region's cities will receive funding for investments in supportive housing services and/or affordable housing*

We support intentional collaboration with the region's cities, they are essential partners in the success of this program. Clackamas County has funded our 14 cities with over \$7 million. These are tailor-made local solutions in partnership with our cities to deliver much needed community support. This work seamlessly connects with our larger county homeless services system. Each county will create an individual program by which the region's cities will receive programs and services. City allocations/contracts should be added to each County's Local Implementation Plans (LIP) and regularly reported on.

4. *The establishment of a new regional housing and homelessness oversight structure that improves coordination and collaboration*

We support a streamlined regional housing and homelessness oversight structure made up of seven elected representatives, one from each jurisdiction (counties, Metro, 1 city from each county). Subcommittees may exist to offer technical expertise and guidance but should be non-voting. The purpose should be to develop a Regional Housing Strategy and Regional Key Performance Metrics that must be agreed upon mutually between the counties and Metro. A single committee made up of elected officials (not special interest groups) with direct accountability to the region's voters is the best way to ensure transparency to the public.

5. *Enact a SHS personal income tax rate decrease*

We support a modest rate decrease of 5% (.95) for the personal income tax which Metro can enact within its own authority. However, any revenue changes should allow counties ample time to reduce programming and services in a way that does not disrupt this vulnerable population.

6. *A conservative funding allocation approach to budgeting revenues*

We support the current model of funding allocations in which all collected revenue (except collection and Metro administrative fees) are distributed to the counties. Clackamas County receives 21.33% of what is generated. There is no need to set an arbitrary floor or ceiling on this volatile funding source. Maximum flexibility should be given to the counties. Here are some additional considerations:

- Counties should continue to budget conservatively from the annual Metro forecast, ensuring sufficient reserves;
- the Regional Investment Fund (RIF) will be set aside from Metro's administration fee; and
- Metro's administration fee should be reduced from 5% to 2.5%.

Much of what we have proposed in this letter can be achieved within the existing intergovernmental agreement (IGA) between Metro and the County, which does allow for some course correcting. We continue to be concerned that any radical changes to this program will significantly impact the most vulnerable individuals and families in our community. This destabilization may not only result in the loss of housing and services but also the loss of the public's trust in all of us as local elected leaders.

We urge you to be a NO vote on a new ordinance for the SHS "reform" program and instead engage in meaningful discussions with county partners. A vote to extend the measure should be postponed.

The voters trusted us to address the regional homelessness crisis. The counties and our service partners are achieving the goals. We must continue to respond with real outcomes, transparency and better communication.

Thank you,



Ben West, Vice Chair
On Behalf of the Clackamas County Board of Commissioners

Att: Clackamas County Board Resolution 2023-043

BEFORE THE BOARD OF COUNTY COMMISSIONERS

OF CLACKAMAS COUNTY, STATE OF OREGON

In the Matter of Supporting a Recovery-Oriented System of Care in Responding to the Addictions, Mental Health and Homelessness Crisis



Resolution No. 2023-043

Page 1 of 2

WHEREAS, Clackamas County has identified drugs, crime, and untreated mental illness, of which homeless encampments are a symptom, as top threats to the health, safety and flourishing of all of its residents; and

WHEREAS, Clackamas County believes in the dignity and worth of its residents, and the communal good that is achieved when residents are on a path toward the realization of their full potential; and

WHEREAS, Clackamas County acknowledges that a significant and consequential portion of both those struggling with homelessness in the greater Portland area and throughout North America also contend with the complex diseases of mental illness and or addiction, whether a precursor to or a result of homelessness; and

WHEREAS, the U.S. Surgeon General specifically describes addiction as a brain disorder disease that results in reduced brain function, that inhibits an individual's ability to make decisions and regulate his or her actions, emotions, and impulses, and furthermore, that changes in the brain persist long after substance use stops and recognizes that addiction to alcohol or drugs is a chronic brain disease that has the potential for recurrence and recovery; and

WHEREAS, Clackamas County recognizes that housing alone cannot cure mental illness or addiction, and the nature of addiction and serious mental illness can make sufferers unable to recognize their own illnesses or seek help willingly and benefit from a well-coordinated continuum of care to help them get the supports they need; and

WHEREAS, Clackamas County agrees that open air drug scenes create violence that is incompatible with clean and vibrant public spaces, and make recovery from addiction more difficult; and

WHEREAS, Clackamas County believes that harm reduction services, when not antithetical to a recovery-oriented system of care, can be effective in saving lives. Moreover, they must exist within a full continuum of compassionate care that includes prevention, intervention, treatment, and recovery for those suffering from addiction; and

WHEREAS, Clackamas County identifies other contributing factors to homelessness, including domestic violence, experience in the child welfare system, economic and health crises, and physical and mental health conditions and is identifying strategies to address these factors; and

BEFORE THE BOARD OF COUNTY COMMISSIONERS

OF CLACKAMAS COUNTY, STATE OF OREGON

In the Matter of Supporting a
Recovery-Oriented System of
Care in Responding to the
Addictions, Mental Health and
Homelessness Crisis



Resolution No. 2023-043

Page 2 of 2

WHEREAS, Clackamas County believes that all people have a right to clean and vibrant public spaces, as well as safe emergency and transitional shelter when needed;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF CLACKAMAS COUNTY that all efforts to address homelessness in which the County and its employees engage must be concentrated on helping all residents participate in realizing their full human potential, by ensuring shelter, psychiatric, behavioral health and addiction care for all who need it, and by protecting public spaces for the use of the entire community.

DATED this 6th day of April, 2023

BOARD OF COUNTY COMMISSIONERS

Chair

Recording Secretary

MEMORANDUM

TO: Clackamas County Board of County Commissioners
FROM: Rodney Cook, Director
RE: Supportive Housing Services Reform Activities, Impacts, and Priorities
DATE: November 26, 2024

REQUEST: Health, Housing & Human Services will brief the Board on Metro Supportive Housing Services reform activities and associated potential impacts to County revenue. Staff will also share recommendations for the County's priorities in upcoming discussions with Metro.

BACKGROUND:

On October 17, 2024, Metro Council passed a resolution related to Supportive Housing Services (SHS) reform activities to establish its priorities for an integrated and expanded regional supportive housing services and affordable housing program. The priorities in the resolution follow and expand on the Recommendation for the Future of Regional Housing Funding issued by the Metro Chief Operating Officer on July 9, 2024. Reform activities under consideration include:

- Making affordable housing development an allowable use of SHS funds and creating a program for cities to receive funding.
- Extending or eliminating the 2030 SHS tax sunset.
- Raising the SHS income threshold through indexing and/or reducing the tax rate.
- Establishing a new SHS governance structure.
 - Notably, the resolution passed by Metro Council provides key details on Metro's intention to expand its role through a Housing and Homeless Policy Advisory Committee that includes:
 - Oversight over housing production (land use planning and housing production strategies) and homeless services, including moving into the oversight of local implementation of state mandates under the Oregon Housing Needs Analysis.
 - Development of a Regional Housing and Homelessness Action Plan.
 - Regionalized goals and strategies.
 - Review of local plans for alignment with the regional action plan
 - Recommendation and approval of local plans before funds are distributed.
 - Outcomes-based, proactive budgeting process.
 - Potential for redistribution of revenues.
 - Technical advisory committee.

On November 19, as part of ongoing dialogue between Metro, representatives from the three counties, and other interested parties to these reform activities, Metro President Peterson provided a set of draft allocation scenarios (See Attachment 1). The two change scenarios contain these key features:

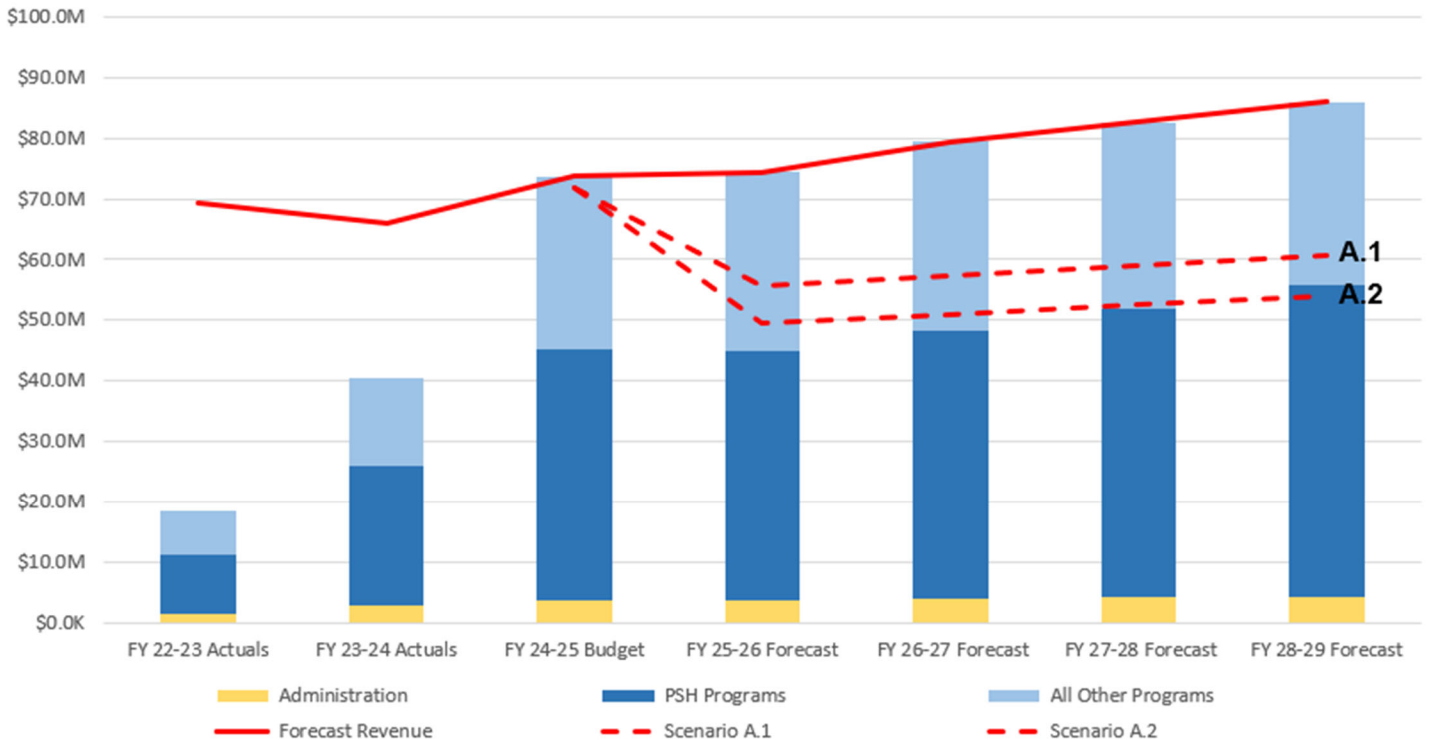
- Reduces personal income tax rate by 10% (lowered to 0.9%) starting in 2026 and 25% (lowered to 0.75%) starting in 2031.

- Extends the sunset from 2030 to 2050.
- Sets a fixed county allocation calculated from 2021 base amounts of \$250 million (Scenario A.1) and \$225 million (Scenario A.2), inflated at 3% each year from 2021 and into the future.
- Reallocates revenue in excess of county allocations to affordable housing, cities, and additional resources.
- Uses revenue assumptions that have not been provided to the counties and deviates from the most recent forecast (November 2023).

President Pederson requested that each county use the scenarios and come to the next meeting, two days later, on November 21, to discuss the following:

- For each scenario, share priorities for the stable ongoing county services and rent assistance allocation.
- Program-line details of recent SHS spending.
- Unit production potential of each scenario’s modeled housing program funding.

The scenarios provided by Metro reduce funding levels for County programs beyond those presented to the Board at the most recent update on October 1. Using the limited technical details provided by Metro on the scenarios, County staff have estimated the near-term impact on revenue through the current forecast period (See Attachment 2). **Starting in FY 2025-26, Clackamas County’s funding would be reduced from the current forecast amount of \$74.4 million to \$55.6 million under Scenario A.1 (25% reduction) and \$49.5 million under Scenario A.2 (34% reduction). This would require program reductions of \$18.8 million – \$25.0 million.**



Program Impacts:

Clackamas County has built a balanced homeless services system – a continuum of programs and services that supports people’s journey from homelessness or housing insecurity to permanent, stable housing. Modest investments have been made in front-end programs like outreach and shelter to provide for engagement and short-term stability. Those investments have been balanced with more substantial commitments in permanent housing opportunities, including permanent supportive housing. This ensures adequate pathways to housing stability and maintains the primary focus of the SHS program, which is to end chronic homelessness.

Because the County’s forecasted SHS revenue is fully committed to ongoing programs and services, reductions in revenue cannot be absorbed without cuts to those programs and services. See Attachment 3 for the ongoing investments in the county’s FY 2024-25 SHS budget. As can be seen in the chart above, approximately 60% of the budget is committed to sustaining Permanent Supportive Housing programming, with the remaining amount funding the rest of the continuum.

Should reform efforts result in these substantial revenue reductions, Clackamas County would prioritize maintaining a balanced system in absorbing the reductions. This would mean reductions in program capacity at each point along the services continuum, with the most significant reduction in permanent supportive housing capacity. Clackamas County would continue to maintain a continuum spanning homelessness prevention, street outreach, safety off the streets, and permanent housing support to people experiencing homelessness, but would necessarily serve fewer households in each of these programs than at the currently budgeted scale.

Next Steps & County Priorities:

The next meeting with Metro is scheduled for December 3. Clackamas County will have an opportunity to share how it would prioritize system investments with a reduction in revenue, the line-details of its program budget, and the unit production potential of each scenario’s housing allocation. Staff intend to share Clackamas County’s priority for focusing reform efforts around the following considerations:

- Preserve Local Decision-Making Authority
- Measured, Intentional Changes & Transition Period
- Maintaining a Balanced System
- Ensuring the Highest and Best Use of Resources
- Adequately Address Risks and Challenges

RECOMMENDATION: This is an update only. There is no recommendation or requested action at this time.

Respectfully Submitted,

Rodney Cook, Director

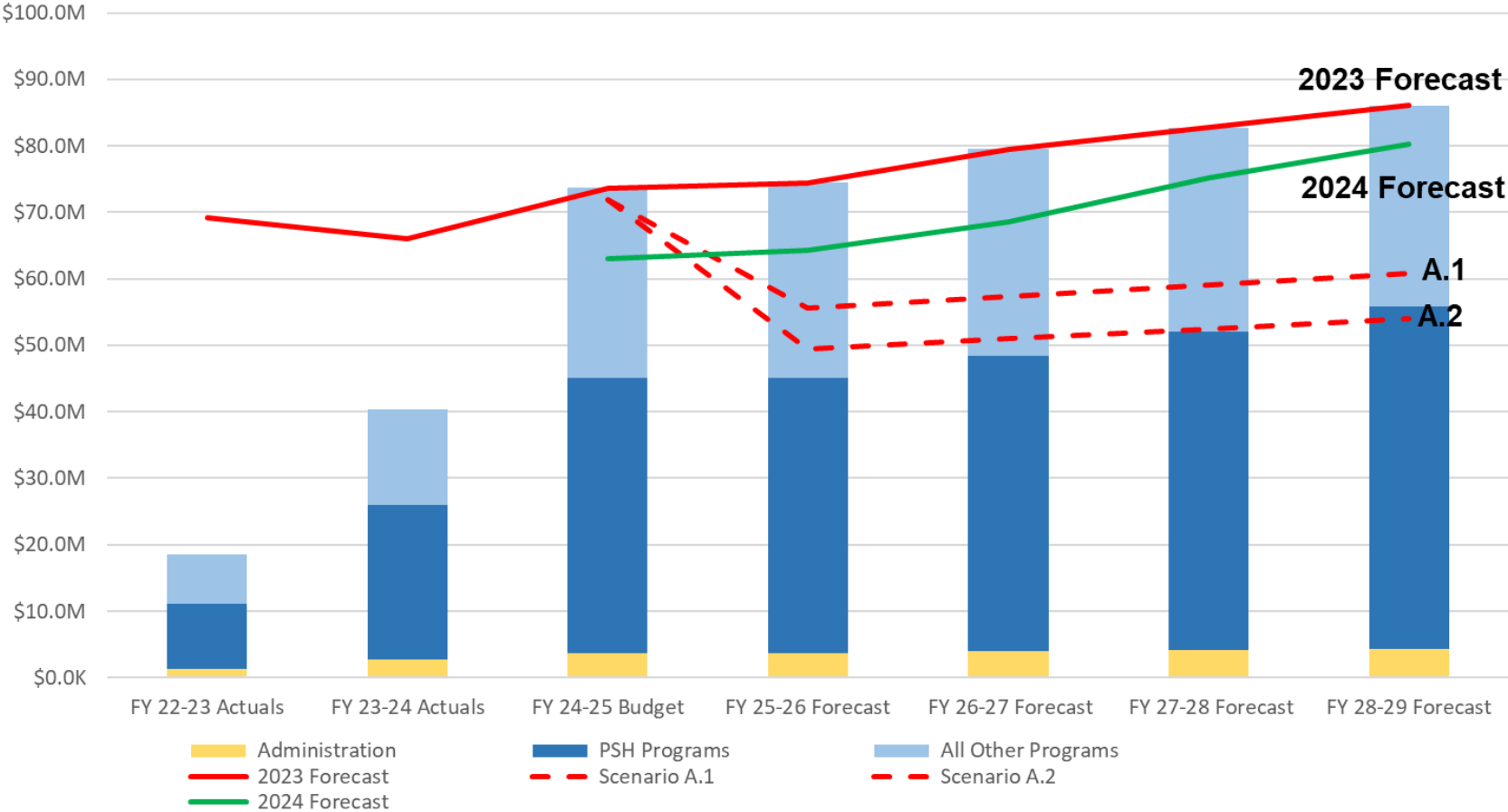
Attachments:

Attachment 1 – SHS Allocation Scenarios for November 21 2024 Discussion

Attachment 2 – Draft Impact of Metro Scenarios November 2024

Attachment 3 – FY 2024-25 Supportive Housing Services Budget – Ongoing Commitments

Clackamas County SHS Actuals & Budget vs. Forecasted Revenue



Memorandum

To: Clackamas County Coordinating Committee (C4)
From: Trent Wilson, Clackamas County Public & Government Affairs
Date: January 2, 2025
RE: C4 Legislative Update

Overview:

The 2025 Oregon Legislative Session will begin Tuesday, January 21, and will conclude no later than Sunday, June 29. In long-sessions, we can expect anywhere from 2,500 to 3,000 introduced pieces of legislation.

Governor Kotek released the [Governor's Recommended Budget](#) on December 2, 2024. Her top priorities for 2025 included ongoing commitments to increasing the housing supply, funding to stabilize homelessness, a focus on treatment and workforce capacity in behavioral health, and education funding.

Additional issues expected in 2025 include:

- Adjustments to the deflection programs established in HB 4002, passed in 2024
- Wildfire funding

Transportation Package

The 2025 legislature will also attempt to pass a transportation package. ODOT has stressed an operations and maintenance need for an additional \$1.8 billion per year (or \$3.6 billion per biennium). Likewise, local governments have stressed the need to retain the 50/30/20 (State/County/City) split of the state highway fund. Said another way, ODOT only gets half of every dollar that goes into the state highway fund. If the state is to meet ODOT's need in addition to local needs, the funding floor for a state package needs to begin at \$3.6 billion per year (\$7.2 billion per biennium). That does not include increased funding for transit or address funding gaps in major projects like the Rose Quarter or the I-205 Bottleneck, which are still not fully funded despite legislative commitments in 2017. Keep in mind the 2017 transportation package was celebrated as a \$5.3 billion, 7-year package.

Projects aside, the lingering question will be how best to fund transportation into the future as reliance on gas tax continues to wane. The Governor's office has stressed her priority in the transportation package is strictly to fund ODOT's operations and maintenance shortfall. Senator Meek, and Representatives Gamba and Helfrich are the three Clackamas delegation members serving on the Joint Committee on Transportation in 2025.

Funding for the I-205 Bottleneck will be (and has been) a major discussion point. Construction of the Abernethy Bridge essentially requires the project to receive dedicated funding. However, with ballooning construction costs, most legislators seem resistant to think about the full bottleneck project named in HB 2017. Tolling has surfaced again as a likely funding mechanism.

The Clackamas Caucus

Clackamas County has three new legislators, highlighted in green, and is fortunate to have several members in key leadership seats.

Senate Districts	House District
9 – Fred Girod (R)	17 – <i>Not in Clackamas</i> 18 – Rick Lewis (R)
13 – Aaron Woods (D)	25 – <i>Not in Clackamas</i> 26 – Courtney Neron (D)
19 – Rob Wagner (D) *Senate President	37 – Jules Walters (D) 38 – Daniel Nguyen (D)
20 – Mark Meek (D)	39 – April Dobson (D) 40 – Annessa Hartman(D) *Asst. Majority Leader
21 – Kathleen Taylor (D)	41 – Mark Gamba (D) 42 – <i>Not in Clackamas</i>
24 – Kayse Jama (D) *Senate Majority Leader	47 – <i>Not in Clackamas</i> 48 – Hoa Nguyen (D)
26 – Daniel Bonham (R) *Senate Minority Leader	51 – Christine Drazan (R) *House Minority Leader 52 – Jeff Helfrich (R)
29 – Todd Nash (R)	57 – Greg Smith (R) 58 – <i>Not in Clackamas</i>

Attachments:

- 2025 State Legislative Calendar
- 2024 Communities of Clackamas Joint Value and Outcomes for the 2025 State Legislative Transportation Package
- JPACT Transportation Priorities for the 2025 Transportation Package

2025

State Legislative Session

To the Clackamas County Coordinating Committee (C4)

January 9, 2025

Long Session

Begins on January 21, 2025

Ends (sine die) no later than June 29, 2025

Averages 2,500 to 3,000 bills

Clackamas Caucus

Senate Districts	House District
9 – Fred Girod (R)	17 – <i>Not in Clackamas</i> 18 – Rick Lewis (R)
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Top Priorities at the state

- Housing Production
- Homelessness
- Behavioral Health and Addictions
- Education Funding
- Wildfire Funding
- Transportation

Transportation Package



On the road
again

Pre-session Transportation Package Activities

- Joint Committee on Transportation (JCT) Statewide Tour: 12 locations, including Happy Valley
- 3 JCT workgroups

I just can't wait
to get back on
the road again

Three JCT workgroups

Goals:

- What are the problems?
- How do we solve (fund) it?

Covering:

- Back to Basics, O&M
- Transit and Multimodal
- HB 2017 Commitments

The life I love is
making music
with my
friends

ODOT Needs

- \$1.8 billion per year for O&M

Local Needs

- Preserve 50/30/20 share of State Highway Fund
- Needs vary by local jurisdiction

Regional Priorities

- Short- and long-term funding solutions
- Finish what we started (i.e., 2017 commitments)
- Safe urban arterials and streets
- Transit
- Resiliency

And I can't wait
to get back on
the road again

If not tolling, then what?



Clackamas County
**Coordinating
Committee**

How will C4 Proceed?

- Values and Outcomes?
- Funding support?
- Updates as they occur?



Thank you!

2025 Session Calendar

JANUARY						
S	M	T	W	T	F	S
			1 New Year's Day	2	3	4
5	6	7	8	9 New Member Academy	10 New Member Academy	11
12	13 Org Days; Swearing In	14 Trainings	15 Trainings	16 Trainings	17 LC Draft Request Deadline	18
19	20 MLK Day	21 Session Begins	22	23	24	25
26	27	28	29	30	31	

FEBRUARY						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17 President's Day	18	19	20	21 LC returns drafts	22
23	24	25 Measure Intro Deadline	26 Revenue Forecast	27	28	

MARCH						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10 Begin Daily Floor	11	12	13	14	15
16	17	18	19	20	21 Post Work Session	22
23/30	24/31	25	26	27	28	29

APRIL						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9 First chamber deadline	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

MAY						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9 Post Work Session	10
11	12	13	14 Revenue Forecast	15	16	17
18	19	20	21	22	23 Second Chamber Deadline	24
25	26 Memorial Day	27	28	29	30	31

JUNE						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18 Target Sine Die	19 Juneteenth	20	21
22	23	24	25	26	27	28
29 Constitutional Sine Die	30					

Dates subject to the adoption of CR (2025 Regular Session)

Organizational Day	Member swearing in; organization; and first reading of pre-session filed bills.
Training Days	Member and staff training.
Leg. Counsel Deadlines	Deadlines for bills to be requested, returned by LC, and introduced (after these deadlines, subsequent drafts and intros count against per legislator limits. See SR 13.15(2); HR 12.35.
State Holiday	Holiday.
Important Session Dates	Deadlines for bills to be posted for work sessions, then voted out of policy committees in the first and second chambers. Joint policy committees adhere to the second chamber deadline only. Does not apply to Conduct, Rules, Revenue, or JWM.
Floor Sessions	Senate and House floor sessions will be announced by the Senate President or House Speaker. Daily floor sessions begin on Monday, March 10, 2025.
Revenue Forecast	Revenue forecast.

Joint Values and Outcomes
for the 2025 State Legislative Transportation Package
by the Communities of Clackamas County

Approved on August 1, 2024

The jurisdictions named here support a seamless, functional transportation system that prioritizes safety and the reliable movement of people and goods.

We acknowledge that without adequate transportation funding to address maintenance and capital projects in our communities, our collective transportation system will continue to struggle, maintenance projects will become capital projects, and our transportation systems will fail to meet public expectations and uses. As the state legislature considers funding solutions to address state and local needs, the values and outcomes named here will be the foundation of our advocacy.

These values are not an endorsement of any collective or particular funding proposal.

To ensure an equitable, balanced, and seamless system for all, a transportation package should...

- Develop in collaboration with local voices and jurisdictions
- Protect and retain the 50/30/20 revenue formula from the State Highway Fund
- Secure operations and maintenance funding for state and local partners
- Increase safety for all travel modes and reduce diversion from highways onto local roads

To ensure maximum and efficient utilization of public dollars, a transportation package should...

- Provide local jurisdictions with the resources to implement state requirements
- Build trust through budget transparency, implement cost saving measures, and limit administrative costs
- Maximize our opportunity to leverage federal funds for local and state projects of significance
- Secure varied revenue sources to diversify funding tools for local and state agencies

To advance projects that build public trust and accountability, a transportation package should...

- Finish what was promised in HB 2017 and HB 3055, including the I-205 widening and bridge improvements between Stafford Rd and Abernethy Bridge.
- Formulate a list of additional, high-priority projects for future funding, such as Sunrise Corridor and other investments addressing growth in urban, suburban, and rural communities

To provide accessibility and funding to multimodal facilities and services, a transportation package should...

- Complete gaps in transit service, sidewalks, and bike lanes
- Improve transit operations, including regional coordination and equitable access to transit
- Invest in transit and paratransit so that it is a convenient, reliable, and safe travel option
- Provide sustainable long-term funding for first- and last-mile transit solutions
- Consider investments that improve safety for commuters reliant on bicycles, scooters, and other non-traditional transportation options

To support housing production and economic opportunities, a transportation package should...

- Accelerate transportation networks supporting developing areas
- Improve the operations of regional freight routes, bridges and arterials
- Improve safety and reduce congestion on roads that connect urban and rural communities

Supporting Logos for the Clackamas Joint Values and Outcomes





Memo

Date: October 17, 2024

Subject: JPACT Priorities for the State 2025 Transportation Package

Purpose: A shared position statement that describes the Joint Policy Advisory Committee on Transportation’s (JPACT) transportation values and priorities. This statement will be the foundation for our comments and engagement in processes leading up to a 2025 transportation funding package.

Background: JPACT’s 2025 State Transportation Package values and priorities are rooted in conversations to date with regional partners and the 2023 update to the Regional Transportation Plan, which is a blueprint to guide investments for all forms of travel – motor vehicle, transit, bicycle and walking – and the movement of goods and freight throughout the Portland metropolitan region. The plan identifies current and future transportation needs and investments, and outlines what funds the region expects to have available over the next 25 years. The plan is updated every five years with input from community members, business and community leaders and governments as an opportunity to work together towards a future with safe, reliable and affordable travel options for all.

JPACT Priorities for a State 2025 Transportation Package:

The Portland metro area wants a safe, reliable, equitable, healthy and stable transportation system that is environmentally responsible, efficiently moves people and products to their destinations, and ensures all people can connect to the education and work opportunities they need to experience and contribute to our region’s and state’s economic prosperity and quality of life.

The Portland metro region accounts for more than 40 percent of the state’s population. Our region continues to evolve -- working, shopping, and traveling in new ways that require expanded transportation options and solutions. Technological changes in transportation, communication and other areas are radically altering our daily lives. We are also facing urgent global and regional challenges: climate change is happening faster than predicted, and the transportation system is not fully prepared for the expected Cascadia Subduction Zone earthquake. Economic vitality and recovery depend very much on the efficiency and reliability of our transportation system, and we lack the funding at the state and local level to respond to these opportunities and challenges. For an export dependent state like Oregon, a resilient intermodal transportation system is especially critical to ensure local businesses can get their products to market. Intermodal transportation and marine highways offer a sustainable alternative for moving goods and improving overall freight mobility.

We are at a pivotal moment. As the region continues to emerge from the disruptions of the pandemic and respond to other urgent trends and challenges, the 2025 transportation package provides an opportunity for all levels of government and community to work together to deliver a better transportation future.

Our communities need:

- Short-Term Funding Solutions. Stabilize our existing state and local transportation system funding sources so we can prioritize the operations and maintenance of our existing facilities. Retain the existing 50/30/20 State Highway Fund revenue split.
- Long-Term Sustainable Funding. Invest in developing long-term, sustainable revenue solutions to provide much needed state and local operations and maintenance dollars for

Attachment A

multi-modal investments into the future. Ensure that local agencies continue to receive a proportional local share (50/30/20) of all state collected transportation revenues. Ensure local agencies maintain and expand taxing authority for new types of funding.

- To Finish What We Started. Build government trust and accountability by ensuring the successful completion of the major bottleneck projects in the Portland metro region as promised by HB 2017.
- Safe Urban Arterials and Streets. Continue to invest in state programs that reduce fatal and serious injuries on our roadways and improve conditions on our most dangerous urban arterials. These investments should prioritize critical infrastructure improvements for all roadway users, and in major travel corridors with developing housing and job opportunities.
- Transit. Fund transit capital and operations, providing necessary solutions for expanding transit access statewide to make transit an easily accessible, attractive and equitable travel option.
- Resiliency. Ensure that our critical transportation infrastructure like airports and bridges are able to withstand large scale, known and unknown, climate and natural disasters. Plan, adapt and build climate resilient infrastructure responsive to the evolving needs of future generations.

JPACT members agreed to these priorities during the October 17, 2024 JPACT meeting. We are all committed to advancing robust and meaningful programs. Together we can create legislation that responds to the evolving economic and environmental needs across the state.