

Thursday, February 1, 2024
Virtual Meeting via Zoom

Attendance:

Members: **Canby:** Brian Hodson, Traci Hensley; **Clackamas County:** Paul Savas, Ben West; **CPOs:** Martin Meyers, Marjorie Steward (Alt); **Fire District:** Matthew Silva; **Gladstone:** Michael Milch; **CPOs:** Kenny Sernach; **Happy Valley:** Brett Sherman; **Milwaukie:** Rebecca Stavenjord; **Metro:** Christine Lewis; **Molalla:** Scott Keyser; **MPAC Citizen:** Ed Gronke; **Lake Oswego:** Joe Buck; **Oregon City:** Adam Marl; **Sewer District:** Paul Gornick; **Transit:** Dwight Brashear (SMART, Urban); Todd Wood (CAT); **Tualatin:** Valerie Pratt; **Water District:** Sherry French (CRW); **West Linn:** Rory Bialostosky; **Wilsonville:** Julie Fitzgerald, Caroline Berry

Staff: Bryan Hockaday (PGA)

Guests: Grant O’Connell (TriMet); John Serra (TriMet); Tom Markgraf (TriMet); Kristina Babcock (H3S); Trent Wilson (PGA)

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.

<u>Agenda Item</u>	<u>Action</u>
Approval of January 4, 2024 C4 Minutes	Minutes approved
Forward Together 2.0: A long-range plan for TriMet Service	<p>TriMet began Forward Together (FT) 1.0 to help return transit service that was cut or limited during the pandemic, and FT 2.0 will guide more long-term planning. Community feedback the fall service plan proposal was incorporated in FY25 revisions that also reflect the impact of operator shortages.</p> <p>Given the workforce challenges, service on certain lines will not be extended as initially planned. TriMet historically has only achieved 4% service growth, so the 10% growth plan proposed last fall may have been overly ambitious. The revised plan includes a 6% growth plan. Regionally, Clackamas County was least to be impacted by the reduced service plans.</p> <p>Notable changes in Clackamas County include: Line 76 connection from Beaverton Transit Center to Oregon will now only include peak, weekday service instead of the planned 7-day service.</p> <p>TriMet reports it is successfully working to recruit more transit operators</p>

	<p>and offering financial incentives, including signing bonuses.</p> <p>To shape Forward Together 2.0, TriMet is conducting a study and solicited input from local transportation planning staff to help determine what level of investment is needed to meet goals in the RTP and TriMet Vision 2030. TriMet expects the report to be completed by July 2024.</p>
<p>Clackamas Transit Services and STIF Update</p>	<p>STIF funding is based on where people work, not where they live. Based on 2020 Census, 34% of ClackCo residents live outside the TriMet Service District. In contrast, only 2% of MultCo residents live out of the service district.</p> <p>Regional coordination funding is also set aside by TriMet and provided to small transit operators (about \$2 million). Clackamas coordinates last mile shuttle service with four local providers, as well as with Mt. Hood transit service. ClackCo transit providers convene weekly coordination meetings to maximize service within the limited constraints of STIF funding. Each provider was able to expand service with FY 22-23 STIF funding and has long-term goals to continue expanding service while keeping fares low or free.</p> <p>Legislative intent of STIF funds is determined by location of employers, and C4 members discussed striking a better balance based on where people live. Using census track data, initial projections show funding would increase to Clackamas and local transit providers if STIF funding was determined by residents and not employers.</p>
<p>Legislative Update and 2024 Legislative Session Outlook</p>	<p>The 2024 Legislative short session began Feb. 5, and 188 bills were posted. The focus of session will be on the Governor’s housing bill, as well as addressing Measure 110 and issues related to addiction and recovery. LOC is coordinating with cities to develop a housing infrastructure needs list, which currently amounts to \$1 billion in identified needs.</p> <p>Beyond the work led by SSTP to collect additional community feedback on tolling, transportation issues are not expected to receive much focus during the short session. However, SSTP will releases a report with recommendation at the end of session in March. It is anticipated that a statewide transportation funding package will be developed during the 2025 session.</p> <p>Additionally, the Oregon Trucker’s Assoc. recently filed a lawsuit asserting an inequity in the weight mile tax paid by truckers and the gas tax assed on light vehicles. Three bills were filed with the goal of addressing this issue. Estimates suggest that it would take a 30 cent gas tax increase to reach parity with VMT.</p>
<p>Updates/Other Business</p>	<p>JPACT– members received a presentation on Climate Pollution Reduction</p>

	<p>Grant (CPRG). Staff are developing a list of shovel ready projects for these federal grant funds. Also heard a presentation on regional freight, and Trent was part of a panel that discussed major challenges and opportunities with transportation funding. The lack of public trust with ODOT was acknowledged as one of several challenges. Local and regional collaboration will be critical when looking to the development of a 2025 state funding package.</p> <p>MPAC – Members also received a CPRG presentation and had a robust discussion on economic development. The economy and the labor market have cooled, but Oregon fortunately has a productive workforce. Historically, Oregon’s economic growth has been tied to population growth but now our population is declining. Additionally, Councilor Sherman was appointed vice chair of MPAC and will be chair next year.</p> <p>C4 Retreat Planning – members are asked to complete an initial planning survey, which includes consideration of agenda items and the option of either a June or Sept. retreat.</p>
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Adjourned at 8:19 p.m.