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**Thursday, April 04, 2019**  
**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 07, 2019 C4 Minutes **Page 03**

**6:50 p.m. Vehicle Registration Fee (VRF) Outreach Discussion**

- Staff Memo and Supporting Materials **Page 05**

**7:10 p.m. T2020 Update**

- Clackamas preferred corridors map and descriptions **Page 07**

**7:20 p.m. Legislative Update re Special Transportation Fund (STF)**

- Staff memo **Page 09**
- I-205 Regional Support Letter **Page 10**
- Transportation Futures Study Fact Sheet **Page 13**
- ODOT memo re STF Funds **Page 14**

**7:40 p.m. Retreat Agenda Discussion**

- 2019 C4 Retreat Agenda Blueprint **Page 16**

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

- JPACT/MPAC Updates
- 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>	Kenny Sernach (Beavercreek Hamlet)			●			
<b>Happy Valley</b>	Councilor Markley Drake		●				
<b>Johnson City</b>	Vacant						
<b>Lake Oswego</b>	Councilor Theresa Kohlhoff	●	●				
<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>	Mayor Stan Pullman			●			
<b>Sanitary Districts</b>	Nancy Gibson (Oak Lodge Water Services)	●					
<b>Tualatin</b>	Councilor Paul Morrison		●				
<b>Water Districts</b>	Hugh Kalani (Clackamas River Water)						
<b>West Linn</b>	Mayor Russ Axelrod		●				
<b>Wilsonville</b>	Mayor Tim Knapp		●		●		

### Current Ex-Officio Membership

<b>MPAC Citizen Rep</b>	Vacant
<b>Metro Council</b>	Councilor Christine Lewis
<b>Port of Portland</b>	Emerald Bogue
<b>Rural Transit</b>	Julie Wehling
<b>Urban Transit</b>	Eve Nilenders

### Frequently Referenced Committees:

<b>CTAC:</b>	Clackamas Transportation Advisory Committee (C4 Transportation TAC)
<b>JPACT:</b>	Joint Policy Advisory Committee on Transportation (Metro)
<b>MPAC:</b>	Metro Policy Advisory Committee (Metro)
<b>MTAC:</b>	Metro Technical Advisory Committee (MPAC TAC)
<b>R1ACT:</b>	Region 1 Advisory Committee on Transportation (ODOT)
<b>TPAC:</b>	Transportation Policy Advisory Committee (JPACT TAC)

**Thursday, March 7, 2019**  
**Development Services Building**  
 Main Floor Auditorium, Room 115  
 150 Beaver Creek Road, Oregon City, OR 97045

**Attendance:**

**Members:** **Canby:** Brian Hodson, Traci Hensley (Alt.); **Clackamas County:** Jim Bernard; Paul Savas; **CPOs:** Laurie Swanson (Molalla); Martin Meyers (Redland-Viola-Fischers Mill); **Estacada:** Sean Drinkwine; Katy Dunsmuir; **Gladstone:** Tammy Stempel; **Hamlets:** Kenny Sernach (Beavercreek); Rick Cook (Stafford); **Happy Valley:** Markley Drake; **Lake Oswego:** Theresa Kohlhoff; **Molalla:** Elizabeth Klein, Keith Swigart; **Metro:** Christine Lewis; **Milwaukie:** Mark Gamba; Wilda Parks (Alt.); **MPAC Citizen:** Ed Gronke; **Oregon City:** Dan Holladay; **Sandy:** Stan Pulliam; **Sanitary District:** Nancy Gibson **Transit:** Julie Wehling (Canby); Dwight Brashears (SMART), Eve Nilenders (TriMet) (Alt.); **Tualatin:** Paul Morrison; **Water Districts:** Hugh Kalani; **West Linn:** Russ Axelrod; **Wilsonville:** Tim Knapp

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

**Guests:** Gary Schmidt (CC Admin); Lynn Peterson (Metro President); Andy Shaw (Metro); Tyler Frisbee (Metro); Jaimie Huff (Happy Valley); Mark Ottenad (Wilsonville, SMART); Jeff Gudman (Lake Oswego); John Lewis (Oregon City); Tracy Moreland (BCC); Mike Bezner (DTD); Megan McKibben (Congressman Schrader); Caroline Hill (BCC); Stephen Williams (DTD); Marge Stewart (Firwood CPO); David Marks (CCBA); James Atkins (HBA); Sherilyn Lombos (Tualatin)

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>Agenda Item</b>	<b>Action</b>
<b>Approval of February 7, 2018 C4 Minutes</b>	Approved.
<b>Metro Council President Lynn Peterson</b>	<p>Metro President Peterson presented on major initiatives that are taking place, including a renewal effort for the Open Space bond, implementation of the recent passage of the housing bond measure, and development of T2020 – a regional effort to address congestion in the urban area.</p> <p>Members asked questions related to T2020, and formulated a plan for submitting “preferred corridors” at the next T2020 Task Force meeting.</p>

<b>R1ACT Appointments</b>	C4 selected the following urban city representatives to represent Clackamas County on the R1ACT: <ul style="list-style-type: none"> <li>• Markley Drake, Happy Valley Councilor</li> <li>• Theresa Kohlhoff, Lake Oswego Councilor</li> </ul>
<b>C4 Executive Committee Appointments</b>	The March 2019 to March 2020 C4 Executive Committee will include: <ul style="list-style-type: none"> <li>• Chair Jim Bernard (County)</li> <li>• Mayor Brian Hodson (Rural Cities)</li> <li>• Mayor Tammy Stempel (Urban Cities)</li> <li>• Nancy Gibson (Special Districts)</li> <li>• Laurie Freeman Swanson (CPO/Hamlets)</li> <li>• Matthew Silva (Fire Districts)</li> </ul>
<b>Retreat Discussion</b>	Members filled out a questionnaire designed to help staff craft an agenda for the C4 retreat. Members will approve a draft agenda at the March C4 meeting.
<b>Updates/Other Business</b> <ul style="list-style-type: none"> <li>• <b>VRF Update</b></li> <li>• <b>State Legislative Session</b></li> <li>• <b>JPACT/MPAC Updates</b></li> <li>• <b>Other Business</b></li> </ul>	VRF – Clackamas County passed a VRF ordinance on February 21. A public engagement effort will be presented at the next C4 meeting.  State Legislative Session – More work and advocacy is needed to advance work on I205 funding and awareness of the Transportation Futures Study. City members were encouraged to reach out to their respective legislators to seek support for these initiatives.  JPACT/MPAC updates – JPACT has nothing to report. MPAC is working on the 2040 Grants.

Adjourned at 8:40 p.m.

## Memorandum

**To:** C4  
**From:** Trent Wilson, Government Affairs Specialist  
**Re:** Public engagement on new VRF ordinance  
**Date:** April 04, 2019

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### Overview

Clackamas County is launching a public engagement effort to inform the public on the recent passage of the \$30 vehicle registration fee (VRF). Public engagement will complement the outreach performed prior to the passage of the VRF ordinance on February 21, 2019, and specifically address the reasons behind the need and the outcomes that Clackamas residents can expect from program that will result from the new revenue. This matches Clackamas County strategic goal to Build Public Trust through Good Government.\*

Clackamas County would like to partner with cities, who will share 40% of the revenue, to ensure the public engagement is robust and reaches each community in Clackamas County.

For this update and discussion, Clackamas County transportation and public affairs staff will present a variety of communication tools for cities to use in their own communication and social media platforms and speaking events.

Following the April 4, 2019 C4 meeting, a meeting of all Public Information Officers (PIO) will occur where more information will be shared directly with communication professionals in each city.

### For additional information, please contact:

Trent Wilson – [twilson2@clackamas.us](mailto:twilson2@clackamas.us)

\*For more details about Clackamas County's Strategic Plan, please visit:  
<https://www.clackamas.us/performance>

# Potential Revenue (\$30/year)

City	Population (July 1, 2017)	Annual Revenue*
Lake Oswego**	34,855	\$703,222
Oregon City	34,240	\$690,807
West Linn	25,615	\$516,794
Wilsonville**	21,260	\$428,938
Milwaukie	20,510	\$413,798
Happy Valley	18,680	\$376,877
Canby	16,420	\$331,281
Gladstone	11,660	\$235,246
Sandy	10,655	\$214,969

City	Population (July 1, 2017)	Annual Revenue*
Damascus***	10,625	\$214,364
Molalla	9,085	\$183,294
Estacada	3,155	\$63,654
Tualatin**	2,911	\$58,741
Portland**	766	\$15,455
Johnson City	565	\$11,399
Rivergrove**	459	\$9,253
Barlow	135	\$2,724
County	412,672	\$5,588,520

**Strategic Investment Fund (SIF): \$1,117,704**

\*Based on population, per state law

\*\*Part of this city is outside Clackamas County

\*\*\*Per state law, funds that would have gone to the former city go to the county for 10 years



# Regional Investment Strategy Proposed Corridors

**RIS Corridors**

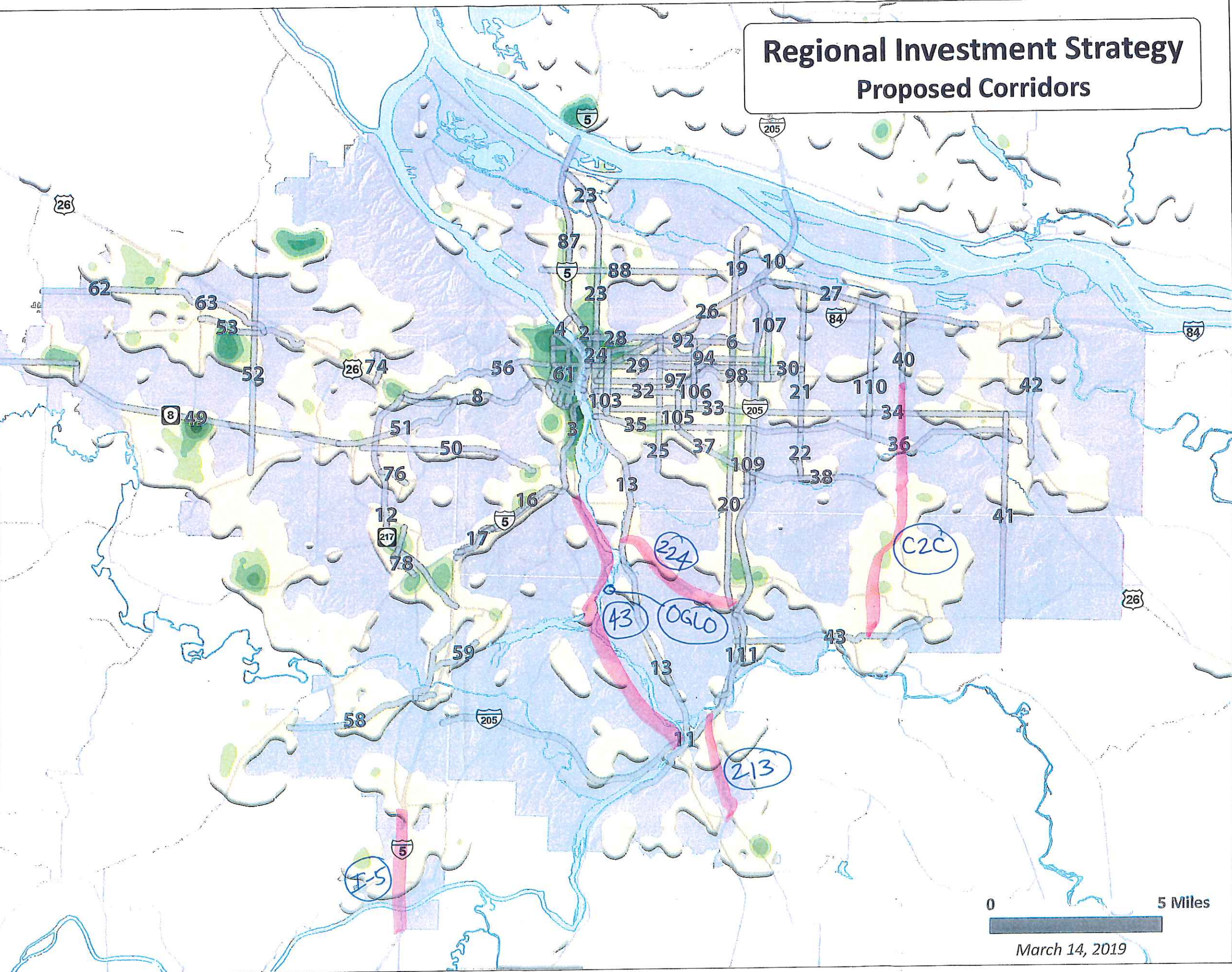
— Top 60 Corridors

**Expected Growth  
2015 - 2040  
Population and Employment**

Less growth ↑  
↓ More growth

Metro Jurisdictional Boundary

↑



0 5 Miles

March 14, 2019

**Corridors for Consideration by the Metro Transportation Task Force**

T2020 Status	Name of corridor or main road	Proposed by:	Identified Needs					Priorities				Why should this corridor be considered for T2020?
			Arrive on time (congestion)	Gap filled by the corridor	Identified high crash corridor	Equity / Access to Jobs	Take pride in community	Maximize regional benefits	Important Community Need	Readiness for investment	Get ahead of growth	
On map	I-205	Clackamas Co	Already under consideration by Task Force, additional information not necessary at this time.									
On map	OR212 (Sunrise)	Clackamas Co, Happy Valley										
On map	OR213/82 <sup>nd</sup> Ave/82 <sup>nd</sup> Dr											
Add	C2C Corridor (172 <sup>nd</sup> Ave – 190 <sup>th</sup> Dr)	Happy Valley, Clackamas Co	X	X		X		X	X	X	X	The Clackamas to Columbia Corridor (C2C) is critically important to improve north-south mobility on the east side of the region, to support growth areas in Happy Valley and Gresham and to connect equity communities to employment areas.
Add	OR224 (OR99E to I-205)	Milwaukie	X	X	X	X	X	X	X	X	X	OR 224, and the railroad line the parallels it to the north, makes travel between the eastern and western areas of Milwaukie challenging. The city's Transportation System Plan and Metro's Regional Transportation Plan identify a high need to establish safe crossings of 224 for people who walk and bike as well as the construction of improved bike and pedestrian facilities for the length of the corridor.
Add	OR43	West Linn, Lake Oswego	X		X	X	X	X	X	X	X	The OR43 and associated area of Willamette Falls Drive is critically important to improve mobility from the Willamette Falls and growth areas of Oregon City and beyond to Portland connecting communities to employment areas on both sides of the project as well as creating a vital bicycle and pedestrian connection through the region. This project will blend seamlessly with planned improvements for I-205 and is already moving forward with preliminary design so it is ready for investment.
Add	South Metro I-5 / WES (OR217 - Wilsonville)	Wilsonville	X	X	X	X	X	X	X	X	X	The South Metro I-5 Corridor is vitally important to the South Metro region supporting job growth in the SW Tualatin and Sherwood employment areas and planned Coffee Creek, Basalt Creek Industrial Areas, housing needs in south Tualatin, Villebois and Frog Pond, support of Advance, Elligsen, and Tonquin urban reserve areas , connections between WES/SMART Central, Wilsonville's Town Center, and key transit destinations within the Metro region for underrepresented communities, and an opportunity to improve safety while providing placemaking and regional attractions in support of tourism, recreation, and active living.
Add	OR99E	Milwaukie, Clackamas Co, Oregon City	X	X	X	X	X	X	X	X	X	<u>Milwaukie</u> - The Oregon 99E corridor in Milwaukie serves the North Milwaukie Industrial Area, our historic downtown and establishes the western boundary for Milwaukie Bay Park. Enhanced transit service, improved intersection functionality and safety investments are needed to help all users of 99E equitably access transportation services on this important transit and vehicle mobility corridor. Our 2013 Transportation System Plan and the Metro Regional Transportation Plan also specifically identify the need to establish safe crossings of 99E for people who walk and bike. <u>Clackamas County</u> - The OR99E corridor in Oak Grove, Jennings Lodge and Gladstone provides a very important frequent transit link. The Enhanced Transit Corridor being conducted by TriMet will identify low cost improvements that will allow transit to move faster. Clackamas County and ODOT are jointly working on projects identified by the local communities to improve bicycle and pedestrian access to the transit corridor and safety at critical crossing point. <u>Oregon City</u> - The 99E will provide multi-modal improvements in the Oregon City Regional Center, support the growth of Downtown Oregon City, and connects users to the Willamette Falls Legacy Project (WFLP) and Riverwalk, as well as the Cove Development. Intersections in this corridor are consistently on the ODOT SPIS list and the corridor would include safety improvements necessary to facilitate the community development and re-use of WFLP site. This corridor would include capacity improvements on a regional facility as well as multi-modal improvements identified in the McLoughlin Boulevard Enhancement Plan that provide safe, accessible routes to the WFLP and the Riverwalk.
Add	Oak Grove – Lake Oswego Pedestrian & Bicycle Bridge	Clackamas Co, Lake Oswego	X	X	X	X	X	X	X			This project will create a vital bicycle and pedestrian connection that will facilitate east-west active transportation by providing a vital missing connection, increase safety, provide a vital access to jobs for historically marginalized communities, and become an important landmark and regional attraction. The bridge will allow those in Oak Grove and Lake Oswego who currently make a 10 mile vehicle trip across Sellwood Bridge to replace that trip with a walk or bike trip of less than a mile. As a result this project will reduce congestion on OR99E, Sellwood Bridge and Macadam and decrease generation of air pollutants and greenhouse gases.
Add	OR213	Oregon City	X		X			X	X	X	X	The Hwy 213 corridor supports both the Beavercreek Road Concept Plan Area, expected to see some of the highest growth rates in Clackamas County and includes industrial living wage jobs, as well as the Oregon City Regional Center which is also expected to see growth. Corridor improvements would include much needed capacity improvements, portions of which are already at 90% plans and other components which have been recently identified. Intersections in this corridor are consistently on the ODOT SPIS list.
Remove	242 <sup>nd</sup> Ave	Clackamas Co	Should be removed, not a priority for Clackamas County.									



## Memorandum

**To:** C4  
**From:** Trent Wilson, Government Affairs Specialist  
**Re:** Legislative Update  
**Date:** April 04, 2019

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### Overview

In addition to an update on I-205 and the transportation futures study, staff will share details about the proposed elimination of the \$10 million Special Transportation Fund (STF) from the general budget, per the Governor's Budget proposal. STF dollars have historically served seniors and adults with disabilities.

### For additional information, please contact:

Trent Wilson – [twilson2@clackamas.us](mailto:twilson2@clackamas.us)



March 7, 2019

Legislative Leadership  
 Oregon State Capitol  
 Salem, OR 97301

Re: I-205 Widening and Seismic Improvements Project

Dear Ways and Means Co-Chairs Johnson, Steiner Hayward & Rayfield, and Joint Transportation Committee Co-Chairs McKeown & Beyer,

As officials elected by and/or representing the residents of the Portland metropolitan region, we share an obligation to protect their safety and promote a healthy economy that is accessible to all. The health and safety of our region and our state are inextricably linked to the infrastructure that connects them. In our region, millions depend on Interstate 205 for that connection.

Thanks to HB 2017, the Legislature identified the I-205 bottleneck between Stafford Road and OR 213 as a signature congestion relief project for the state. With ODOT's subsequent investment of \$53.7 million for planning and design, the project is expected to be shovel ready in early 2020 at a cost of \$460 million. Unfortunately, under current plans, construction will be delayed until 2026 at

the earliest due to a lack of funding. And each year that we wait, the estimated project cost increases by \$15 million. **We believe it's our duty to act now to protect this important lifeline by funding these essential upgrades to I-205 in the 2019 legislative session.**

This project reflects several important values that Oregonians expect from their transportation system:

**Safety** – As a designated statewide north-south lifeline route, I-205 will be called upon to provide supplies and services to the region shortly after a disaster. Immediate action is needed to seismically upgrade the Abernethy Bridge and replace or retrofit eight additional bridges in the project area to withstand a major earthquake.

**Economic opportunity** – The federal government has designated I-205 as a High Priority Corridor in the Portland metropolitan area. It connects employers, the traveling public, and businesses to the Portland International Airport, the State of Washington, and numerous local jurisdictions. This corridor serves as vital infrastructure for the economic health of both the region and the entire State of Oregon.

**Quality of life** – When the Governor's Transportation Vision Panel met with communities statewide in 2016 seeking input on a transportation package, the public and businesses from all corners of Oregon sent a clear message on the need to address highway congestion in the Portland region, including the I-205 bottleneck.

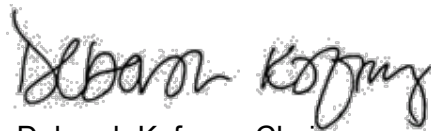
**We can't let these critical capacity and seismic upgrades languish while waiting at least seven more years for new revenues. We must begin right away and ask the Legislature to find resources this biennium to enable the project to move ahead while honoring commitments made to other projects as part of HB 2017.**

Thank you for your attention to this important issue and we urge your support for a funding solution in the 2019 legislative session to ensure that I-205 improves the quality of life of all Oregonians.

Sincerely,



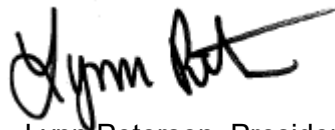
Jim Bernard, Chair  
Clackamas County Board of Commissioners



Deborah Kafoury, Chair  
Multnomah County Board of Commissioners



Kathryn Harrington, Chair  
Washington County Board of Commissioners



Lynn Peterson, President  
Metro



Russ Axelrod, Mayor  
City of West Linn



Dan Holladay, Mayor  
City of Oregon City

Curtis Robinhold, Executive Director  
Port of Portland

Martha Schrader, President  
Association of Oregon Counties

Frank Angelo, Transp. Committee Chair  
Westside Economic Alliance

Nellie deVries, Executive Director  
Clackamas County Business Alliance

Laura Edmonds, CEO  
North Clackamas Chamber of Commerce

Tim Knapp, Mayor  
City of Wilsonville

Steve Callaway, Mayor  
City of Hillsboro

Denny Doyle, Mayor  
City of Beaverton

Frank Bubenik, Mayor  
City of Tualatin

Tom Ellis, Mayor  
City of Happy Valley

Kent Studebaker, Mayor  
City of Lake Oswego

Brian Hodson, Mayor  
City of Canby

Shane Bemis, Mayor  
City of Gresham

Tammy Stempel, Mayor  
City of Gladstone

Sean Drinkwine, Mayor  
City of Estacada

Dan Huff, City Manager  
City of Molalla

Maria Pope, President and CEO  
Portland General Electric

The Metro Mayors' Consortium

CC: Governor Brown, Speaker Kotek, President Courtney

# Clackamas County *TRANSPORTATION 2070*

**PROPOSAL** -- *Clackamas County and its 16 cities* propose to develop a long-term plan to identify top priority transportation improvements needed on state, regional and local systems in Clackamas County over the next 50 years. The plan will forecast major population, economic, environmental, and technology changes to help inform what investments or actions are required to meet those needs. **Duration: 2 years**

*The 2013 State Legislature funded a similar project in Washington County, which allowed the county to better understand and address long-term transportation needs.*

**STATE FUNDING REQUEST** -- **\$2.5 million**. This project will only be possible with state funding because the county and cities have large transportation maintenance and improvement deficits that HB2017 only begins to remedy.

**TASKS** -- *Clackamas County and its cities, ODOT, Metro and TriMet* will identify expected changes and begin planning to work with and enhance those changes to meet local and regional long-term transportation needs. The proposed project will include six main tasks:

1. **Identify** predicted future population and employment growth.
2. **Consider** major issues related to all transportation systems (including motorized vehicles, freight, transit, bicycles and pedestrians), such as:
  - a. Future traffic on major corridors (e.g., I-205, OR 212/Sunrise Expressway, US 26, Highway 43, Highway 99E, etc.)
  - b. Regional connections, urban-rural connectivity, and telecommuting
  - c. Seismic resiliency and climate change adaptation
3. **Anticipate** major changes in the economy and in technology.
4. **Utilize** scenario planning to manage the uncertainty involved in long-term planning.
5. **Select** the highest priority transportation improvements that serve multiple needs.
6. **Implement** survey research, focus groups, online public engagement and other strategies to involve all segments of the community from across the entire county.



**RATIONALE** -- *The next 50 years* will see meaningful change in transportation systems. By 2070, experts anticipate full implementation of autonomous and connected vehicles. During the same 50 years, population and employment growth will expand developed areas of Clackamas County beyond the Metro Urban Growth Boundary, creating a need for new transportation facilities and systems.



If ODOT, Metro, TriMet, Clackamas County and the cities fail to anticipate and adjust to these rapid changes, it will adversely affect the attractiveness of the county and its cities as a place to live and grow a business, as well as hamper mobility in the increasingly populated urban and rural areas between the Willamette River and Mt. Hood.

With several highly important state transportation facilities traversing Clackamas County, growing cities, and integration with the Portland metropolitan area, the county is ideally located to support long-term growth in the transportation system for our residents and our region. But long-term needs should be studied now, and can only happen with state funding support.



# Oregon

Kate Brown, Governor

## Department of Transportation

Rail and Public Transit Division

555 13th St NE Ste 3

Salem, OR 97301-4179

Rail Phone: (503) 986-4321

Public Transit Phone: (503) 986-3300

Rail Fax: (503) 986-3183

Transit Fax: (503) 986-4189

**TO: Special Transportation Fund Agencies**

**FROM: H. A. (Hal) Gard, ODOT Rail and Public Transit Division Administrator** 

**RE: 2019-2021 Special Transportation Fund Estimates**

**DATE: January 4, 2019**

On November 28, 2018, Governor Brown released her 2019-21 Governor's Budget. One element of ODOT's budget included elimination of the \$10m General Fund appropriation to the Special Transportation Fund (STF) that supports, among other things, ODOT's senior and disabled transit services. Since publication of the Governor's Budget, ODOT has received multiple inquiries regarding the status of funding for the STF in the upcoming biennium.

STF revenues come from a combination of cigarette taxes, sales of ID cards, non-auto gas taxes, and (historically) State General Fund, which, by rule, is divided into three accounts:

- State Administration—Up to 10% of total
- Formula—75% of remainder
- Discretionary—25% of remainder

The STF formula estimates published in our October 16, 2018 2019-21 solicitation materials assumed approximately \$10.1 million of General Fund resources. As noted above, the Governor's 2019-21 Budget does not include a General Fund appropriation to STF.

ODOT's budget will not be finalized until the Oregon Legislature issues a Legislative Approved Budget (LAB) around June 2019. If the Legislature reduces the General Fund portion of the Special Transportation Fund, STF Agencies will receive allocations different from the original published estimates.

ODOT recommends STF Agencies complete their STF applications with the original October 2018 forecast for STF formula levels, ***and also*** rigorously prioritize proposed projects to ensure plans are in place to scale activities appropriately if General Fund resources are not budgeted to the STF program during the 2019 Legislative Session.

Other considerations for agency planning:

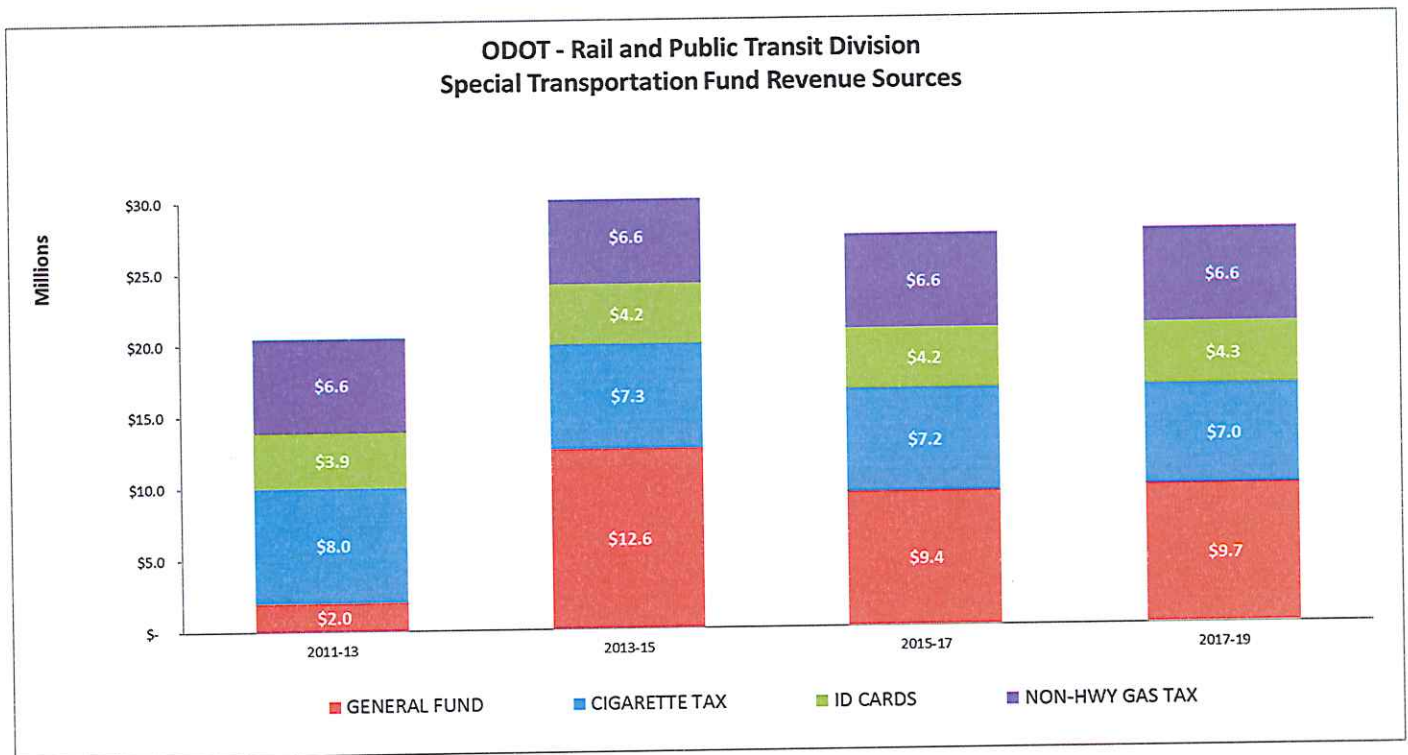
- ODOT proposes elimination of the discretionary STF program and re-allocating those funds to the STF formula fund for 2019-21 in order to minimize the impact on the



formula program. More detailed allocation adjustments will be provided when information is available.

- Agencies should use a 40 percent reduction from published estimates as a baseline for project prioritization.
- Project prioritization should follow local guidelines, but focus on preservation of existing services to the greatest extent possible.
- As STF resources potentially decline it will be important to look for budgetary efficiencies or other funding sources to help minimize the impact on the provision of services. However, it is important to note the new resources available in 2019 through the Statewide Transportation Improvement Fund (STIF) Formula fund revenues are required to be spent on expanding or improving transit service, not on maintaining existing services (with some exceptions that have been approved by the Oregon Transportation Commission). Projects that propose to maintain services due to elimination or reduction in an ongoing source of funding are not among the current OTC exceptions, but may be considered by the OTC as part of the upcoming STIF Plan review decision process.

The chart below details STF Revenue sources over that past several biennia.



We will continue to share information as it becomes available, and encourage you to work closely with your Regional Transit Coordinators for technical assistance as you move through your 2019-21 processes.

## Memorandum

**To: Clackamas County Coordinating Committee (C4)**  
**From: Trent Wilson, Public and Government Affairs**  
**Date: April 04, 2019**  
**RE: C4 Retreat Agenda Blueprint**

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### Registration

Registration for the 2019 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 4 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 14-15, 2019.

### Retreat Agenda Blueprint

This blueprint was designed using feedback from the March 7, 2019 C4 Retreat Planning Discussion.

#### Day 1 (Friday, June 14) – 1pm to 6pm

##### *Transportation Day*

- Session 1: C4 Business and Housekeeping
- Session 2: Recap and discuss goals for VRF Strategic Investment Fund
- Session 4: Prepare recommendations for C4 decision model for VRF Strategic Investment Fund
- Session 5: T2020 Update
- Dinner

#### Day 2 (Saturday, June 15) – 8:30am to 2pm

##### *Housing Day*

- Breakfast discussion: TBD
- Session 5: Discuss impacts and outcomes of county-wide HNA
- Session 6: Coordinated housing dialogue regarding Metro housing bond funding
- Lunch discussion: Plan C4 agenda topics for 2019-2020