

Clackamas County Coordinating Committee (C4) Minutes

Thursday, Aug. 7, 2014

Development Service Building
150 Beaver Creek Road – Auditorium

Attendance

Members: Clackamas County: Paul Savas (Co-chair); **Canby:** Brian Hodson & Traci Hensley (Alt.); **CPOs:** Marjorie Stewart (Alt.); **Fire Districts:** John Blanton; **Gladstone:** Hal Busch; **Hamlets:** Rick Cook (Alt.); **Milwaukie:** Dave Hedges; **Metro:** Carlotta Collette; **Molalla:** Glen Boreth; **MPAC Citizen Rep:** Wilda Parks;

Oregon City: Betty Mumm; **Port of Portland:** Lise Glancy; **Sanitary Districts:**

Terry Gibson & Susan Keil (Alt.); **Transit Agencies:** Julie Stephens (Rural) & Steve Kautz (Urban); **Water Districts:** Hugh Kalani & Dick Jones (Alt.); **West Linn:** Jody Carson

Staff: Gary Schmidt (PGA); Chris Lyons (PGA)

Guests: Mark Ottenad (Wilsonville); Jaimie Lorenzini (Happy Valley); John Valley (Sen. Merkley); Annette Mattson (PGE); Warren Jones (Mulino); Rich Watanabe (ODOT); Julie Stephens (Sandy); Stephan Lashbrook (SMART)

DRAFT Minutes

1. Pledge of Allegiance
2. Welcome & Introductions

Meeting called to order and chaired by Co-chair Paul Savas. Self introductions made. 11 of 23 voting members present. Quorum established.

3. Housekeeping

Approval of May 2014 C4 Meeting Minutes

Minutes from May 2014 C4 meeting approved without change.

4. Discussion of Possible C4 Retreat (Tentative Oct. 2-3)

Gary Schmidt provided background on previous C4 retreats and possible costs for attendees. The group expressed interest in moving ahead with a 2014 retreat on Oct. 2-3. Members agreed that a facilitator would be needed and a suggestion was made that someone from the

County's Resolution Services Department could fill that role. The County will begin preparations and email the group with an update.

5. Update on the next STIP Process

Rich Watanabe from ODOT provided members with an update on ODOT's STIP Process. As a result of declining revenue projections and growing debt service, ODOT's State Highway Fund resources are essentially fully committed to debt service, highway maintenance activities, and personal service costs. This means that federal funding will be the predominant funding source for Statewide Transportation Improvement Program (STIP) construction projects that improve the transportation system. However, because of uncertainty about state and federal transportation funding, the Oregon Transportation Commission (OTC) has decided to postpone the next STIP so that it covers 2018-2021.

Congress recently extended MAP-21, funding the Highway Trust Fund until May, 2015. If Congress does not provide additional funding beyond May, projects from the 2015-2018 STIP may be affected. ODOT is hopeful that Congress will act so that this scenario is avoided. Commissioner Savas noted that Rep. Blumenauer held an excellent transportation summit recently to drum up support for federal funding.

6. Transportation Coordination Task Force (ACT Task Force) Discussion

Karen Buehrig provided members with a history and background of ODOT's Area Commissions on Transportation (ACTs). Due to ODOT Region 1 lacking an ACT, and at the urging of rural Clackamas County residents, a Task Force was formed and charged with developing a recommendation on how to improve coordination in the region. The next meeting of the Task Force will be on September 22. Karen explained the pros & cons of each of the options currently under consideration, listed below:

- Option 1A – Establish a single ACT encompassing the full ODOT Region 1 territory. Two variations on this option are to include Hood River County in the Lower John Day ACT rather than the Region 1 ACT and include western Washington County in the Region 1 ACT rather than the Northwest ACT as currently configured.

- Option 1B – This is a variation on the single ACT approach but with the boundary extended to encompass the “commute-shed” around the Metro region. This would extend beyond the current boundary of ODOT Region 1 and include Woodburn, Newberg and Scappoose.
- Option 2A – This is a 2 ACT option that would establish an ACT around the geography of Metro and JPACT with a second ACT encompassing the balance of ODOT Region 1.
- Option 2B – This is a 2 ACT option that is organized around functional transportation issues rather than the ODOT Region 1 boundary. In addition to a Metro/JPACT ACT, there would be a second ACT organized around the Mt. Hood Loop (I-84, US 26, Hwy 35). The balance of the ODOT Region 1 geography would merge with the adjacent ACT based upon their common interest in transportation issues. This would entail merging southern Clackamas County with the Mid-Willamette Valley ACT and leaving western Washington County as part of the Northwest ACT.
- Status Quo – If the region fails to develop a recommendation on the formation of an ACT, ODOT has indicated they would continue to operate with an “ACT-like” structure and use the STIP Project Selection Committee in lieu of an ACT.

Karen solicited feedback from the group to take to the next meeting of the Task Force on September 22:

6. A visual (pictures of the ACT options) is needed.
 7. Recognition that having an ACT (or two ACTs) is supported because it provides access to the OTC.
 - Most important is having a voice before the OTC.
 - There is value in having an ACT in Region 1, especially when it comes to having a voice at the OTC. This is important.
 - JPACT doesn't have direct access to OTC. Important to have a seat at the table.
 8. The support for either one or two ACTs may depend strongly on how the STIP funds are divided (or not divided).
 - How the STIP funds are split influences the option(s) supported. If one pot, then one ACT may be better. If two distinct targets/pots, then two ACTs may be preferred.
 - Not separating the STIP funding changes the conversation.
 9. The details about membership also influence the support for either one or two ACTs.

- Two ACTs could avoid the perceived imbalance created if membership on the ACT was strongly influenced by population. How the membership is developed is important.
- Maybe there are other ways, besides being population based, to develop the membership of the ACT. The recent STIP committee representation seemed to function well.

10. Other important items to consider:

- It is beneficial to increase the understanding in the urban area jurisdictions of the available employment lands outside the UGB and the transportation needs to access these lands. In addition, increasing the knowledge about transportation infrastructure improvements that are needed to support employment land within the existing UGB is also important.
- Having one ACT with the Coordinating Committees serving as "subcommittees" (formalized role) could be a good option. The specific membership of the subcommittees could be developed by each area. JPACT could potentially be one of the subcommittees.
- How does ODOT interact with the other ACTs? How do they get their projects considered and funded?

7. Pressing Updates

Lock Fest will take place September 13 at 10am-5pm, with tours of Blue Heron and great music. All are welcome and encouraged to attend. Sign up for [tours](#).

A Friends of the Riverwalk group is being formed to support efforts for a new riverwalk along the Willamette River at the Blue Heron site. The Board of County Commissioners recently signed an MOU to be a partner in this effort, with the riverwalk envisioned as a catalyst for the overall redevelopment of the site. The new owner is very supportive of the concept as well. Let Councilor Collette know if you would like to be a part of the Friends group.

The Port of Portland Seaport Celebration will take place August 16 at 10am-4pm. All encouraged to attend.

The Clackamas County Fair opens August 12 in Canby. The Board of County Commissioners' business meeting will take place at the fair on August 14.

Hearing great feedback on the new Mt. Hood Express bus service.

Meeting adjourned.