



Clackamas
County
Coordinating
Committee

Promoting partnership among the County, its Cities and Special Districts

CLACKAMAS COUNTY COORDINATING COMMITTEE (C4) Agenda

**Thursday, March 3, 2016
6:45 PM – 8:30 PM**

Development Service Building
Main Floor Auditorium, Room 115
150 Beaver Creek Road, Oregon City, OR 97045

1. 6:45 p.m. **Pledge of Allegiance**
Welcome & Introductions
Commissioner Paul Savas & Mayor Brian Hodson, Co-Chairs
Housekeeping
 - Approval of February 7, 2016 C4 Minutes Page 02
 - 2016 C4 Retreat Poll Update (Results of Doodle Poll)
2. 6:50 p.m. **Governor's Transportation Vision Panel**
 - *Presented by Sam Haffner, ODOT*
 - GTVP Materials Page 05
3. 7:10 p.m. **Update from 2016 State Legislative Session**
4. 7:25 p.m. **C4 Action Item Discussion**
 - *Establish a county-wide process to advocate for local transportation projects at the state and federal level*
 - 2015 C4 Action Items Page 09
5. 8:00 p.m. **Clackamas County Road Funding Update**
 - *Presented by Gary Schmidt*
6. 8:15 p.m. **Monthly Updates**
 - R1ACT
 - Metro Mayors Consortium
 - JPACT/MPAC Update
7. 8:30 p.m. **Adjourn**



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CLACKAMAS COUNTY COORDINATING COMMITTEE (C4)

<<<<<<<< **DRAFT MINUTES** >>>>>>>>

Thursday, February 4, 2016
6:45 PM – 8:30 PM

Development Service Building
Main Floor Auditorium, Room 115
150 Beaver Creek Road, Oregon City, OR 97045

Attendance –

Members: Clackamas County: Paul Savas (Co-chair); John Ludlow; **Canby:** Brian Hodson (Co-Chair); Traci Hensley (Alt.); **CPOs:** Laurie Swanson; Marjorie Stewart (Alt.); **Damascus:** Diana Helm; **Estacada:** Brent Dodrill; **Lake Oswego:** Jeff Gudman; **Metro:** Carlotta Collette; **Milwaukie:** Mark Gamba; Wilda Parks (Alt.); **Molalla:** Jimmy Thompson; **Sandy:** Jeremy Pietzold; **Sanitary:** Susan Keil; **Transit Agencies:** Stephan Lashbrook (Urban Alt.); Julie Wehling (Rural); **Water Districts:** Hugh Kalani; **Wilsonville:** Tim Knapp

Staff: Gary Schmidt (PGA); Trent Wilson (PGA);

Guests: Mark Ottenad (Wilsonville); Councilor Brenda Perry (West Linn); Jaimie Lorenzini (Happy Valley); Ben Bryant (Happy Valley); John Lewis (Oregon City); David Barenberg (West Linn Consultant); Megan McKibben (Cong. Schrader); Ed Hall (Sen. Merkley); Zoe Monahan (Tualatin); Dan Bates (Boring); Dan Chandler (Clackamas Administration); Stephen Williams (Clackamas DTD); Rich Watanabe (ODOT)

<<<<<<<< **DRAFT MINUTES** >>>>>>>>

Pledge of Allegiance

Welcome & Introductions

Commissioner Paul Savas & Mayor Brian Hodson, Co-Chairs

Housekeeping

January 7, 2016 Minutes approved.

2016 C4 Retreat poll results showed that C4 members were interested in having a 2016 retreat in June, taking place across a Friday and Saturday. Doodle poll to go out in the following week to assess availability.

STIP Update

Commissioner Savas reviewed the 150% list presented to the R1ACT on February 1. The list indicated a top 5 group containing only one project within Clackamas County: Improvements to Hwy 43 in West Linn.

Discussion included questions about “matching funds” and “on state vs. off state” projects receiving favor, but the projects selected did not indicate that to be true. Some members were frustrated that no rural projects were chosen, considering the history of the ACT’s formation beginning with an interest to support rural systems. Commissioner Savas reminded members of the ability to draft a minority report, but also warned that this round should not “taint the R1ACT or the STIP process, since there was so few dollars to allocate to projects” compared to previous STIP rounds.

City Annexation Discussion

Dan Chandler, Clackamas County Strategic Policy Administrator, shared history about annexations in the state of Oregon. He identified three groups of people to consider when discussing the challenges of annexation: Those who have built, those who are building, and those who vote.

Members discussed questions to spur conversation, including:

- Is providing urban services to non-urban areas a rational policy?
- Is there a way to find consensus whereby more services equals “city” services?
- What are the means for breaking down partition density, and is that a way to reach consensus on how to classify “city” services?
 - Who sets the minimum partition size?
- Cities are tasked with community planning, but in most cases are not in charge of how the growth occurs because of voter approved annexations and the inability to “add land”. Has policy been set based on aspirational approvals or is the policy actually practical?
- Should regional planning override voter approval?
- Have health-hazard conditions ever been used as a means for annexation?

Other points made include:

- Clackamas County has the largest unincorporated population in Oregon, outnumbering the incorporated population. This gap will widen if Damascus disincorporates.
- Observation that annexation votes generally do well when the economy is doing well, and poor when the economy is poor.
- Clackamas County is interested in seeing dense unincorporated areas of the County be annexed into cities, but recognizes that tools are limited for both the County and the cities.
- SB 100 was brought up as means to protect farm lands from development.

Willamette River Debris

Presented by Mayor Gamba

Mayor Gamba presented information detailing the challenges of log buildup at Milwaukie’s Waterfront Park, especially in the winter and in high water/rain events. Buildup creates safety concerns and is costly to remove. Mayor Gamba recognizes this is a challenge for other waterfront communities and was curious of other city efforts to reduce buildup.

Members agreed that log buildup is a nuisance, but that there are limited resources to address the issue. Discussion also included comments about laws restricting movement of log debris.

No next steps were agreed upon.

County VRF Update

Presented by Gary Schmidt

Mr. Schmidt reviewed previous discussion by the Board of County Commissioners to consider pursuing a Vehicle Registration Fee (VRF) at the November 2016 election to address funding gaps for deferred

maintenance on roads, with a potential advisory vote in May 2016. The commissioners have not decided on a specific ask, to date. Options include a county-wide \$25 VRF, which would return 40% of received dollars back to the cities in the County, and also a hybrid option that includes both a reduced VRF coupled with a small gas tax. The deadline for a May ballot measure is February 26, so the BCC will be making the “advisory vote” decision in advance of that date. The final measure would include a 7 year sunset on the VRF.

Discussion included preference for the VRF by the city members, since gas tax revenue is not likely to return to the cities. C4 members also encouraged the County to emulate Washington State’s education campaign for their recently accepted state-wide \$.03 gas tax.

Regarding the sunset of the VRF, commissioners clarified that the cost of construction and maintenance does not disappear at the end of the 7 years, nor will the funding gap decrease entirely. It is hoped that the 7 year VRF will allow the County to showcase their good work by responsible use of the funds, and by completing promised road projects that citizens would find palatable extending the VRF into the future.

Monthly Updates

- R1ACT – No updates
- Metro Mayors Consortium – No updates
- JPACT/MPAC Update
 - JPACT: RFFA discussion to surface in March and April. More dialogue expected on the TriMet bonding proposal
 - MPAC: Meetings cancelled for February. The Equitable Housing Summit taking place next week.

Adjourn



GOVERNOR'S TRANSPORTATION VISION PANEL

Overview

The Governor's Transportation Vision Panel is a yearlong effort to develop a series of recommendations to the Governor that address transportation issues across all modes and regions of the state.

Members of the Vision Panel include legislative representatives, business owners, and civic leaders from across Oregon.



Under the leadership of Governor Kate Brown, members of the Vision Panel have been charged with the following tasks:

- Assess the current conditions of Oregon's transportation system
- Develop a long-term vision for the future of Oregon's transportation system
- Create a series of recommendations that can be enacted in the near-term to lay the groundwork for this vision

The 30-member Panel has spent the past several months developing a series of [preliminary findings](#) on the current and future needs of Oregon's transportation system. Governor Kate Brown has charged the Panel with delivering a final report by the spring of 2016 after engaging in a series of regional forums across the state.

This final report will assist the Governor and other policymakers in assessing the current condition and priority needs of Oregon's transportation assets, and serve as a guiding document for how the state should shore up and prioritize investments in the transportation system over the next several years.

[Roadways & Bridges](#)

[Bike, Ped, Transit, & Passenger Rail](#)

[Innovation](#)

[Seismic](#)

[Aviation, Marine & Freight Rail](#)

[Transportation Finance](#)

<https://visionpanel.wordpress.com/>



GOVERNOR'S TRANSPORTATION VISION PANEL

Regional Forums

The Governor's Transportation Vision Panel will host a series of eleven regional forums across the state. These two-hour forums will provide an opportunity to seek local input and solutions to the regional needs and priorities of Oregon's transportation system.

Vision Panel representatives will provide a brief overview of the Panel's preliminary findings to date, and lead a conversation to elicit participants' perspectives on how the transportation system can support their region's economic needs and priorities. The Vision Panel will use regional forum participants input to refine their recommendations to the Governor on the future of Oregon's transportation system.

Regional Forums Schedule

Mid-Willamette Valley

Thursday, January 7, 2016
Keizer, OR

Lane County

Wednesday, January 13, 2016
Eugene, OR

Central Oregon

Thursday, January 14, 2016
Redmond, OR

North East and South East

Monday, January 25, 2016
John Day, OR

Cascades West

Thursday, January 28, 2016
Albany, OR

South Central Oregon

Friday, February 12, 2016
Klamath Falls, OR

Lower John Day

Monday, March 7, 2016
The Dalles, OR

Rogue Valley

Tuesday, March 8, 2016
White City, OR

Northwest Oregon

Thursday, March 10, 2016
Tillamook, OR

Southwest Oregon

Friday, March 11, 2016
Coquille, OR

Portland Metro Area and Hood River County

Monday, March 14, 2016
Portland, OR



Governor's Transportation Vision Panel: Key Preliminary Findings

Purpose: High-level themes and ideas identified across Vision Panel Subcommittees, January 2016:

Reduce roadway bottlenecks and enhance freight network alternatives

Invest in Bottleneck Elimination: Prioritize increasing capacity and throughput of existing roadway bottlenecks on corridors of statewide significance.

Invest in Freight Network Alternatives: Invest in enhancing capacity and efficiency of rural highway corridors (*e.g., US-97, etc.*) that create freight network alternatives and reduce congestion on constrained urban highways (*e.g., I-5, I-205, etc.*)

Invest in strategic intermodal freight infrastructure

Intermodal Freight Facilities: Identify and invest in intermodal facilities and freight connectors (*e.g., transload facilities, port drop sites, inland ports, etc.*) that reduce highway demand for freight

Develop a State Marine Plan: Integrate and better link Oregon's ports and marine transportation system through a system plan and investment plan. This plan could better tie the marine system with the Freight Plan and other transportation modal plans, help determine statewide funding priorities that impact the marine system (*e.g., road, rail, and waterway system improvements*), address marine land use issues, and help organize shipper alternatives (*e.g., barging of containers along the Columbia River, etc.*)

Create a Permanent Freight Multimodal Fund: Create a permanent freight multimodal fund (similar to ConnectOregon) that helps coordinate and support strategic investments in non-highway transportation assets.

Invest in transit service improvements targeting road congestion and system gaps

State and Local Transit Investments: Invest in transit as a tool to relieve freight and roadway congestion (particularly in urban areas) and begin to close statewide gaps in service. Investment can be achieved by additional state funding dedicated to transit operations *and* by providing additional tools for local districts to raise funds. Investments should aim to maximize potential for federal matching funds, as well as reliability and efficiency of transit service.

Invest in bicycle and pedestrian improvements targeting safety, system gaps, and road congestion

Bicycle and Pedestrian Investment: Reduce roadway demand through bicycle and pedestrian system improvements, and to the extent possible, separate bicycle and vehicular traffic on high speed facilities. Complete 'critical connections' in bikeways, shoulders, and sidewalks aimed at improving safety and closing system gaps.

Invest in seismic resiliency

Invest in Seismic Resiliency: Develop and secure a transportation funding package that includes an adequate, sustainable, and long-term revenue stream dedicated to seismic retrofitting and transportation system resiliency. Seismic investments should be integrated with roadway maintenance and bridge preservation efforts. *In addition, undertake the following actions:*

Update the Seismic Plus Program: Ensure integration of planning efforts with California and Washington, and identify immediate investment needs for high-priority transportation assets, including I-5 corridor improvements.

Non-Highway Inventory Assessments: Charge state agencies and special districts with performing thorough inventories and assessments of the seismic vulnerabilities and strengths for non-highway assets (*e.g., aviation, marine, and rail*).

Local Seismic Needs Assessments: Charge appropriate local agencies and jurisdictions with developing community-based needs assessments that consider transportation vulnerabilities and priorities. Ensure adequate resources are dedicated to performing these assessments.

Make Oregon a transportation innovation 'hub'

Expand Innovation Partnerships: Establish partnerships with companies and other states with the objective of making Oregon a key testbed for the development and deployment of innovative transportation technologies (*e.g., Connected and Automated Vehicle (CAV), Electric Vehicle (EV) technology and trucking innovations*).

Appoint a Transportation Innovation Officer: Consider appointing a "Transportation Innovation Officer" within the Governor's Office to drive interagency coordination in support of transportation innovation.

Increase the flexibility of K-12 student transportation services across the state

Support Local Flexibility of Student Transportation Revenue: Redefine student transportation to ensure that communities are meeting the changing needs of students across the state. Increase flexibility and improve efficiency in how school districts are able to spent transportation revenue (*e.g., transit district partnerships, safe routes to schools programs, etc.*).

Facilitate jurisdictional transfers

Enact a Jurisdictional Transfer Pilot Program: Transfer control of urban state highways to appropriate cities and counties, and county and city roads to state jurisdiction where state and local system benefits can be identified.

Summary of Transportation Finance Concepts Identified for Further Consideration:

Transportation Finance: Short-Term Actions for Further Consideration (0 – 5 years)

Existing Taxes and User Fees: Pass a transportation funding package that addresses the immediate funding crisis for state, county, and city roads by increasing existing user fees (*e.g., gas taxes, registration fees*) and consider new vehicle fees and (*e.g., electric vehicle registration fees*)

Indexing: Consider indexing existing taxes and user fees to inflation

Local Funding Options: Make it easier for local governments to raise their own resources (*e.g., local transit funding options, etc.*)

State Highway Fund Distribution: Consider modifications to State Highway Fund distribution formula to ensure equity and better match need (*e.g., rural jurisdictions with high asset ownership relative to population*)

Non-Highway Freight Transportation: Consider permanent dedication of lottery funds to non-highway freight transportation capital projects (*e.g., aviation, marine, freight and rail*) similar to the ConnectOregon program

Transit Funding: Consider increasing state support for transit and passenger rail operations (*e.g., identify sustainable state funding sources and enhanced local funding options*)

Bicycle and Pedestrian Funding: Explore increasing bicycle/pedestrian infrastructure funding by dedicating additional federal funds, increasing the share of the State Highway Fund dedicated to active transportation, and creating a bicycle excise tax

Transportation Finance: Mid-Term Actions for Further Consideration (5 – 15 years)

Tolling: Explore tolling for large-scale projects

Road Usage Charge: Consider implementation of a per-mile road usage charge to meet the challenge of inequity in roadway cost responsibility.

Carbon Taxes: Explore the efficacy of a carbon tax as a funding mechanism for both road infrastructure and non-highway modes, including transit and passenger rail operations

Transportation Finance: Long-Term Actions for Further Consideration (15 – 30 years)

A Transportation Utility Commission: Consider developing a transportation utility commission concept for adequate and sustainable funding

2015 C4 Action Items:

The following list represents the action items from the 2015 C4 Retreat. They have been divided into three categories: process items, informational items, and direction and decision.

Process Items: *The section is informational. C4 staff will work to ensure these items receive attention consistently throughout the year:*

- Draft official statements to communicate C4 positions
 - 10/01/15 Letter to R1ACT
- Record C4 accomplishments
- Include the Mayor's meeting reports in the agenda materials

Informational Items: *Informational items can be added to agendas when time allows. Please rank the following items to help the C4 Executive Committee set future agendas.*

- 1 : Facilitate panel presentation on Economic Development priorities around the County
 - ~~Part 1: County Economic Development and EDC Presentation [09/03/15]~~
 - ~~Part 2: Cities discuss Economic Development Tools [12/03/15]~~
- 2 : Engage in additional sharing of ongoing and upcoming project needs for each jurisdiction
- 3 : Increased dialogue on public safety
- 4 : ~~Informational session for "Safe Routes to School" [11/05/15]~~
- 5 : ~~Informational session on the STIP process [11/05/15]~~
- 6 : Increased education about community needs
 - ~~800-MHz Radio System [10/01/15]~~

Direction & Decision Items: *Direction and decision items require larger discussions and coordination by C4 members. Please rank the following items to help the C4 Executive Committee set future agendas.*

- 1 : Create a general, county wide prioritization list as a review mechanism for transportation projects being submitted for STIP, MTIP, TIGER, etc.
 - ~~Part 1: Information gathering on C4 goals. [10/01/15]~~
 - Part 2: TBD
- 1 : Unify positions between cities and the County to help facilitate getting urban areas into cities
 - ~~Overall history and proposed suggestions for alternative annexation plans [02/04/16]~~
- 1 : Establish a county-wide process to advocate for local projects at the state and federal level
- 4 : Integrated analysis on land use in the County - C4 to facilitate the sub-regional discussion at Metro
- 5 : Work on partnership agreements (UGMAs) with the County on land use and development
- 6 : Lobby together (or set similar legislative agendas) at the state legislature to show unity

6 : Discussion around equity on fee structures [for infrastructure]

6 : Work towards the reduction of hurdles for federal funding on local projects

9 : Increase jurisdictional communication efforts, including land readiness and aggregate land needs

10 : Improve the C4 process, roles, and responsibilities