

Clackamas County  
**Coordinating  
Committee**

# 2019 C4 Retreat

June 14 - 15, 2019



Mt. Hood Oregon Resort  
68010 East Fairway Avenue  
Welches, OR 97067



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**Mt. Hood Oregon Resort**  
68010 East Fairway Avenue  
Welches, OR 97067

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## Day One

- 1:00 PM      Session 1: C4 Business and Housekeeping**
- Co-Chair Welcome: *Chair Bernard and Mayor Hodson*
  - Facilitator Overview
  - Other Business
- 1:45 PM      Session 2: Strategic Investment Fund Part I – Values Discussion**
- Opening Remarks: *Chair Bernard and Mayor Hodson*
  - How did we get here? Where are we going?  
*Presenting: Dan Johnson and Mike Bezner (Dept. of Transportation and Development)*
  - Discussion for sharing \$1.1 million
    - Road Transfers Priorities
    - Defining “Strategic Investments”
- 2:45 PM      Break**
- 3:00 PM      Session 3: Strategic Investment Fund Part II – C4 Decision Process Workshop**
- Process Questions  
*Presenting: Mike Bezner (Dept. of Transportation and Development)*
    - Equitable Distribution
    - Decision Making Process
    - Criteria
  - Next Steps
- 4:30 PM      Break**
- 4:45 PM      Session 4: Update on T2020 (Presentation and Q&A)**  
*Presenting: Mike Bezner (Dept. of Transportation and Development)*  
*\*No Host Bar*
- 5:30 PM      Adjourn for the Day**
- 6:00 PM      Dinner**

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## Day Two

- 6:30 AM**      **Sunrise Hike** (Optional)
- 8:00 AM**      **Breakfast Opens**
- 8:30 AM**      **Session 5: Breakfast Discussion – What Can Clackamas Accomplish Together?**  
*Opening Remarks: Co-Chairs Chair Bernard and Mayor Hodson*  
What “values” should Clackamas County consider as we transition from a countywide Housing Needs Assessment to a countywide Housing Strategy?
- 9:00 AM**      **Session 6: What Do We Know?**  
*Presenting: Dan Chandler (Clackamas) and Beth Goodman (ECONorthwest)*
- Housing Needs Assessment Findings Overview
  - Housing Affordability and Homelessness Task Force
- 9:40 AM**      **Session 7: What Can We Do?**  
*Presenting: Jill Smith (HACC) and Stephen McMurtrey (HACC)*
- Process tied to Metro bond funding and other housing resources
  - Strategies to ensure those with most in need can access housing
  - Discussion
- 10:30 AM**      **Break**
- 10:45 AM**      **Session 8: What Could We Do?**  
*Presenting: Stephen McMurtrey (HACC) and Jennifer Hughes (Clackamas Planning Director)*
- Affordable Housing Toolkit Exercise
- 11:30 AM**      **Session 9: What Will We Do?**
- C4 Co-Chair Comments
  - Discuss Next Steps
- 12:15 PM**      **Lunch**

**1:00 PM**      **Session 10: Goal Setting for the 2019-2020 C4 Agenda**  
Draw upon the retreat discussions on transportation and housing to plan the 2019-2020 C4 year.

**2:00 PM**      **Adjourn**



### **Retreat Attendees (Non-C4 Members)**

- Martha Schrader Clackamas County, Commissioner
- Ken Humberston Clackamas County, Commissioner
- Sonya Fischer Clackamas County, Commissioner
- Gary Schmidt Clackamas County Administrator
- Dan Chandler Clackamas County, Assistant County Administrator
- Chris Lyons Clackamas County, Public & Government Affairs
- Trent Wilson Clackamas County, Public & Government Affairs
- Dan Johnson Clackamas County, Transportation & Development (DTD)
- Mike Bezner Clackamas County, Transportation & Development (DTD)
- Karen Buehrig Clackamas County, Transportation & Development (DTD)
- Stephen Williams Clackamas County, Transportation & Development (DTD)
- Jennifer Hughes Clackamas County, Transportation & Development (DTD)
- Jill Smith Clackamas County, Housing Authority (HACC)
- Stephen McMurtrey Clackamas County, Housing Authority (HACC)
- Drenda Howatt Clackamas County, Commission Staff
- Mary Jo Cartasegna Clackamas County, Commission Staff
- Emily Klepper Clackamas County, Commission Staff
- Tracy Moreland Clackamas County, Commission Staff
- Caroline Hill Clackamas County, Commission Staff
- Erin Ruff Clackamas County, Resolution Services
- Matt Tracy City of Gladstone, Councilor
- Brett Sherman City of Happy Valley, Councilor
- Jaimie Huff City of Happy Valley, Policy Analyst
- Kathy Hyzy City of Milwaukie, Councilor
- John Lewis City of Oregon City, Public Works
- Dayna Webb City of Oregon City, Public Works
- Mark Ottenad City of Wilsonville
- Beth Goodman ECONorthwest





**C4 Retreat**  
**June 14, 2019**  
**1:00 p.m.**

***Session 1***

***C4 Business and Housekeeping***

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**Summary**

*Presenting: Chair Jim Bernard (Clackamas) and Mayor Brian Hodson (Canby)  
Erin Ruff – Facilitator (Clackamas County Resolution Services)*

Retreat attendees will ease into to the agenda reviewing successes from the previous year, and discuss desired outcomes for the 2019 C4 Retreat.

**Session Breakdown**

- 15m – Welcome and Introductions
- 10m – Facilitator Overview
- 20m – Desired Outcomes for C4 Retreat and Other Business

**Materials Provided for this Session**

- C4 General Information
- C4 Bylaws
- C4 Accomplishments and Activities Overview (with letters)

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# 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 Semach (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 Keith Swigart			●			
<b>Oregon City</b>	Mayor Dan Holladay		●				
<b>Portland</b>	Vacant						
<b>Rivergrove</b>	Mayor Walt Williams		●				
<b>Sandy</b>	Mayor Stan Pulliam			●			
<b>Sanitary Districts</b>	Paul Gornick (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>	Dwight Brashear

## Frequently Referenced Committees:

- CTAC:** Clackamas Transportation Advisory Committee (C4 Transportation TAC)
- JPACT:** Joint Policy Advisory Committee on Transportation (Metro)
- MPAC:** Metro Policy Advisory Committee (Metro)
- MTAC:** Metro Technical Advisory Committee (MPAC TAC)
- R1ACT:** Region 1 Advisory Committee on Transportation (ODOT)
- TPAC:** Transportation Policy Advisory Committee (JPACT TAC)

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## CLACKAMAS COUNTY COORDINATING COMMITTEE BY-LAWS

1. PURPOSE

The Clackamas County Coordinating Committee (C-4) was founded by the County to promote a partnership between the County, its Cities, Special Districts, Hamlets, Villages, and Community Planning Organizations (CPOs).

C-4's primary functions are to:

- Enhance coordination and cooperation between the jurisdictions
- Establish unified positions on land use and transportation plans
- Provide a forum for issues of mutual benefit and interest
- Promote unified positions in discussions at the state and regional levels

2. MEMBERSHIP POLICY BODY

Committee membership shall consist of representatives from the following jurisdictions, communities, and districts:

<b>Voting Body</b>		<b>Members</b>	<b>Votes</b>
<i>* = Urban Jurisdiction</i>			
<i>^ = Urban &amp; Rural Representation</i>			
<b>County</b>	Board of County Commissioners <sup>^</sup>	2	2
<b>Cities</b>	Barlow	1	1
	Canby	1	1
	Estacada	1	1
	Gladstone*	1	1
	Happy Valley*	1	1
	Johnson City*	1	1
	Lake Oswego*	1	1
	Milwaukie*	1	1
	Molalla	1	1
	Oregon City*	1	1
	Portland*	1	1
	Rivergrove*	1	1
	Sandy	1	1
	Tualatin*	1	1
	West Linn*	1	1
	Wilsonville*	1	1
<b>Communities</b>	CPOs <sup>^</sup>	1	1
	Hamlets	1	1
	Villages	1	1
<b>Districts</b>	Fire*	1	1
	Sanitary*	1	1
	Water*	1	1
<b>Total</b>		<b>24</b>	<b>24</b>

<b>Non-Voting Body</b>		<b>Members</b>
<b>Regional</b>	Metro*	1
	Clackamas Citizen from MPAC	1
<b>Transit</b>	Rural	1
	Urban*	1
<b>Other</b>	Port of Portland*	1
<b>Total</b>		<b>5</b>

At a minimum, Clackamas County Board of Commissioners will select its two (2) elected representatives in February of odd-numbered years and notify the Secretary of C-4 by letter signed by the Chair or a designee appointed by the Chair.

At a minimum, the cities shall provide the names of their elected C-4 representatives and alternates by letter signed by the Mayor or their designee in February of each odd-numbered year to the Secretary of C-4.

The special districts/authorities representatives shall be designated by agreement among districts/authorities represented. The Hamlet and Village representatives shall be designated by agreement among the County’s Hamlets and Villages represented. The process for designating the representatives shall be established by agreement among each of the groups of Districts/Authorities and Hamlets/Villages. Each of these entities shall submit the names of their elected C-4 representative and alternate to the Secretary of C-4 by letter signed by the Chairs of the Boards represented in February of every even-numbered year.

The CPO representative and alternate shall be determined in a process that is guided by the County and includes the opportunity for input of each of the County's recognized CPOs and the County's Committee for Citizen Involvement (CCI). That selection process shall be completed by February of each even-numbered year and the name of the representative and alternate shall be submitted to the C-4 Secretary.

Each jurisdiction with a voting membership shall have one (1) vote, with the exception of the County which has two (2) votes. The cities, special districts, and Clackamas County representatives to JPACT and MPAC are encouraged but not required to have their representative as a voting member or alternate on C-4.

The Metro Council shall provide the name of their C-4 representative and alternate by letter signed by the Metro President or his/her designee in February of each odd-numbered year.

The representatives from the Port of Portland, the transit agencies, and the Clackamas Citizen from MPAC are not elected officials, and their membership is determined by appointment from their respective organizations.

3. EXECUTIVE COMMITTEE

The Executive Committee shall be comprised of a representative of: (a) the board of county commissioners, (b) an urban city, (c) a rural city, (d) water and sewer districts, (e) fire districts, and f) Hamlets, Villages, and CPOs. The Executive Committee will establish the agendas for meetings of C-4, including additional agenda request items that may be made as set forth in section 5(G) of these Bylaws, and may make recommendations to the C-4 body on action items as appropriate. C-4 Metro Jurisdiction cities and Rural Cities shall elect their respective Executive Committee representatives annually at the March C-4 Regular meeting. Special Districts shall annually determine their own Executive Committee representative selection process and shall submit the name of the appointment by a letter signed by the chairs of the special district boards to the Secretary of C-4 at or before the March C-4 meeting.

4. OFFICERS

The co-chairs of the Executive Committee will also serve as the co-chairs of C-4 and shall be elected annually at their March meeting by members of the Executive Committee from among its members. The County member will co-chair the Executive Committee and C-4. The secretary of the Executive Committee and C-4 shall be a county staff member designated by the Board of County Commissioners.

5. PROCEDURES

A. Meetings

All meetings of C-4 and any of its subcommittees are considered public meetings under Oregon's Public Meetings Law. Meetings will be held monthly on a day to be determined by C-4 or called as needed by the co-chairs or by a vote of C-4. The secretary is responsible for notifying members of the meeting time and place and for preparing the agenda. Meeting notices will be provided to the C-4 members, interested parties, and to the public as soon as practicable and shall include a list of the principal subjects anticipated to be considered.

B. Quorum

A quorum of C-4 shall consist of a majority of the participating jurisdictions' voting members.

C. Voting

Votes in C-4 shall carry by a simple majority of those present, provided that no action shall be taken unless a quorum is present. Only members or their designated alternate shall have voting rights.

D. Alternates

A designated alternate will sit in the absence of a member and shall have full voting rights. Alternates will be appointed by the member jurisdiction. There shall be no alternates for either of the co-chair positions.

- E. Records  
All C-4 actions shall be documented in the form of minutes, memoranda and special reports. The secretary will be responsible for such documentation and distribution of such minutes, memoranda and reports.
  
- F. Rules  
Meetings shall be conducted in accordance with Sturgis' Standard Code of Parliamentary Procedure.
  
- G. Additional Agenda Requests  
Before presentation to C-4 for action, agenda items shall be presented to the Executive Committee for consideration and placement on the agenda of an upcoming meeting of C-4. Only voting members of C-4 shall be eligible to recommend agenda placement items. If the Executive Committee declines to place an item on the C-4 agenda, then any voting member may present the agenda item for consideration of placement as an agenda item to the entire C-4 body. The matter shall be presented by the voting member under "other business." If C-4 votes in the affirmative to place the matter on the agenda, then it will be placed as an agenda item on the next meeting agenda. If that agenda is full, then not later than the following meeting, unless a later agenda date is otherwise agreed to by the voting C-4 members present. Compliance with this section may be waived where circumstances warrant faster action by an affirmative vote of two-thirds of those C-4 voting members present.

6. ADVISORY SUBCOMMITTEES:

- A. Metro Subcommittee  
C-4 members who are within the Metro jurisdiction or serve on the Joint Policy Advisory Committee on Transportation (JPACT) or the Metro Policy Advisory Committee (MPAC) shall be a subcommittee of C-4 named "C-4 Metro Subcommittee." This subcommittee shall be a consensus forming body for issues being addressed at JPACT and MPAC and other Metro related issues, and will forward as needed recommendations to the larger C-4 body. This subcommittee will be led by two co-chairs consisting of (1) one Clackamas County commissioner and (1) one Clackamas city member. Both co-chairs will serve as voting members on either JPACT or MPAC. This subcommittee will also be able to facilitate limited decisions through special caucus, specifically a caucus of city members to discuss the selection of the city co-chair and the selection of the MPAC Other Cities of Clackamas County seat per Metro MPAC Bylaws and, if approved by Clackamas County's largest city per Metro JPACT bylaws, the selection of the JPACT Cities of Clackamas County seat, with each seat having a primary representative and an alternate.
  
- B. Rural Cities Subcommittee  
C-4 members who are outside of the Metro jurisdiction shall be a subcommittee of C-4 named Rural Cities subcommittee. This subcommittee shall at a minimum develop positions relative to transportation issues and related funding for presentations to the ODOT Region 1 Area Commission on Transportation (R1ACT). The Rural Cities



subcommittee shall also consider coordination with the County, State, and other jurisdictions as appropriate, on land use, planning, or other issues that may uniquely affect these cities located outside of the Metro boundaries.

C. Management Advisory Subcommittee

The administrator of each city, district, authority and county shall serve as a Management Advisory Subcommittee. This subcommittee will provide overview and advice to C-4 and support the work of the Technical Subcommittees. The subcommittee shall also have the responsibility, as directed by C-4, of constituting any ad hoc subcommittees or other groups established for information and advice on specific issues. The Management Advisory Subcommittee shall meet as needed.

D. Technical Advisory Subcommittees

C-4 shall be informed and advised by the following standing Technical Advisory Committees, as well as other ad hoc subcommittees established and chartered at the direction of the co-chairs for information and advice on specific issues, plans or projects of interest to C-4.

1. Clackamas Transportation Advisory Committee (CTAC)

The membership of CTAC shall consist of staff representatives of all agencies on the policy body and is to review transportation plans, projects, and funding issues, and make recommendations to C-4. CTAC shall operate under the same procedures as the policy body, and will meet as needed to be determined by committee members. Member cities will have only one vote when votes are required.

2. Land Use Advisory Subcommittee

The membership of this subcommittee shall consist of the planning directors or the staff persons with lead planning responsibility for all agencies on the policy body. The subcommittee is to focus on land use issues and transportation issues that may have an impact on land use. The subcommittee shall operate under the same procedures as the policy body, and will meet as needed to be determined by subcommittee members or when scheduled by the chairman or by a vote of the subcommittee.

3. Clackamas Transit Providers Subcommittee

Staff of C-4 members who represent or operate a public transit service, or receive service, shall be members of a subcommittee named Clackamas Transit Providers Subcommittee. The Clackamas Transit Providers Subcommittee will meet as needed to coordinate on county-wide transit related issues and will provide recommendations to C-4 for adoption of official positions.

7. DEFINITIONS

Urban cities are those incorporated cities located, either fully or partially, within Clackamas County and also located within Metro's Urban Growth Boundary.

Rural Cities are those incorporated cities located within Clackamas County and also located outside Metro's Urban Growth Boundary.

The Hamlets and Villages are designated communities recognized by Clackamas County as participating in the Hamlets and Villages Program.

Housing as a topic of discussion is not specifically found in the primary functions of the bylaws, but is understood by C-4 to fall within land use and transportation issues.

Community Planning Organizations (CPOs) are officially recognized by the County and statutorily defined public bodies that consist of citizen volunteers who represent their neighborhoods on issues of importance to local communities and make decisions and recommendations to the County.

8. AMENDMENTS

These by-laws may be amended from time to time by a majority of the members of C-4, provided that all voting members of C-4 and all fire districts, water districts/authorities and sanitary sewer districts/authorities have been sent copies of the proposed amendments thirty (30) days prior to the meeting where action on the rules is scheduled.

Adopted on September 26, 2001

Amended on March 3, 2005

Amended on February 5, 2009

Amended on January 7, 2010

Amended on November 3, 2011

Amended on April 4, 2013

Amended on December 5, 2013

Amended on January 5, 2017

Amended on October 5, 2017

Amended on February 1, 2018

## **2018 - 2019 C4 Accomplishments and Activities**

### ***Letters:***

- August 2018: C4 Comment Letter on 2018 Regional Transportation Plan
- September 2018: C4 Comment Letter on UGB Amendment
- September 2018: C4 Comment Letter on HB 2017 Special Transportation Infrastructure Funds
- March 2019: BCC Letter to R1ACT confirming C4 appointment recommendation R1ACT

### ***Legislative Positions:***

- Support funding for I-205 (\$460 million)
- Support funding for the Transportation Futures Study (\$2.5 million)

### ***Achievements:***

- Advancement of the Countywide Housing Needs Assessment
- Development of a scope for a 50 year transportation plan (i.e. Transportation Futures Study)
- Advancement and city support of the county vehicle registration fee
- Coordination on multiple legislative positions
- R1ACT city member reappointments

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August 2, 2018

Honorable Tom Hughes, President  
Councilors of the Metro Council  
600 NE Grand Ave.  
Portland, OR 97232-2736

**RE: Request to Develop 2019 Regional Transportation Strategic Action Plan  
to Advance “2040 Growth Concept”**

Dear President Hughes and Councilors:

On behalf of the Clackamas County Coordinating Committee (C4), we are writing to express our appreciation to Metro for the high-quality work performed on pulling together the various components to produce the updated 2018 Regional Transportation Plan (RTP). We appreciate the level of public engagement and depth of analysis that Metro has demonstrated in producing the new federally mandated RTP.

During the course of reviewing the RTP, we have become aware that the RTP—an amalgamation of local city and county Transportation Systems Plans (TSPs)—is unlikely to keep pace with the needed improvements in our regional transportation systems that were envisioned in the 2040 Growth Concept. From our perspective, it is not always clear if or how all of the various transportation systems elements may work together, and if there are gaps in planned investments that would significantly improve regional mobility and multimodal transportation alternatives.

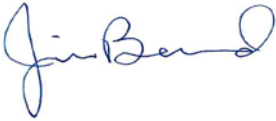
Rapidly growing population and employment in the greater metro region continues to generate increased demands on our transportation systems. The 2018 RTP shows that we seem to be increasingly challenged in how to collectively meet our goals to reduce greenhouse gas emissions, decrease travel times and congestion, lower fatalities and enhance safety, increase system reliability, and significantly expand transit and active transportation utilization.

We believe that a collaborative process to examine our transportation systems in a holistic and strategic manner would be beneficial. That is, if we collectively as a region looked at our overall transportation assets, mobility corridors, designated land uses, and travel/commute patterns, we would reach conclusions that could have positive long-term influence and a greater likelihood of achieving the 2040 vision as articulated by the Regional Framework Plan.

We propose to partner with Metro in 2019 to create a strategic action plan free of the constraints of the RTP that can inform our regional transportation decisions over the coming decades in support of the 2040 Growth Concept vision. We welcome the opportunity over the next several months to ascertain more specific issues for consideration to bring to an inclusive coordinating stakeholder task force of regional public- and private-sector leaders, including local elected officials and representatives of community organizations, businesses, transportation interests and others.

The output of this process would guide a transformative and aggressive program designed to advance a world-class, multi-modal transportation system that meets the needs of the greater Portland metro region for the next 100 years. Thank you for your time and consideration.

Sincerely,



Chair Jim Bernard  
C4 Co-chair



Mayor Brian Hodson  
C4 Co-chair

C4 Membership: Clackamas County; the Clackamas Cities of Canby, Estacada, Gladstone, Happy Valley, Johnson City, Lake Oswego, Milwaukie, Molalla, Oregon City, Rivergrove, Sandy, Tualatin, West Linn, Wilsonville; Clackamas CPOs, Hamlets, and Special Districts

cc: Lynn Peterson, President-elect, Metro Council

August 2, 2018

President Tom Hughes  
Metro  
600 NE Grand Avenue  
Portland, OR 97232

**RE: Support for the City of Wilsonville's Proposal for Expansion of the Metro Urban Growth Boundary to Include the Advance Road Urban Reserve (Frog Pond Areas East & South)**

Dear Council President Hughes:

The Clackamas County Coordinating Committee (C4) supports the City of Wilsonville's application to include the Advance Road Urban Reserve, composed of the East and South Neighborhoods of the Frog Pond Area Plan, in Metro's upcoming Urban Growth Boundary (UGB) expansion.

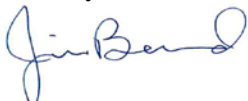
C4 is tasked with coordinating transportation and land-use issues within Clackamas County. No topic draws these two issues together better than the need to address housing availability and affordability in the greater Portland metro region. While no one development can solve this issue in our region, Wilsonville has a proven track record of providing affordable and diverse housing options, and the Frog Pond Area Plan continues this effort.

The proposed expansion area provides for an additional 275 acres of housing, including a broad spectrum of housing types, multi-modal transportation connections including transit, and essential services to create a complete community. Members of C4 believe that the increased housing volume combined with the thoughtful concept-planning of an interconnected community matches well with the criteria for expansion of the UGB.

C4 recognizes that Wilsonville provides a significant portion of the County's affordable housing, with over half of the City's housing supply in the form of multi-family housing units that provide market-rate and affordable-housing opportunities at a range of unit sizes and prices. The expansion area enables the City to provide even more housing opportunities for county residents.

We observe that the City of Wilsonville has demonstrated an ability to grow thoughtfully and efficiently, in alignment with County and Regional goals and desired outcomes. The City has worked in good faith and performed the necessary due diligence and Metro-required concept planning for the East and South Neighborhoods of the Frog Pond Area Plan to be included in the 2018 UGB expansion. Thank you for considering our letter of support and we look forward to your decision.

Sincerely,



Chair Jim Bernard  
C4 Co-chair



Mayor Brian Hodson  
C4 Co-chair

C4 Membership: Clackamas County; the Clackamas Cities of Canby, Estacada, Gladstone, Happy Valley, Johnson City, Lake Oswego, Milwaukie, Molalla, Oregon City, Rivergrove, Sandy, Tualatin, West Linn, Wilsonville; Clackamas CPOs, Hamlets, and Special Districts

September 06, 2018

Attn: HB 2017 Transit Advisory Committee  
c/o Deanna Palm, Chair  
Diane McKeel, Co -Chair

**RE: HB 2017 Special Transportation Infrastructure Funds (STIF)**

Dear TriMet HB 2017 Transit Advisory Committee:

Thank you for the opportunity to comment on the proposal for how the HB 2017 transit funds will be spent within the tri-county area. We recognize the challenge it must be to balance the needs and wants for improvements to the transit system throughout the Portland metropolitan area with the specific needs of cities and counties, communities, and families reliant on transit services.

We appreciate that the recommendations that came directly from the small transit providers outside of the TriMet district are moving forward as proposed. These providers have worked closely with their communities to identify priority enhancements to their systems and as a result will improve the connections between several communities in Clackamas County. Within the TriMet District, we fully support the investments in the Low Income Fare program and low-income student fare assistance, as both assist in the provision of services to those most in need. In addition, we recognize the need to transition away from the diesel bus fleet. We applaud TriMet for committing \$46 million in general fund revenues, augmented by the commitment of the \$28 million in one-time funds, the on-going \$5 million a year from the HB 2017 funds, as well as \$2.5 million of federal funding to implement a strategy to transition to an electric powered fleet.

Another critical element of the plan is the investment in improved frequency and implementation of new bus service in Clackamas County. It is essential that we are able to see full implementation of all service enhancements identified during this planning process. While we are supportive of TriMet increasing their investments for elderly and disabled services, we are concerned about how these services will benefit the region as a whole and the impact this will have on the recommended service enhancements. We encourage TriMet to look at their overall base budget closely to find a way to fund services for the elderly and disabled without impacting the proposed district-wide service enhancements.

Finally, we thank TriMet for its efforts to direct funds to support last-mile transit connections in our local communities. In Clackamas County, we will benefit from local last-mile community and jobs connector shuttles in Oregon City, providing access to jobs in the Clackamas Industrial Area and improving the connection between Wilsonville and Tualatin. However, the funds in this category are not sufficient to implement current known needs, such as providing a job



connector shuttle along I-205 between Oregon City/West Linn and Tualatin, or any future needs that may be identified in upcoming years.

In light of this, we encourage TriMet to assess how funding for the Regional Coordination program may be increased. While we appreciate the balance of the needs discussed above, there is particular interest in the viability of using funds that had been supporting the job connector shuttle program. The reprogramming of these funds back into the Regional Coordination program would increase the investment by \$500,000 to \$1 million a year, allowing for the operation of two additional last mile shuttles or the opportunity to address future identified needs.

Sincerely,



Chair Jim Bernard  
C4 Co-chair



Mayor Brian Hodson  
C4 Co-chair



**BOARD OF COUNTY COMMISSIONERS**

**PUBLIC SERVICES BUILDING**

2051 KAEN ROAD | OREGON CITY, OR 97045

March 19, 2019

Kimberly Dinwiddie  
Oregon Department of Transportation, Region 1  
123 NW Flanders St.  
Portland, OR 97209

Dear Ms. Dinwiddie:

On behalf of the Clackamas County Board of Commissioners (BCC), please find below our nominations for the (re)appointments of the Clackamas County stakeholders for the Region 1 Area Commission on Transportation (R1ACT). These nominations were chosen through a collaborative effort between Clackamas County and the Clackamas County Coordinating Committee (C4).

The Clackamas County nominations are as follows:

- Clackamas County Commissioner: Paul Savas, Commissioner
- One (1) Urban City Representative (4-year term): Markley Drake, Happy Valley City Councilor
- One (1) Urban City Representative (filling vacancy left by Councilor Jeff Gudman, 2-years remaining on term): Theresa Kohlhoff, Lake Oswego City Councilor
- One (1) Rural City Representative: Brian Hodson, Canby Mayor
- One (1) Business Stakeholder: Bill Avison

If you have any questions about these nominations or how they were selected, please contact Stephen Williams at [swilliams@clackamas.us](mailto:swilliams@clackamas.us).

Thank you for the opportunity to participate in the formation of the R1ACT. We are excited to present these five (5) stakeholders as representatives of Clackamas County and look forward to collaborative transportation discussions that benefit Clackamas County, the metropolitan region, and the State.

Sincerely,

**CLACKAMAS COUNTY BOARD OF COMMISSIONERS**

Jim Bernard, Chair  
On Behalf of the Clackamas County Board of Commissioners

CC: Clackamas County Coordinating Committee



**C4 Retreat**  
**June 14, 2019**  
**1:45 p.m.**

***Session 2***

***Strategic Investment Fund - Part 1***  
***Values Discussion***

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**Summary**

*Presenting: Dan Johnson, Director of Transportation and Development (Clackamas)*  
*Mike Bezner, Assistant Director of Transportation and Development (Clackamas)*

Following the successful enactment of the countywide vehicle registration fee (VRF) and the previously discussed proposal for the VRF to include a Strategic Investment Fund (SIF), attendees will use this time to begin defining the scope of the fund.

**Session Breakdown**

- 05m – Opening Remarks, Chair Jim Bernard
- 15m – Presentation: How did we get here? Where are we going?
- 40m – Discussion for Sharing \$1.1 million
  - Road Transfer Priorities
  - Defining “Strategic Investment”

**Materials Provided for this Session**

- Vehicle Registration Fee Ordinance
- County Staff Memo supporting VRF Ordinance

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**ORDINANCE NO. 01-2019**

**An Ordinance Adding Chapter 7.07, Vehicle Registration Fee, to the Clackamas County Code**

WHEREAS, an ordinance establishing the imposition of a County vehicle registration fee is authorized by ORS 801.040, 801.041 and 803.445; and

WHEREAS, a well-maintained road system is essential to sustaining the local economy and the livability of Clackamas County by supporting the safe and efficient transportation of people and goods; and

WHEREAS, current county road fund revenues are insufficient to meet current and future road capacity, safety, and maintenance needs due to the increasing needs of a growing and aging road system, and any progress toward providing funds to meet those needs is valuable for county residents and businesses; and

WHEREAS, the county road network has experienced an ever increasing volume of traffic congestion, and additional congestion is expected without additional capital improvement funding; and

WHEREAS, the County has adopted a Transportation System Plan (TSP) with the goal of providing sufficient roadway improvements to support expected growth in the region, and revenue from a countywide vehicle registration fee will pay for construction of some needed top priority TSP projects throughout the county for which there is no other funding source; and

WHEREAS, the County has adopted a Transportation Safety Action Plan with a goal of significantly reducing serious injury and fatal crashes on all roads in Clackamas County; and

WHEREAS, the County needs an adequate local funding source to make safety improvements to help achieve the goals set forth under the Transportation Safety Action Plan; and

WHEREAS, the county local road network has experienced degradation due to insufficient maintenance funding and additional degradation is expected without additional maintenance funding; and

WHEREAS, cities within Clackamas County have also expressed the need for additional revenues for road maintenance, operation and improvement of roads under their jurisdiction; and

WHEREAS, both the County and the cities have expressed a desire to create a strategic investment fund from a portion of the County's share of the vehicle

registration fee revenue to allow local public agencies to work collaboratively to fund multi-jurisdictional projects; and

WHEREAS, a vehicle registration fee is a stable form of local revenue that is generated by users of roads within the County; and

WHEREAS, revenues from a vehicle registration fee can be used for road-related purposes as defined in Section 3a of Article IX of the Oregon Constitution and such uses include capital improvements, maintenance, and operation of existing county roads; and

WHEREAS, revenues from such a fee must be shared with cities within the County; and

WHEREAS, it is in the public interest to implement a vehicle registration fee to provide additional revenue for the purposes described herein; and

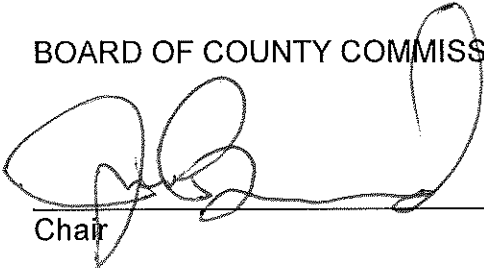
WHEREAS, adequate funding for the maintenance of county and city road systems is a statewide concern; now, therefore;

The Board of Commissioners of Clackamas County ordains as follows:

- Section 1:** Title 7 of the Clackamas County Code is hereby amended to add Chapter 7.07, Vehicle Registration Fee, as set forth in the attached Exhibit A.
- Section 2:** Appendix A of the Clackamas County Code is hereby amended to add the Vehicle Registration Fee amount, as set forth in the attached Exhibit B.
- Section 3:** This Ordinance shall take effect ninety (90) days after adoption.

ADOPTED this 21st day of February, 2019.

BOARD OF COUNTY COMMISSIONERS




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Chair




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Recording Secretary

Chapter 7.07 - VEHICLE REGISTRATION FEE

7.07.010 Authority

This chapter is adopted pursuant to the authority granted by ORS 801.040, 801.041 and 803.445.

7.07.020 Definitions

- A. MOPED shall have the meaning given in ORS 801.345.
- B. MOTORCYCLE shall have the meaning given in ORS 801.365.
- C. REGISTRATION or REGISTER shall have the meaning given in ORS 801.410.
- D. VEHICLE shall have the meaning given in ORS 801.590.

7.07.030 Fee Imposed; Exemptions

- A. Except as provided in this chapter, Clackamas County hereby imposes a vehicle registration fee on all vehicles registered with the State of Oregon Department of Transportation where the residential or business address on the application for registration or the renewal of registration is located in Clackamas County.
- B. Clackamas County shall not impose a vehicle registration fee on those vehicles identified in ORS 801.041(3) as being exempt from the registration fee. Vehicles exempt from the vehicle registration fee include the following:
  - 1. Snowmobiles and Class I all-terrain vehicles;
  - 2. Fixed load vehicles;
  - 3. Vehicles registered under ORS 805.100 to disabled veterans;
  - 4. Vehicles registered as antique vehicles under ORS 805.010;
  - 5. Vehicles registered as vehicles of special interest under ORS 805.020;
  - 6. Government-owned or operated vehicles registered under ORS 805.040 or 805.045;
  - 7. School buses or school activity vehicles registered under ORS 805.050;
  - 8. Law enforcement undercover vehicles registered under ORS 805.060;
  - 9. Vehicles registered on a proportional basis for interstate operation;

10. Vehicles with a registration weight of 26,001 pounds or more described in ORS 803.420(14) (a) or (b);
11. Vehicles registered as farm vehicles under the provisions of ORS 805.300;
12. Travel trailers, campers and motor homes, as those terms are defined in ORS 801.565, ORS 801.180, and ORS 801.350 respectively;
13. Vehicles registered under ORS 805.110 to former prisoners of war.

7.07.040 Amount and Payment of Fee

- A. Except as provided in this chapter, at the time a vehicle is first registered or at the time of registration renewal, the applicant shall pay the county vehicle registration fee for each year of the registration period.
- B. At the time a motorcycle or moped is first registered or at the time of registration renewal, the applicant shall pay the county vehicle registration fee for each year of the registration period.
- C. The county vehicle registration fee is in addition to other fees required to be paid to the State of Oregon under ORS 803.420.
- D. The fee shall be collected by the Oregon Department of Transportation on behalf of Clackamas County.

7.07.050 Distribution of Revenue

- A. The County will pay and distribute 40% of the moneys collected to those incorporated cities within the County. The distribution shall be based on each city's proportional share of the total number of Clackamas County residents residing within incorporated cities, as determined by the most recent reports of the Portland State University Population Research Center.
- B. The County will allocate 10% of the moneys collected to a strategic investment fund for purposes of funding jurisdictional road transfers or other multi-jurisdictional projects.
- C. All distributions under this provision will be made after administrative fees are collected by the Oregon Department of Transportation and the County.

7.07.060 Use of Revenue

- A. The County Department of Finance, or its designee, shall be responsible for the disposition of the revenue from the vehicle registration fee.



- B. For the purposes of this section “net revenue” means the revenue from the fee imposed by this chapter remaining after providing for the cost of collection, transfer, and administration by the Oregon Department of Transportation and the County.
  
- C. The net revenue of the fees collected under this chapter shall be used only for purposes allowed by state law. Except for the portion of the net revenue described in 7.07.050(B), the net revenue received by the department shall be credited to the County road fund under a different account to ensure these funds shall be used only for the maintenance of local roadways, safety related projects and capital construction focused on the reduction of congestion on county roads. The net revenue received by the cities shall be used only for road purposes as outlined in applicable state law regarding expenditure of road user fees and taxes. The net revenue described in 7.07.050(B), which is allocated to the strategic investment fund, shall be used only for payments to transfer roads between jurisdictions or for multi-jurisdictional projects which affect new or existing roads or streets within the limits of a city, or on county roads or local access roads, as those terms are defined in ORS 368, that are located within or adjacent to the limits of an incorporated city.





**DAN JOHNSON**  
DIRECTOR

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT  
DEVELOPMENT SERVICES BUILDING  
150 BEAVERCREEK ROAD OREGON CITY, OR 97045

February 21, 2019

Board of County Commissioners  
Clackamas County

Members of the Board:

**Second Reading of Ordinance No. 01-2019: Adding Chapter 7.07,  
Vehicle Registration Fee, to the Clackamas County Code**

<b>Purpose/Outcomes</b>	To add a new section to County Code implementing a countywide vehicle registration fee as authorized by ORS 801.040, 801.041 and 803.445.
<b>Dollar Amount and Fiscal Impact</b>	Approximately \$11 million per year of revenue with 50% distributed to the County, 40% distributed to cities located in the County and 10% allocated to a strategic investment fund for county/city road transfers and multi-jurisdictional projects.
<b>Funding Source</b>	Newly implemented countywide vehicle registration fee
<b>Duration</b>	Indefinite
<b>Previous Board Action</b>	Dec. 18, 2018. Board directed staff to draft an ordinance adopting a vehicle registration fee for public hearing and discussion at two separate business meetings. Feb. 7, 2019. BCC first reading and public hearing on VRF ordinance.
<b>Strategic Plan Alignment</b>	Build a strong infrastructure. Build public trust through good government.
<b>Contact Person</b>	Mike Bezner – 503-742-4651
<b>Contract No.</b>	N/A

**BACKGROUND:**

**Transportation Maintenance Needs**

In response to a continuing need for a steady, local source of funds to maintain and improve our transportation system, officials from both Clackamas County and cities in the county have concluded that a countywide vehicle registration fee (VRF) is needed.

Even with the additional funds coming in from HB 2017, without a stable local source of funds the county will not be able to provide all of the services that its residents value and desire. With a local funding source the county could provide enhanced services, including annual paving projects on local/residential roads, a wider variety of capital construction projects to relieve congestion in urban and rural areas, and additional improvements to increase safety.

After years of analysis and discussion in the community, along with conversations with business representatives this past spring, County and city officials agreed to consider a \$30/year/vehicle local, countywide VRF.

State law provides a default distribution of VRF funds with 60% of the revenue going to the county and 40% of the revenue going to the cities. However, Clackamas County and city officials agreed to the following distribution of VRF revenue:

- 40% would continue to go to the cities, based on population;
- 50% would come to the County; and
- The remaining 10% that would normally be County funding would be allocated into a strategic investment fund for road transfers and multi-jurisdictional projects to be jointly determined by the county and cities.

This distribution of VRF revenue has been generally supported by people who attended outreach sessions (more details below) and by our cities, many of which expressed their official support for this proposed VRF.

### **Outreach**

During fall 2018, leadership from the Department of Transportation & Development shared information with community and business groups about the need for a countywide VRF to raise additional funds for local transportation projects. The meetings were publicized by the organizations that hosted the meetings, and by the county through emails, social media, flyers and the county website.

There were 11 presentations with a total of approximately 200 participants:

- a. 7 to community groups (hosted by the Clackamas County Committee for Community Involvement [CCI] and/or a Community Planning Organization [CPO])
- b. 3 to business groups (hosted by a chamber or business alliance)
- c. 1 to a city council (invited by the city)

Meetings were held in locations throughout the county:

- a. Unincorporated areas – Clackamas, Oak Grove, Redland, Welches
- b. Incorporated areas – Estacada, Milwaukie, Molalla, Oregon City

There were three general responses from participants:

- a. Questions about the specific impact of the VRF on them, e.g., which vehicles would be included, and the hardship that might entail
- b. Wondering why the County hasn't pursued a gas tax
- c. Better understanding of the need, and a belief that most people would understand the need if they attended a similar County outreach and education session

### **County Use of VRF Revenue**

Revenue received by the county from a countywide VRF would be directed into the following three areas of need: a) congestion relief, b) safety and c) local road maintenance.

- a) **Safety Improvements (\$500,000/year):** The County has taken an active role in trying to ensure a safe environment for everyone traveling to or through Clackamas County, as evidenced by updating the Clackamas County Drive to Zero Transportation Safety Action Plan. Funding would be allocated for additional safety projects throughout the system as prioritized by the updated plan. The cost of safety projects varies, but they all have the same goal – to reduce injury crashes. Here are a few examples:

- Install curve warning signs -- approximately \$9,000 per mile

- Install guardrail -- \$30,000-50,000, depending on length
  - Install all-way stop-control with flashers -- \$70,000
- b) **Local Road Maintenance (\$1 million/year):** Currently we direct our limited funds towards higher capacity county roadways, such as arterials and collectors, which benefit the most users. We do not have a local road paving program for neighborhood streets and our local roads are currently at or below our Pavement Condition Index (PCI) standard of 70. Based on current funding estimates, up to \$1 million of VRF revenue could be allocated to a paving program to maintain our local road system. That would pay for:
- Paving 2-3 miles of road in the urban area, or
  - Paving 3-4 miles of road in the rural area.
- c) **Congestion Relief through Capital Projects (\$3.5-4 million/year):** To analyze congestion relief/capital needs for unincorporated areas of the county, staff re-evaluated the condition of our roadways and reexamined the needs prioritized in the County's Transportation System Plan (TSP). The county focused on projects – such as Beaver Creek Road, Eagle Creek Road, Canby-Marquam Highway/Lone Elder, Redland Road, Stafford Road and Welches Road -- that meet the following criteria:
- *Priority.* Listed in Tier 1 of our TSP, which was developed with extensive input from the public and adopted by the BCC in 2013.
  - *Geographic distribution.* At least one high priority project in each general area of the County.
  - *Congestion relief component* in response to what we heard repeatedly from the community to do something about congestion. (The only exception is near Mt. Hood where there aren't many opportunities for congestion relief projects.)
  - *Need for funds.* The likelihood that the project wouldn't be built without funding from a local VRF or something similar.

### **The Proposed VRF Ordinance**

To implement a VRF, the County must first adopt an ordinance that implements the fee authorized by ORS 801.040, 801.041 and 803.445. The proposed ordinance would impose a \$30/year registration fee on most vehicles and a \$15/year registration fee on motorcycles. Most vehicles, motorcycles and mopeds are subject to biennial registration periods, which means that upon registration or renewal, an applicant would be charged for two years' worth of registration fees at one time.

Per ORS 801.041(3), certain vehicles are exempt from the registration fee. The ordinance specifically exempts the following from the VRF:

- a. Snowmobiles and Class I all-terrain vehicles;
- b. Fixed-load vehicles;
- c. Vehicles registered under ORS 805.100 to disabled veterans;
- d. Vehicles registered as antique vehicles under ORS 805.010;
- e. Vehicles registered as vehicles of special interest under ORS 805.020;
- f. Government-owned or operated vehicles registered under ORS 805.040 or 805.045;
- g. School buses or school activity vehicles registered under ORS 805.050;
- h. Law enforcement undercover vehicles registered under ORS 805.060;
- i. Vehicles registered on a proportional basis for interstate operation;
- j. Vehicles with a registration weight of 26,001 pounds or more described in ORS 803.420(14) (a) or (b);

- k. Vehicles registered as farm vehicles under the provisions of ORS 805.300;
- l. Travel trailers, campers and motor homes;
- m. Vehicles registered under ORS 805.110 to former prisoners of war.

The ordinance adopts the distribution formula noted above that was agreed to by the County and cities. The Oregon Department of Transportation (ODOT), through Driver & Motor Vehicle Services (DMV), will collect the revenue from the fee and make disbursements based on the modified formula.

Section 7.07.060(C) of the proposed ordinance restricts the potential use of these funds. Notably, the ordinance would create a special allocation for the strategic investment fund, discussed above, which is only to be used for multi-jurisdictional projects that affect new or existing roads or streets within the limits of a city, or on county roads or local access roads that are located within or adjacent to the limits of an incorporated city, or on payments to transfer roads between jurisdictions.

Adoption of this ordinance follows the county's usual ordinance adoption procedures, with two separate readings by the Board at least 13 days apart and an effective date no sooner than 90 days after adoption (unless an emergency is declared).

If this ordinance is adopted, state law requires that the County enter into an intergovernmental agreement (IGA) with ODOT to address collection and distribution of the registration fees. Staff anticipates that if this ordinance is adopted, the County would begin receiving revenue in early 2020, which accounts for time to adopt the IGA, and for ODOT to set up its system to collect the new registration fee. Due to the biennial registration periods applicable to most vehicles, the County and cities would receive the full stream of revenue by early 2022, based on the previously assumed timeline.

**RECOMMENDATION:**

Staff recommends the Board of County Commissioners read the proposed ordinance by title only and proceed to adoption.

Respectfully submitted,

Dan Johnson  
Director – Department of Transportation and Development

**Attachments:**

- A. ORDINANCE NO.01-2019, An Ordinance Adding Chapter 7.07, Vehicle Registration Fee, to the Clackamas County Code – updated for Feb. 21, 2019
- B. ORDINANCE NO. 01-2019, An Ordinance Adding Chapter 7.07, Vehicle Registration Fee, to the Clackamas County Code – Feb. 7, 2019 version with track changes
- C. The Road Ahead: Continuing the Conversation, Public Hearing #2 (presentation)



**C4 Retreat**  
**June 14, 2019**  
**3:00 p.m.**

***Session 3***

***Strategic Investment Fund - Part II***  
***C4 Decision Process Workshop***

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**Summary**

*Presenting: Mike Bezner, Assistant Director of Transportation and Development (Clackamas)*

After discussing the scope of the Strategic Investment Fund, attendees will work in table groups to begin designing a “decision process” for C4 to consider for how best to allocate Strategic Investment Fund dollars.

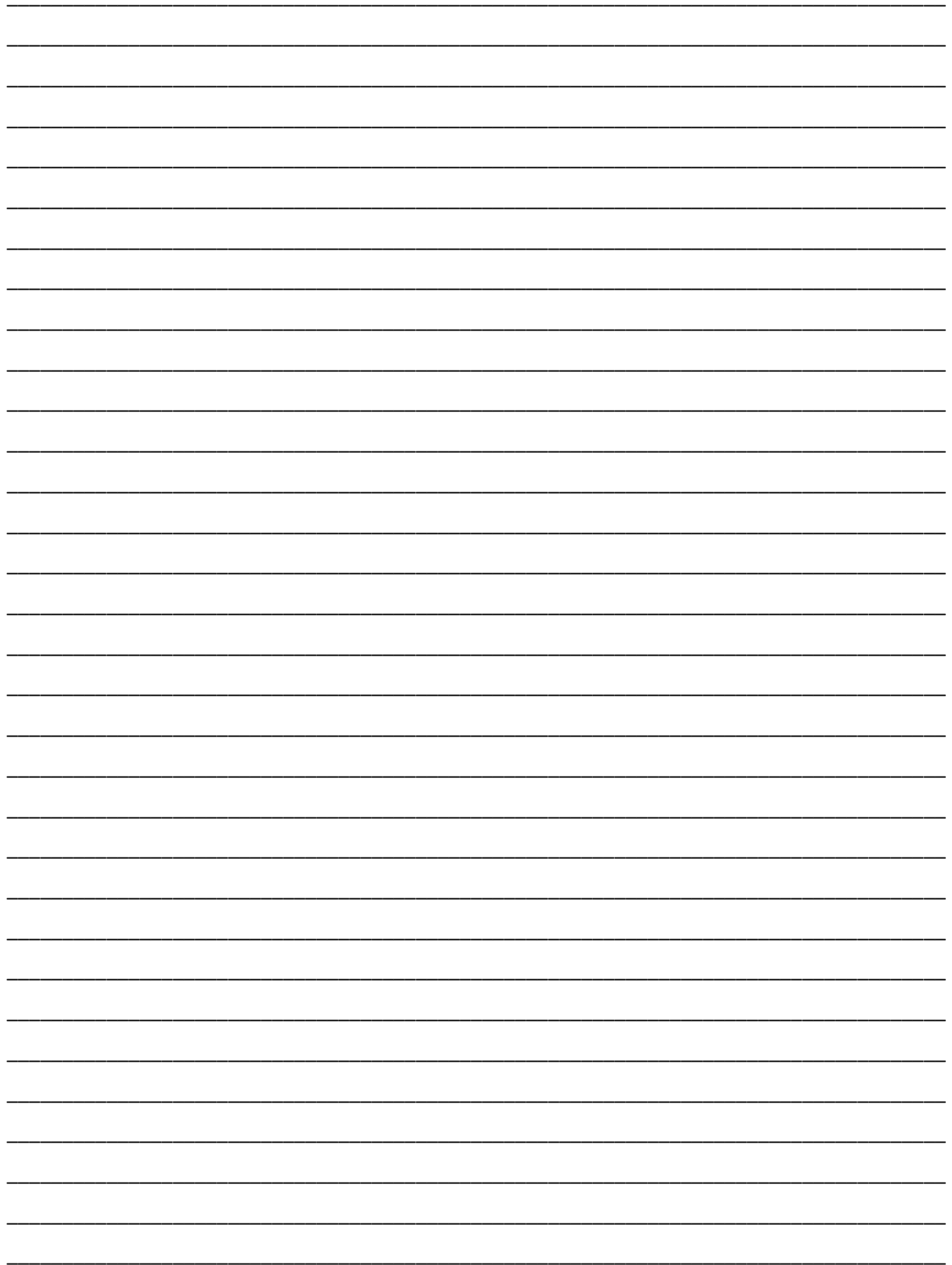
**Session Breakdown**

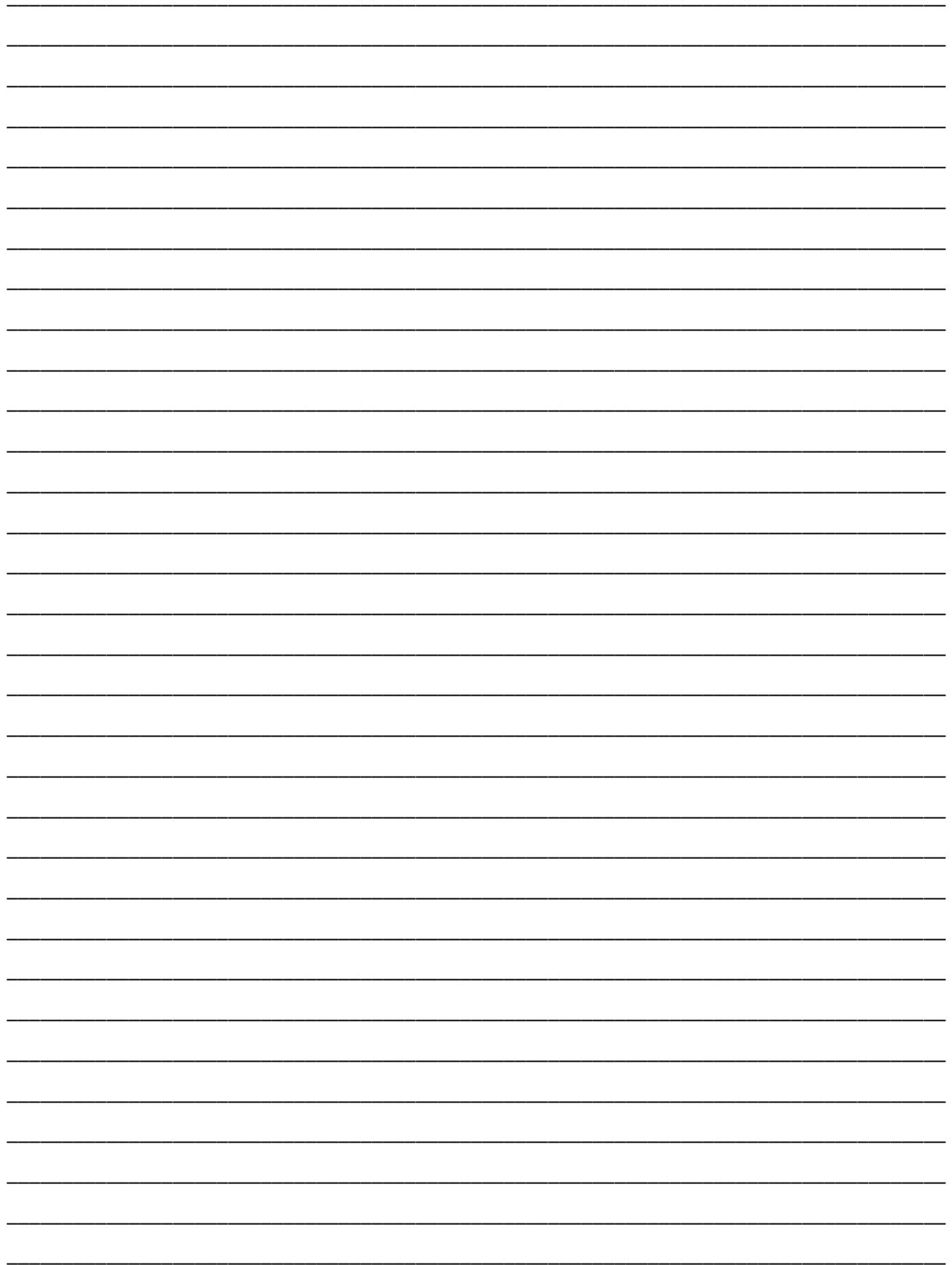
- 10m – Issue intro
- 20m – Table Groups: Work as a table to discuss preferred, high level priorities and/or ideas to the following topics:
  - Equitable Distribution of funds
  - Project Criteria
  - Decision Making Process
- 50m – Table Reports and Room Discussion on each topic
- 10m – Next Steps

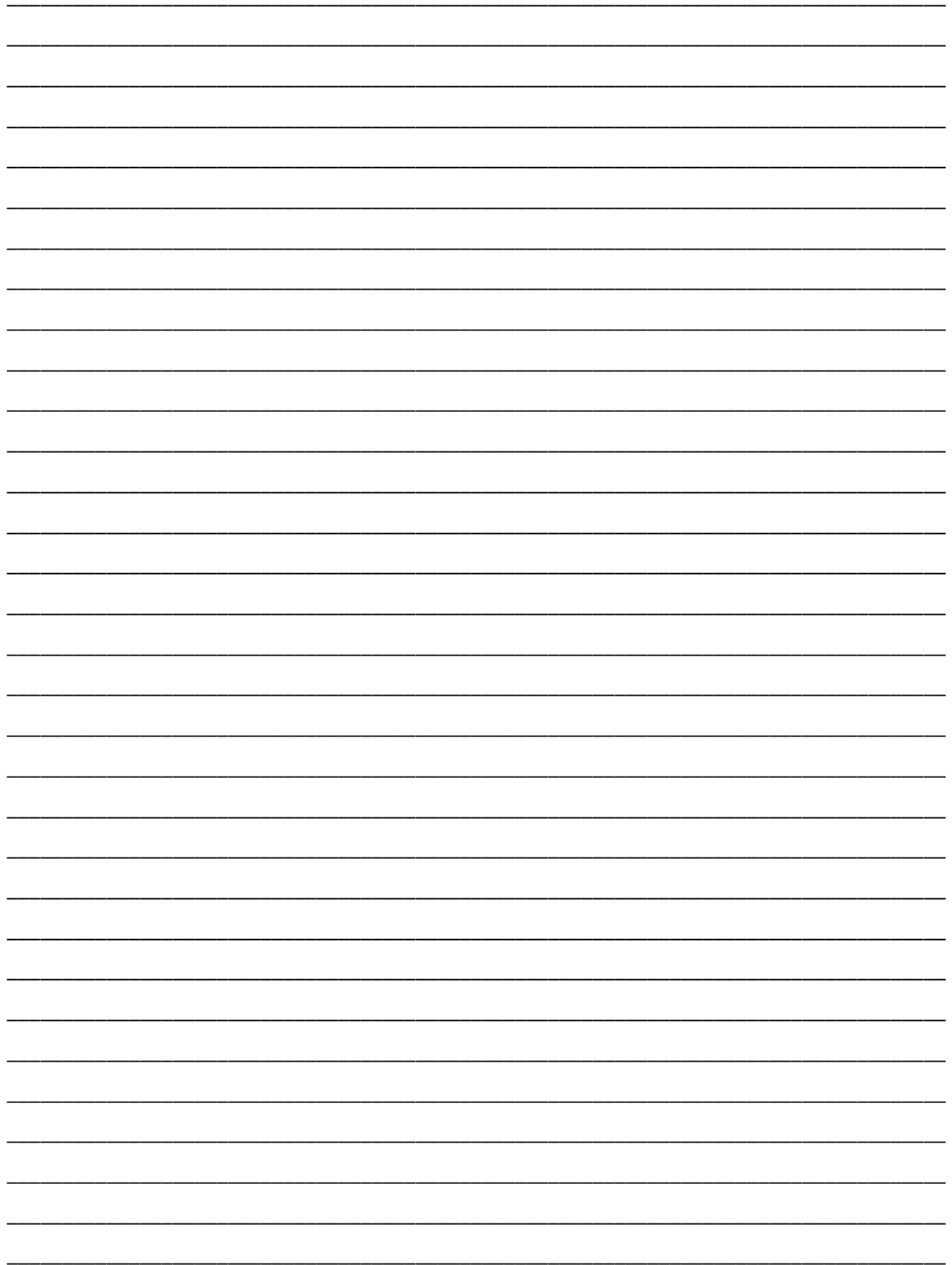
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**C4 Retreat**  
**June 14, 2019**  
**4:45 p.m.**

***Session 4***

***Update on T2020***  
***(Metro's Regional Transportation Investment Measure)***

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**Summary**

*Presenting: Mike Bezner, Assistant Director of Transportation and Development (Clackamas)*

Retreat attendees will receive an update on the T2020 process, and have time to discuss.

**Session Breakdown**

- Quick update
- Open discussion
- No-host bar available

**Materials Provided for this Session**

- T2020 Task Force Timeline
- Metro "Local Investment Teams" (LIT) Memo
- Clackamas Corridor Descriptions (top 3 tiers)

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## MEMO

To: Interested Parties

From: Tyler Frisbee, Government Affairs and Policy Development, Metro

Re: Local Investment Teams and Project Selection Process

Date: May 13, 2019

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The Local Investment Teams are responsible for identifying the key needs and outcomes of the corridors prioritized by the Transportation Funding Task Force, and for developing a recommendation of packages on each corridor that meets those outcomes. The Local Investment Teams will help ensure that the Task Force's values and local communities' needs are the foundation of the package of projects that are eventually included in the investment measure.

### Logistics

- 3 Local Investment Teams (one per county)
- 8-10 community members per Local Investment Team
- Staffed by local jurisdictional staff, plus resources from Metro including JLA for facilitation and Kittelson for technical support
- Team member characteristics:
  - No conflicts of interest
  - Respected by community
  - No state, city, or county-level elected officials (school board, parks board, etc. okay)
  - Have place-based experience around high-priority corridors
  - Collaborative approach: Investment Teams have a short time to reach a recommendation and if they aren't able to do so, their corridors may be less advantageously positioned for the measure
  - Capacity to serve (likely 6-8 hours of meetings a month for three months, plus individual work)
  - Willing to participate
  - Strong representation from people of color and women

### Roles

- Local Investment Team members will work together to identify key outcomes for each of the corridors in their area (drawn from the outcomes the Task Force and Metro Council have prioritized), and then identify transportation projects on those corridors that will help deliver those outcomes
- They will be staffed by local jurisdiction staff, JLA facilitators, and Kittelson consultants, who will help teams reach a recommendation help team members understand what projects are feasible, support team requests for information, alternative project recommendations, etc.

### Tentative Timeline

- Week of June 3: Kickoff Meeting (all Local Investment Team members together)
  - Roles (Team members, staff, public)
  - Council direction and TF values

- Timeline
- Norms/Expectations
- Go over corridors
- Week of June 10: First Meeting
  - Initial presentation on high-priority corridors
  - Kittelson staff present info on corridors
  - Public comment
  - Identify 2-3 specific outcomes (from Task Force and Council) for each corridor
    - What's in the RTP? Are there projects that stand out to you? Things that are missing?
- Week of June 24: Second Meeting
  - Continuing discussion from first meeting
- July:
  - Local jurisdictions work on developing project packages
  - Local Investment Team tours of corridors
- Early August:
  - Local jurisdiction staff present possible package scenarios
  - Public comment/community comment (should have some type of online interface?)
  - Local Investment Team members determine whether projects meet their outcomes, discuss other options
- Mid-late August:
  - Recommendation to Task Force
- September:
  - Local Investment Teams present to Task Force, Task Force considers whether recommendations meet outcomes
  - Public comment for each corridor
  - Task Force recommendation to Metro Council

# 82<sup>nd</sup> Avenue

**Vision: A safe, inviting corridor that offers people more frequent and reliable transit service and an easier connection to Airport Way at the northern end.**

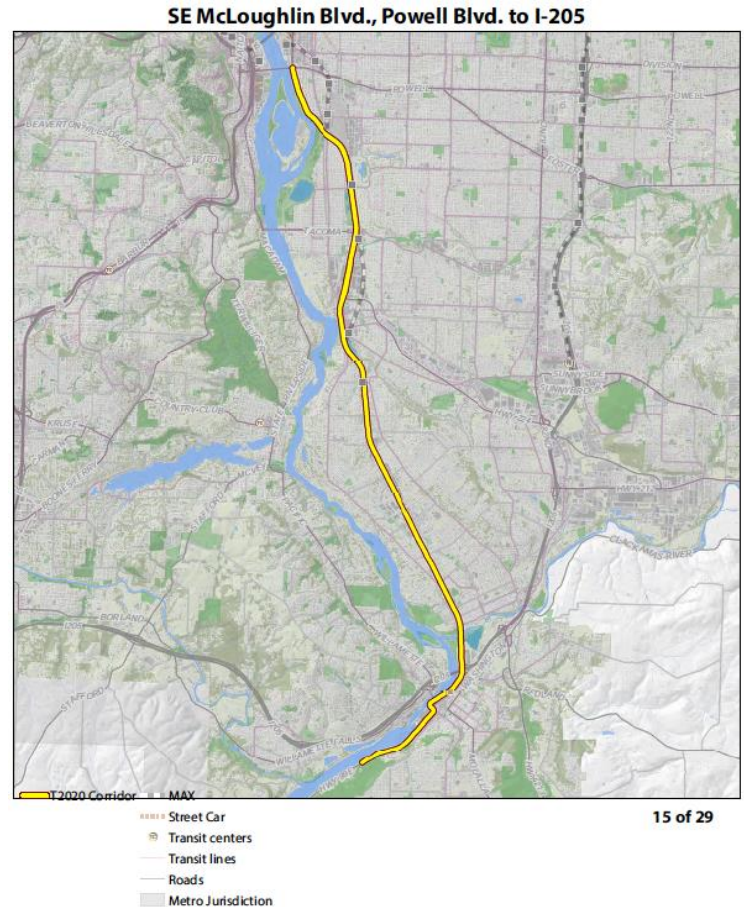
- 82<sup>nd</sup> Avenue is a major north-south arterial within one of the most diverse populations in the region. It connects Clackamas County, Lents, the Jade District, Montavilla, and Roseway neighborhoods. This corridor serves people riding the busiest TriMet bus line in the region (#71) and includes access to the Blue, Red, and Green MAX Lines.
- 82<sup>nd</sup> is a high crash corridor. Since 2007, 16 people have died from traffic crashes on 82<sup>nd</sup> Avenue. Most were walking.
- People traveling along the northern end of 82<sup>nd</sup> also face significant congestion where the road intersects with Airport Way and the MAX Red Line.
- TriMet identifies 82<sup>nd</sup> as a key corridor to increase transit ridership.
- Investments could include transit enhancements along with crosswalks, improved lighting and other safety treatments



# SE McLoughlin Blvd

**Vision: A corridor that provides safe passage for people walking and biking, and supports reliable travel for people taking transit and driving between town and neighborhood centers from Oregon City to downtown Portland.**

- SE McLoughlin Boulevard runs from Oregon City through Oak Grove, Gladstone, and Milwaukie, to downtown Portland on the east side of the Willamette.
- McLoughlin connects communities in Clackamas and Multnomah counties to jobs, housing and transit.
- TriMet identifies as McLoughlin as a key corridor to increase transit ridership, but is dangerous for pedestrians to cross.

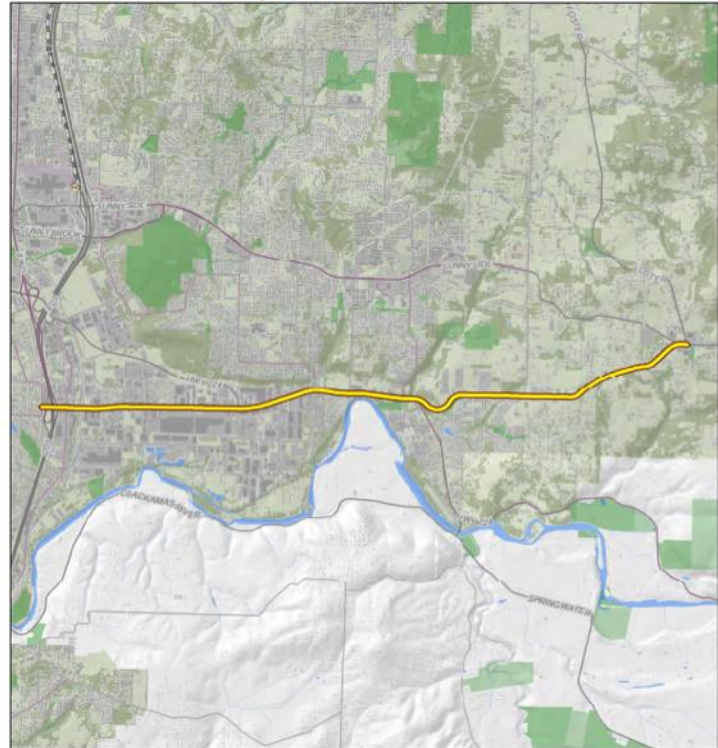


# HWY 212

**Vision: A corridor that provides increased access to jobs, greater reliability for drivers, and more transportation options for local residents.**

- Highway 212 connects the rapidly growing city of Happy Valley to potential industrial land and residential areas in the City of Damascus, and is intended to provide access to jobs and affordable housing in Clackamas County from I-205 and U.S. 26.
- TriMet is intending to begin running a new transit line on Highway 212 within the next five years.
- Planners are studying the potential for Sunrise Phase II, a roadway expansion project with parallel bikeway between Happy Valley and Damascus. This is intended to meet the existing and future connectivity and capacity needs for statewide

Hwy 212, I-205 to Foster Rd.



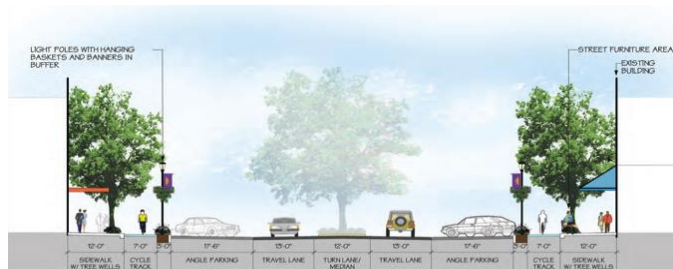
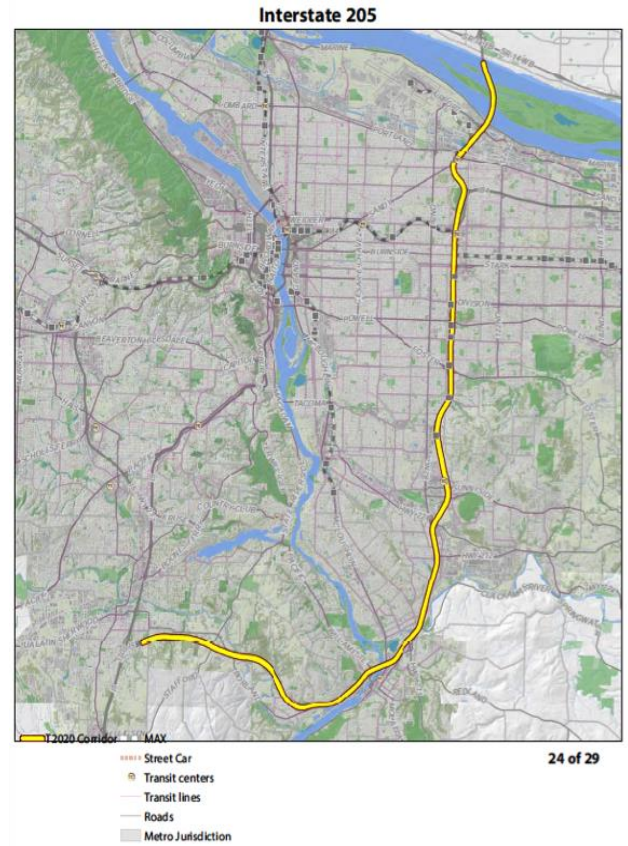
— T2020 Corridor    ■ MAX  
● Transit centers  
— Transit lines  
— Roads  
 Metro Jurisdiction



# Interstate 205

**Vision: A safer corridor that provides more transportation options as well as increased reliability for drivers.**

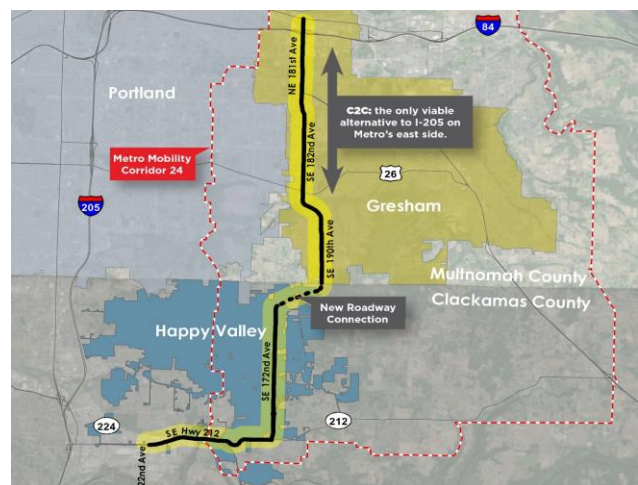
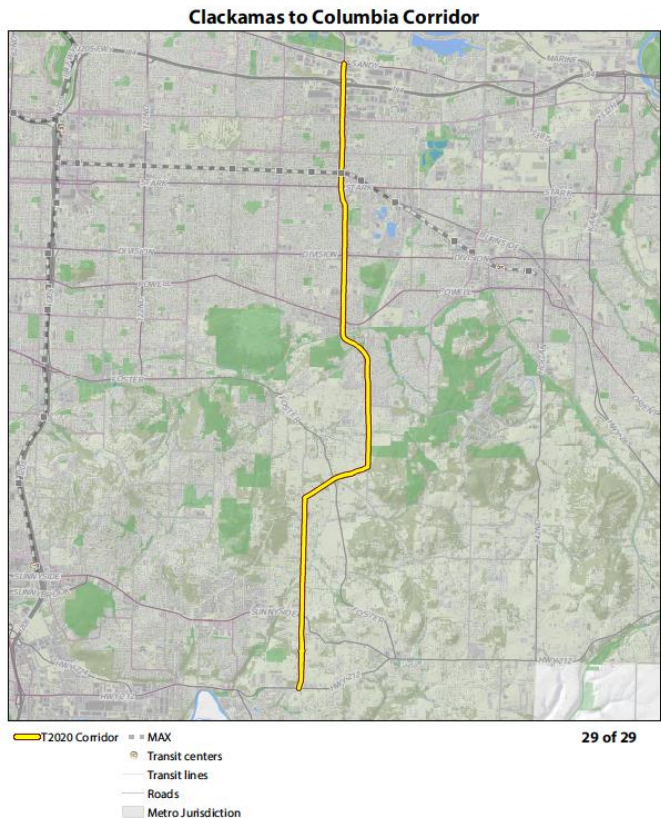
- I-205 is an interstate freeway running along the eastern side of the region from just north of Wilsonville, through Clackamas County and eastern Multnomah County, to the Columbia River.
- ODOT is currently planning a seismic retrofit of the Abernethy Bridge (over the Willamette River between West Linn and Oregon City) and a lane expansion on either side of the bridge. The proposed non-highway projects include needed connections for people walking and biking via multi-modal connections and targeted intersection improvements and access to transit.
- I-205 is a regional freight route.
- The investment measure could support intersection improvements to increase safety at intersecting arterial streets around the Abernethy Bridge widening project, and invest in active transportation along the corridor.



# NE/SE 181<sup>st</sup>/C2C

**Vision: A corridor that connects growing communities to jobs, and address safety challenges along the corridor including safe crossing opportunities.**

- C2C (Clackamas to Columbia) corridor is a north-south connection between Happy Valley and Columbia Boulevard, running through the southeastern edge of Portland and western Gresham, and through the Rockwood neighborhood, connecting employment areas with low-income areas, affordable housing, schools, parks and neighborhood amenities.
- The northern half of the proposed C2C corridor, 181<sup>st</sup> Avenue, is a high crash corridor.
- The southern half of the corridor would require the development of a new multi-modal road to connect Happy Valley into 181<sup>st</sup> Avenue.

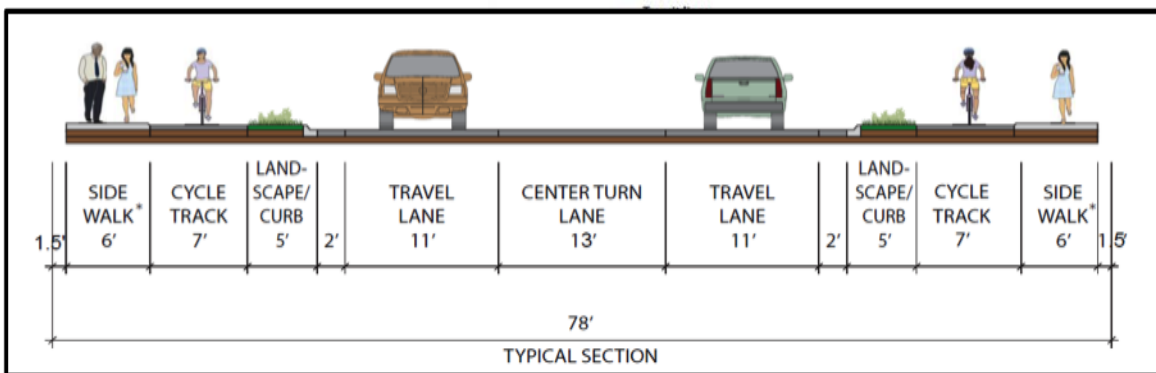
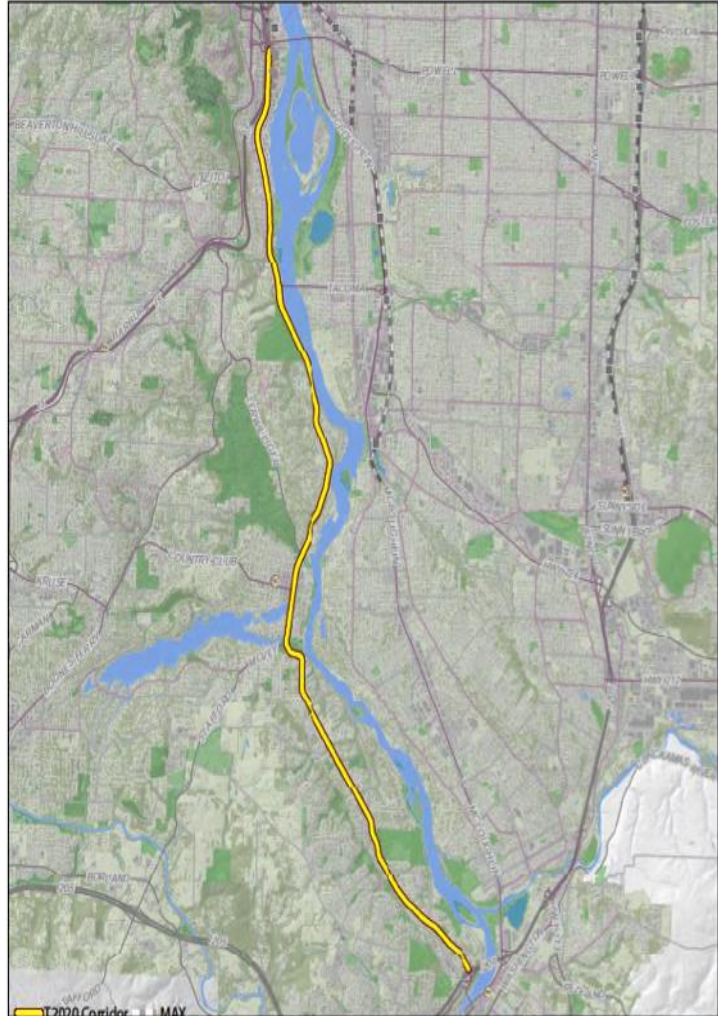


# Highway 43/SW Macadam

**Vision: A corridor that provides safe and reliable transportation options for people traveling to and from Clackamas County**

- Highway 43/Macadam runs from southwest Portland through Lake Oswego and West Linn to connect to I-205. People in Clackamas County depend on this corridor to reach jobs in downtown Portland and to access other key highways in the region.
- The current corridor has significant gaps in sidewalks and bike lanes, and residents have expressed concerns about safety.
- Investments could improve safety and access for people walking and biking in some of the major communities served by Highway 43, including bus stops and lighting.

Hwy 43/SW Macadam Ave., Ross Island Bridge to I-205

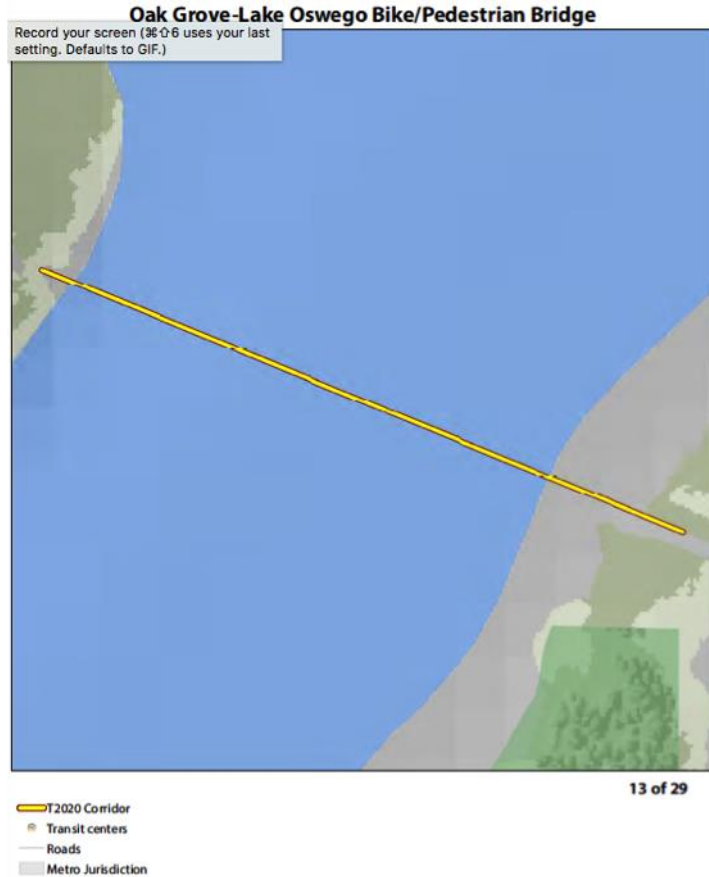




# Oak Grove-Lake Oswego Bike-Pedestrian Bridge

**Vision: A bridge that encourages people to walk and bike to access jobs and housing on either side of the river.**

- The Oak-Grove Lake Oswego Bridge would serve as a bike and pedestrian bridge to connect the communities of Oak Grove and Lake Oswego across the Willamette River.



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**C4 Retreat**  
**June 15, 2019**  
**8:30 a.m.**

***Session 5***

***What Can Clackamas Accomplish Together?***  
***Breakfast Discussion***

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**Summary**

Retreat attendees will set the tone for the day's discussion around housing. After spending the last two years working toward better understanding the housing needs throughout the county, this day of the retreat will begin framing how members of C4 want to work together to begin addressing needs.

**Question for Consideration:**

*What values should Clackamas County (jointly with cities) consider as we transition from a countywide housing needs assessment to a countywide housing strategy?*

**Materials Provided for this Session**

- Definitions of Commonly Used Common Housing Terms

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**Type of Housing – by Length of Stay**

Type of Housing	Description
Permanent Supportive Housing (PSH)	Permanent housing that makes support services available to help you maintain your housing and access community resources. There is no time limit on how long you can reside in the housing or receive the housing assistance.
Transitional Housing	This means that there is a <b>time limit</b> on how long you can stay in the housing or receive the housing assistance. HUD defines transitional housing as stays of up to 24 months (but stays can be shorter).
Emergency Shelter	Provides a place to stay or bed to sleep in overnight if you become homeless or otherwise experience a housing crisis and have no place to go.

**Type of Housing – by Type of Assistance**

Type of Housing	Description
Affordable Housing	Typically, housing for which the occupant(s) pay no more than 30% of his or her income for gross housing costs, including utilities.
Workforce Housing	Generally, this is housing that is affordable to occupants that have full-time wage paying jobs. Typically available to households earning from 60 percent to 120 percent of the area's median income (AMI)
Market Rate Housing	Refers to properties that are rented or owned by people who pay <b>market rent</b> to lease the property or paid <b>market value</b> when they bought the property. There is <b>no subsidy</b> for the housing.
Subsidized Housing	A generic term covering all federal, state or local government programs that reduce the cost of housing allowing <b>below-market rents</b> for low-income people, persons with disabilities, and/or seniors. <i>Examples include: tax credits to encourage investment in housing which results in a reduction of the debt, giving tenants a rent voucher, helping homebuyers with down payment assistance.</i>
Public Housing	Refers to housing owned and operated by the local public housing authority (PHA) to provide affordable housing for very low-income families. Public housing serves generally tenants pay no more than 30% of their adjusted income for rent. Maintenance and operating funds are provided by HUD.
Missing Middle	A range of multi-unit or clustered housing types compatible in scale with single-family homes that help meet the growing demand for walkable urban living. These types provide diverse housing options along a spectrum of affordability, including duplexes, fourplexes, and bungalow courts, to support walkable communities.

***Type of Housing Subsidy***

HUD Section 8 Program	Federal program targeted to Low- and Very-Low Income Households which provides monthly rental subsidies to subsidize the difference between the Household's Gross Rent and the greater of 30 percent of the Household's adjusted income
Development Subsidy	A financial incentive provided to a housing developer for the construction, acquisition or rehabilitation of housing, usually resulting in rents below market rate
Low Income Housing Tax Credit (LIHTC)	An indirect federal subsidy used to finance the construction and rehabilitation of low-income affordable rental housing. The LIHTC gives investors a dollar-for-dollar reduction in their federal tax liability in exchange for providing financing to develop affordable rental housing. This equity contribution subsidizes low-income housing development, thus allowing units to rent at below-market rates. These rents remain at affordable rates for a period of 30 years.

***Income Limits***

Income Limits	Maximum Household income by area adjusted for Household size and expressed as a percentage of the Area Median Income. These are used to establish an upper limit for eligibility for specific housing programs, and other federal assistance programs.
Area Median Income (AMI)	This is a statistical number set at the level where half of all households have income above it and half below it. The HUD Regional Economist annually calculates and publishes this income data
Low Income	A household whose income does not exceed 80% of the area median income for the area
Very Low Income	A household whose income does not exceed 50% of the area median income for the area
Extremely Low Income	A household whose income does not exceed 30% of the area median income for the area

***Income Limits Cont.***

Household Size	<b>30%</b>	<b>50%</b>	<b>60%</b>	<b>80%</b>	<b>100%</b>	<b>120%</b>
	<b>Extremely Low Income</b>	<b>Very Low Income</b>	<b>Lower Income</b>	<b>Low Income</b>	<b>Median Income</b>	<b>Middle Income</b>
	2018	2018	2018	2018	2018	2018
1	\$17,100	\$28,500	\$34,200	\$45,600	\$57,000	\$68,400
2	\$19,550	\$32,600	\$39,120	\$52,100	\$65,200	\$78,250
3	\$22,000	\$36,650	\$43,980	\$58,600	\$73,300	\$88,000
4	\$24,400	\$40,700	\$48,840	\$65,100	\$81,400	\$97,700
5	\$26,400	\$44,000	\$52,800	\$70,350	\$88,000	\$105,600
6	\$28,350	\$47,250	\$56,700	\$75,550	\$94,500	\$113,400
7	\$30,300	\$50,500	\$60,600	\$80,750	\$101,000	\$121,200
8	\$32,250	\$53,750	\$64,500	\$85,950	\$107,500	\$129,000







**C4 Retreat**  
**June 15, 2019**  
**9:00 a.m.**

## ***Session 6***

### ***What Do We Know?***

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#### **Summary**

*Presenting: Dan Chandler, Assistant County Administrator (Clackamas)*  
*Beth Goodman, Senior Planning and Project Director (ECONorthwest)*

Retreat attendees will hear from the project team on the status and early results from the Countywide Housing Needs Assessment and discuss outcomes of the Housing Affordability and Homelessness Task Force. This quick overview, while not comprehensive of the entire HNA, will help provide a baseline for the housing discussion occurring the rest of the morning.

#### **Session Breakdown**

- 20m – Presentation: Countywide HNA + Housing Affordability and Homelessness Task Force
- 20m – Discussion

#### **Materials Provided for this Session**

- County and cities one-pager findings

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# Barlow

## POPULATION

**# of People, 2017:** 135  
(Source: Metro)

**Pop Change, 2000-2017:** 17 people or 14% growth rate

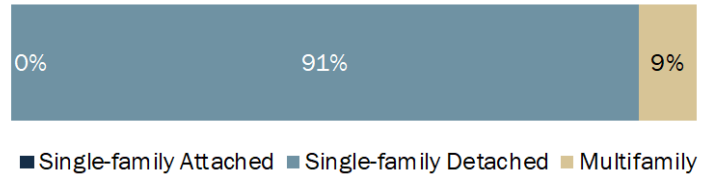
### Household Forecast, 2019-2039

(Source: Oregon Population Forecast Program and ECONorthwest)

**2019 to 2039:** 3

**Annual Average New Units:** < 1

## HOUSING MIX

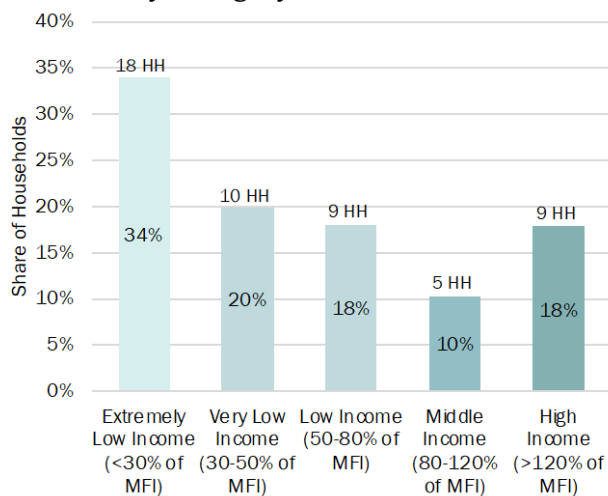


## HOUSEHOLD INCOME

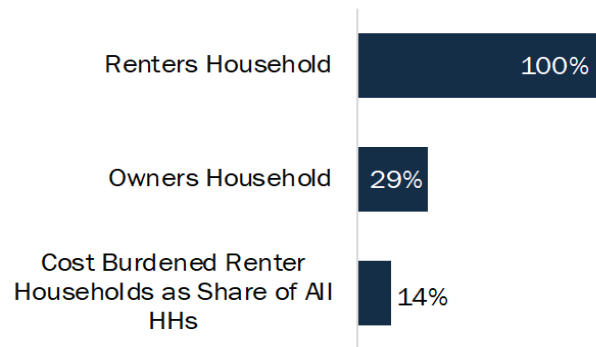
**Barlow Median Household Income:** \$39,200

**Clackamas County Median Family Income (MFI):** \$81,400 (Source: HUD)

### Barlow Households by Clackamas County MFI Affordability Category



## COST BURDENED



## HOUSING AFFORDABILITY

**Median Owner Value:** \$207,000 (source: 2012-2016 ACS)

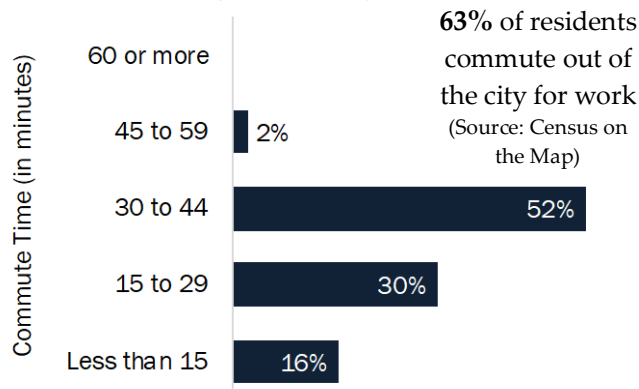
**Income required to afford median owner value:** \$52,000 – \$69,000

**Median Gross Rent per Month:** Not Available

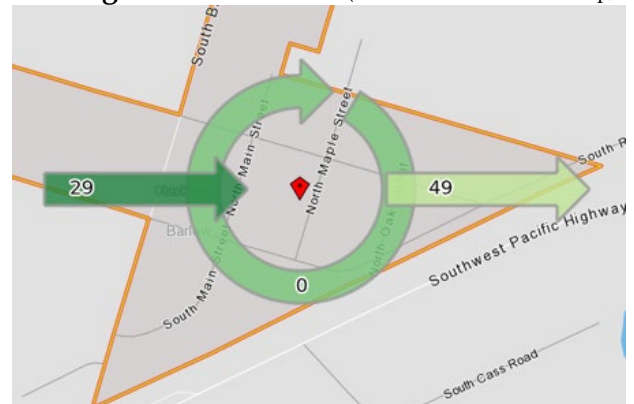
**Monthly income to afford gross rent:** \$NA

## COMMUTING

### Commute Time (in minutes)



### Commuting Inflow/Outflow (Source: Census on the Map, 2015)



Note: Unless noted, data derives from the 2000 U.S. Decennial Census and the 2012-2016 / 2013-2017 ACS 5-year estimates.

# Canby

## POPULATION

**# of People, 2017:** 16,660  
(Source: Metro)

**Pop Change, 2000-2017:**  
3,870 people or  
30% growth rate

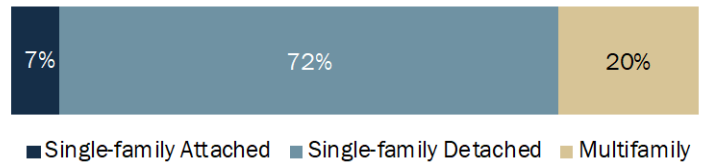
### Household Forecast, 2019-2039

(Source: Oregon Population Forecast Program and ECONorthwest)

**2019 to 2039:** Not Available

**Annual Average New Units:** Not Available

## HOUSING MIX

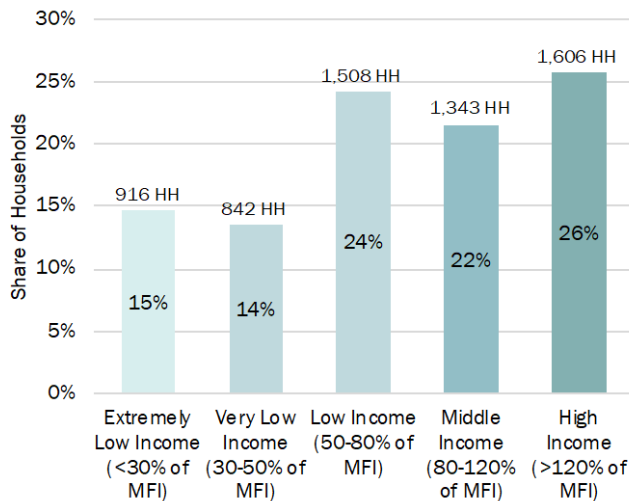


## HOUSEHOLD INCOME

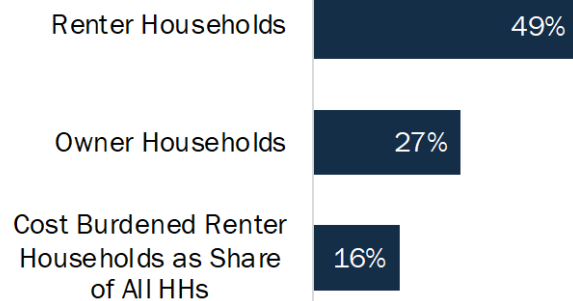
**Canby Median Household Income:** \$62,000

**Clackamas County Median Family Income (MFI):** \$81,400 (Source: HUD)

### Canby Households by Clackamas County MFI Affordability Category



## COST BURDENED



## HOUSING AFFORDABILITY

**Median Home Sales Price:** \$473,000 (Source: Property Radar)

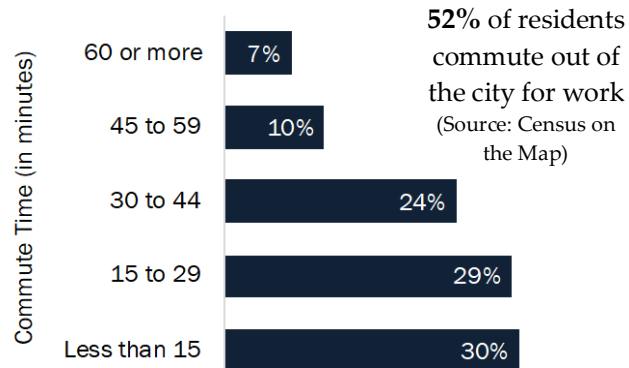
**Income required to afford median sales price:**  
\$118,100 – \$157,500

**Median Gross Rent per Month:** \$935

**Monthly income to afford gross rent:** \$3,117

## COMMUTING

### Commute Time (in minutes)



### Commuting Inflow/Outflow (Source: Census on the Map, 2015)



Note: Unless noted, data derives from the 2000 U.S. Decennial Census and the 2012-2016 / 2013-2017 ACS 5-year estimates.

# Clackamas County

## POPULATION

**# of People, 2017:** 413,000  
(Source: Metro)

**Pop Change, 2000-2017:** 74,609 people or 22% growth rate

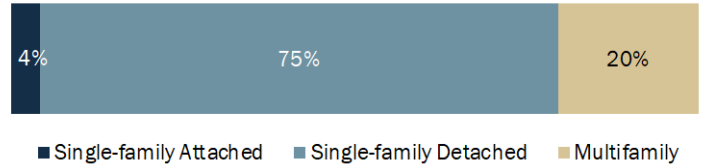
### Household Forecast, 2019-2039

**2019:** NA

**2039:** NA

**Annual Average New Units:** NA

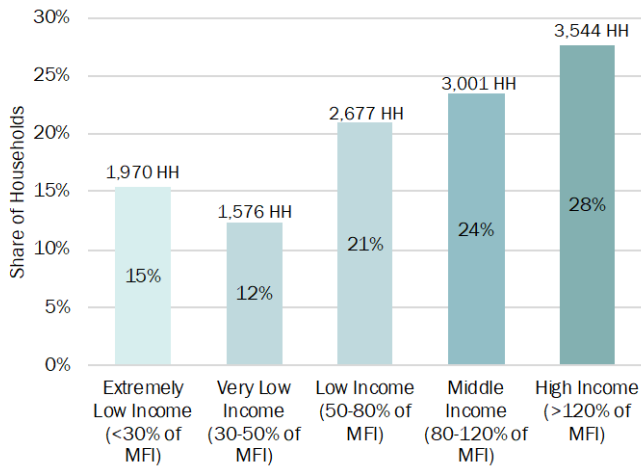
## HOUSING MIX



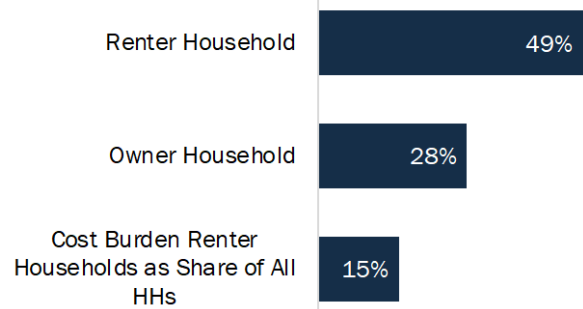
## HOUSEHOLD INCOME

**Clackamas County Median Family Income (MFI):** \$81,400 (Source: HUD)

### Clackamas County Households by Clackamas County MFI Affordability Category



## COST BURDENED



## HOUSING AFFORDABILITY

**Median Home Sales Price:** \$435,000 (Source: Property Radar)

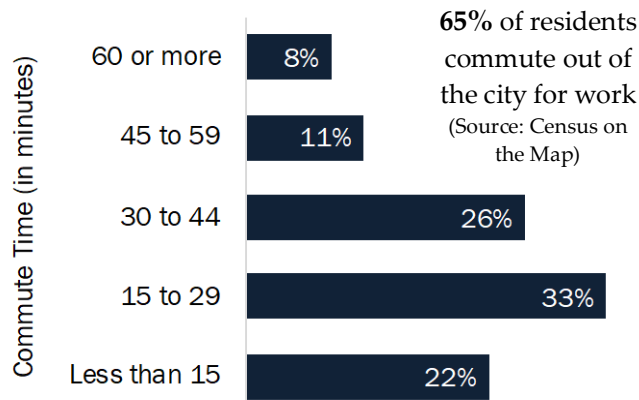
**Income required to afford median sales price:** \$108,700 – \$145,000

**Median Gross Rent per Month:** \$1,091

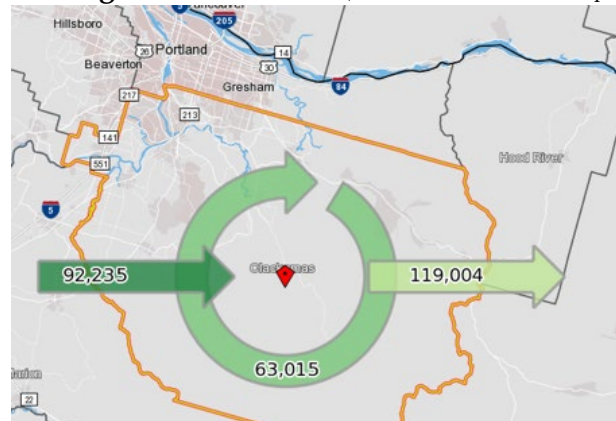
**Monthly income to afford gross rent:** \$3,637

## COMMUTING

### Commute Time (in minutes)



### Commuting Inflow/Outflow (Source: Census on the Map, 2015)



Note: Unless noted, data derives from the 2000 U.S. Decennial Census and the 2012-2016 / 2013-2017 ACS 5-year estimates.

# Estacada

## POPULATION

**# of People, 2017:** 3,280  
(Source: Metro)

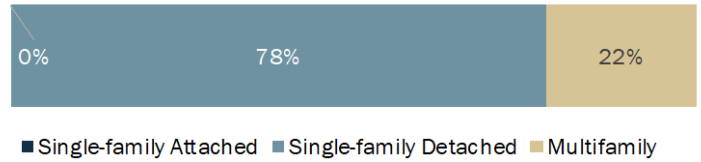
**Pop Change, 2000-2017:**  
1,264 people or 38% growth rate

**Household Forecast, 2019-2039**  
(Source: Oregon Population Forecast Program and ECONorthwest)

**2019 to 2039:** 694 new households

**Annual Average New Units:** 35

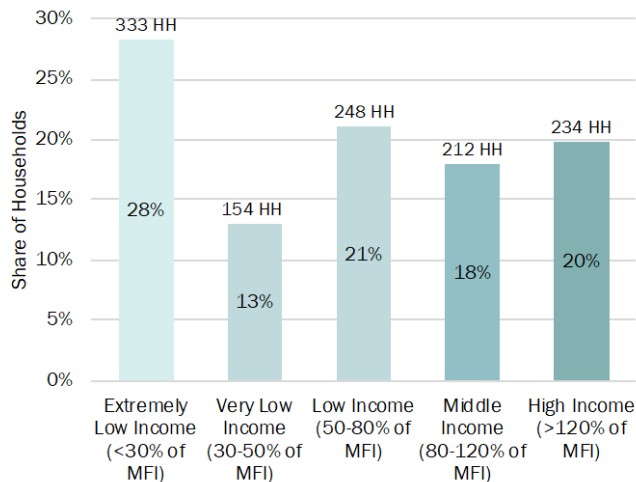
## HOUSING MIX



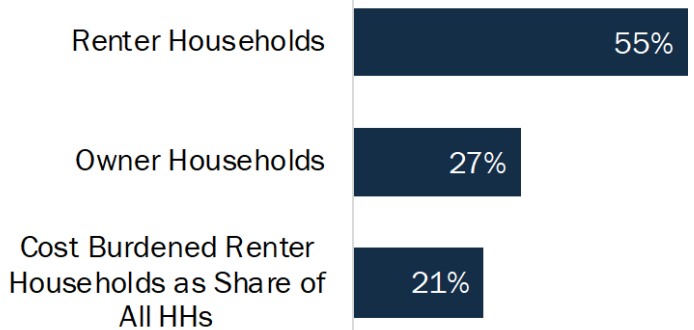
## HOUSEHOLD INCOME

**Estacada Median Household Income:** \$50,000  
**Clackamas County Median Family Income (MFI):** \$81,400 (Source: HUD)

### Estacada Households by Clackamas County MFI Affordability Category



## COST BURDENED



## HOUSING AFFORDABILITY

**Median Home Sales Price:** \$299,000 (Source: Property Radar)

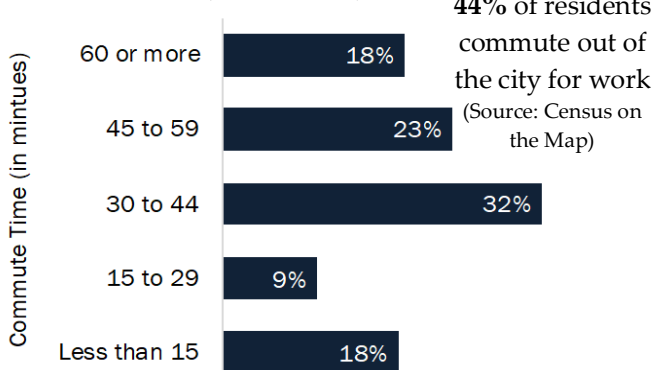
**Income required to afford median sales price:**  
\$75,000 – \$100,000

**Median Gross Rent per Month:** \$648

**Monthly income to afford gross rent:** \$2,160

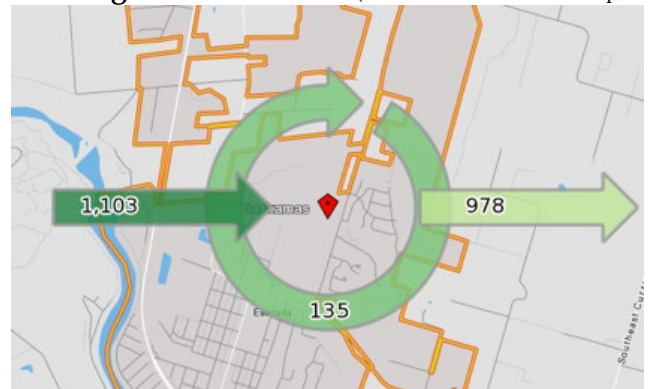
## COMMUTING

### Commute Time (in minutes)



**44% of residents commute out of the city for work**  
(Source: Census on the Map)

### Commuting Inflow/Outflow (Source: Census on the Map, 2015)



Note: Unless noted, data derives from the 2000 U.S. Decennial Census and the 2012-2016 / 2013-2017 ACS 5-year estimates.

# GLADSTONE

## POPULATION

**# of People, 2017:** 11,840

(Source: Metro)

**Pop Change, 2000-2017:**

402 people or 3.5% growth rate

### Household Forecast, 2019-2039

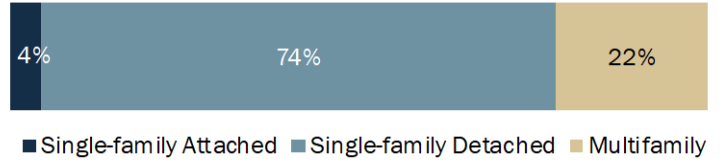
(Source: Metro)

**2019:** 4,542

**2039:** 4,860

**Annual Average New Units:** 16

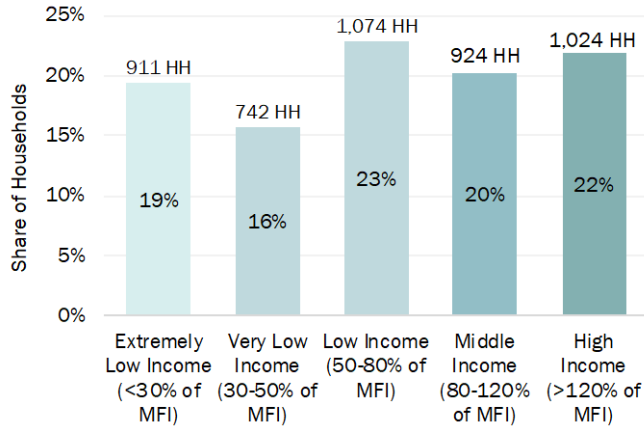
## HOUSING MIX



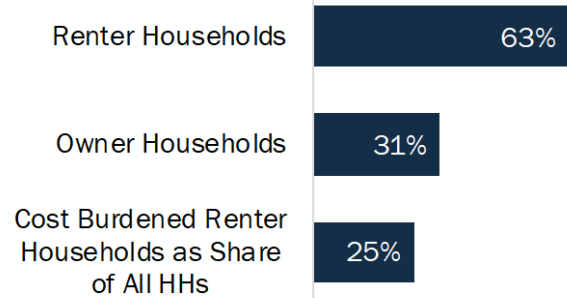
## HOUSEHOLD INCOME

**Gladstone Median Household Income:** \$57,200  
**Clackamas County Median Family Income (MFI):** \$81,400 (Source: HUD)

### Gladstone Households by Clackamas County MFI Affordability Category



## COST BURDENED



## HOUSING AFFORDABILITY

**Median Home Sales Price:** \$377,000 (Source: Property Radar)

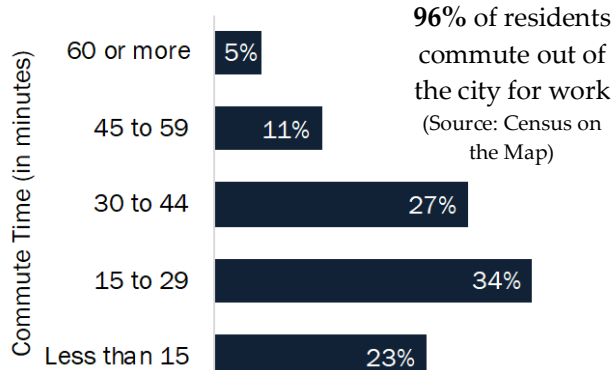
**Income required to afford median sales price:**  
 \$94,300 – \$125,700

**Median Gross Rent per Month:** \$1,053

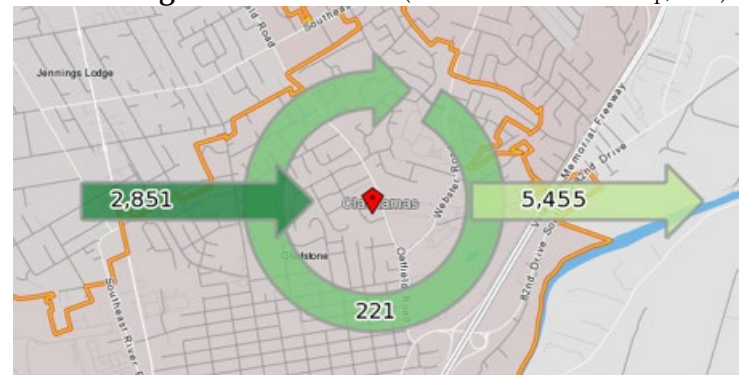
**Monthly income to afford gross rent:** \$3,510

## COMMUTING

### Commute Time (in minutes)



### Commuting Inflow/Outflow (Source: Census on the Map, 2015)



Note: Unless noted, data derives from the 2000 U.S. Decennial Census and the 2012-2016 / 2013-2017 ACS 5-year estimates.

# Happy Valley

## POPULATION

**# of People, 2017:** 19,985

(Source: Metro)

**Pop Change, 2000-2017:**

15,466 people or 342% growth rate

### Household Forecast, 2019-2039

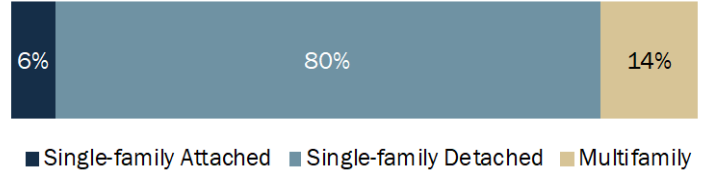
(Source: Metro)

**2019:** 5,928

**2039:** 9,957

**Annual Average New Units:** 201

## HOUSING MIX

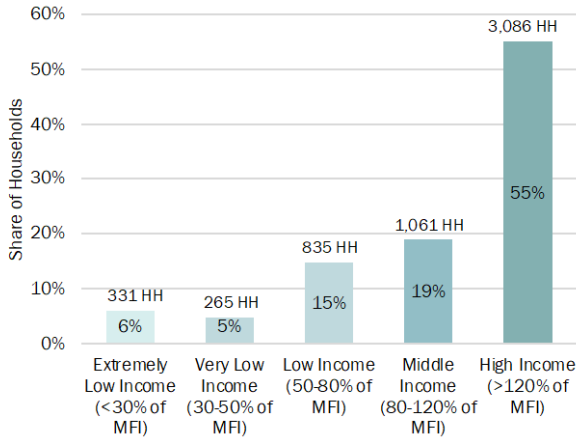


## HOUSEHOLD INCOME

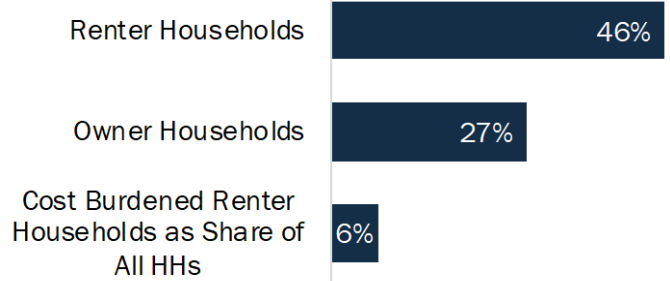
**Happy Valley Median Household Income:** \$106,200

**Clackamas County Median Family Income (MFI):** \$81,400 (Source: HUD)

### Happy Valley Households by Clackamas County MFI Affordability Category



## COST BURDENED



## HOUSING AFFORDABILITY

**Median Home Sales Price:** \$462,000 (Source: Property Radar)

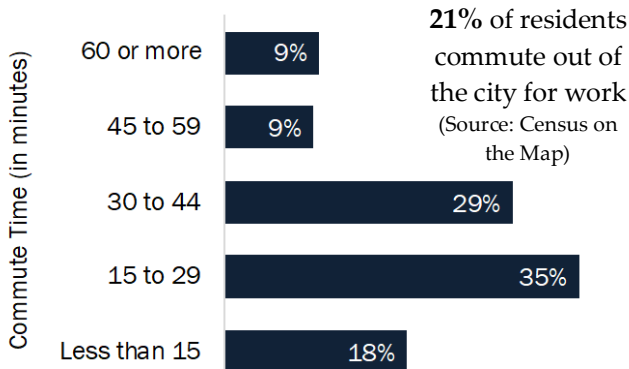
**Income required to afford median sales price:** \$115,400 – \$154,000

**Median Gross Rent per Month:** \$1,282

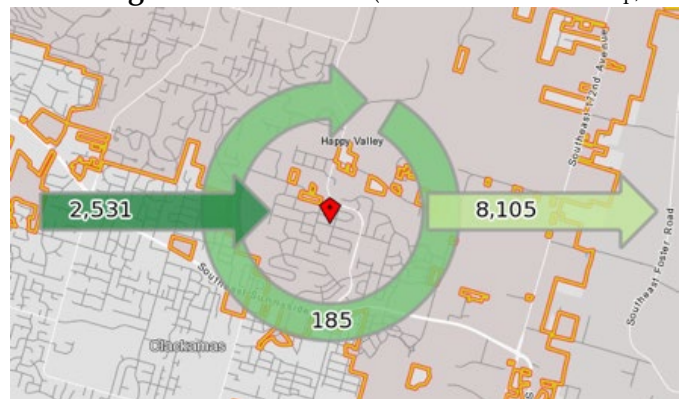
**Monthly income to afford gross rent:** \$4,273

## COMMUTING

### Commute Time (in minutes)



### Commuting Inflow/Outflow (Source: Census on the Map, 2015)



Note: Unless noted, data derives from the 2000 U.S. Decennial Census and the 2012-2016 / 2013-2017 ACS 5-year estimates.



# Johnson City

## POPULATION

**# of People, 2017:** 565

(Source: Metro)

**Pop Change, 2000-2017:**

-21 people or -4% growth rate

### Household Forecast, 2019-2039

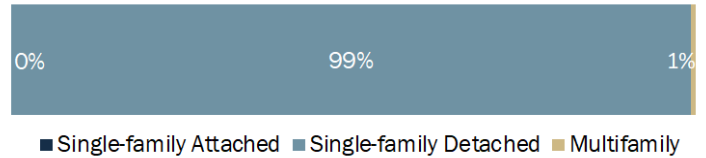
(Source: Metro)

**2019:** 271

**2039:** 277

**Annual Average New Units:** 6

## HOUSING MIX



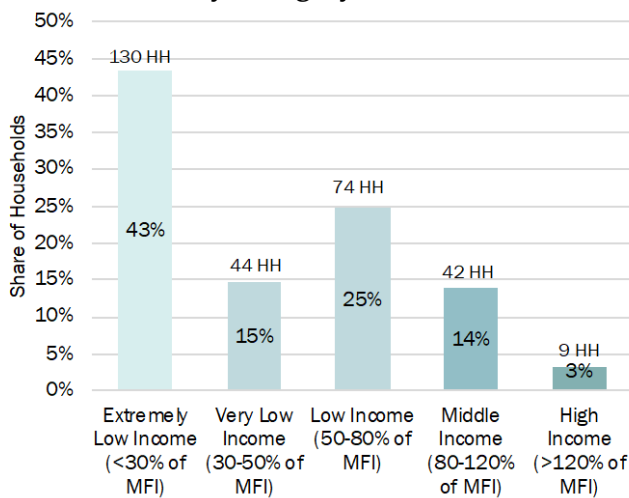
## HOUSEHOLD INCOME

**Johnson City Median Household Income:** \$33,000

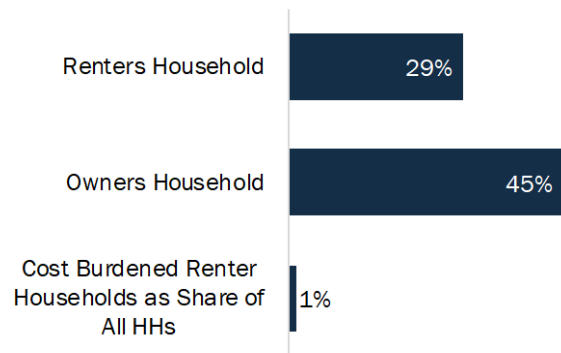
**Clackamas County Median Family Income (MFI):** \$81,400 (Source: HUD)

**Income (MFI):** \$81,400 (Source: HUD)

### Johnson City Households by Clackamas County MFI Affordability Category



## COST BURDENED



## HOUSING AFFORDABILITY

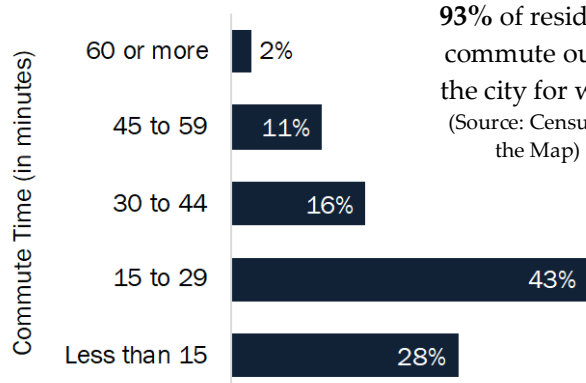
**Median Owner Value:** \$22,000 (source: 2012-2016 ACS)

**Median Gross Rent per Month:** \$693

**Monthly income to afford gross rent:** \$2,310

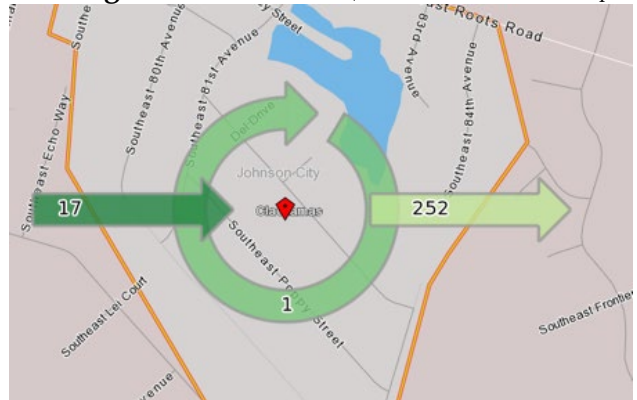
## COMMUTING

### Commute Time (in minutes)



**93% of residents commute out of the city for work**  
(Source: Census on the Map)

### Commuting Inflow/Outflow (Source: Census on the Map, 2015)



Note: Unless noted, data derives from the 2000 U.S. Decennial Census and the 2012-2016 / 2013-2017 ACS 5-year estimates.

# Lake Oswego

## POPULATION

**# of People, 2017:** 37,490

(Source: Metro)

**Pop Change, 2000-2017:**

2,212 people or 6% growth rate

### Household Forecast, 2019-2039

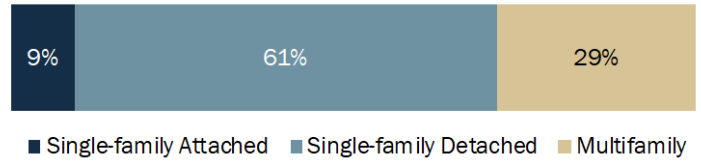
(Source: Metro)

**2019:** 16,048

**2039:** 17,568

**Annual Average New Units:** 76

## HOUSING MIX



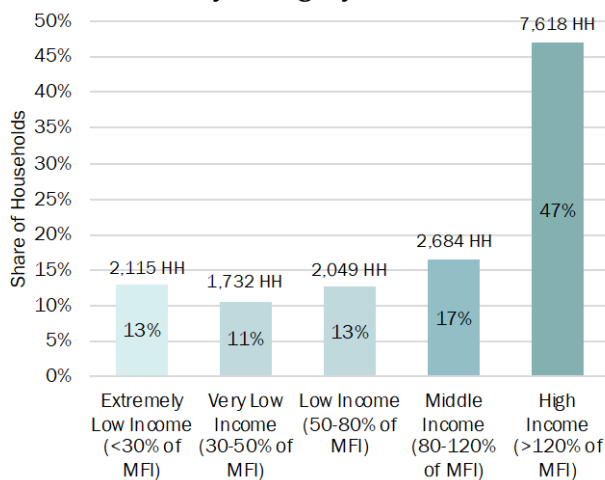
## HOUSEHOLD INCOME

**Lake Oswego Median Household Income:** \$90,000

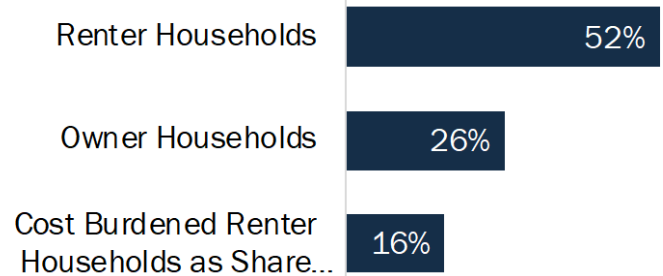
**Clackamas County Median Family**

**Income (MFI):** \$81,400 (Source: HUD)

### Lake Oswego Households by Clackamas County MFI Affordability Category



## COST BURDENED



## HOUSING AFFORDABILITY

**Median Home Sales Price:** \$549,000 (Source: Property Radar)

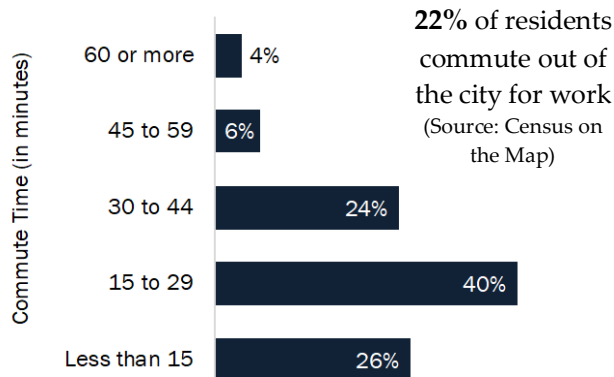
**Income required to afford median sales price:**  
\$137,100 – \$182,800

**Median Gross Rent per Month:** \$1,371

**Monthly income to afford gross rent:** \$4,570

## COMMUTING

### Commute Time (in minutes)



**22% of residents commute out of the city for work**  
(Source: Census on the Map)

### Commuting Inflow/Outflow (Source: Census on the Map, 2015)



Note: Unless noted, data derives from the 2000 U.S. Decennial Census and the 2012-2016 / 2013-2017 ACS 5-year estimates.

# Milwaukie

## POPULATION

**# of People, 2017:** 20,550

(Source: Metro)

**Pop Change, 2000-2017:**

60 people or 0.3% growth rate

### Household Forecast, 2019-2039

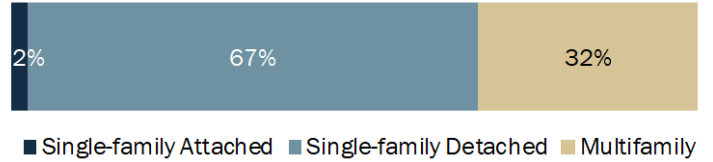
(Source: Metro)

**2019:** 8,898

**2039:** 10,088

**Annual Average New Units:** 60

## HOUSING MIX



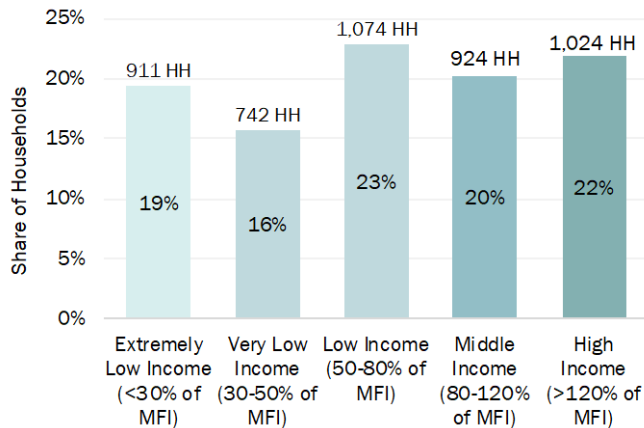
## HOUSEHOLD INCOME

**Milwaukie Median Household Income:** \$55,900

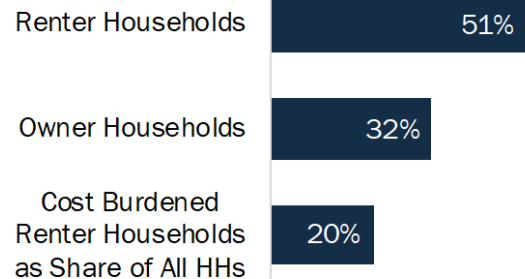
**Clackamas County Median Family**

**Income (MFI):** \$81,400 (Source: HUD)

### Milwaukie Households by Clackamas County MFI Affordability Category



## COST BURDENED



## HOUSING AFFORDABILITY

**Median Home Sales Price:** \$370,000 (Source: Property Radar)

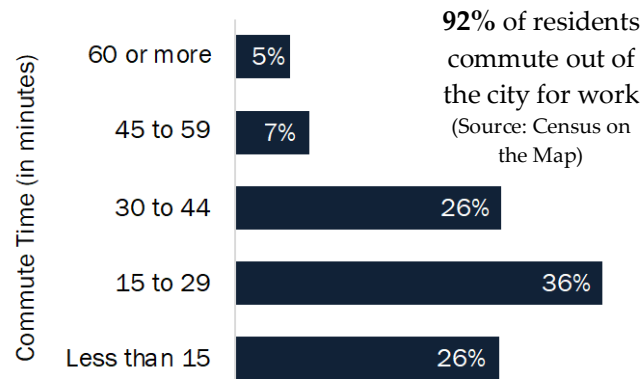
**Income required to afford median sales price:**  
\$92,500 – \$123,333

**Median Gross Rent per Month:** \$972

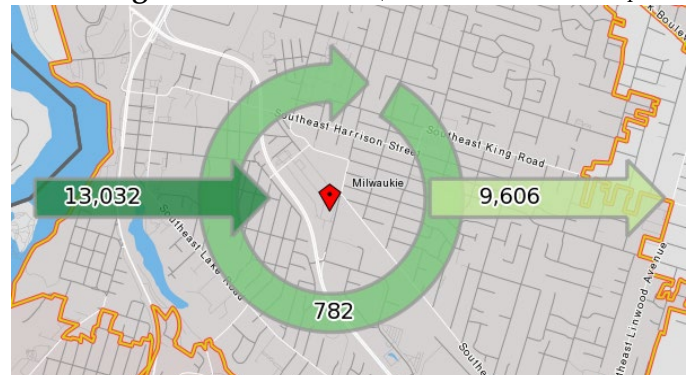
**Monthly income to afford gross rent:** \$3,240

## COMMUTING

### Commute Time (in minutes)



### Commuting Inflow/Outflow (Source: Census on the Map, 2015)



Note: Unless noted, data derives from the 2000 U.S. Decennial Census and the 2012-2016 / 2013-2017 ACS 5-year estimates.

# Molalla

## POPULATION

**# of People, 2017:** 9,610

(Source: Metro)

**Pop Change, 2000-2017:** 3,963 people or 70% growth rate

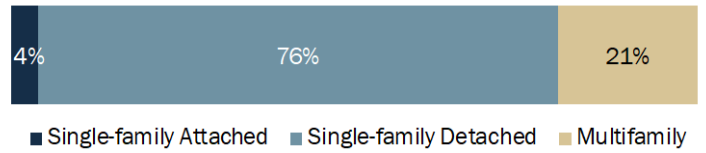
### Household Forecast, 2019-2039

(Source: Oregon Population Forecast Program and ECONorthwest)

**2019 to 2039:** 2,024

**Annual Average New Units:** 102

## HOUSING MIX

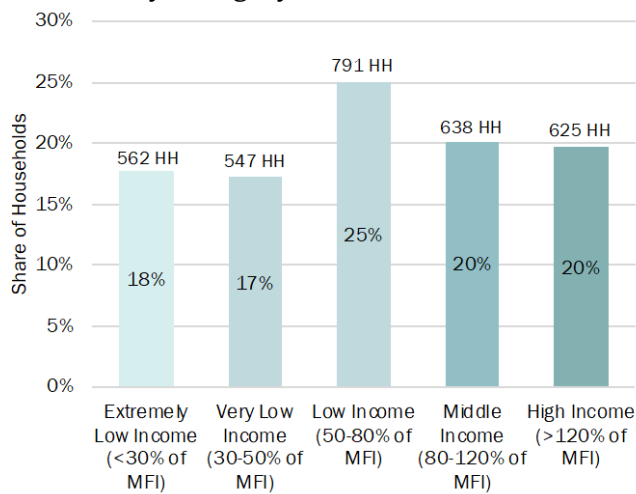


## HOUSEHOLD INCOME

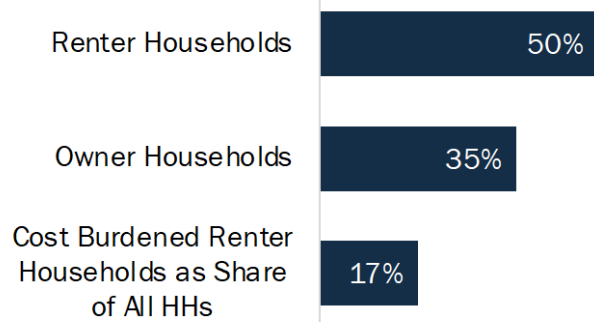
**Molalla Median Household Income:** \$57,200

**Clackamas County Median Family Income (MFI):** \$81,400 (Source: HUD)

### Molalla Households by Clackamas County MFI Affordability Category



## COST BURDENED



## HOUSING AFFORDABILITY

**Median Home Sales Price:** \$290,000 (Source: Property Radar)

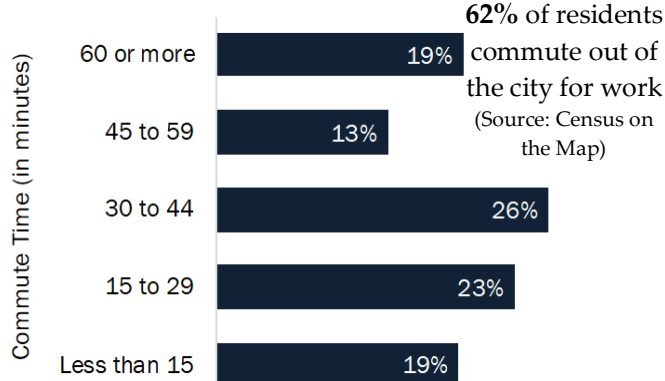
**Income required to afford median sales price:** \$72,500 – \$96,700

**Median Gross Rent per Month:** \$957

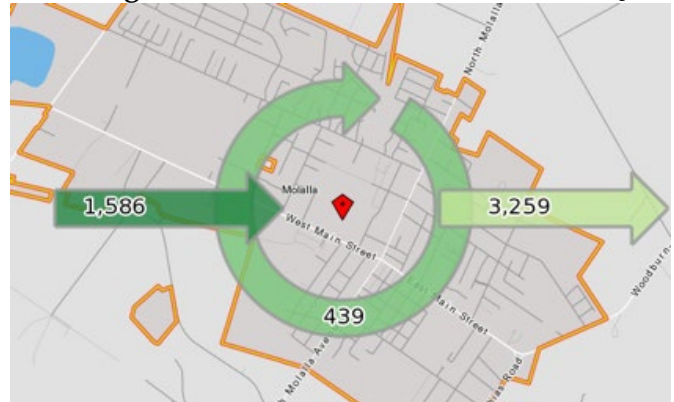
**Monthly income to afford gross rent:** \$3,190

## COMMUTING

### Commute Time (in minutes)



### Commuting Inflow/Outflow (Source: Census on the Map, 2015)



Note: Unless noted, data derives from the 2000 U.S. Decennial Census and the 2012-2016 / 2013-2017 ACS 5-year estimates.

# Oregon City

## POPULATION

**# of People, 2017:** 34,610

(Source: Metro)

**Pop Change, 2000-2017:**

8,856 people or 34.4% growth rate

### Household Forecast, 2019-2039

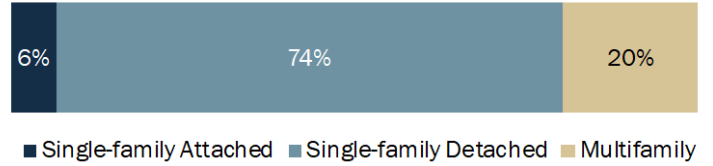
(Source: Metro)

**2019:** 13,189

**2039:** 16,047

**Annual Average New Units:** 143

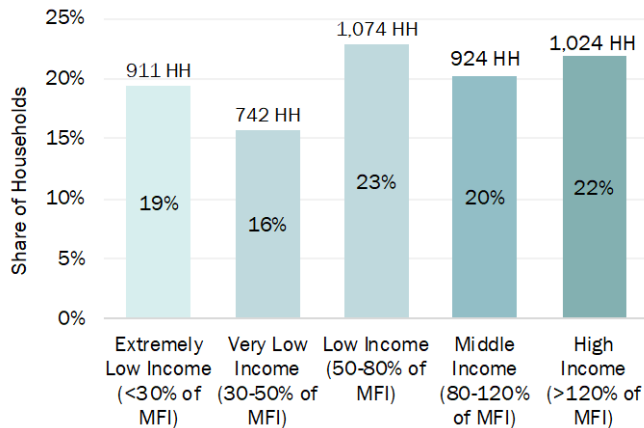
## HOUSING MIX



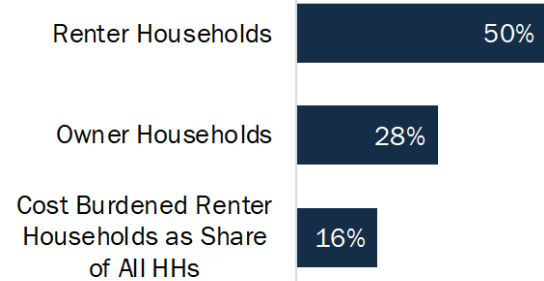
## HOUSEHOLD INCOME

**Oregon City Median Household Income:** \$65,600  
**Clackamas County Median Family Income (MFI):** \$81,400 (Source: HUD)

### Oregon City Households by Clackamas County MFI Affordability Category



## COST BURDENED



## HOUSING AFFORDABILITY

**Median Home Sales Price:** \$423,000 (Source: Property Radar)

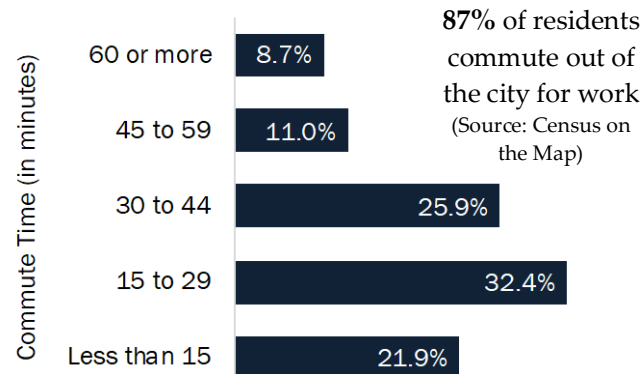
**Income required to afford median sales price:** \$105,750 – \$141,00

**Median Gross Rent per Month:** \$1,053

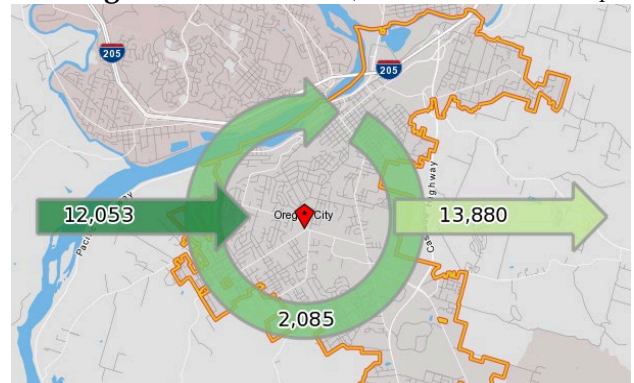
**Monthly income to afford gross rent:** \$3,510

## COMMUTING

### Commute Time (in minutes)



### Commuting Inflow/Outflow (Source: Census on the Map, 2015)



Note: Unless noted, data derives from the 2000 U.S. Decennial Census and the 2012-2016 / 2013-2017 ACS 5-year estimates.

# Rivergrove

## POPULATION

**# of People, 2017:** 500  
(Source: Metro)

**Pop Change, 2000-2017:**  
206 people or  
70% growth rate

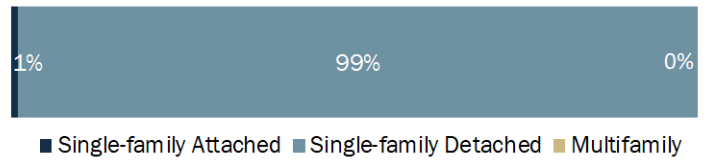
**Household Forecast, 2019-2039**  
(Source: Metro)

**2019:** 182

**2039:** 194

**Annual Average New Units:** < 1

## HOUSING MIX

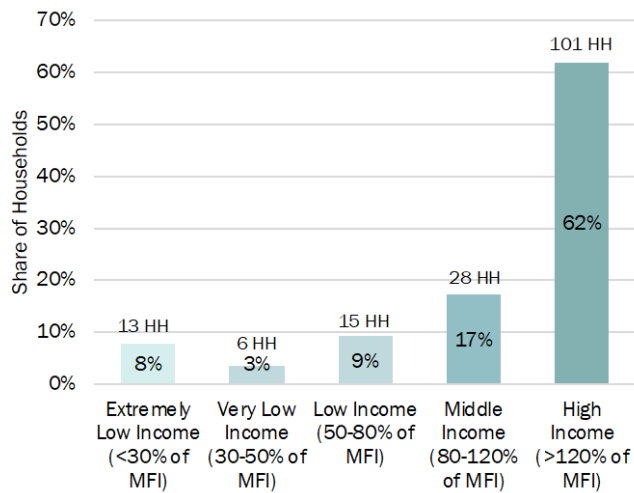


## HOUSEHOLD INCOME

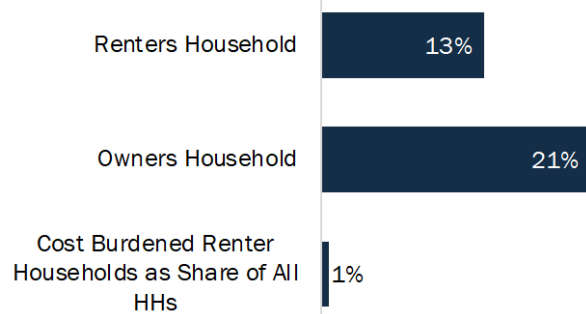
**Rivergrove Median Household Income:** \$106,900

**Clackamas County Median Family Income (MFI):** \$81,400 (Source: HUD)

### Rivergrove Households by Clackamas County MFI Affordability Category



## COST BURDENED



## HOUSING AFFORDABILITY

**Median Owner Value:** \$332,000 (source: 2012-2016 ACS)

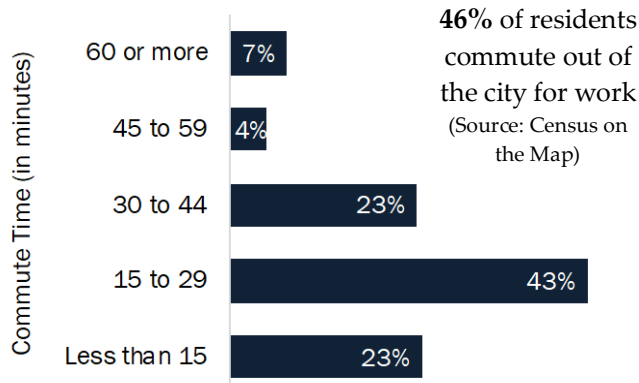
**Income required to afford median owner value:**  
\$83,000 – \$111,000

**Median Gross Rent per Month:** \$1,667

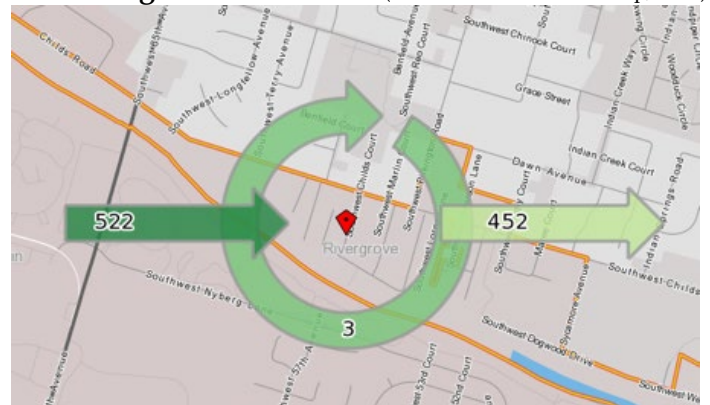
**Monthly income to afford gross rent:** \$5,557

## COMMUTING

### Commute Time (in minutes)



### Commuting Inflow/Outflow (Source: Census on the Map, 2015)



Note: Unless noted, data derives from the 2000 U.S. Decennial Census and the 2012-2016 / 2013-2017 ACS 5-year estimates.

# Sandy

## POPULATION

**# of People, 2017:** 10,855

(Source: Metro)

**Pop Change, 2000-2017:**

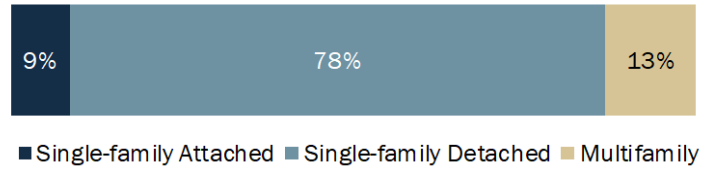
5,470 people or 102% growth rate

### Household Forecast, 2019-2039

(Source: Metro)

<b>2019:</b>	Not Available
<b>2039:</b>	Not Available
<b>Annual Average New Units:</b>	Not Available

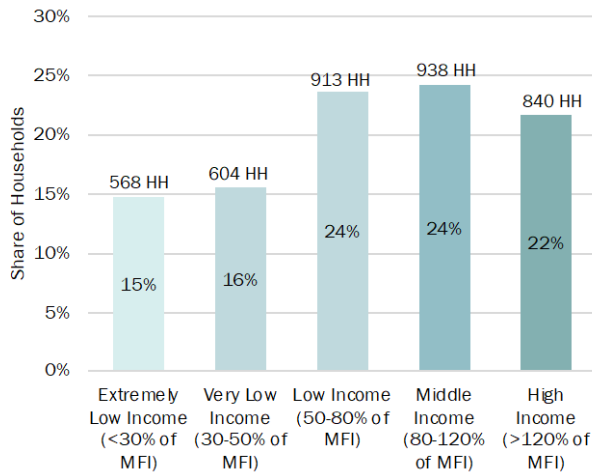
## HOUSING MIX



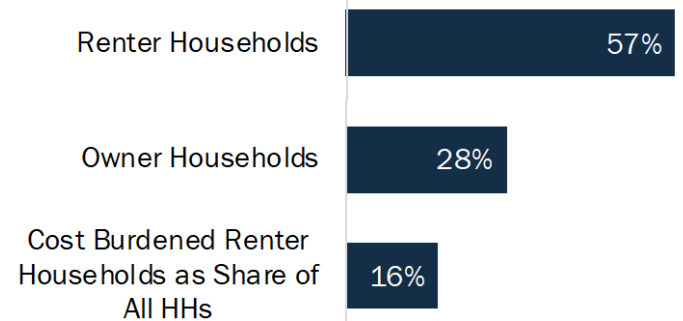
## HOUSEHOLD INCOME

**Sandy Median Household Income:** \$61,700  
**Clackamas County Median Family Income (MFI):** \$81,400 (Source: HUD)

### Sandy Households by Clackamas County MFI Affordability Category



## COST BURDENED



## HOUSING AFFORDABILITY

**Median Home Sales Price:** \$343,000 (Source: Property Radar)

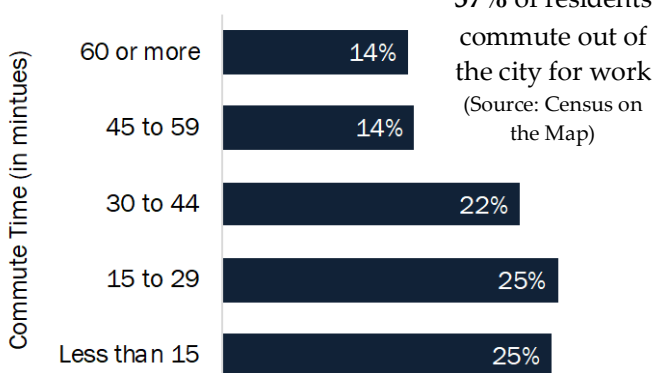
**Income required to afford median sales price:** \$85,700 – \$114,200

**Median Gross Rent per Month:** \$1,136

**Monthly income to afford gross rent:** \$3,786

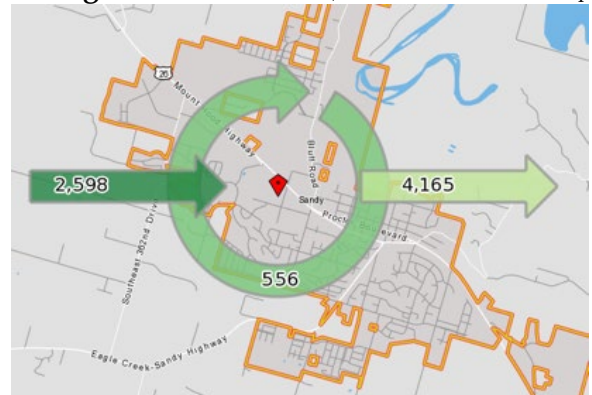
## COMMUTING

### Commute Time (in minutes)



**57% of residents** commute out of the city for work (Source: Census on the Map)

### Commuting Inflow/Outflow (Source: Census on the Map, 2015)



Note: Unless noted, data derives from the 2000 U.S. Decennial Census and the 2012-2016 / 2013-2017 ACS 5-year estimates.

# West Linn

## POPULATION

**# of People, 2017:** 25,695  
(Source: Metro)

**Pop Change, 2000-2017:** 3,343 people or 15% growth rate

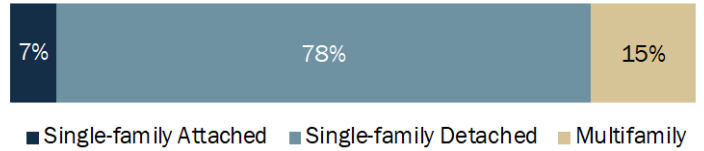
**Household Forecast, 2019-2039**  
(Source: Metro)

**2019:** 9,911

**2039:** 10,909

**Annual Average New Units:** 50

## HOUSING MIX

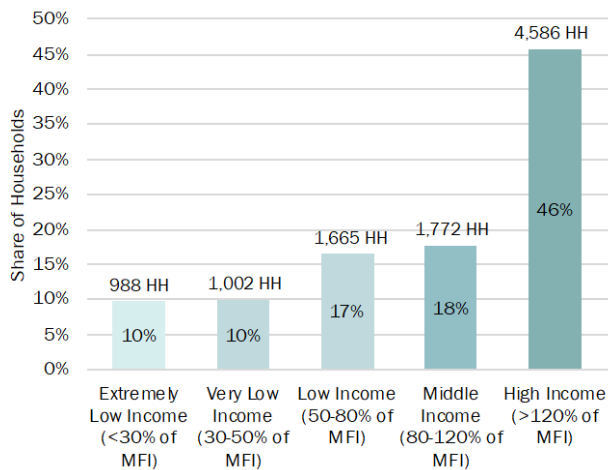


## HOUSEHOLD INCOME

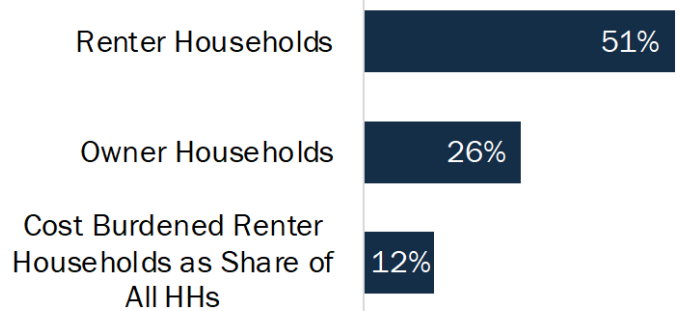
**West Linn Median Household Income:** \$89,800

**Clackamas County Median Family Income (MFI):** \$81,400 (Source: HUD)

### West Linn Households by Clackamas County MFI Affordability Category



## COST BURDENED



## HOUSING AFFORDABILITY

**Median Home Sales Price:** \$553,00 (Source: Property Radar)

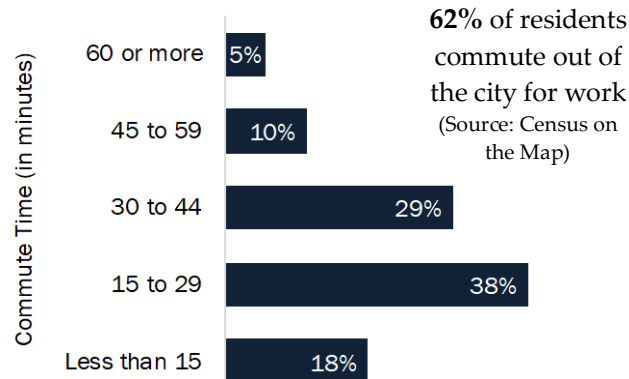
**Income required to afford median sales price:** \$138,100 – \$184,200

**Median Gross Rent per Month:** \$1,315

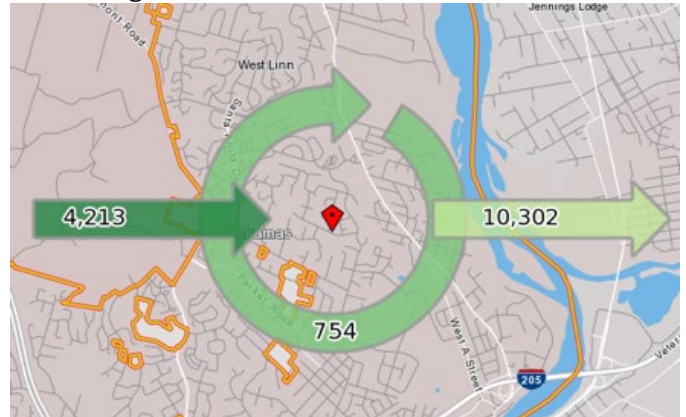
**Monthly income to afford gross rent:** \$4,383

## COMMUTING

### Commute Time (in minutes)



### Commuting Inflow/Outflow (Source: Census on the Map, 2015)



Note: Unless noted, data derives from the 2000 U.S. Decennial Census and the 2012-2016 / 2013-2017 ACS 5-year estimates.



# Wilsonville

## POPULATION

**# of People, 2017:** 24,315

(Source: Metro)

**Pop Change, 2000-2017:**

10,324 people or 73.8% growth rate

### Household Forecast, 2019-2039

(Source: Metro)

**2019:** 9,923

**2039:** 12,339

**Annual Average New Units:** 124

## HOUSING MIX

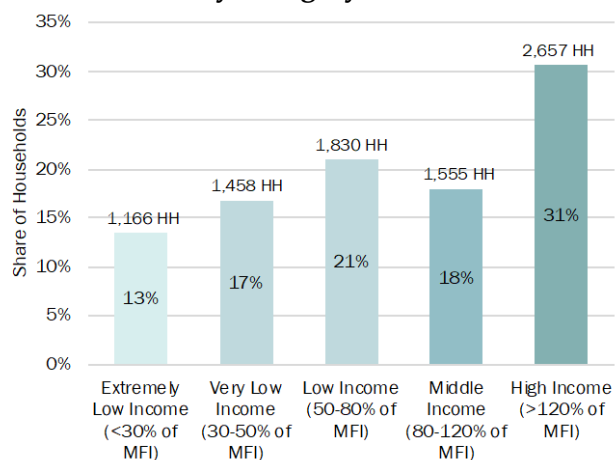


■ Single-family Attached ■ Single-family Detached ■ Multifamily

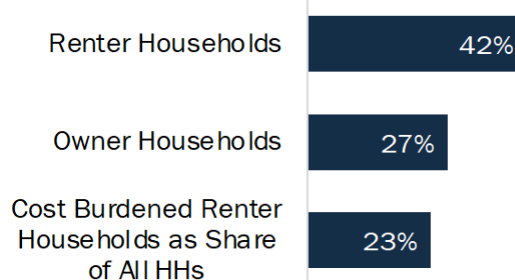
## HOUSEHOLD INCOME

**Wilsonville Median Household Income:** \$63,100  
**Clackamas County Median Family Income (MFI):** \$81,400 (Source: HUD)

### Wilsonville Households by Clackamas County MFI Affordability Category



## COST BURDENED



## HOUSING AFFORDABILITY

**Median Home Sales Price:** \$454,000 (Source: Property Radar)

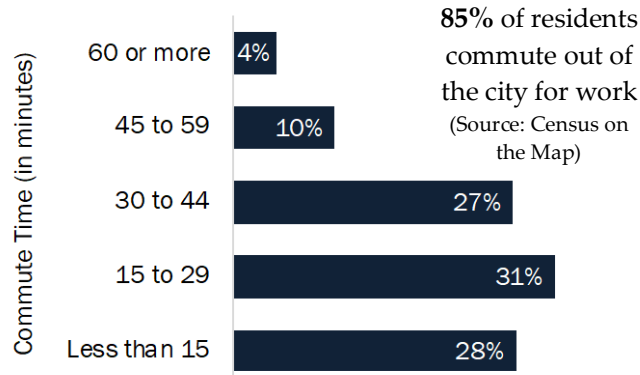
**Income required to afford median sales price:**  
 \$113,500 – \$151,333

**Median Gross Rent per Month:** \$1,127

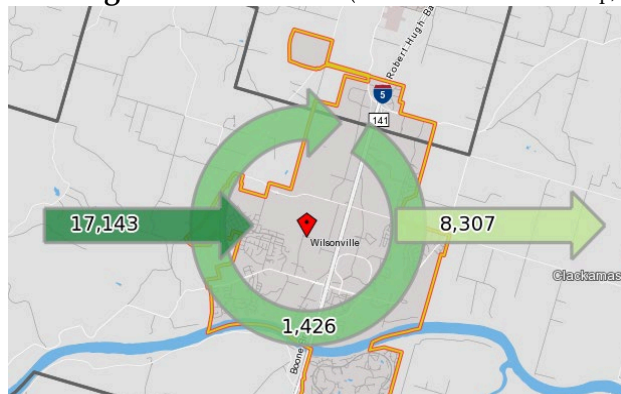
**Monthly income to afford gross rent:** \$3,757

## COMMUTING

### Commute Time (in minutes)



### Commuting Inflow/Outflow (Source: Census on the Map, 2015)



Note: Unless noted, data derives from the 2000 U.S. Decennial Census and the 2012-2016 / 2013-2017 ACS 5-year estimates.

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## **C4 Retreat**

### **June 15, 2019**

### **9:40 a.m.**

### ***Session 7***

## ***What Can We Do?***

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### **Summary**

*Presenting: Jill Smith, Executive Director (Housing Authority of Clackamas County)  
Steve McMurtrey, Director of Housing Development (Housing Authority of Clackamas County)*

Retreat attendees will get a quick snap-shot of the process for strategizing the use of funds from the Metro Housing Bond and other funding programs supported by the Housing Authority. Attendees will then participate in an exercise by providing comments on strategies to ensure those with the most need can access housing.

### **Session Breakdown**

- 10m – Presentation: Housing Funds Presentation
- 20m – Activity: Housing Strategies Comments Exercise
- 20m – Discussion

### **Materials Provided for this Session**

- Housing Affordability and Metro Bond Presentation
- Metro Bond Activity Boards

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### What the Metro Bond means for housing affordability in Clackamas County



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### Homeless Housing Programs Inventory

- We have 569 program "beds" (transitional, shelters, permanent supportive, etc.)
- 2,369 people waiting for placement
- At current rate, it would take **22 years** to place all people on waitlists into permanent supportive housing inventory



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### Public Housing

- The Housing Authority currently has 545 units of public housing; partnering non-profits manage another 420 units
- HACC administers 1,767 housing vouchers
- **7,892** new households applied for waitlist in 2017



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### A Place to Call Home: Clackamas County

For every 100 families with extremely low incomes, there are only 22 affordable units available.



6,655 units are needed to meet the need.




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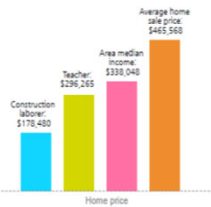
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### Homeownership is out of reach for many

Average home price an individual can afford



\$465,568

average home sale price, in 2017



...up 6.8% from 2016

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### What does the Metro Bond mean for ClackCo?

- Clackamas County will receive \$116M to:
- Build new affordable housing
  - Purchase and rehabilitate existing housing
  - Buy land for new affordable housing
  - Create affordable homeownership programs

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### Metro's Bond Framework

- Lead with racial equity
- Create opportunity for those in need
- Create opportunity throughout the region
- Ensure long-term benefits and good use of public dollars




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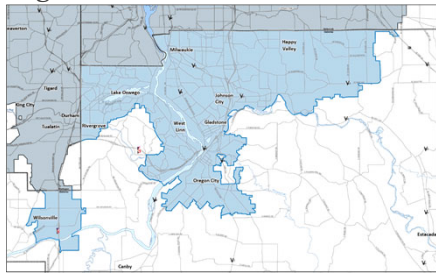
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### Eligible communities




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### Where will housing be located?

- Must be used within the Metro boundaries.
- Siting will be established in a multi-step process and be incorporated into our local implementation plan.
- Ongoing input from community outreach efforts will help guide siting considerations.
- Talking to our jurisdictional partners about their needs and priorities.
- Readiness will play a factor:
  - Land availability
  - Appropriate zoning
  - Financing plan
  - Weighed against Clackamas County and Metro Framework criteria

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### Clackamas County Goals

Create housing for over **2,500** county residents.



Develop at least **40%** of new affordable units to extremely low-income families earning 30% or less of AMI



Develop approximately **812** new affordable housing units.



Meet the needs of families by making at least **406** units two bedroom or larger.



Create affordable homes for low-income families earning between **61-80%** of AMI by using up to 10% of the funding.



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### Goals related to advancing racial equity

- Reduce screening criteria
- Marketing strategies
- County has commissioned a study to understand the history of racial inequity in housing development; available this summer

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### Opportunities to consider

- Permanent supportive housing
- Opportunity areas
- Prioritizing Community Development funds for developers working outside UGB
- Project readiness
- Encouraging development that can provide relief in rent-burdened communities



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### Strategies to ensure that people can access housing

- Actively engaging community to develop LIS
- FUSE analysis
- Housing Needs Assessment
- H3S alignment around providing Permanent Supportive Housing
- 200 vouchers to ensure we can housing our lowest income residents.
- Affordable Housing and Services Fund
  - Growing relationships with services providers in the county
- HOME and CDBG Funds

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## Implementation timeline

Project timeline				
Nov-Dec. 2018	Jan. 2019	Spring 2019	Summer 2019	Aug./Sept. 2019
Stakeholder engagement to inform Metro plan for accountability/oversight	Metro Council will adopt work plan and oversight committee appointments	Implementation Strategy development using local community engagement	Local Implementation Strategy Proposals delivered to Community Oversight Committee	Local Implementation Strategy Proposals to be approved by Metro Council. Funding will be made available for development and acquisition of affordable housing.

Updated 5/7/19

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## For more information and updates

Visit [www.clackamas.us/metrohousing](http://www.clackamas.us/metrohousing)

**Jill Smith,**  
Director of Housing and Housing Services  
[JSmith@clackamas.us](mailto:JSmith@clackamas.us)

**Stephen McMurtrey,**  
Director of Housing Development  
[SMcMurtrey@clackamas.us](mailto:SMcMurtrey@clackamas.us)




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# How do you receive your housing news?

(Please add specific information to post-it notes.)

<b>Social Media</b>	<b>Email or E-news letters</b>	<b>Blogs</b>	<b>Newspaper</b>
<b>TV News</b>	<b>Community group or church</b>	<b>Townhall or meeting</b>	<b>Other</b>



# What is your community's greatest need?

(Please add your city or area to post-it notes.)

<b>Transportation</b>	<b>Access to health services</b>	<b>Affordable housing</b>
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<b>Access to food</b>	<b>Other (please write other options)</b>	
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# **What needs to be in place for housing development to be successful (amenities, services, etc.)?**

**Please write your answers on a post-it note and place here. You may  
use as many post-its as you would like.**



# What population in your community is in greatest need of housing?

(Please add your city or area to post-it notes.)

<p><b>People with disabilities</b></p>	<p><b>Seniors and older adults</b></p>	<p><b>People in recovery</b></p>
<p><b>People with mental health challenges</b></p>	<p><b>Other (please write other options)</b></p>	



# What can Clackamas County do to make the application process easier?

**Please write your answers on a post-it note and place here. You may use as many post-its as you would like.**



**Help us shape our county  
values around housing.**

**Please write the values you would like to see on a post-it note and  
place here. You may use as many post-its as you would like.**





**C4 Retreat**  
**June 15, 2019**  
**10:45 a.m.**

**Session 8**

## ***What Could We Do?***

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### **Summary**

*Presenting: Stephen McMurtrey, Director of Housing Development  
(Housing Authority of Clackamas County)*

Retreat attendees will explore an affordable housing tool kit deck and discuss housing policy tools that might work in Clackamas County.

### **Session Breakdown**

- 05m – Issue Introduction
- 25m – Activity: Explore Housing Toolkit Deck
- 15m – Table Reports

### **Materials Provided for this Session**

- Affordable Housing Policy Toolkit Deck  
*\*Formatted to be able to print and replicate the “deck” after the retreat.*

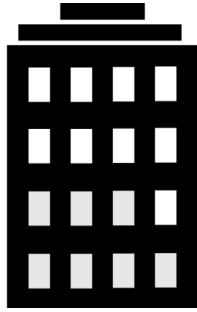
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# **Affordable Housing Tool Kit Deck**

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## Density Bonus

Benefit: Provides savings to development  
Who: New Construction Developers



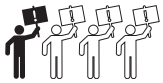
## Reduced Parking Permits

Benefit: Provides savings to development  
Who: New Construction Developers



## Public Land for Affordable Housing

Benefit: Provides savings to development  
Who: New Construction + Rehabilitation Developers



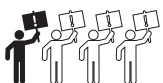
## Limited Tax Exemption Program

Benefit: Provides savings to development  
Who: Developers of multi-unit affordable housing + homeowners



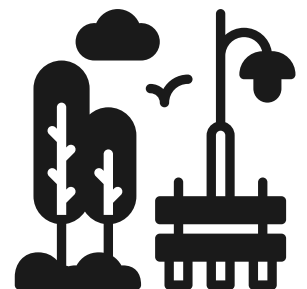
## Expedited Permit Processing

Benefit: Provides a time incentive as opposed to savings or funds.  
Who: Developers (all)



## System Development Charges (SDC) Waivers

Benefit: Provides savings to development  
Who: Developers (all)



Local agencies permit affordable housing units to exercise discretionary reduction of parking requirements if an applicant can demonstrate that no more parking is needed.

Local agencies may grant developers additional height, an increased number of units, increased floor area ratios, and other density bonuses if the developer maintains a certain percentage of affordable housing units on site or donates to a local housing trust fund.

Offer property tax exemption to incentivize the development of affordable multi-unit and homeowner projects. Means a hit to general fund revenue for implementing jurisdiction.

Local governments can facilitate the development of affordable housing by making public land available for eligible projects (ex: surplus or under-utilized properties, vacant, abandoned, and tax-delinquent private properties).

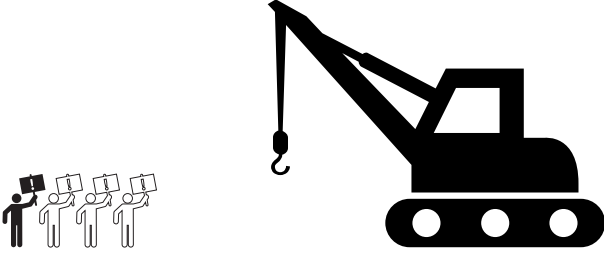
Costs associated with the development process, such as impact fees and building permit fees can be reduced or eliminated to encourage selected types of development.

Fast track approval process to incentivize affordable housing development.

## HOME funds

Benefit: Provides HUD funding to increase affordable housing

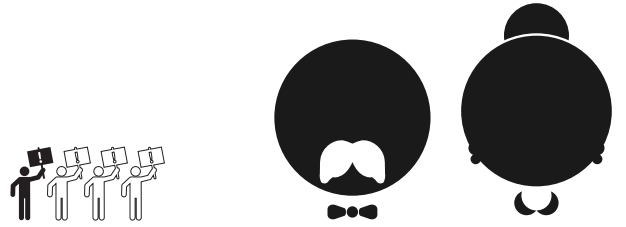
Who: For- and non- profit developers building new construction or rehabilitation



## Section 202 Supportive Housing for the Elderly

Benefit: Provides HUD funding for low-income seniors

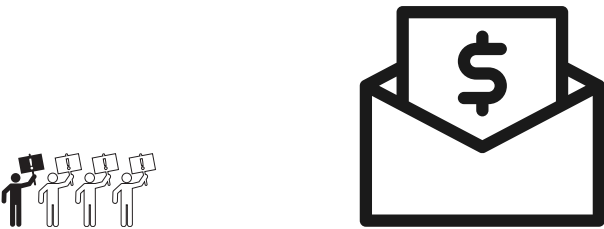
Who: For- and non-profit developers



## Low Income Housing Tax Credit

Benefit: Provides equity to the developer while providing savings to the investor

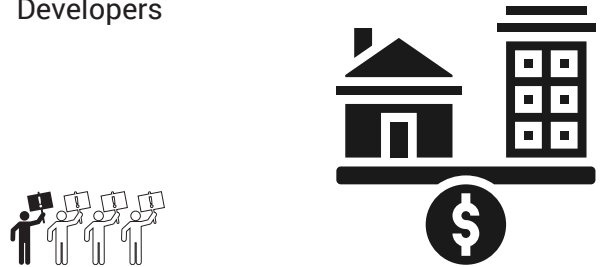
Who: New Construction Developers



## Oregon Affordable Housing Tax Credit

Benefit: Provides savings to investors + provides equity to developers

Who: New Construction + Rehabilitation Developers



## Upzones and Rezones

Benefit: Provides incentives + requirements for development

Who: New Construction Developers



## New Market Tax Credit

Benefit: Provides a 39% tax liability reduction for investors and increases the equity of the developer

Who: Community Development Enterprise Developers



Federal grants or loans to finance the construction or rehabilitation of structures which will serve as housing for very low-income elderly persons. Section 202 also provides rent subsidies any low-income household comprised of at least one person who is at least 62 years old at the time of initial occupancy. Funding is very competitive.

A one-time Federal grant which provides funds to finance activities that build, buy or rehabilitate affordable housing for rental or homeownership, or to provide direct rental assistance to low-income people.

State income tax credit given to reduce the interest rate of affordable housing loans by up to 4%. It is allocated to lenders through the Consolidated Funding Cycle.

The Low-Income Housing Tax Credit (LIHTC) is a federal program that encourages the investment of private equity to subsidize the acquisition, construction, and rehabilitation of affordable rental housing for low- and moderate-income tenants. The subsidy requires that rents remain affordable to families at or below 60% of the Area Median Income.

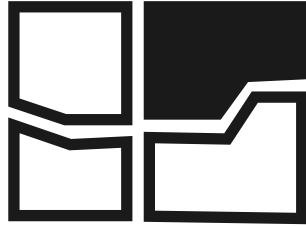
Federal tax credit allocated through the Dept. of Treasury given to individuals or corporations as an incentive to invest in business and real estate projects located in low income areas. While not used specifically for housing, developers of mixed use buildings can use it as long as 20% is commercial.

Jurisdictions may increase capacity for residential development by allowing new development types, uses and densities as well as zone-specific inclusionary provisions to promote affordable housing.



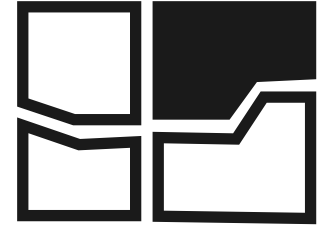
## Allow Housing in Commercial Zones

Benefit: Community development in traditionally commercial areas  
Who: New Construction Developers + Employers



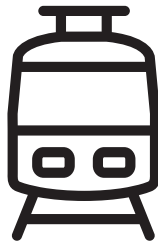
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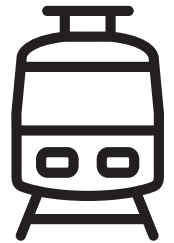
## Expand Transit Oriented Development (TOD)

Benefit: Increased access to transit and municipal resources  
Who: New Construction Developers + Market rate and low-income residents



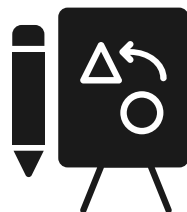
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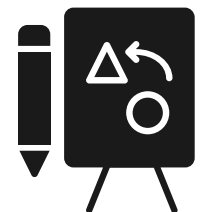
## Charging Fees Based on Metrics to Encourage Affordable Project Design

Benefit: Incentivizes low- and middle-income development  
Who: New Construction + Redevelopment Developers



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Benefit: Incentivizes low- and middle-income development  
Who: New Construction + Redevelopment Developers



Jurisdictions can leave the existing commercial zoning in place, but also allow for residential projects within these zones. This allows for market flexibility should a commercial proposal come forward, but adds the potential for housing as well. Allowing for mixed use and residential projects provides an opportunity for new life to be brought into these corridors.

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Increase zoning options on property located at or near transit stations. It is critical that TOD-appropriate zoning is in place that allows for attached housing and/or mixed use development. Requires minimizing single family zoning within transit-rich station areas and corridors. Requires zoning transit-rich areas to allow multifamily housing and mixed use development.

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Charging fees by the number of units potentially incentivizes developers to build fewer, larger units, which tend to be more expensive to buy and rent. Structuring fees using metrics like square footage or an estimation of project costs can help to encourage denser projects with smaller unit sizes. These projects tend to make more efficient use of infrastructure and have smaller per person impacts.

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Examples:

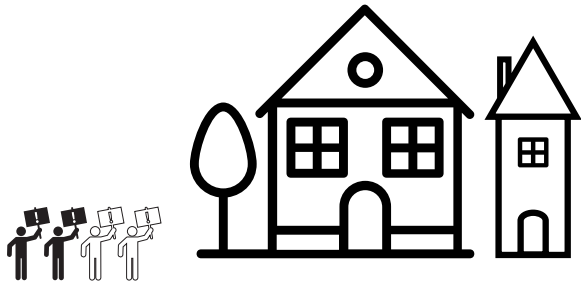
- Lower fees for projects in infill and established communities
- Lower fees for smaller units and missing middle housing

Examples:

- Lower fees for projects in infill and established communities
- Lower fees for smaller units and missing middle housing

## Accessory Dwelling Units

Benefit/Who: Provides savings to the tenant + potential rental income for owner.



## Credit Enhancement

Benefit: Provides savings via reduced interest rate + reduces risk to lenders  
Who: Developers + low-income home-buyers



## Community Land Trusts

Benefit: Provides savings to development  
Who: Low- to moderate-income residents + potential homeowners



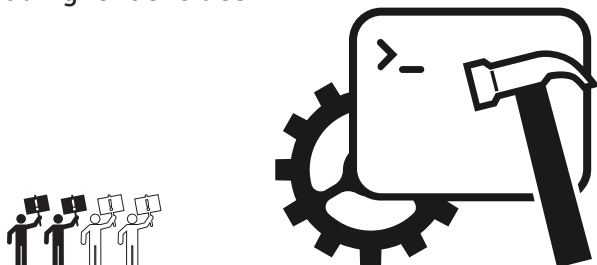
## Farmworker Housing Tax Credit

Benefit: Provides savings to investors + provides equity to developers  
Who: For profit developers or non-profit entities wishing to assign the credit to qualified investors



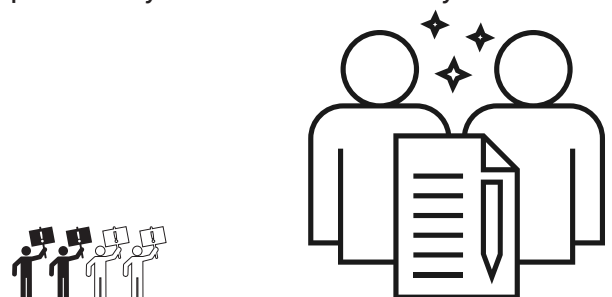
## Transfer of Development Rights

Benefit: Retains investment value  
Who: Landowners in sending areas benefit from a potential revenue; developers in receiving areas benefit from the ability to build at higher densities



## Affordability Covenants

Benefit: Provides restrictions on development types  
Who: Directly benefits low-income residents, particularly low-income home-buyers



Backing of a loan or bond for affordable housing development by an outside source, frequently local government. Credit enhancement is done through a loan insurance program, which guarantees that the enhancing organization (often local government, but could also be a private foundation) will pay a certain percentage of the capital of the loan in the event of a default (similar to a cosigner).

Small, self-contained residential units built on the same property as an existing home. These units are typically smaller than the existing home, and require a formal permitting process to be established.

4% State income tax credit given to investors in agricultural workforce housing which is allocated through Oregon Housing and Community Services. The tax credit is for Oregon taxpayers, and is approved by the State Legislature. Must be used to house agricultural workers either full time or seasonal.

A split-ownership model where a community organization owns the land and the resident owns the development on the land. By owning the land and leasing its use, the land trust reduces the purchase cost to the homeowner. Affordability covenants ensure the property will continue to be available to low income residents.

Legal constraints on the resale price or rental rate of a home, often incorporated into the deed or title. Affordability covenants can be incorporated into affordable housing projects to limit the resale price of ownership units or tie rents to established income thresholds to maintain the affordability of the units, for a set period of time or in perpetuity.

A voluntary, incentive based program that allows landowners to sell development rights from their land to a developer or other interested party who then can use these rights to increase the density of development at another designated location. The purchase of these development rights typically allows the owners to develop at a higher density than ordinarily permitted by the zoning.

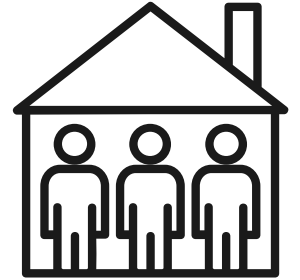
## Low Income Weatherization Program

Back of Card: Benefit: Provides funding to enhance home efficiency  
Who: Homeowners + Renters



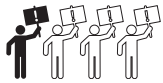
## Employer Assisted Housing

Benefit: Various supports  
Who: Employer + Employees



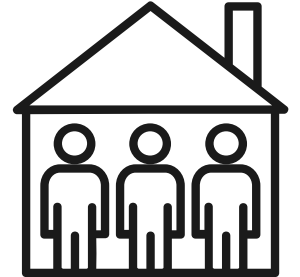
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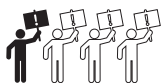
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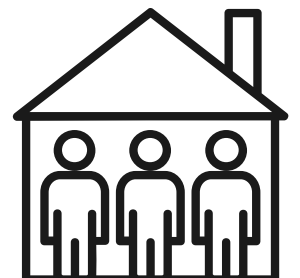
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Who: Homeowners + Renters



## Employer Assisted Housing

Benefit: Various supports  
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Housing programs including homeownership and rental, which are at least partially funded or materially supported by an employer. This can be employer owned housing, employer sponsored individual development account, an employer grant, or even an employer cosigning on a lease or loan. Jurisdictions may offer incentives such as tax credit programs to the employer to pass down to employees.

Provides weatherization and energy conservation services at no cost to households earning 60% or below of Area Median Income. Preference given to elderly individuals, people with disabilities and households with children under the age of 6.

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**C4 Retreat**  
**June 15, 2019**  
**11:30 a.m.**

***Session 9***

***What Will We Do?***

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**Summary**

Retreat attendees will review the outcomes from the day and discuss approaches for partnering together to address housing.

**Session Breakdown**

- 05m – Introduction: Co-Chairs
- 40m – Discussion: Open format

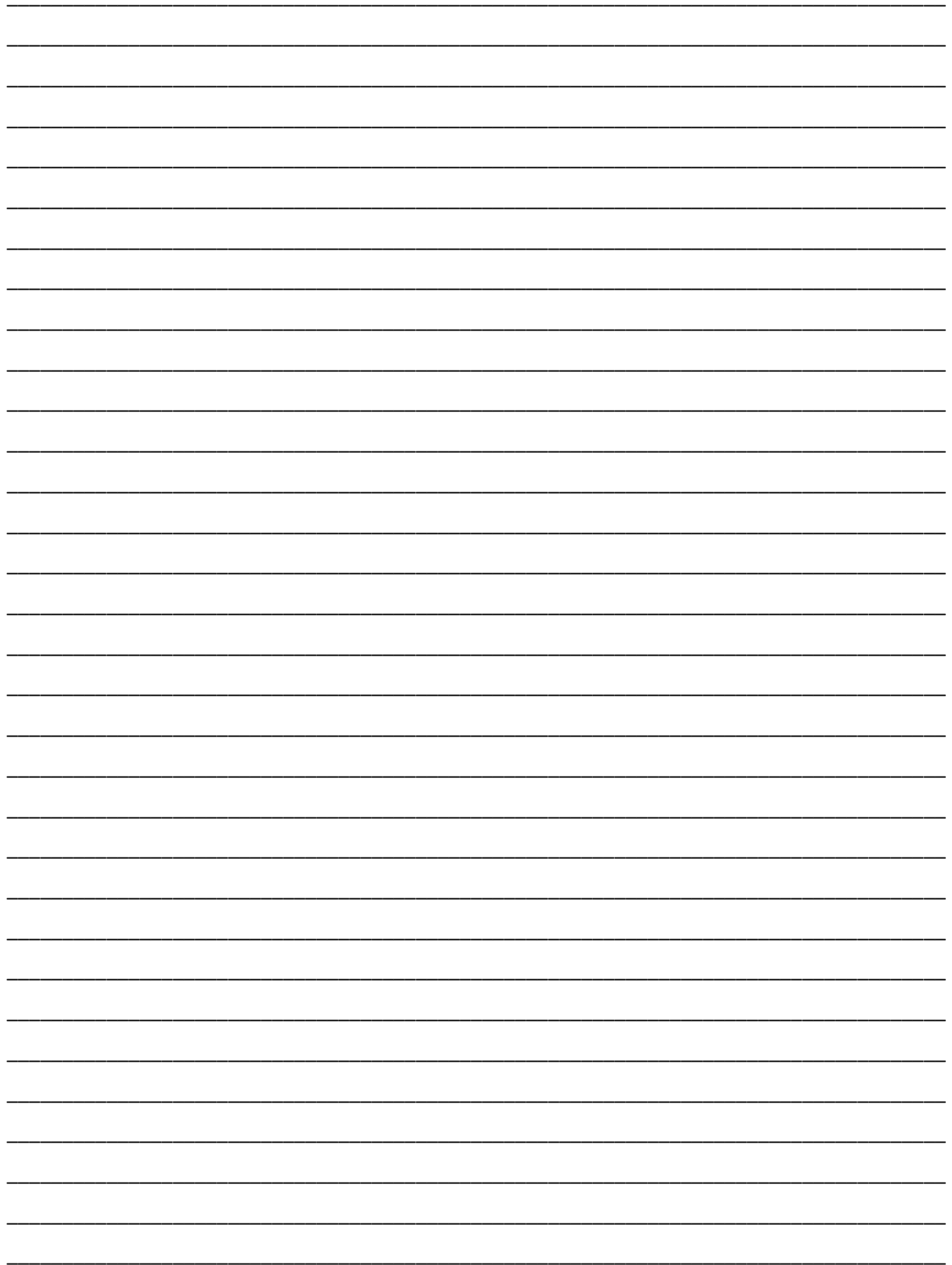
**Potential Questions:**

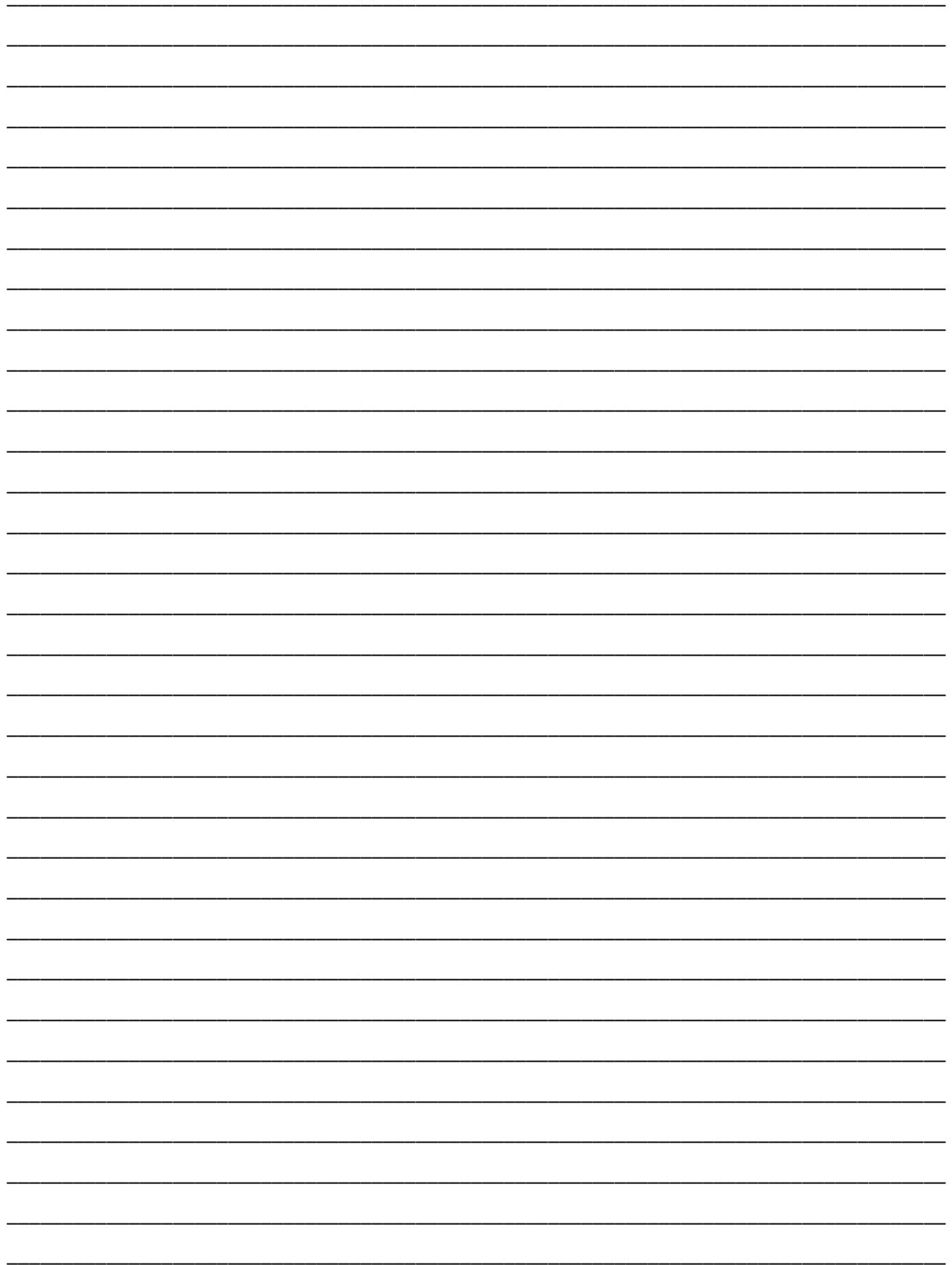
- What outcomes from the Housing Needs Assessment or Housing Affordability and Homelessness Task Force inspire action?
- Where does C4 fit in this conversation?
- What affordable housing tools from the tool kit can our jurisdictions explore, whether independently or together?

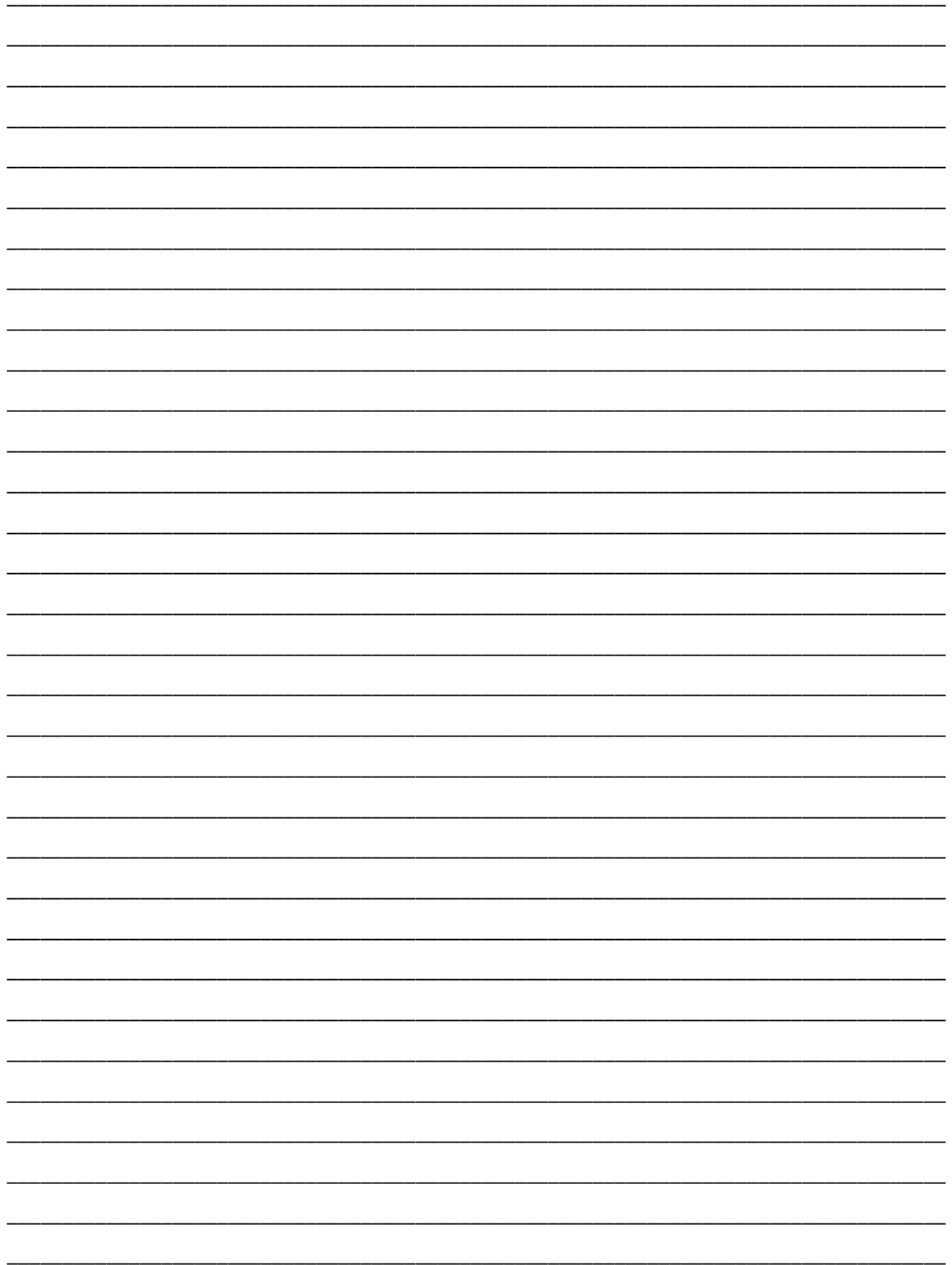
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**C4 Retreat**  
**June 15, 2019**  
**1:00 p.m.**

***Session 10***

## ***Goal Setting for the 2019-2020 C4 Agenda***

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### **Summary**

The final session of the C4 retreat provides time to develop high-level recommendations for C4 agendas for the rest of 2019 and first half of 2020. This will be C4's opportunity to recommend agenda topics that members want to address together and tackle as a coordinating body.

The C4 Executive Committee will review the outcomes of this session in their July meeting and present a proposal at the August 01, 2019 C4 Meeting.

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