

To request translation or disability-related accommodations, please contact us at **C4@clackamas.us | 971-469-1468.**

Si quiere solicitar servicios de traducción o adaptaciones para la discapacidad, contáctenos en/al **C4@clackamas.us | 971-469-1468.**

Чтобы запросить перевод или приспособления, связанные с инвалидностью, пожалуйста, свяжитесь с нами по: **C4@clackamas.us | 971-469-1468.**

Щоб попросити переклад або спеціальні послуги для осіб з особливими потребами, зверніться до нас, скориставшись такими контактними даними: **C4@clackamas.us | 971-469-1468.**

如需翻译服务或残障相关的协助，请与我们联系：**C4@clackamas.us | 971-469-1468**

。

Để yêu cầu dịch vụ dịch thuật hoặc điều chỉnh liên quan đến tình trạng khuyết tật, vui lòng liên hệ với chúng tôi qua **C4@clackamas.us | 971-469-1468.**



Clackamas County
www.clackamas.us

Thursday, April 04, 2024
6:45 PM – 8:30 PM

Zoom Link:

<https://clackamascounty.zoom.us/j/84766961553?pwd=U0VyMkFFbIZzUjJSVkJBZmFvdDJVQT09>

AGENDA

6:45 p.m. Pledge of Allegiance

Welcome & Introductions

Chair Paul Savas & Mayor Brian Hodson, Co-Chairs

Housekeeping

- Approval of March 7, 2024 C4 Minutes
- Staffing transitions

Page 04

6:50 p.m. STIF Orientation

Presenting: Tom Mills, TriMet Director of Service Planning

- Presentation Materials

Page 07

7:30 p.m. Tolling; ODOT Supplemental EA Comment Period

Introducing: Trent Wilson, Clackamas Government Affairs

- Governor letter to the OTC
- C4 Letter to ODOT requesting Comment Period Extension
- *Note: ODOT reply to C4 March letter anticipated no later than April 1*

Page 24

Page 26

7:50 p.m. C4 Retreat Agenda

Presenting: Trent Wilson, Clackamas Government Affairs

- Survey results for retreat agenda

Page 28

8:15 p.m. Updates/Other Business

- JPACT/MPAC Updates
- Other Business

8:30 p.m. Adjourn

2024 General Information



Current Voting Membership

		C4 Exec	C4 Metro	C4 Rural	JPACT	MPAC	R1ACT
Clackamas County	Commissioner Paul Savas	●	●	●	●		●
Clackamas County	Commissioner Ben West		●	●			
Canby	Mayor Brian Hodson	●		●			●
CPOs	Kenny Sernach	●	●	●			
Estacada	Mayor Sean Drinkwine			●			
Fire Districts	Matthew Silva (Estacada Fire District)	●					
Gladstone	Mayor Michael Milch	●					
Hamlets	Mark Hillyard			●			
Happy Valley	Council Brett Sherman	●	●		●	●	●
Johnson City	Vacant						
Lake Oswego	Mayor Joe Buck		●		●	●	
Milwaukie	Councilor Rebecca Stavenjord		●			●	
Molalla	Mayor Scott Keyser			●			
Oregon City	Commissioner Adam Marl		●			●	
Portland	Vacant						
Rivergrove	Councilor Doug McLean		●				
Sandy	Mayor Stan Pulliam			●			
Sanitary Districts	Paul Gornick (Oak Lodge Water Services)	●					
Tualatin	Councilor Valerie Pratt		●				●
Water Districts	Sherry French (Clackamas Water District)		●			●	●
West Linn	Mayor Rory Bialostosky		●				
Wilsonville	Mayor Julie Fitzgerald		●				

Current Ex-Officio Membership

MPAC Citizen Rep	Ed Gronke
Metro Council	Councilor Christine Lewis
Port of Portland	Emerald Bogue
Rural Transit	Todd Wood (Canby Area Transit)
Urban Transit	John Serra (TriMet)

Frequently Referenced Acronyms and Short-forms:

Related to the Clackamas County Coordinating Committee (C4)

C4 Metro Subcommittee

C4 I-205 Diversion Subcommittee

CTAC: Clackamas Transportation Advisory Committee (C4 Transportation TAC)

Related to Metro and Metro Committees

JPACT: Joint Policy Advisory Committee on Transportation (Metro)

MPAC: Metro Policy Advisory Committee (Metro)

TPAC: Transportation Policy Advisory Committee (JPACT TAC)

MTAC: Metro Technical Advisory Committee (MPAC TAC)

Related to the Oregon Department of Transportation (ODOT) and Tolling

OTC Oregon Transportation Commission (ODOT policy decision body)

Region 1: ODOT's geographic designation for the metro area + Hood River

R1ACT: ODOT Region 1 Advisory Committee on Transportation

UMO: ODOT's Urban Mobility Office

RTAC: ODOT's Regional Tolling Advisory Committee

STRAC: ODOT's State Tolling Rules Advisory Committee

EMAC: ODOT's Equity Mobility Advisory Committee (for tolling)

General Transportation Acronyms

STIP: State Transportation Improvement Plan (ODOT)

RTP: Regional Transportation Plan (Metro)

TSP: Transportation System Plan (Local – county and cities)

HCT: High Capacity Transit

UPWP: Urban Planning Work Program

General Housing and Land Use Acronyms

H3S: Clackamas County's Health, Housing, and Human Services Department

HACC: Housing Authority of Clackamas County

SHS: Supportive Housing Services (Regionally approved funds for housing services)

OHCS: Oregon Housing and Community Services

LCDC: Land Conservation and Development Commission

DLCD: Department of Land Conservation and Development

UGB: Urban Growth Boundary

UGMA: Urban Growth Management Agreement

Thursday, March 07, 2024
Virtual Meeting via Zoom

Attendance:

Members: **Canby:** Brian Hodson, **Clackamas County:** Paul Savas, **CPOs:** Mark Hillyard;
Gladstone: Michael Milch; **CPOs:** Kenny Sernach; **Happy Valley:** Brett Sherman;
Metro: Christine Lewis; **Milwaukie:** Rebecca Stavenjord; **Molalla:** Scott Keyser;
Lake Oswego: Joe Buck; **Sewer District:** Paul Gornick; **Transit:** John Serra
(TriMet, Urban); Todd Wood (CAT); **Tualatin:** Valerie Pratt; **Water District:**
Sherry French (CRW); **Wilsonville:** Julie Fitzgerald

Staff: Bryan Hockaday (PGA); Trent Wilson (PGA)

Guests: Kristina Babcock (H3S), Adam Brown (H3S); Vahid Brown (H3S); Devin Ellin (H3S)

The C4 Meeting was recorded and the audio is available on the County’s website at <https://www.clackamas.us/meetings/c4/c4meetings>. Minutes document action items approved at the meeting, as well as member discussion.

<u>Agenda Item</u>	<u>Action</u>
Approval of February 1, 2024 C4 Minutes	Minutes approved
STIF Funding and Local Transit Services	<p>County transit staff presented findings regarding the STIF funding at the request of C4, specifically noting the variance between how STIF funding is allocated vs a proposal that was introduced – but did not pass – in the 2017 legislature that conceptualized where funding would go based on the origin of funds.</p> <p>HB 2017 created an employee payroll tax that goes to the provider that serves the location of employment. The concept presented theorizes where money would go if the dollars went to the employee’s point of origin (home) vs the point of employment (destination), since one of the intents of HB 2017 STIF funding was to enhance “last mile” services.</p> <p>A key discussion point from the presentation was that if such a change would occur then roughly \$20 million would shift out of the TriMet district at large and be redirected to various transit providers in Clackamas outside of the transit district, as well as to areas that are not served by transit providers.</p> <p>TriMet provided high level reactions to the impacts of such a shift, noting \$20 million being taken from the district would create serious service</p>

	<p>disruptions. They asked to return to C4 and provide additional information on regional STIF funds.</p> <p>This presentation was information only. No decisions made.</p>
Supportive & Public Housing Update	<p>Staff from the county’s office of Health, Housing and Human Services (H3S) attended the meeting to provide an update on various housing successes and investments.</p> <p>Regarding supportive housing, the team expanded on the recent news of a 65% reduction in homelessness in the county, stemming from the most recent point in time counts. Additionally, the team provided an update on the city led initiatives process, noting several cities submitted applications and decisions for how to proceed would occur in the coming months.</p> <p>Regarding housing development, the county provided an update on “housing repositioning,” a required activity stemming from federal policy decisions at the Department of Housing and Urban Development (HUD) to reduce investments in certain types of public housing units. The county will be “repositioning” old and aging housing units for newer units that better match HUD grants and programs, and will support tenants in transition through section 8 vouchers.</p>
ODOT Supplemental EA Comment Period	<p>The C4 Toll Strategy Subcommittee recommended the larger C4 body submit a letter to ODOT requesting an extension for the I-205 Toll Project Supplemental Environmental Analysis (EA), anticipated in Summer 2024. The Supplemental EA is expected to open in July for 30 days, and ODOT staff informed county and local agency staff that the timeline would not be extended. The letter asked for a 60-day public comment period.</p> <p>The end of the letter request a reply by “the end of March.” C4 approved the letter; it was finalized and submitted on March 8.</p>
Legislative Update	<p>County Government Affairs staff provided an update on the 2024 legislative session. Specifically, during the C4 meeting the House gaveled down and brought the session to a close. Key outcomes are related to housing production policies and investments, as well as changes to drug possession laws in Oregon. Several projects for various communities received funding, including the county’s courthouse replacement project, a housing project in Lake Oswego, several head start projects, a housing navigation project in Oregon City, and a crisis stabilization center in Milwaukie – to name a few.</p>
Updates/Other Business	<p>JPACT– Discussions advancing on the MTIP and RTP.</p> <p>MPAC – Updates on garbage and recycling systems, and the impacts of population reduction/decline in the Metro area.</p> <p>C4 Retreat Planning – Members were informed of the results of a date</p>

	survey, with a priority for June 14-15.
--	---

Adjourned at 8:30 p.m.

STIF Orientation

Presentation to C4

April 4, 2024

What is STIF?

HB 2017 Legislation

- House Bill 2017 Keep Oregon Moving Act
- Statewide Transportation Improvement Fund (STIF)

Employee payroll tax

- 1/10th of 1 percent of all payroll statewide
- 90% of funds are returned to the area from which they are derived

TriMet is the “Qualified Entity” for the Tri-County area

- Submit the STIF Plan on behalf of the region’s 3 counties
- Pass funds through to the counties and small transit providers outside the TriMet district
- Conduct compliance on recipients of funds: TriMet, counties, small transit providers outside the TriMet district

STIF Plan

In order to receive STIF funds:

- Develop a STIF plan
 - Currently in the FY24-25 biennium
 - Currently working on the FY26-27 biennium
 - TriMet district and non-TriMet district funds

HB 2017 Transit Advisory Committee (HB 2017 TAC)

- 25 member committee representing customers, low-income communities,* transit providers,* seniors & people with disabilities,* business associations, and jurisdictions
- TriMet Board of Directors appoints the committee and approves bylaws
- Meet twice/year; more often in plan development years
- Advise on the STIF Plan and the *Public Transportation Improvement Plan (PTIP)*

STIF Legislation

district's jurisdictional boundary but within its area of responsibility.

(c) Summary of Prior Expenditures on Specific Improvements: If the Qualified Entity received STIF Formula Funds in the preceding two Fiscal Years, the STIF Plan must include a summary of the amount of moneys allocated to fund each of the following:

(A) Increased frequency of bus service schedules in communities with a high percentage of Low-Income Households;

(B) The expansion of bus routes and bus services to reach communities with a high percentage of Low-Income Households;

(C) Fund the implementation of programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households;

(D) The procurement of buses that are powered by natural gas, electricity or other low or no emission propulsion for use in areas with populations of 200,000 or more;

(E) The improvement in the frequency and reliability of service connections between communities inside and outside of the Qualified Entity's service area;

(F) Coordination between Public Transportation Service Providers to reduce fragmentation in the provision of transportation services; and

(G) Implementation of programs to provide student transit services for students in grades 9 through 12.

- OAR 732-042-0015(3)

STIF Legislation

Focus:

- Expansion of bus routes and service to low-income areas
- Increased Frequency to low-income areas
- Natural gas or electric buses
- Fare reduction for low-income communities
- Improved connections inside/outside districts
- Reduced fragmentation of services
- 1% of funds spent on student transportation
- Programs for older adults and people with disabilities

STIF Pay vs. STIF Pop

STIF Payroll Based Formula Funds (STIF Pay):

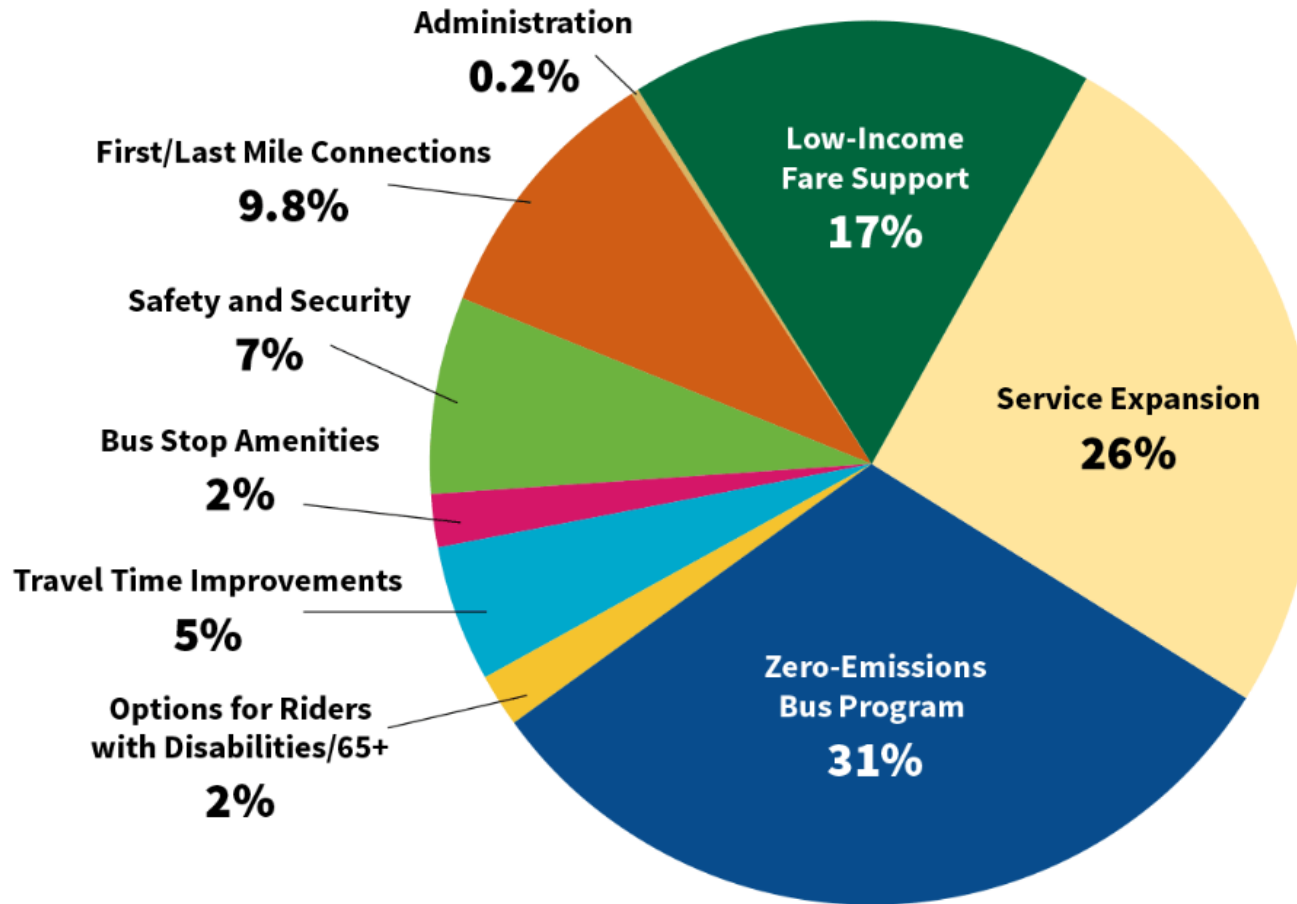
- Funds derived from where payroll is generated

STIF Population Based Formula Funds (STIF Pop):

- Formerly called Special Transportation Funds (STF)
 - Transportation programs for older adults and people with disabilities
 - STF: cigarette tax, ID card fees, non-auto. gas tax, & STIF Pay funds

FY24-25 Plan

Here's a look at our plan



**FY24-25
STIF Plan**

STIF in Clackamas County

FY24-25 Biennium:

- New bus service
 - Tualatin to Oregon City
 - West Linn to Lake Oswego
 - Wilsonville, Lake Grove/Mountain Park to PCC Sylvania and downtown Portland
 - Restore service levels between Oregon City and Clackamas Town Center
- Oregon City Transit Center rehabilitation/expansion

STIF in Clackamas County

FY24-25 Biennium:

- Service into the district
 - Sandy to Clackamas Town Center
 - Wilsonville to Tualatin
 - Estacada to Clackamas Community College
- Shuttles within the district
 - Clackamas Industrial Shuttle
 - Oregon City Shuttle
 - CCC Xpress



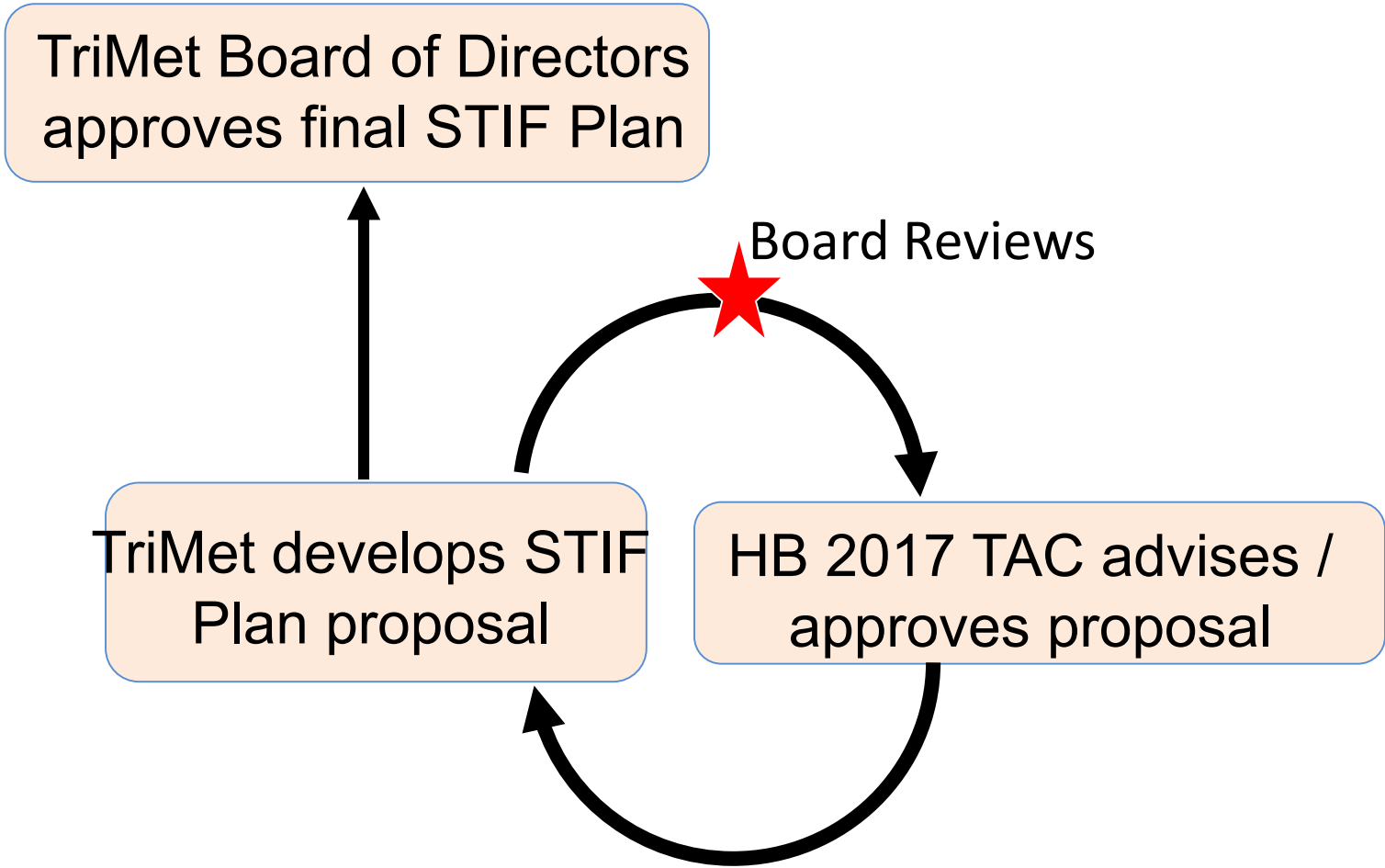
#ClackCo

CONNECTS

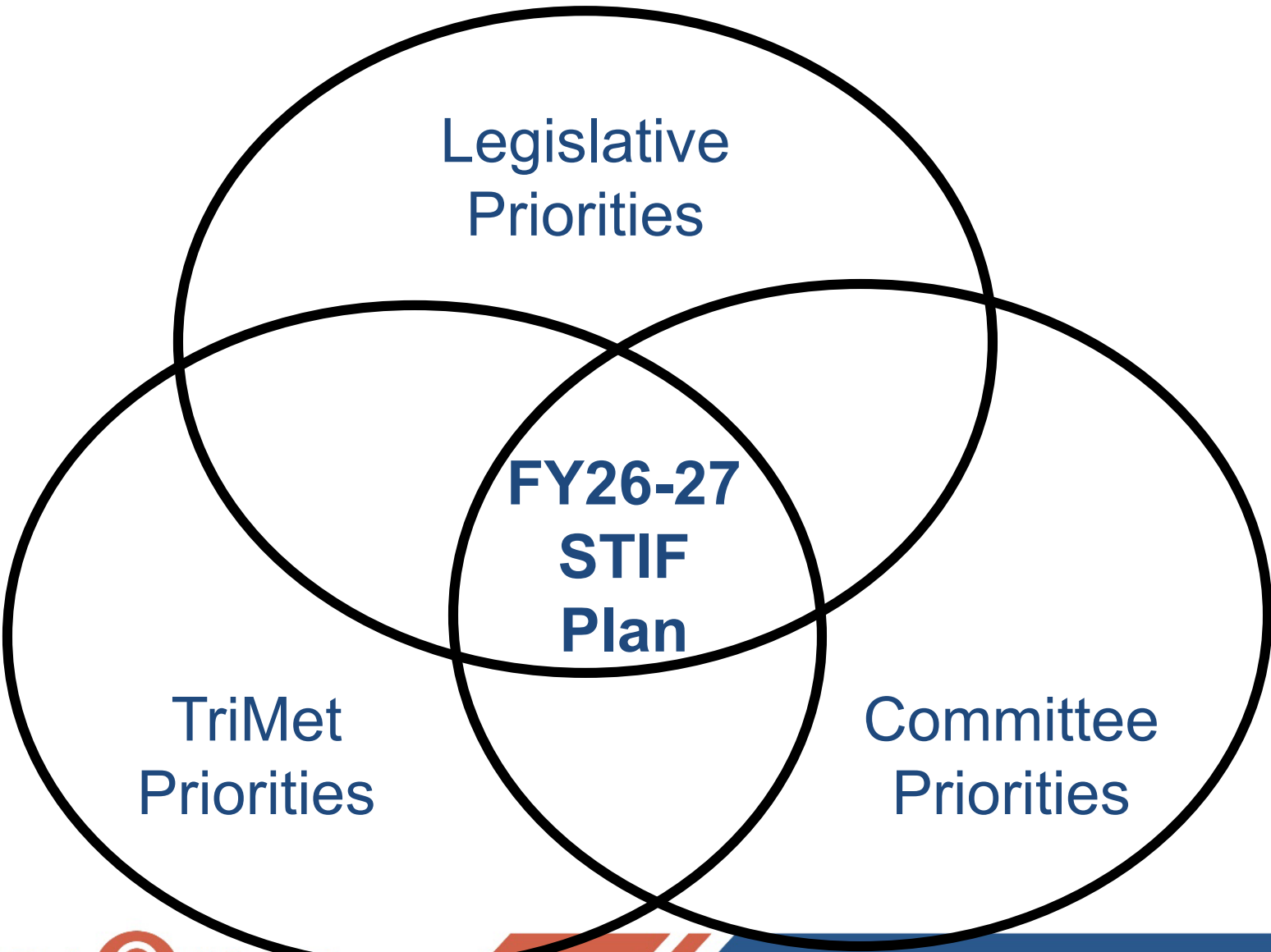
ESTACADA SHUTTLE

TRI MET

Decision Making Process



STIF Plan Process Goal



The Committee is Advisory

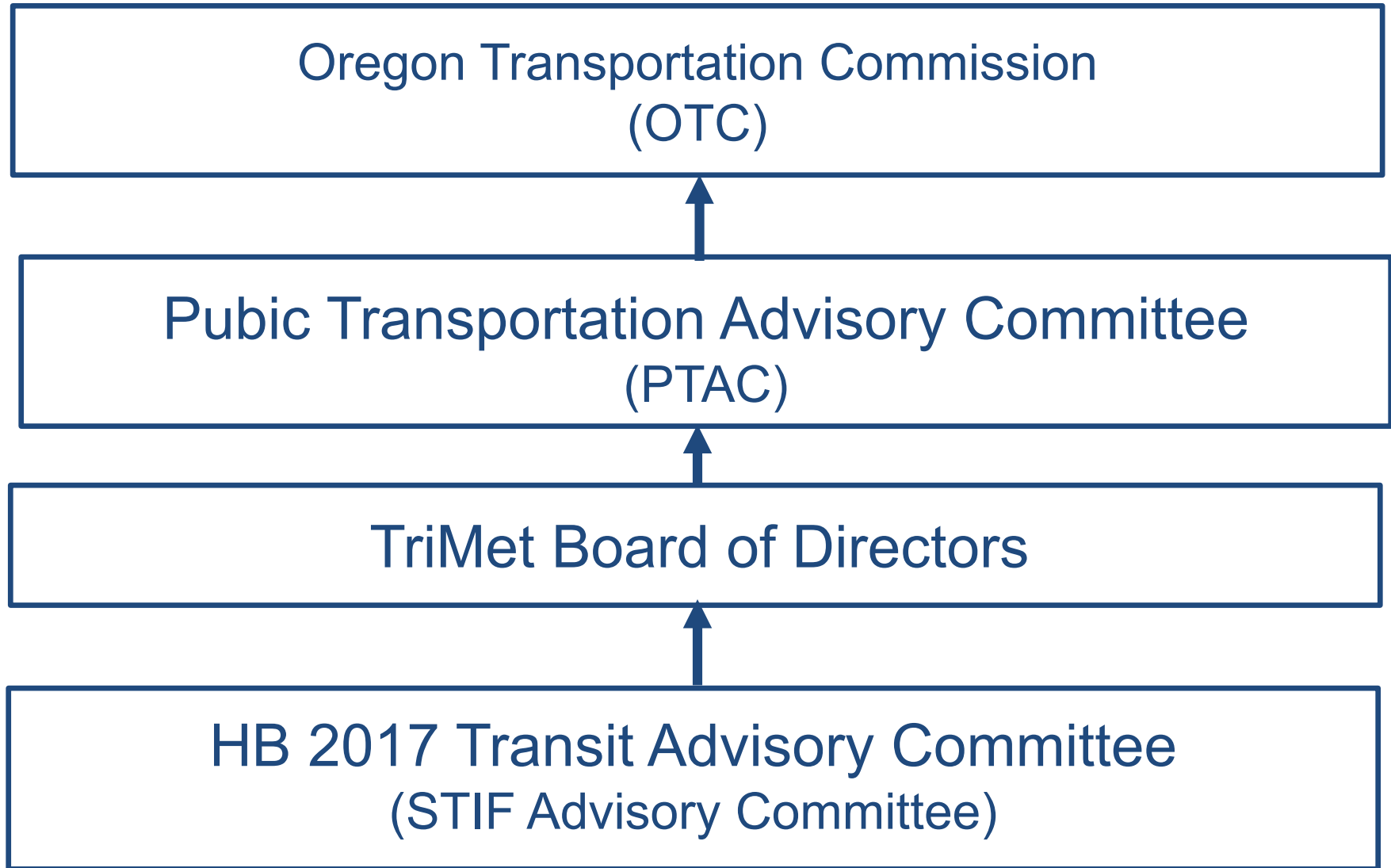
Legislative
Priorities

**FY26-27
STIF
Plan**

TriMet
Priorities

Committee
Priorities

STIF Plan Approval Process



TriMet Equity Index

Equity Index 10 Factor

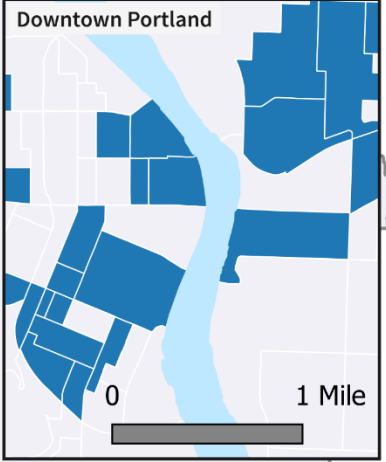
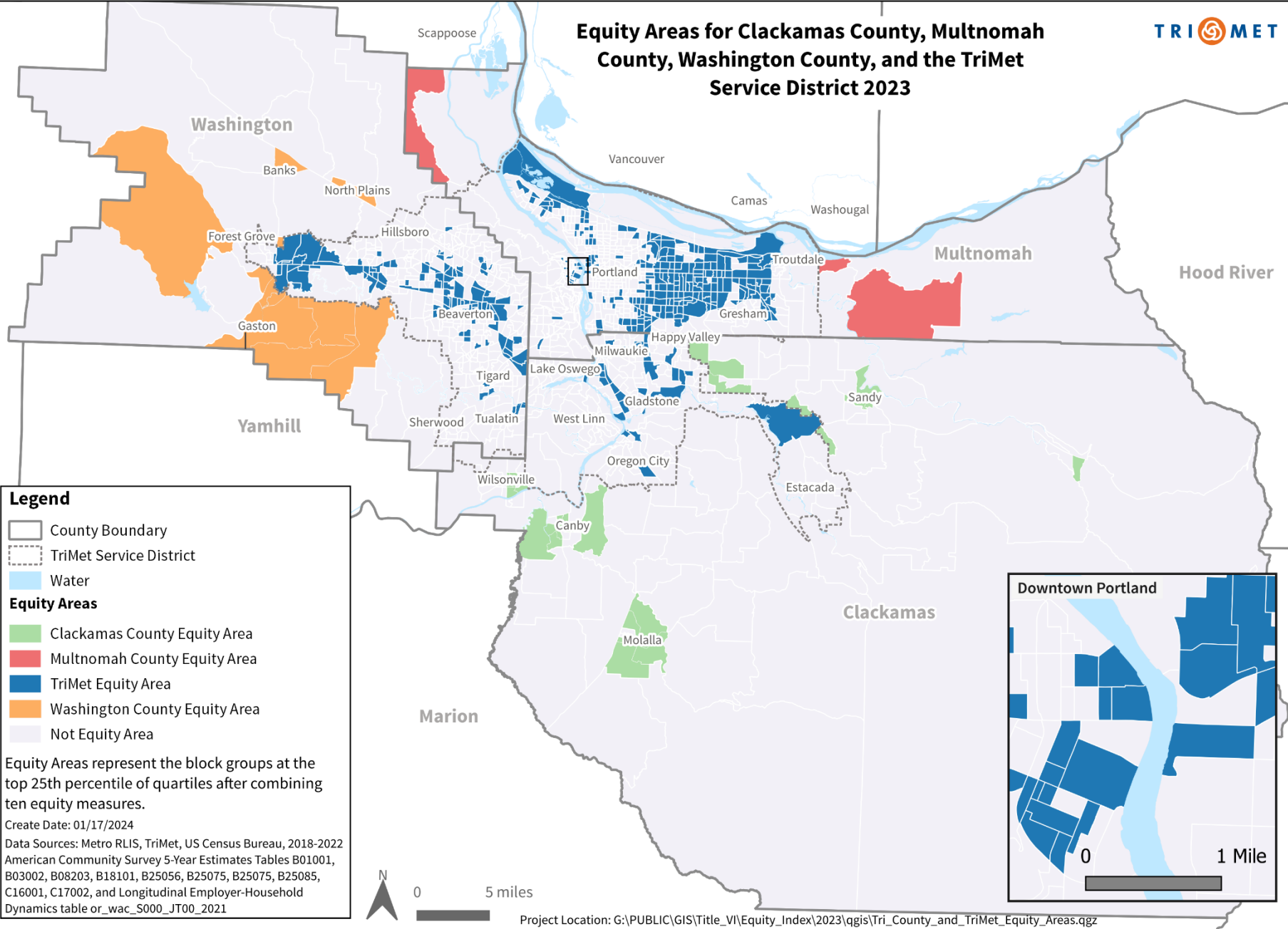
Analysis:

- Low income population (200% of poverty)
- People of color
- Limited English proficiency
- People with disabilities
- Older adults (65+)
- Youth population (-22)
- Low & medium wage jobs
- Limited vehicle access
- Affordable housing units
- Key retail/human/social services

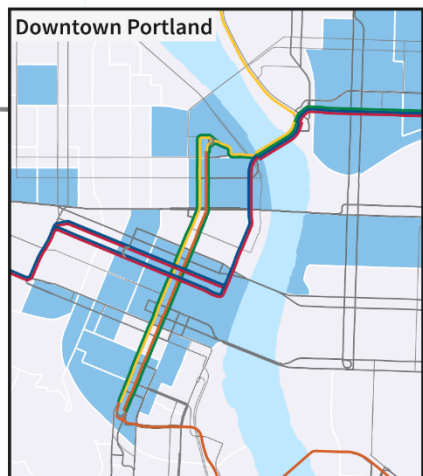
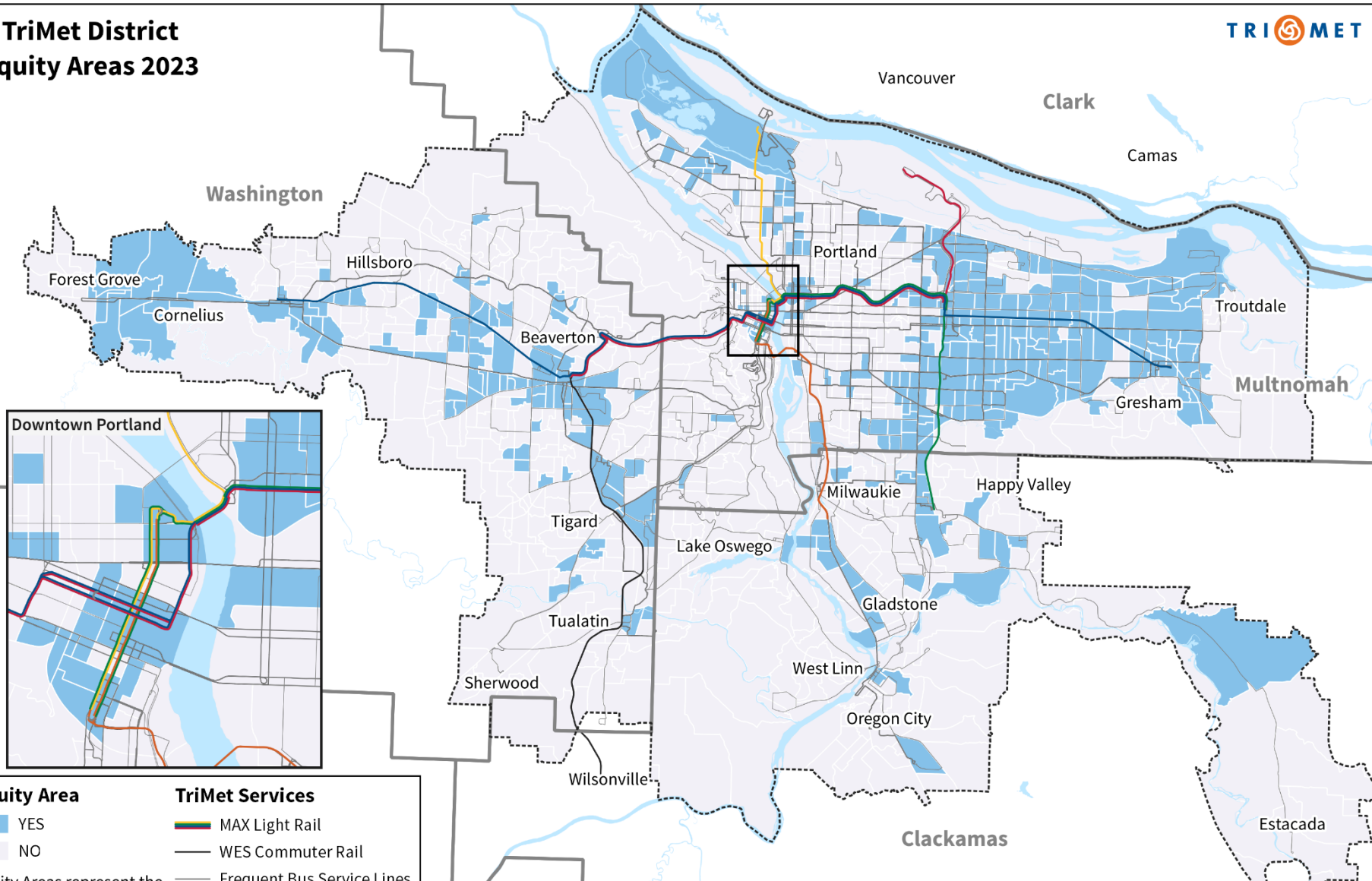
Top scoring quartile compose the equity areas

Separate maps for county areas outside of TriMet

Equity Areas for Clackamas County, Multnomah County, Washington County, and the TriMet Service District 2023



TriMet District Equity Areas 2023



Equity Area	TriMet Services
■ YES	— MAX Light Rail
■ NO	— WES Commuter Rail
	— Frequent Bus Service Lines
	— Bus Lines
	 TriMet Service District
	 County Boundary

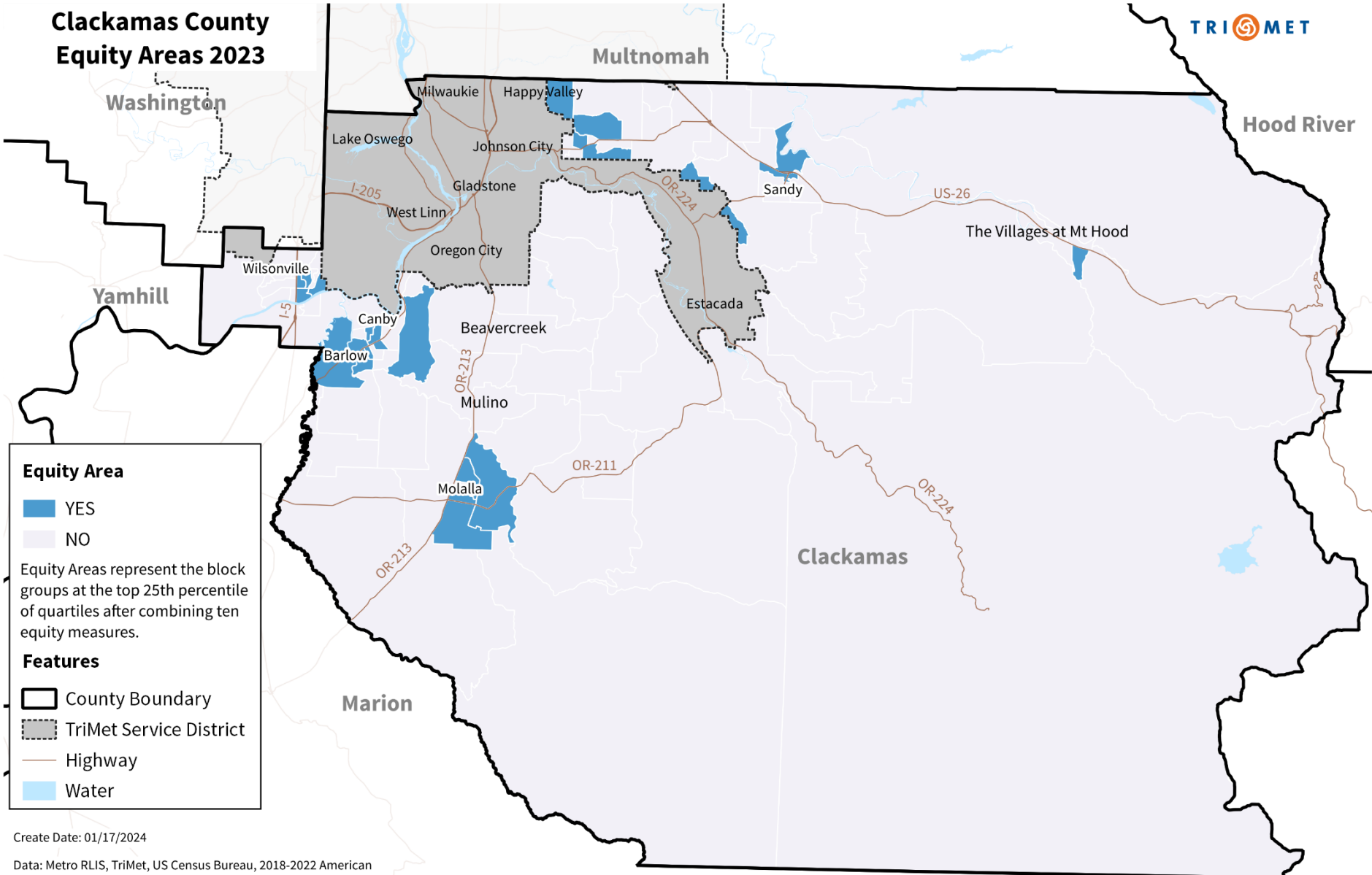
Equity Areas represent the block groups at the top 25th percentile of quartiles after combining ten equity measures.

Data: Metro RLIS, TriMet, US Census Bureau, 2018-2022 American Community Survey 5-Year Estimates Tables B01001, B03002, B08203, B18101, B25056, B25075, B25075, B25085, C16001, C17002, and Longitudinal Employer-Household Dynamics table or_wac_S000_JT00_2021

Project Location: G:\PUBLIC\GIS\Title_VI\Equity_Index\2023\qgis\TriMet_Equity_Areas.gqz Create Date: 01/17/2024



Clackamas County Equity Areas 2023



Equity Area

- YES
- NO

Equity Areas represent the block groups at the top 25th percentile of quartiles after combining ten equity measures.

Features

- County Boundary
- TriMet Service District
- Highway
- Water

Create Date: 01/17/2024

Data: Metro RLIS, TriMet, US Census Bureau, 2018-2022 American Community Survey 5-Year Estimates Tables B01001, B03002, B08203, B18101, B25056, B25075, B25085, C16001, C17002, and Longitudinal Employer-Household Dynamics table or_wac_S000_JT00_2021

Project Location: G:\PUBLIC\GIS\Title_VI\Equity_Index\2023\qgis\Clackamas_Equity_Index_2023.qgz





TINA KOTEK
GOVERNOR

March 11, 2024

Julie Brown, Chair
Oregon Transportation Commission
355 Capitol Street NE, MS 11
Salem, OR 97301

Lee Beyer, Vice Chair
Oregon Transportation Commission
355 Capitol Street NE, MS 11
Salem, OR 97301

Chair Brown and Vice Chair Beyer,

Thank you for all your work to evaluate congestion pricing and project-based tolling in the Portland Metro Region. I appreciate your willingness to lean into difficult conversations, ask hard questions, and reevaluate our course of action when the time arises. Now is one of those times.

The state's path towards implementing tolling in the Portland metro area is uncertain, at best. After years of work, the challenges of implementing the Regional Mobility Pricing Project (RMPP) have grown larger than the anticipated benefits. Therefore, I believe it is time to bring the agency's work on the RMPP to an end and delay additional expenditures for implementation of tolling on I-205 to the future when the legislature can further evaluate and provide clearer direction on tolling. Taking this action today will allow the state to focus its limited resources on high priority needs and provide an opportunity for meaningful legislative conversations about alternative revenue sources in the 2025 legislative session.

Any delay to building tolling infrastructure in Oregon must not impact the collection of toll revenues for the Interstate Bridge Replacement project (IBR). ODOT and the Commission shall work with our partners in Washington to develop a transition plan to utilize the Washington State Department of Transportation's tolling infrastructure for IBR to keep this important project on track.

In 2023, at the urging of local jurisdictions and elected officials, I asked you to delay toll collection until 2026 so that ODOT could develop an updated finance plan for the Urban Mobility Strategy and a comprehensive report on the agency's work on equity impacts of tolling and traffic mitigation. A primary goal of the finance plan was to document the costs of the I-5 Rose Quarter Improvement and the I-205 Improvements projects and daylight the extent to which tolling revenues were assumed in their financing. The finance plan made clear that rising project costs and uncertainty around future toll revenues meant that the state did not have all the funding needed to proceed with the full strategy as originally envisioned. The finance plan also included costs associated with advancing the RMPP and the tolling program overall.

The purpose of the equity and mitigation report was to comprehensively document what steps had and had not been taken and to respond to ongoing concerns raised by Portland metro area legislators, local elected officials, and the public about traffic diversion and revenue sharing. The report was transparent, comprehensive, and reflected the state's commitment to extensive community engagement over many years. The report also highlighted that a toll program which keeps toll rates low enough for working families and raises enough funding for major projects would fail to meet expectations for local project funding and revenue sharing.

254 STATE CAPITOL, SALEM OR 97301-4047 (503) 378-3111 FAX (503) 378-8970

WWW.GOVERNOR.OREGON.GOV

Chair Brown and Vice Chair Beyer, Oregon Transportation Commission
March 11, 2024
Page 2

Our state has a dire need to diversify and grow transportation resources. As you know, ODOT faces catastrophic funding challenges which must be tackled head on in the 2025 legislative session. I support the OTC and the legislature's Joint Committee on Transportation's ongoing work to address the state's transportation needs and look forward to working in partnership with you to secure stable and reliable funding.

The decision to stop the work on the RMPP, and pause development of Oregon's toll collection program, is not one I come to lightly. I fully appreciate that canceling and delaying alternative funding tools will only make our challenges greater in the near term, but I am confident that a more robust conversation on funding options will yield greater understanding and direction for our future moving forward.

Thank you for your time and attention to this important matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Tina Kotek". The signature is fluid and cursive, with the first name "Tina" being more prominent than the last name "Kotek".

Governor Tina Kotek

cc: Oregon Department of Transportation Director Kris Strickler



March 7, 2024

Kris Strickler
Oregon Department of Transportation
Via email
CC: Brendan Finn, ODOT; Mandy Putney, ODOT; Keith Lynch, FHWA

Dear Mr. Strickler,

We are aware that Oregon Department of Transportation (ODOT) is planning a 30 day public comment period for the I-205 Toll Project Supplemental Environmental Assessment (EA), anticipated to begin in July of 2024. That timeline is insufficient, and as members of the Clackamas County Coordinating Committee (C4) we request that the comment period be extended to allow a total of 60 days.

Staff from our various agencies have reached out to ODOT earlier to request an extension to the comment period. However, C4 has been informed that ODOT denied the extension request, citing federal regulations that require a 30-day minimum comment period. For a project that has fallen under scrutiny for lacking sufficient public engagement, we are surprised ODOT is choosing to adhere to the federal bare minimum. Even the initial EA for the I-205 Toll Project included a 45-day comment period. We submit that Oregon can do better than a federal minimum, especially for a project as significant as this.

The foundations for our request to extend the comment period to 60 days are outlined below. These should not be misconstrued as political frustrations, but rather as reasonable, technical concerns to how traffic moves through constrained corridors, affects traffic patterns and creates – rather than solves – burdensome infrastructure problems, all while increasing costs for Oregonians that depend on an efficient and safe transportation system.

First, we are requesting an extension due to a matter of process. The Supplemental Environmental Assessment will include thousands of pages of information that will need to be reviewed and analyzed before comments can be developed. Comments will then need to be presented, discussed and coordinated through our individual jurisdictions and our C4 coordinating committee. A 30-day comment period is incredibly constraining, given the procedural and public notice requirements of each C4 governing body, as well as the staff time it takes to review and seeking approval for a letter of comment. Moreover, some cities meet only once per month. So depending on the time of the EA release, there could be jurisdictions and elected boards that miss a chance to formally respond on behalf of their communities due to public meeting laws.

Second, ODOT has not directly responded to any of the specific comments submitted as part of the initial Environmental Assessment process from 2023. ODOT has also failed to offer many opportunities for staff agency coordination for the 2024 release, which we have been told will have a reduced scope. Simply reviewing the new materials to compare against previous materials to ensure we understand the changes will require meaningful staff attention and evaluation. Had

ODOT responded more specifically to the questions and concerns from the 2023 EA, this step might have been mitigated.

Third, our technical staff will be evaluating this material from scratch. Staff have so far received little of the technical information they requested from ODOT regarding the Supplemental EA, and there is little to no indication that sufficient information will be shared in advance for early review.

Fourth, we are also concerned about the lack of opportunities for public engagement. How will ODOT provide sufficient opportunity for our community members to become informed and have the opportunity to provide feedback within a 30 day comment period? More time and more opportunities are needed to review the EA, and this extension will allow adequate time for public engagement. This request to extend the Supplemental EA comment period is a chance to prove that ODOT is willing to hear the concerns of local communities and create realistic – rather than perfunctory – opportunities to participate in process that will affect the residents, visitors, and businesses of our communities

ODOT is proposing a major change to how our transportation system (both on and off the highway) will function, as evidenced by the extensive analysis presented in the initial EA. The Governor's Office has already paused the collection of tolls because of the insufficient process and poor engagement with local governments, and most importantly to make sure there is sufficient time to do good work by all impacted agencies and jurisdictions. Therefore, C4 formally requests an additional 30 days be added to the public comment period for the I-205 Toll Project Supplemental Environmental Assessment, which will result in a 60 day public comment period.

We appreciate Mr. Strickler's consideration and request his response to this 60-day proposal by the end of March 2024.

Sincerely,



Paul Savas, Commissioner
Clackamas County
C4 Co-Chair



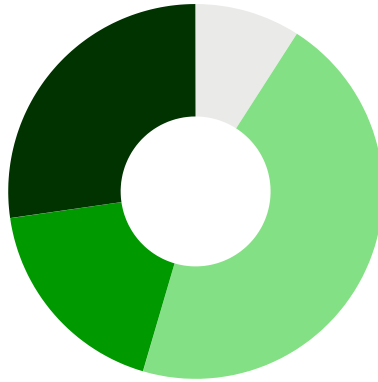
Brian Hodson, Mayor
City of Canby
C4 Co-Chair

CC: Brendan Finn and Mandy Putney, ODOT
Keith Lynch, FHWA
Clackamas Legislative Delegation
Joint Committee on Transportation, Co-Chairs

C4 Membership: Clackamas County; the Clackamas Cities of Canby, Estacada, Gladstone, Happy Valley, Lake Oswego, Milwaukie, Molalla, Oregon City, Rivergrove, Sandy, Tualatin, West Linn, Wilsonville; Clackamas CPOs, Hamlets, and Special Districts; Ex Officio Members including Metro, MPAC Citizen, Port of Portland, Urban and Rural Transit

Q1 Tolling – Where do we go from here?

Answered: 11 Skipped: 0

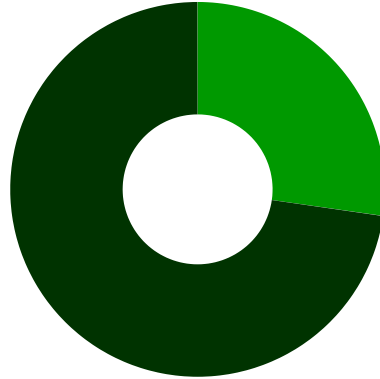


0-Not Inter...
 1-Somewha...
 2-Very Inter...
 3-Highly Int...

	0-NOT INTERESTED	1-SOMEWHAT INTERESTED	2-VERY INTERESTED	3-HIGHLY INTERESTED	TOTAL	WEIGHTED AVERAGE
(no label)	9.09% 1	45.45% 5	18.18% 2	27.27% 3	11	1.64

Q2 Streams of funding: Deep dive into the weight mile tax (freight), gas tax, vehicle miles traveled (VMT), vehicle registration fees and more.

Answered: 11 Skipped: 0

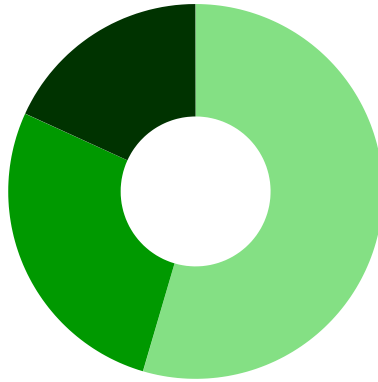


0-Not Inter...
 1-Somewha...
 2-Very Inter...
 3-Highly Int...

	0-NOT INTERESTED	1-SOMEWHAT INTERESTED	2-VERY INTERESTED	3-HIGHLY INTERESTED	TOTAL	WEIGHTED AVERAGE
(no label)	0.00% 0	0.00% 0	27.27% 3	72.73% 8	11	2.73

Q3 I-205/Abernathy Bridge: Strategies for state action

Answered: 11 Skipped: 0



0-Not Inter...
 1-Somewha...
 2-Very Inter...
 3-Highly Int...

	0-NOT INTERESTED	1-SOMEWHAT INTERESTED	2-VERY INTERESTED	3-HIGHLY INTERESTED	TOTAL	WEIGHTED AVERAGE
(no label)	0.00% 0	54.55% 6	27.27% 3	18.18% 2	11	1.64

Q4 Developing an effective and proactive C4 member advocacy strategy for the 2025 Legislative Session

Answered: 11 Skipped: 0

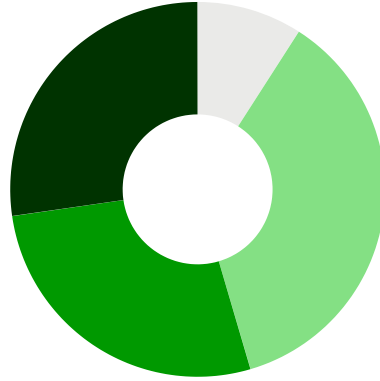


0-Not Inter...
 1-Somewha...
 2-Very Inter...
 3-Highly Int...

	0-NOT INTERESTED	1-SOMEWHAT INTERESTED	2-VERY INTERESTED	3-HIGHLY INTERESTED	TOTAL	WEIGHTED AVERAGE
(no label)	0.00% 0	9.09% 1	45.45% 5	45.45% 5	11	2.36

Q5 Exploration of HB 2017 STIF Funds and discussion transit funding opportunities

Answered: 11 Skipped: 0

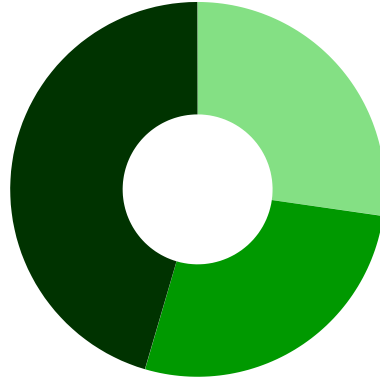


0-Not Inter...
 1-Somewha...
 2-Very Inter...
 3-Highly Int...

	0-NOT INTERESTED	1-SOMEWHAT INTERESTED	2-VERY INTERESTED	3-HIGHLY INTERESTED	TOTAL	WEIGHTED AVERAGE
(no label)	9.09% 1	36.36% 4	27.27% 3	27.27% 3	11	1.73

Q6 What actions are needed to better support the intent of the legislation, and continue to focus on building the connections between communities?

Answered: 11 Skipped: 0

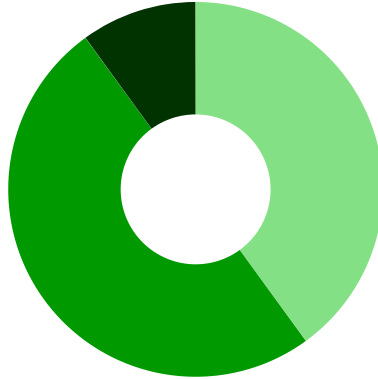


0-Not Inter...
 1-Somewha...
 2-Very Inter...
 3-Highly Int...

	0-NOT INTERESTED	1-SOMEWHAT INTERESTED	2-VERY INTERESTED	3-HIGHLY INTERESTED	TOTAL	WEIGHTED AVERAGE
(no label)	0.00% 0	27.27% 3	27.27% 3	45.45% 5	11	2.64

Q7 Growing our stock of housing as we navigate new state guidance and respond to local needs and priority project

Answered: 10 Skipped: 1

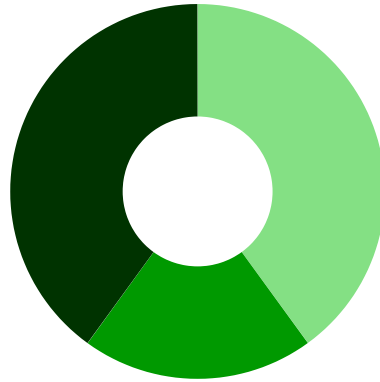


0-Not Inter...
 1-Somewha...
 2-Very Inter...
 3-Highly Int...

	0-NOT INTERESTED	1-SOMEWHAT INTERESTED	2-VERY INTERESTED	3-HIGHLY INTERESTED	TOTAL	WEIGHTED AVERAGE
(no label)	0.00% 0	40.00% 4	50.00% 5	10.00% 1	10	1.70

Q8 Strategies for Supportive Housing Services funding

Answered: 10 Skipped: 1

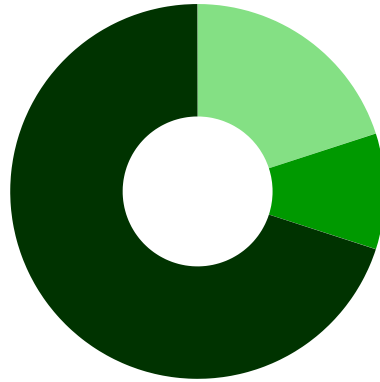


0-Not Inter...
 1-Somewha...
 2-Very Inter...
 3-Highly Int...

	0-NOT INTERESTED	1-SOMEWHAT INTERESTED	2-VERY INTERESTED	3-HIGHLY INTERESTED	TOTAL	WEIGHTED AVERAGE
(no label)	0.00% 0	40.00% 4	20.00% 2	40.00% 4	10	2.00

Q9 Infrastructure development and state funding to support growth

Answered: 10 Skipped: 1

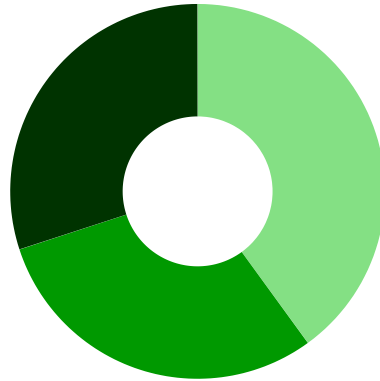


0-Not Inter...
 1-Somewha...
 2-Very Inter...
 3-Highly Int...

	0-NOT INTERESTED	1-SOMEWHAT INTERESTED	2-VERY INTERESTED	3-HIGHLY INTERESTED	TOTAL	WEIGHTED AVERAGE
(no label)	0.00% 0	20.00% 2	10.00% 1	70.00% 7	10	2.50

Q10 Lessons learned and what to look ahead to when planning to meet the current and future land needs for businesses, industry and communities

Answered: 10 Skipped: 1



0-Not Inter...
 1-Somewha...
 2-Very Inter...
 3-Highly Int...

	0-NOT INTERESTED	1-SOMEWHAT INTERESTED	2-VERY INTERESTED	3-HIGHLY INTERESTED	TOTAL	WEIGHTED AVERAGE
(no label)	0.00% 0	40.00% 4	30.00% 3	30.00% 3	10	1.90

Q11 Coalitions of Communities of Color: Racial and ethnic diversity in Clackamas County

Answered: 10 Skipped: 1

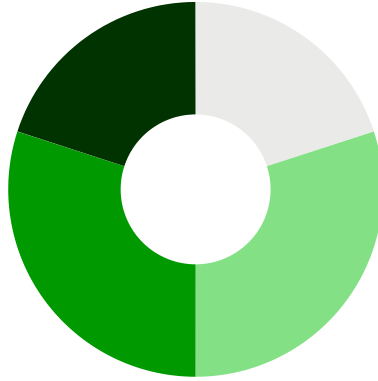


0-Not Inter...
 1-Somewha...
 2-Very Inter...
 3-Highly Int...

	0-NOT INTERESTED	1-SOMEWHAT INTERESTED	2-VERY INTERESTED	3-HIGHLY INTERESTED	TOTAL	WEIGHTED AVERAGE
(no label)	40.00% 4	30.00% 3	10.00% 1	20.00% 2	10	1.10

Q12 Understanding the Climate-Friendly and Equitable Communities (CFEC) rulemaking

Answered: 10 Skipped: 1

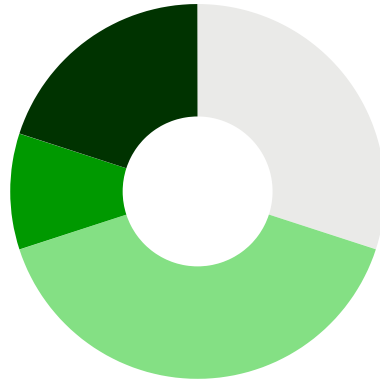


0-Not Inter...
 1-Somewha...
 2-Very Inter...
 3-Highly Int...

	0-NOT INTERESTED	1-SOMEWHAT INTERESTED	2-VERY INTERESTED	3-HIGHLY INTERESTED	TOTAL	WEIGHTED AVERAGE
(no label)	20.00% 2	30.00% 3	30.00% 3	20.00% 2	10	1.30

Q13 Moving forward: Sunrise Corridor Vision Project

Answered: 10 Skipped: 1

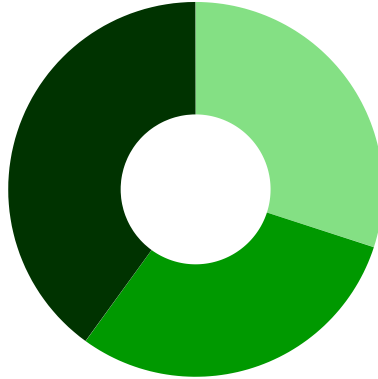


0-Not Inter...
 1-Somewha...
 2-Very Inter...
 3-Highly Int...

	0-NOT INTERESTED	1-SOMEWHAT INTERESTED	2-VERY INTERESTED	3-HIGHLY INTERESTED	TOTAL	WEIGHTED AVERAGE
(no label)	30.00% 3	40.00% 4	10.00% 1	20.00% 2	10	1.20

Q14 How do we work together to identify and attract businesses, industry and a thriving workforce to local cities in Clackamas County?

Answered: 10 Skipped: 1

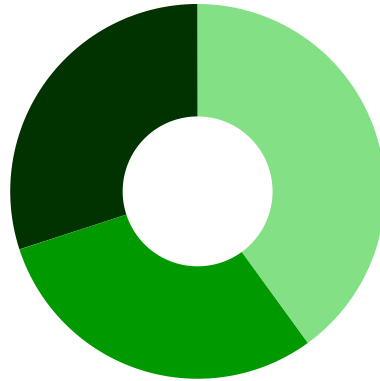


0-Not Inter...
 1-Somewha...
 2-Very Inter...
 3-Highly Int...

	0-NOT INTERESTED	1-SOMEWHAT INTERESTED	2-VERY INTERESTED	3-HIGHLY INTERESTED	TOTAL	WEIGHTED AVERAGE
(no label)	0.00% 0	30.00% 3	30.00% 3	40.00% 4	10	2.10

Q15 Growing a workforce pipeline to meet current demands and future needs

Answered: 10 Skipped: 1



0-Not Inter...
 1-Somewha...
 2-Very Inter...
 3-Highly Int...

	0-NOT INTERESTED	1-SOMEWHAT INTERESTED	2-VERY INTERESTED	3-HIGHLY INTERESTED	TOTAL	WEIGHTED AVERAGE
(no label)	0.00% 0	40.00% 4	30.00% 3	30.00% 3	10	1.90

Q16 Review current C4 Bylaws and consideration of amendments/revisions

Answered: 10 Skipped: 1

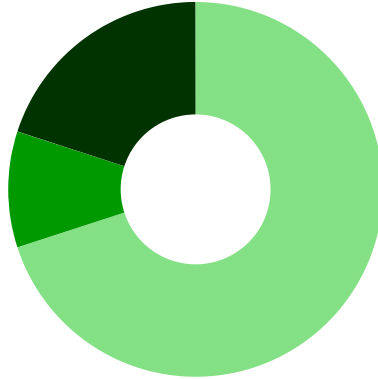


0-Not Inter...
 1-Somewha...
 2-Very Inter...
 3-Highly Int...

	0-NOT INTERESTED	1-SOMEWHAT INTERESTED	2-VERY INTERESTED	3-HIGHLY INTERESTED	TOTAL	WEIGHTED AVERAGE
(no label)	50.00% 5	50.00% 5	0.00% 0	0.00% 0	10	0.50

Q17 Consider updating the subcommittee structure to allow for greater flexibility and more opportunities to engage on emerging issues

Answered: 10 Skipped: 1



0-Not Inter...
 1-Somewha...
 2-Very Inter...
 3-Highly Int...

	0-NOT INTERESTED	1-SOMEWHAT INTERESTED	2-VERY INTERESTED	3-HIGHLY INTERESTED	TOTAL	WEIGHTED AVERAGE
(no label)	0.00% 0	70.00% 7	10.00% 1	20.00% 2	10	1.50

Q18 Would you like to return to convening monthly, in-person C4 Coordinating Meetings?

Answered: 10 Skipped: 1



0-Not Inter...
 1-Somewha...
 2-Very Inter...
 3-Highly Int...

	0-NOT INTERESTED	1-SOMEWHAT INTERESTED	2-VERY INTERESTED	3-HIGHLY INTERESTED	TOTAL	WEIGHTED AVERAGE
(no label)	30.00% 3	20.00% 2	40.00% 4	10.00% 1	10	1.30

Q19 Please share any comments, recommendations of additional agenda items or other suggestions for the 2024 C4 Retreat.

Answered: 0 Skipped: 11

#	RESPONSES	DATE
	There are no responses.	

Q20 Please provide your name

Answered: 10 Skipped: 1

ANSWER CHOICES	RESPONSES	
First name	100.00%	10
Last name	100.00%	10
	0.00%	0
	0.00%	0
	0.00%	0

#	FIRST NAME	DATE
1	Pamela	3/20/2024 4:49 PM
2	paul	3/20/2024 1:20 PM
3	Valerie	3/20/2024 12:58 PM
4	Kenny	3/19/2024 12:27 PM
5	Caroline	3/19/2024 11:11 AM
6	Scott	3/19/2024 8:55 AM
7	Mike	3/14/2024 11:05 AM
8	Mark	3/14/2024 9:38 AM
9	Rebecca	3/14/2024 12:21 AM
10	Lisa	3/13/2024 3:50 PM

#	LAST NAME	DATE
1	Burback	3/20/2024 4:49 PM
2	savas	3/20/2024 1:20 PM
3	Pratt	3/20/2024 12:58 PM
4	Sernach	3/19/2024 12:27 PM
5	Berry	3/19/2024 11:11 AM
6	Keyser	3/19/2024 8:55 AM
7	Mitchell	3/14/2024 11:05 AM
8	Ottenad	3/14/2024 9:38 AM
9	Stavenjord	3/14/2024 12:21 AM
10	Batey	3/13/2024 3:50 PM

#	DATE
	There are no responses.

#	DATE
	There are no responses.

#	DATE
---	------

There are no responses.

Q21 Please enter your email

Answered: 10 Skipped: 1

ANSWER CHOICES		RESPONSES
Email address		100.00% 10

#	EMAIL ADDRESS	DATE
1	Pamela.a.back@gmail.com	3/20/2024 4:49 PM
2	psavas@clackamas.us	3/20/2024 1:20 PM
3	vpratt@tualatin.gov	3/20/2024 12:58 PM
4	sernach@gmail.com	3/19/2024 12:27 PM
5	Berry@ci.wilsonville.or.us	3/19/2024 11:11 AM
6	Skeyser@cityofmolalla.com	3/19/2024 8:55 AM
7	mmitchell@orcitey.org	3/14/2024 11:05 AM
8	ottenad@ci.wilsonville.or.us	3/14/2024 9:38 AM
9	stavenjordr@milwaukieoregon.gov	3/14/2024 12:21 AM
10	bateyl@milwaukieoregon.gov	3/13/2024 3:50 PM