
Thursday, January 04, 2018
6:45 PM – 8:30 PM

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

AGENDA

6:45 p.m. Pledge of Allegiance

Welcome & Introductions

Chair Jim Bernard & Mayor Brian Hodson, Co-Chairs

Housekeeping

- Approval of December 07, 2017 C4 Minutes **Page 03**
- Bylaws vote on subcommittee to occur in February

6:50 p.m. Legislative Priority Update

Note: Jurisdictions encouraged to share their 2018 legislative priorities

7:10 p.m. Metro Housing and Transportation Bonds Discussion

Potential Housing Bond (2018) and Transportation Bond (2020)

- Memo and fact sheet **Page 05**

8:10 p.m. Value Pricing Update

- Letter from Clackamas County **Page 07**
- Letter from Metro **Page 09**

8:25 p.m. Updates/Other Business

- Housing Needs Assessment Update
- JPACT/MPAC Updates
- Other Business

8:30 p.m. Adjourn

General Information



Current Voting Membership

| | | C4 Exec | C4 Metro | C4 Rural | JPACT | MPAC | R1ACT |
|---------------------------|---|---------|----------|----------|-------|------|-------|
| Clackamas County | Chair Jim Bernard | ● | ● | ● | | | |
| Clackamas County | Commissioner Paul Savas | | ● | ● | ● | | ● |
| Canby | Mayor Brian Hodson | ● | | ● | | | ● |
| CPOs | Laurie Freeman Swanson (Molalla CPO) | ● | | | | | |
| Estacada | Mayor Sean Drinkwine | | | ● | | | |
| Fire Districts | Matthew Silva (Estacada Fire District) | ● | | | | | |
| Gladstone | Mayor Tammy Stempel | | ● | | | | |
| Hamlets | John Meyer (Mulino Hamlet) | | | | | | |
| Happy Valley | Councilor Markley Drake | | ● | | | | |
| Johnson City | Vacant | | | | | | |
| Lake Oswego | Councilor Jeff Gudman | ● | ● | | ● | ● | ● |
| Milwaukie | Mayor Mark Gamba | | ● | | | ● | |
| Molalla | Mayor Jimmy Thompson | | | ● | | | |
| Oregon City | Mayor Dan Holladay | | ● | | | | |
| Portland | Vacant | | | | | | |
| Rivergrove | Mayor Heather Kibbey | | ● | | | | |
| Sandy | Councilor Carl Exner | | | ● | | | |
| Sanitary Districts | Nancy Gibson (Oak Lodge Water Services) | ● | | | | | |
| Tualatin | Councilor Nancy Grimes | | ● | | | | |
| Water Districts | Hugh Kalani (Clackamas River Water) | | | | | | |
| West Linn | Council President Brenda Perry | | ● | | | | |
| Wilsonville | Mayor Tim Knapp | | ● | | ● | | |

Current Ex-Officio Membership

| | |
|-------------------------|-----------------------------|
| MPAC Citizen Rep | Betty Dominguez |
| Metro Council | Councilor Carlotta Collette |
| Port of Portland | Emerald Bogue |
| Rural Transit | Julie Wehling |
| Urban Transit | 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)

Thursday, December 7, 2017
6:45 PM – 8:30 PM

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

Draft MINUTES

Attendance:

Members: **Canby:** Brian Hodson (Co-Chair); **Clackamas County:** Paul Savas; **CPOs:** Laurie Swanson (Molalla); Marjorie Stewart (Firwood) (Alt.); **Fire Districts:** Mathew Silva (Estacada); **Hamlets:** John Meyer (Mulino); **Happy Valley:** Markley Drake; **Lake Oswego:** Jeff Gudman; **Milwaukie:** Mark Gabma; **MPAC Citizen Rep:** Betty Dominguez; **Sandy:** Carl Exner; **Transit:** Dwight Brashear (SMART); Eve Nilenders (Trimet); Julie Wehling (Canby); Andy Howell (Sandy); **West Linn:** Brenda Perry; **Wilsonville:** Tim Knapp

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

Guests: Jaimie Lorenzini Huff (Happy Valley); Aaron Deas (Trimet); Karyn Criswell (ODOT); Teresa Christopherson (CCSSD); Jes Larson (Metro); Bill Merchant (Hamlet of Beaver Creek); Doug Riggs (West Linn); John Lewis (Oregon City); Mark Ottenad (Wilsonville SMART); Annette Mattson (CCBA); Tracy Moreland (BCC); Karen Buehrig (DTD)

The C4 Meeting was recorded and the audio is available on the County's website at <http://www.clackamas.us/c4/meetings.html> . Minutes document action items approved at the meeting.

| <u>Agenda Item</u> | <u>Action</u> |
|---|---|
| Approval of November 2, 2017 C4 Minutes | Amended to correct discussion about CET and SDC. Approved as amended. |
| C4 Metro Subcommittee Bylaws Discussion | Metro Subcommittee Bylaws: Advanced with amendment to clarify the scope of the subcommittee. Sentence now reads: "this subcommittee shall be a consensus forming body for issues being addressed at JPACT and MPAC and Metro-related issues, and will forward as needed recommendations to the larger C-4 body." Moved and seconded by Councilor Gudman and Commissioner Savas. Amendment moved and seconded by Mayor Knapp and |

| | |
|---|--|
| | <p>Councilor Drake.</p> <p>Transit Subcommittee: Following the Transit Funding Discussion, members advanced a proposal to also include a subcommittee within C4 to address transit related needs, for staff to draft language and circulate with C4 Metro Subcommittee drafts. Moved and Seconded by Commissioner Savas and Mr. Silva. Motion of Continuance to January by Mayor Knapp, seconded by Council President Perry. Motion of continuance failed 3-7, Chair silent. Motion to advance Transit Subcommittee passed, 8-2, Chair silent.</p> |
| <p>Transit Funding Discussion</p> <ul style="list-style-type: none"> • HB2017 State Transportation Improvement Fund • Clackamas Transit Providers Panel | <p>Karyn Criswell from ODOT updated C4 members on the current rulemaking process for HB 2017 that would provide guidance on how funds collected by the State Transportation Improvement Fund (STIF) will be issued.</p> <p>Aaron Deas from TriMet shared about TriMet’s process moving forward on their expectation for convening committees that will help direct how funds are spent within TriMet’s district and how funds can be spent in the tri-county metro area, with funds being passed through TriMet.</p> <p>Additionally, representatives from SMART (Wilsonville), Canby Area Transit (CAT), Sandy Transit, Mt Hood Express, and South Clackamas Transit, and TriMet shared information with C4 about their current service capacity.</p> |
| <p>Legislative Priority Update</p> | <p>Tabled until January 2018.</p> |
| <p>Updates/Other Business:</p> <ul style="list-style-type: none"> • R1ACT • Housing Needs Assessment (HNA) Update • JPACT/MPAC Updates | <p>R1ACT – No updates.</p> <p>HNA – RFP responses will be back in mid-December. A group will review in January with a report back to C4 in February.</p> <p>JPACT/MPAC – the 2018 transportation bond discussions have now evolved into a discussion for potential housing bond in 2018 and likely transportation bond in 2020.</p> |

Adjourned at 8:50 p.m.

MEMO

To: Clackamas County Coordinating Committee (C4)
From: Tyler Frisbee, Jes Larson, Metro staff
Re: Regional Investment Strategies
Date: December 21, 2017

Metro staff is seeking input at the January 4th meeting of the Clackamas County Coordinating Committee on the work programs to develop potential ballot measures for affordable housing and transportation. Input from the C4 and others will inform the engagement processes and program development to shape potential measures and be shared with stakeholder tables including the JPACT Finance Subcommittee.

Transportation

TriMet announced at the Nov. 13 JPACT Finance Subcommittee that it would not pursue a bond measure in 2018 and that Metro will take the lead on preparing a measure for 2020. The 2018 bond measure would have supported the SW Corridor light rail line, congestion relief and safety projects, which remain key priorities.

Metro plans to take the time to work with partners to identify a package that has broad support and create a work program that builds on the region’s great work in support of the state legislative package and in leading conversations about a potential 2018 measure.

Questions for C4:

- 1.) What values do you think are important to see reflected in a process in order to engage voters and regional leaders?
- 2.) How are Clackamas County and local cities preparing potential transportation investments?
- 3.) Are there innovative funding mechanisms you would like Metro to look into?

Affordable Housing

Rising housing costs, displacement, homelessness and housing instability have become top concerns for communities throughout the greater Portland region. Many leaders and stakeholders have identified a need for more funding to create and protect affordable homes.

Following three years of needs analysis, policy research and community engagement, the Metro Council is exploring a potential regional affordable housing ballot measure to be referred to voters in November 2018. Initial public opinion research has also indicated voter interest in significant new regional funding. Over the next several months, Metro will work with many partners to identify a potentially successful ballot measure proposal that balances the support of community stakeholders, elected leaders and regional voters. See attached draft outline for further information.

Questions for C4:

- 1.) How could a regional investment help create and preserve affordable housing in Clackamas County?
- 2.) How do individuals and jurisdictions want to be involved in the potential measure development process leading up to June 2018?
- 3.) What are your concerns and identified opportunities relating to this potential regional effort?

Homes for greater Portland

Regional housing measure: Where we stand, where we could go

WHAT WE KNOW

- Housing affordability is a top-tier concern for residents throughout the region – across city and county lines and demographic groups.
- 75 people move to the greater Portland region every day, straining our supply of affordable homes.
- Only 1 in 3 low-income families in the region can find an affordable rental home. Middle-income families struggle too.
- Regional voters believe this is a crisis that can be solved – and they want to be a part of the solution.



GOALS

- Create more permanently affordable homes throughout the region through new construction and acquisition
- Increase housing stability and opportunity for working families, seniors, communities of color, veterans and people experiencing homelessness
- Collaborate with community stakeholders and local government partners to structure programs based in best practices, innovation and equitable outcomes

NEXT STEPS

- Convene stakeholder and technical advisory committees to assist with measure development and make a recommendation to Metro COO
- Engage with partners to maximize equitable outcomes in the measure
- Collaborate with partners exploring an Oregon constitutional amendment to help funding create more homes*
- Continue research, engagement and analysis to shape measure
- Metro Council consideration of referral in late spring for the November ballot

POSSIBLE FRAMEWORK

- **Land for homes:** Acquiring land for building affordable homes with good access to transit and amenities
- **Affordable homes:** Funding for local governments, housing authorities and private/non-profit builders*:
 - Fill financing gaps and build new affordable homes
 - Acquisition and rehabilitation of at-risk affordable homes



**A potential amendment to the Oregon Constitution would allow bond funds to be granted to private and non-profit entities and leverage other funding sources, such as low-income housing tax credits.*



BOARD OF COUNTY COMMISSIONERS

December 20, 2017

PUBLIC SERVICES BUILDING
2051 KAEN ROAD | OREGON CITY, OR 97045

Matthew Garrett, Director
Oregon Department of Transportation
355 Capitol Street NE, MS #11
Salem, OR 97301

Dear Director Garrett,

On behalf of Clackamas County, we submit for your consideration the following comments regarding discussions at the Value Pricing Committee established by HB 2017.

Clackamas County realizes it is too early to take a position on value pricing scenarios, but we are eager to learn more about the findings of the committee as their work moves forward. Because Clackamas County's transportation system capacity is undersized relative to areas north, we maintain we are not on a "level playing field." Therefore, our position is unique. As the committee advances discussion we encourage "increased capacity," or the building of new lanes, to be a primary criteria for which to advance a value pricing project. Congestion relief should not be focused solely on removing vehicles from the road.

We appreciate that the committee will be providing data on the feasibility and impacts of value pricing to specific segments of I-5 and I-205, rather than working towards a foregone conclusion that these facilities will receive value pricing projects. I-205 bisects the heart of Clackamas County's metropolitan area, providing critical freeway access to vital employment areas that support our economic growth and to roughly half of our residents. As work continues, Clackamas County requests the following information be provided in the feasibility study produced by the committee:

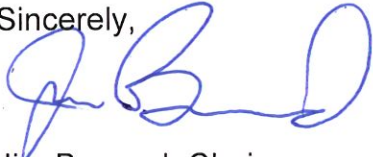
- The anticipated lifecycle of individually considered value pricing projects;
- Potential impacts to neighborhoods and local roads due to diversion;
- The impact to commuters who live adjacent to a value pricing project (i.e. West Linn, Gladstone, and Oregon City impacts if I-205 Abernethy Bridge were a project);
- The impact to employment areas adjacent to, or reliant upon accessing, value pricing projects;
- Financial impacts to families with low and modest incomes.

We do not envy the task of the Value Pricing Committee, whose work could produce a paradigm shift on how transportation projects are advanced in Oregon, and thereby changing the culture of how cities, counties, and the state partners on critical

transportation projects – not to mention how our residents, visitors, and businesses travel throughout our region. We agree with many sentiments that Oregon’s historical approach to funding transportation projects has been insufficient to meet the needs demanded by the unprecedented population increase in Oregon and the metro area, in particular. More tools are needed. While value pricing may be a great tool, Clackamas County wants to be sure that it is the right tool.

Thank you for your consideration of our comments on this very important subject.

Sincerely,



Jim Bernard, Chair

On Behalf of the Clackamas County Board of Commissioners

November 29, 2017

Matthew Garrett, Director
Oregon Department of Transportation
355 Capitol Street NE, MS #11
Salem, OR 97301

Dear Director Garrett,

I appreciate the opportunity to participate in the Value Pricing Committee, convened for the first time on November 20th, 2017. As our region grows, we will need all of the tools in our toolbox to optimize the performance of the regional transportation system. I recognize that this committee's charge is not to move the region towards system-wide pricing, but rather to focus specifically on potential implementation on two segments of the overall system. There remains a need for a larger body of work that examines the implications, feasibility, and impacts of a regional pricing system, but this committee's work will significantly increase our understanding of value-pricing generally, and provide important data on the feasibility and impacts of pricing the I-5 and I-205 segments. As the representative of both the Metro Council and the federally-recognized MPO for the Portland region, I am committed to working to ensure that this committee supports the legislative charge given to ODOT, and appreciate the time and energy you have committed to it.

Given the legislatively-directed fast timeline, and the amount of material that we have to cover in each of our six meetings, I wanted to follow up on some of the points that I made at the November 20th meeting to ensure that ODOT staff have adequate time to consider and incorporate them into any materials for the December 7th meeting.

Charter

1. Metro Regional policy, as included in the federally adopted Regional Transportation Plan, says that the primary goal of value pricing in the region should be to manage demand. That is consistent with my understanding of the direction in House Bill 2017, which focuses on value pricing as a way to manage congestion. While raising revenue is a welcome secondary benefit of a congestion pricing program, the Value Pricing Committee's charter should not specifically suggest those funds are for the expansion of freeway capacity, which could result in undermining other attempts in the region to manage demand and reduce congestion. I support Commissioner Vega Pederson's recommendation that the committee charter strike the language which uses additional freeway lanes as an example of bottleneck relief projects. In addition, I would support language clarifying (as ODOT staff have suggested) that the primary goal of a value pricing program on I-5 and I-205 would be to manage congestion, not raise revenue.
2. In addition to ensuring that any program complies with state law and policy, it must also comply with regional policy as adopted by the Joint Policy Advisory Committee (JPACT) and the Metro Council. As the MPO, JPACT and the Metro Council are tasked by the federal government with ensuring that major transportation projects are

consistent with our regional policies, as outlined in the Regional Transportation Plan. As both ODOT and the MPO have been directed by FHWA to ensure stronger coordination between the two entities, this is a prime opportunity for us to demonstrate that we can align state projects with regional policies, and visa-versa. The charter should specifically point to alignment with regional policy as a goal for any value pricing program.

Objectives

1. Along with greenhouse gas emissions, any modelling should provide data on the impacts on a potential value pricing program on air quality overall, including particulate matter and ozone precursors. Air quality is an acute concern for residents living alongside the I-5 and I-205 corridors, and the public health benefits of reducing air pollution is well documented. In addition, while the greater Portland region has achieved our federal air quality goals, our status is tenuous, particularly when it comes to ozone precursors, and we need to know if programs have the ability to improve or degrade our air quality.
2. I appreciate that ODOT already proposes to examine the impacts on mode share. I hope that this committee will have adequate time to consider and evaluate different proposals for providing adequate transit service on parallel facilities, as well as other ways that transit can be made more frequent, convenient, and affordable through the value pricing program. Metro would be happy to partner with ODOT on this effort or help in anyway.
3. Finally, I support the request we heard to examine impacts at the sub-regional level. There is likely to be significant variation across the region, and we should understand what a value pricing program means for different communities.

Again, I appreciate the opportunity to serve on this panel, as well as ODOT's diligent approach to this undertaking. My comments are intended to help produce the best outcome for ODOT's process, while recognizing that there are likely larger needs beyond these two segments that will need to be considered at another point. Thank you for your consideration.

Regards,



Craig Dirksen
JPACT Chair
Metro Councilor, District 3

CC: Commissioner O'Hollaren, Oregon Transportation Commission
Commissioner Simpson, Oregon Transportation Commission
Rian Windsheimer, Region 1 Manager, ODOT
Mandy Putney, Major Projects Manager, ODOT