
Thursday, November 02, 2023
6:45 PM – 8:30 PM

Zoom Link:

<https://clackamascounty.zoom.us/j/89961681571?pwd=NjBRc3RvTnh1NXFrK0RXUGxyazR2UT09>

AGENDA

- 6:45 p.m. **Pledge of Allegiance**
- Welcome & Introductions**
 Chair Paul Savas & Mayor Brian Hodson, Co-Chairs
- Housekeeping**
- Approval of October 05, 2023 C4 Minutes **Page 03**
- 6:50 p.m. **Housing Dashboard Update**
 Presenting: Vahid Brown, Clackamas County H3S
- PPT Presentation **Page 05**
- 7:10 p.m. **SHS Local Funding Opportunities Update**
 Presenting: Adam Brown, Clackamas County H3S
- Supportive Housing Services Carryover Balance **Page 17**
 - Supportive Housing Services Carryover Update **Page 24**
- 7:30 p.m. **Regional Transportation Plan (RTP) Update**
 Presenting: Karen Buehrig, ClackCo and Jaimie Lorenzini, Happy Valley
- Memorandum: Update on 2023 RTP **Page 29**
- 7:50 p.m. **Legislative Update and 2024 Legislative Session Outlook**
 Presenting: Trent Wilson, Clackamas Government Affairs
- SSTP Work Plan **Page 37**
- 8:10 p.m. **Updates/Other Business**
- 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	Commissioner Paul Savas	●	●	●	●		●
Clackamas County	Commissioner Mark Shull		●	●		●	
Canby	Mayor Brian Hodson	●		●			●
CPOs	Martin Meyers (Redland CPO)	●	●	●			
Estacada	Mayor Sean Drinkwine			●			
Fire Districts	Matthew Silva (Estacada Fire District)	●					
Gladstone	Mayor Tammy Stempel	●	●				
Hamlets	Kenny Sernach (Beavercreek Hamlet)			●			
Happy Valley	Council Brett Sherman		●			●	
Johnson City	Vacant						
Lake Oswego	Mayor Joe Buck		●			●	
Milwaukie	Councilor Kathy Hyzy		●		●	●	
Molalla	Mayor Scott Keyser			●			
Oregon City	Commissioner Adam Marl		●			●	
Portland	Vacant						
Rivergrove	Mayor Walt Williams		●				
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 Jules Walters		●				
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	Tom Markgraf (TriMet)

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, October 5, 2023
Virtual Meeting via Zoom

Attendance:

Members: **Canby:** Brian Hodson, Traci Hensley; **Clackamas County:** Paul Savas, Ben West; **CPOs:** Martin Meyers, Marjorie Steward (Alt); **Fire District:** Matthew Silva; **Gladstone:** Michael Milch; **Hamlets:** Kenny Sernach; **Happy Valley:** Brett Sherman; **Metro:** Christine Lewis; **MPAC Citizen:** Ed Gronke; **Lake Oswego:** Joe Buck; **Oregon City:** Adam Marl; **Sewer District:** Paul Gornick; **Transit:** Dwight Brashear (SMART, Urban), John Serra (TriMet – Alt); Todd Wood (CAT); **Tualatin:** Valerie Pratt; **Water District:** Sherry French (CRW); **West Linn:** Rory Bialostosky; **Wilsonville:** Julie Fitzgerald, Caroline Berry (Alt.)

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

Guests: Jamie Stasny (DTD); Kristina Babcock (H3S); Karen Buehrig (DTD); Amelia Porterfield (Regional Solutions); Jaimie Lorenzini (Happy Valley); Will Farley (Lake Oswego); Adela Mu (ODOT); Neelam Dorman (ODOT); Rick Cook (Stafford Hamlet); Jeff Gudman (Community); Jane Civiletti (Community)

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

<u>Agenda Item</u>	<u>Action</u>
Approval of August 03, 2023 C4 Minutes	Minutes approved
ODOT Region 1: State Transportation Improvement Program Funding Update	Planning is under way for 2027-30 STIP, and public comment will continue through 2026. Purchasing power will be limited due to increased construction costs, declining revenues, and ADA commitments. Revenue constraints are expected to impact road maintenance.
Sunrise Community Visioning Project Update	The vision for the future of the Sunrise Corridor is rooted in its history. The project received \$4M in 2021 for additional planning to develop an equitable, community-centered vision for Sunrise. Planning is expected to finish Q1 2025.
Special Legislative Subcommittee on Transportation Planning Update	The Toll Strategy Subcommittee will host a series of 10 meetings, with the first three occurring in the Metro corridor. Focus of the Subcommittee includes congestion, the price of tolling and toll gantry locations. Meeting will be an opportunity to get under the hood on additional revenue options and a venue for C4 members to testify. A non-

	<p>biased local survey as alternative to ODOT’s tolling survey is still under consideration.</p>
<p>Updates/Other Business</p> <ul style="list-style-type: none"> • JPACT/MPAC Updates • Other Business 	<p>JPACT– RTP expected to be completed early Nov., which will go to Metro Council early Dec.</p> <p>MPAC—Discussion of urban growth boundary management and growth needs.</p> <p>Other Business—H3S prepared to provide a housing dashboard and SHS local funding opportunities.</p> <p>Welcome Bryan Hockaday to PGA, who will take over C4 Coordination as Trent Wilson steps into new Government Relations role.</p>

Adjourned at 8:45 p.m.

Health, Housing
& Human Services



CLACKAMAS COUNTY



Housing Services Program

Overall Outcomes



95% of people remained in housing this fiscal year



Homelessness **decreased** in Clackamas County by **30%** in 2022-2023; by **49%** 2019-2022

thanks to the dedicated work of our staff and partners and funding from the supportive housing services measure

Housing Outcomes Dashboard



1576

People placed in permanent housing with the services they need to thrive



1459

People had evictions prevented



2872

People received rent assistance



2521

People served through emergency shelter and transitional housing



Permanent Housing Placement

Housing Placement Progress



665 people
placed in FY
22-23

1576 in all programs

Eviction Prevention



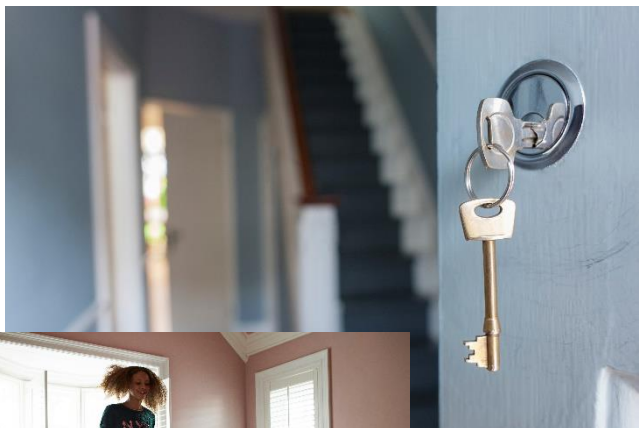
Short-term rental assistance



Peer support services



643 people helped in FY22-23 (1459 in all programs)



Long-Term Rent Assistance



**676 people
in FY 22-23**

2872 people in all rent
assistance programs



Safety off the Streets – shelter

788 people served in FY 22-23
in shelter and transitional housing
2521 people served in all programs, including
severe weather shelters



Outreach & Engagement:

579
households
received
outreach in
FY22-23

Housing Services Program Successes



Coordinated Housing Access: answering calls live



Partnerships between our housing, mental health and addiction programs



Expanding rural housing services

Spend-Down Plan Commitments to Recovery



The Board of County Commissioners approved significant new investments in:

- Crisis stabilization center
- “Clackamas Village”
- Resource centers
- Recovery-oriented infrastructure
- Medical respite program
- City-led initiatives

CLACKAMAS COUNTY BOARD OF COUNTY COMMISSIONERS

Sitting/Acting as (if applicable)

Policy Session Worksheet

Presentation Date: June 14, 2023 **Approx. Start Time:** 11:00 am **Approx. Length:** 60 minutes

Presentation Title: Supportive Housing Services One-Time and Limited-Term Allocations

Department: Health, Housing & Human Services

Presenters: Adam Brown, Deputy Director, Health Housing & Human Services and Vahid Brown, Deputy Director, Housing & Community Development Division

Other Invitees: Rodney Cook, Director, Health, Housing & Human Services

WHAT ACTION ARE YOU REQUESTING FROM THE BOARD?

Approval of the plan and priorities for making one-time and limited-term investments in services and infrastructure for homelessness and housing, funded by the one-time carryover balance of Supportive Housing Services funds.

EXECUTIVE SUMMARY:

Background

Going into FY 2023-24, Health, Housing & Human Services is anticipating a considerable carryover balance of one-time Metro Supportive Housing Services (SHS) Measure funds. This carryover balance is the result of:

1. Budgeted revenue in excess of budgeted expenditures (as programs ramp-up);
2. Revenue in excess of the budgeted amount (higher than forecasted collections); and
3. Budgeting current year revenue for FY 2023-24 (as opposed to budgeting in the year following collections).

As described in Sections 5.5.2 and 5.5.2.1 of the Supportive Housing Services Intergovernmental Agreement with Metro, the county must submit to Metro for review an Annual Program Budget that includes a "Spend Down Plan" for the year. The Spend Down Plan should describe the nature and timing of planned spending, **including of any funds anticipated to be carried over into following fiscal years and the anticipated timeline for spending those funds.** This Policy Session is to apprise the Board of the anticipated balance of one-time SHS carryover funds and seek direction on the Housing & Community Development (HCD) Division's proposed plan for spending those funds, as guided by Board priorities.

Based on the factors described above, HCD has budgeted \$103,997,661 of Metro Supportive Housing Services funding for FY 2023-24. This includes a one-time carryover balance of \$58,623,269 and new revenue totaling \$45,275,392. The budgeted new SHS revenue amount is based on the most recent five-year revenue forecast provided by Metro on December 5, 2022, for collections expected in FY 2023-24 (see: Attachment 1).

The table below shows the year-over-year revenue and expenditure detail associated with the carryover balance.

	FY 2021-22 Actual	FY2022-23 Estimate	FY 2023-24 Budget
Regional SHS Revenue			
Actual Tax Collections	238,269,627		
Forecasted Tax Collections	-	225,000,000	234,100,000
Tax Collection Costs	(18,967,255)	(14,717,916)	(10,701,686)
Metro Administration	(11,025,532)	(10,542,299)	(11,169,916)
Remaining for Distribution	208,085,099	199,739,785	212,228,398
Clackamas County SHS Revenue (21.33%)			
Actual Tax Collections	44,391,488		
Forecasted Tax Collections*		42,611,154	45,275,392
Interest	33,192	100,000	100,000
Prior Year(s) Carryover Balance	(157,465)	40,912,115	58,623,269
Total SHS Resources	44,267,215	83,623,269	103,998,661
<i>*Forecasted collection amount for FY 2021-22 was \$180,000,000 regionally and \$38,394,000 for Clackamas County, meaning that Clackamas County's share of actual collections was \$5,997,488 higher than forecasted.</i>			
Clackamas County SHS Expenses			
Actual SHS Expenses	3,355,100		-
Anticipated SHS Expenses**		25,000,000	45,375,392
Total SHS Expenses	3,355,100	25,000,000	45,375,392
Total SHS Carryover Balance	40,912,115	58,623,269	58,623,269

**Anticipated expenses for FY 2023-24 will be based on finalized plan for spending carryover balance.

Plan & Proposed Priorities

The proposed plan for use of the \$58.6 million in one-time carryover funds includes making a series of strategic one-time and limited-term investments that will help grow and stabilize the homeless services system in Clackamas County to align with long-term system goals. These funds should not be used to for ongoing programs and services because that will create an unaffordable obligation in future years. Prudent one-time investments include things like building contingencies and reserves, investments in system improvement and capacity building, and capital infrastructure. Limited-term investments are those that span multiple fiscal years and can be scaled up and down without creating unaffordable obligations or future instability for programs and program participants.

In developing the FY 2023-24 Housing & Community Development Division budget, staff have proposed the following series of one-time and limited-term investments that align with prudent fiscal stewardship, the Supportive Housing Services Local Implementation Plan, and the Board's priorities for creating and supporting recovery-oriented systems of care:

Priority Area 1 – Financial Stability (\$11.4 million): One-time investment to fully fund Contingency (\$2.3 million) and Stabilization Reserves (\$9.1 million).

Priority Area 2 – Expanding Capacity (\$13.3 million): Limited-term investments in system development and capacity building, plus setting-aside the required Regional Strategies Implementation Fund resources (\$4.3 million)

Examples:

- Technical assistance and capacity building allocations for community-based organizations

- Limited-duration expansion of front-end services to rapidly increase transitions into permanent housing
- Optimizing the Coordinated Housing Access system
- Contracted support to convene and staff the restructured homeless services advisory body and lived experience council

Priority Area 3 – Upstream Investments (\$2.2 million): Limited-term pilot programs to close system gaps, address unmet needs, and test innovative system integrations and up-stream approaches.

Examples:

- Community paramedics
- Eviction prevention through mediation and support of federal voucher households
- Self-sufficiency:
 - Money management
 - Benefits enrollment and recovery
- Improved partnership with cities within Clackamas County

Priority Area 4 – Rent Assistance (\$15.0 million): Three-year continuation (\$5.0 million per year) of expanded short-term rent assistance.

Priority Area 5 – Capital Needs (\$16.8 million): One-time strategic capital investments in homeless services and recovery-oriented infrastructure.

Examples:

- Resource navigation
- Crisis stabilization
- Behavioral health and addictions recovery
- Medical respite care/transitional housing
- Recovery-oriented transitional housing
- Emergency shelter (including alternative shelter)
- Creating grants and partnerships for initiatives led by cities within Clackamas County

Additional Consideration

Given the pace of current year revenue collections, and based on preliminary information from Metro about expected continued pace of those collections, there is a good chance that the total revenue collected will exceed Metro’s December forecast amount. For Clackamas County, this could mean a significant increase in the carryover balance described here. This additional funding would give the Board the opportunity to expand on and/or make deeper investments in the priority areas outlined here. Staff will keep the Board apprised of any developments and return for a future Policy Session if needed.

FINANCIAL IMPLICATIONS (current year and ongoing):

Is this item in your current budget? YES NO

What is the cost? \$58,623,269
Measure one-time carryover balance

What is the funding source? Metro Supportive Housing Services

STRATEGIC PLAN ALIGNMENT:

- How does this item align with your Department’s Strategic Business Plan goals?

- This item aligns with the following Department strategic priorities:
 - Assist individuals and families in need to be healthy and safe
 - Increase self-sufficiency
 - Increase community safety and health
 - Continually improve the efficiency and effectiveness of services
- How does this item align with the County's Performance Clackamas goals?
 - This item aligns with the following County strategic priorities:
 - Ensure safe, healthy and secure communities
 - Grow a vibrant economy
 - Build a strong infrastructure
 - Build public trust through good government

LEGAL/POLICY REQUIREMENTS: N/A

PUBLIC/GOVERNMENTAL PARTICIPATION:

The Supportive Housing Services Measure was passed by area voters in May of 2020. Measure investments are guided by Clackamas County's Local Implementation Plan (LIP), which was developed from August 2020 – April 2021, and current priorities of the Clackamas County Board of Commissioners.

Development of the LIP included input from over a dozen community advisory groups and stakeholder tables. Public listening sessions were held, consultants conducted focus groups and listening sessions with communities of color, and a diverse and inclusive LIP Steering Committee oversaw the work. The LIP guides the County's work in prioritizing the use of funds for the delivery of housing and homeless services, and a regional Oversight Committee maintains the county's accountability for the implementation of the plans and strategies and achieving the LIP's goals. The county annually updates the LIP goals with an Annual Work Plan, establishing outcome goals for housing placements, shelter unit development/support, eviction prevention, and other goals related to the County's LIP.

OPTIONS:

1. Approve of the plan and priorities for making one-time and limited-term investments in services and infrastructure for homelessness and housing.
2. Modify the plan and priorities for making one-time and limited-term investments in services and infrastructure for homelessness and housing.
3. Reject the plan and priorities for making one-time and limited-term investments in services and infrastructure for homelessness and housing.

RECOMMENDATION:

Staff recommends Option 1. Approve of the plan and priorities for making one-time and limited-term investments in services and infrastructure for homelessness and housing.

ATTACHMENTS:

- Attachment 1 – Metro Five-year SHS Forecast Memo
- Attachment 2 – Clackamas County Five Year Budget Outlook for Spending Plan

SUBMITTED BY:

Division Director/Head Approval: Adam Brown
 Department Director/Head Approval: Rodney Cook
 County Administrator Approval _____

Date: December 5, 2022
To: Brian Kennedy, Metro CFO; Eric Arellano, Multnomah County CFO; Greg Munn, Washington County CFO; Elizabeth Comfort, Clackamas County CFO
Cc: Patricia Rojas, Metro Housing Director; Rachael Lembo, Metro Finance Manager; Adam Brown, Clackamas County; Amy Mettler, Washington County Housing Controller
From: Josh Harwood, Metro Fiscal & Tax Policy Director
Subject: Supportive Housing Services Five-Year Forecast FY 2023-24 to FY 2027-28

This report is intended to summarize the five-year forecast for revenue for Metro's Supportive Housing Services (SHS) program originally passed by voters in May 2020. The forecasts presented herein are inclusive of information through the end of October. **Please note that this forecast was formally presented to the Finance Review Team¹ (FRT) on December 2, 2022.**

It should be noted that much of the tax data remains incomplete as taxpayers continue to adapt to the new taxes and true up tax bills from the 2021 tax year. As a result, much of the available data remains somewhat unclear. For a variety of reasons – including, but not limited to, the unsteady economic emergence from the pandemic, processing timelines, and there are two distinct, but related taxes – there are challenges to forecasting and managing the revenues from these taxes. However, it should be noted that even in times of greater economic certainty, the typical forecast variance with taxes such as these will be much larger than typical local revenue forecasts. What this means in terms of the figures presented here is that they are conservative in nature, which will typically result in higher-than-forecasted actual collections. Finally, the increased volatility in these taxes means that as they climb higher, the exposure to downturns also increases, potentially resulting in large declines in years when actuals do not meet forecasted expectations.

Five-Year Forecast

For FY 2021-22, Metro raised \$239.5 million. This was split between business and personal income taxes that totaled \$92.7 million and \$146.7 million, respectively. The nearly \$240 million was significantly higher than the conservative \$180 million budgeted for the first year of tax collections. Because of the volatility in the taxes and the lag between the initial forecast and the realization of the taxes, forecasts will necessarily be somewhat conservative and typically, though not always, result in higher-than-forecasted collections. Although a full fiscal year of tax collections has been completed, there are still taxpayers making first payments into the tax system. This, along with other data challenges, means that we are likely at least two years from fully realizing SHS tax data as the primary data source for forecasting the taxes. Furthermore, a variety of outside data sources are used to gather the best information needed to forecast these taxes. For business taxes, that largely means using state and other local tax data. Meanwhile for personal taxes, state tax and broader economic data are the primary inputs to the forecast.

Given the level of uncertainty, the potential differences between forecasted and actual revenues are relatively broad, but as time progresses, the goal is to be constantly evaluating, in real time, what the revenue data are showing and trying to cross reference that with other economic and tax information to serve as indicators as to which path collections may be on. Table 1 below represents

¹ The FRT is comprised of the Chief Financial Officers for Metro and each of the three relevant counties (Clackamas, Multnomah, and Washington counties).

a “most likely” forecast for the combined SHS taxes. It should be noted, that, similar to a year ago at this time, we expect current year collections to exceed budgeted amounts, but it is too early in the fiscal year to determinatively say that will be the case. *Collections in the current year may even exceed collections from FY 2021-22, but that likely would not be a result from increased economic activity, but rather from the regular ramp-up of a new tax program as new taxpayers are added to the tax rolls and taxpayers adjust to the new taxes.*

TABLE 1 – SUPPORTIVE HOUSING SERVICES FIVE-YEAR FORECAST (\$MILLIONS)

	FY22 Actuals	FY23 Budget	FY24 Forecast	FY25 Forecast	FY26 Forecast	FY27 Forecast	FY28 Forecast
<i>Tax Revenue</i>	\$239.5	\$225.0	\$234.1	\$232.2	\$281.8	\$308.3	\$324.0
Tax collection	\$19.0	\$14.4	\$10.7	\$11.0	\$11.3	\$11.7	\$12.0
Metro	\$11.0	\$10.5	\$11.2	\$11.1	\$13.5	\$14.8	\$15.6
Other*	-\$0.2	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Net Distribution	\$209.3	\$200.3	\$212.2	\$210.1	\$257.0	\$281.8	\$296.4
<i>Partners</i>							
Multnomah	\$94.9	\$90.8	\$96.2	\$95.3	\$116.5	\$127.8	\$134.4
Washington	\$69.8	\$66.8	\$70.7	\$70.0	\$85.7	\$93.9	\$98.8
Clackamas	\$44.6	\$42.7	\$45.3	\$44.8	\$54.8	\$60.1	\$63.2

*Includes a modest \$200,000 reserve at the City of Portland Revenue Division for cash flow purposes and expected interest. The distribution of net collections is as follows: 45.3% to Multnomah County, 33.3% to Washington County and 21.3% to Clackamas County.

Attachment 2

	FY 2021-22 Actual	FY2022-23 Estimate	FY 2023-24 Budget	FY 2024-25 Forecast	FY 2025-26 Forecast	FY 2026-27 Forecast	FY 2027-28 Forecast
Regional SHS Revenue							
Actual Tax Collections	238,269,627						
Forecasted Tax Collections	-	225,000,000	234,100,000	232,200,000	281,800,000	308,300,000	324,000,000
Tax Collection Costs	(18,967,255)	(14,717,916)	(10,701,686)	(10,993,734)	(11,323,546)	(11,663,252)	(12,013,150)
Metro Administration	(11,025,532)	(10,542,299)	(11,169,916)	(11,060,313)	(13,523,823)	(14,831,837)	(15,599,343)
Remaining for Distribution	208,085,099	199,739,785	212,228,398	210,145,953	256,952,631	281,804,911	296,387,507
Clackamas County SHS Revenue (21.33%)							
Actual Tax Collections	44,391,488						
Forecasted Tax Collections*		42,611,154	45,275,392	44,831,137	54,816,561	60,118,381	63,229,335
Interest	33,192	100,000	100,000	100,000	100,000	100,000	100,000
Prior Year(s) Carryover Balance	(157,465)	40,912,115	58,623,269				
Total SHS Resources	44,267,215	83,623,269	103,998,661	44,931,137	54,916,561	60,218,381	63,329,335
<i>*Forecasted collection amount for FY 2021-22 was \$180,000,000 regionally and \$38,394,000 for Clackamas County, meaning that Clackamas County's share of actual collections was \$5,997,488 higher than forecasted.</i>							
Clackamas County SHS Expenses							
Actual SHS Expenses	3,355,100		-	-	-	-	-
Anticipated SHS Expenses**		25,000,000	45,375,392	-	-	-	-
Total SHS Expenses	3,355,100	25,000,000	45,375,392	-	-	-	-
Total SHS Carryover Balance	40,912,115	58,623,269	58,623,269				

**Anticipated expenses for FY 2023-24 will be based on finalized plan for spending carryover balance.

CLACKAMAS COUNTY BOARD OF COUNTY COMMISSIONERS
Sitting/Acting as (if applicable)

Policy Session Worksheet

Presentation Date: September 20, 2023 **Approx. Start Time:** 10:00am **Approx. Length:** 30 minutes

Presentation Title: Supportive Housing Services Carryover & Spend Down Update

Department: Health, Housing & Human Services

Presenters: Adam Brown, Deputy Director, Health, Housing & Human Services, and Vahid Brown, Deputy Director, Housing & Community Development Division

Other Invitees: Rodney Cook, Director, Health, Housing & Human Services

WHAT ACTION ARE YOU REQUESTING FROM THE BOARD?

Allocation of additional Supportive Housing Services (SHS) carryover funds towards the Capital Needs category of the spend down plan approved by the Board on June 14, 2023, and approval allocations across a number of proposed Capital Needs investment areas.

EXECUTIVE SUMMARY:

Carryover Balance Update

Following a Policy Session on June 14, 2023, in which the Board of County Commissioners unanimously approved of a plan for one-time and limited-term uses of the anticipated \$58.6 million carryover balance of SHS funding going into Fiscal Year 2023-24, staff have updated the Board a number of times about changes to the anticipated carryover balance as actual year-end revenue and expense amounts have become more clear. During the most recent update at Issues on August 15, 2023, staff apprised the Board that, based on the final revenue collections coming in at \$23.8 million more than expected, and with programmatic underspending and unspent Contingency & Stabilization Reserves of \$7.1 million, there is an unallocated \$30.9 million in one-time carryover funds to add to the \$58.6 million from the plan approved by the Board on June 14. Since that update, the tri-counties and Metro agreed to an accounting change to align revenue recognition practices across the jurisdictions. That change added an additional \$2.9 million to the carryover balance. Therefore, the near-final carryover balance is \$92.4 million, giving Clackamas County an additional \$33.9 million to incorporate into its carryover plan.

As shown in the table below, the plan the Board unanimously approved on June 14, 2023, allocated the anticipated \$58.6 million across five priority areas, including \$16.8 million for Capital Needs.

Priority Area	Amount Approved 6/14
1 - Financial Stability	11,400,000
2 - Expanding Capacity	13,200,000
3 - Upstream Investments	2,200,000
4 - Rent Assistance	15,000,000
5 - Capital Needs	16,800,000
Total	58,600,000

With approval of the plan, staff committed to returning to the Board in the near future with recommendations for making Capital Needs investments that align with projects already in development, Board priorities, and system needs. In addition to providing the Board with those recommendations during this Policy Session, staff are also seeking direction from the Board on allocation of the additional \$33.9 million in one-time carryover funds, which could include expanding on and/or making deeper investments in the priority areas approved on June 14.

Recommendations for Allocating Funding for Capital Needs

Based on known Board priorities and system needs, along with projects already approved by the Board for initial development planning, staff listed a number of examples of strategic capital investment categories in homeless services and recovery-oriented infrastructure under the carryover plan's \$16.8 million Capital Needs priority area. This included resource navigation, crisis stabilization, behavioral health and addictions recovery, medical respite care/transitional housing, recovery-oriented transitional housing, emergency shelter, and initiatives led by cities within Clackamas County. Staff have drafted a high-level set of scenarios for allocations across these categories that give the Board the option to allocate a portion of the additional \$33.9 for Capital Needs. **In the table below, Scenario 1 allocates only the \$16.8 million previously approved in the plan and Scenario 2 adds in 50% (\$16.95 million) of the additional \$33.9 million.** The amounts listed for each investment area are based on a combination of initial estimates of project/investment costs and the amount of funding available in each scenario.

Capital Needs Investment Area	Scenario 1 No Addt'l.	Scenario 2 50% of Addt'l.
Clackamas Village	3,000,000	3,000,000
Crisis Stabilization Center & Shelter	3,500,000	3,500,000
Navigation/Resource Centers	5,000,000	10,000,000
City-led Initiatives	2,500,000	5,000,000
Recovery-oriented Infrastructure	2,800,000	10,250,000
Medical Respite/Transitional Housing	-	2,000,000
Total	16,800,000	33,750,000

Staff recommend Scenario 2 because it allows for deeper capital investments in Board priorities and system needs, while also allowing room for updates to project budgets as bids are received. **It also gives the Board time and flexibility to consider investing the remaining carryover balance of \$16.95 million in other priority areas.** Staff are only seeking Board approval of allocation across Capital Needs investments at this time. This decision point is time-sensitive so that projects can continue to move forward. Consideration of allocating any remaining carryover balance can happen at a later time and staff are prepared to support that further consideration at the direction of the Board. The allocation amounts proposed for Navigation/Resource Centers, City-led Initiatives,

Recovery-oriented Infrastructure, and Medical Respite/Transitional Housing are only recommendations and can be adjusted by the Board, but staff recommend that amounts for Clackamas Village and the Crisis Stabilization Center & Shelter not be changed because those projects are already approved for development planning. Once formal solicitations are carried out for those projects, staff will update the Capital Needs plan based on the actual construction contract amounts.

FINANCIAL IMPLICATIONS (current year and ongoing):

Is this item in your current budget? YES NO

What is the cost? N/A
Measure Revenue

What is the funding source? Metro Supportive Housing Services

STRATEGIC PLAN ALIGNMENT:

- How does this item align with your Department's Strategic Business Plan goals?
 - This item aligns with the following Department strategic priorities:
 - Assist individuals and families in need to be healthy and safe
 - Increase self-sufficiency
 - Increase community safety and health
 - Continually improve the efficiency and effectiveness of services
- How does this item align with the County's Performance Clackamas goals?
 - This item aligns with the following County strategic priorities:
 - Ensure safe, healthy and secure communities
 - Grow a vibrant economy
 - Build a strong infrastructure
 - Build public trust through good government

LEGAL/POLICY REQUIREMENTS: N/A

PUBLIC/GOVERNMENTAL PARTICIPATION:

At a Policy Session on June 14, 2023, staff presented the Board of County Commissioners with a plan for one-time and limited-term uses of the anticipated carryover balance of SHS funding going into Fiscal Year 2023-24. The Board unanimously approved of the plan to allocate the anticipated \$58.6 million across five priority areas, including \$16.8 million for Capital Needs.

OPTIONS:

Recommendations for Allocating Funding for Capital Needs:

1. Approve Scenario 2, which is 50% of the remaining one time carryover dollars in the amount of \$16.95m, for Capital Needs, with investment of remaining balance to be determined by the Board at a future date.
2. Approve an alternative scenario, including any adjustment(s) to investment area amounts.
3. Reject proposed scenarios and request further action from staff.

RECOMMENDATION: Staff respectfully Recommend Option 1, Approve Scenario 2, which is 50% of the remaining one time carryover dollars in the amount of \$16.95m, for Capital Needs, with investment of remaining balance to be determined by the Board at a future date.

ATTACHMENTS:

Attachment 1 – Updated SHS Budget Table

SUBMITTED BY:

Division Director/Head Approval: Vahid Brown, Housing & Community Development Deputy Director

Department Director/Head Approval: Rodney Cook, Director

County Administrator Approval _____

For information on this issue or copies of attachments, please contact _____ @ 503- _____

Attachment 1 – Updated SHS Budget Table

	FY 2021-22 Actual	FY2022-23 Actual	FY 2023-24 Budget
Regional SHS Revenue			
Actual Tax Collections	238,269,627		
Forecasted Tax Collections	-	351,995,024	234,100,000
Tax Collection Costs	(18,967,255)	(14,717,916)	(10,701,686)
Metro Administration	(11,025,532)	(10,542,299)	(11,169,916)
Remaining for Distribution	208,085,099	326,734,809	212,228,398
Clackamas County SHS Revenue (21.33%)			
Actual Tax Collections	44,391,488	69,250,191	45,275,392
Interest	33,192	579,110	100,000
Prior Year(s) Carryover Balance	(157,465)	40,912,115	58,623,269
Total SHS Resources	44,267,215	110,741,417	103,998,661
Unallocated Revenue in Excess of Budgeted Amount			24,232,049
Unallocated Underspending			6,675,677
Revenue Recognition Change			2,886,099
Clackamas County SHS Expenses			
Actual SHS Expenses	3,355,100	18,324,323	-
Anticipated SHS Expenses*			45,375,392
Total SHS Expenses	3,355,100	18,324,323	45,375,392
Total SHS Carryover Balance	40,912,115	92,417,094	58,623,269

*Anticipated expenses for FY 2023-24 will be based on finalized plan for spending carryover balance.

Memorandum

To: Clackamas County Coordinating Committee (C4)

From: Karen Buehrig, Long Range Planning Manager and Jaimie Lorenzini, Policy Analyst

Date: October 26, 2023

Re: Update on 2023 Regional Transportation Plan (RTP)

BACKGROUND: Since October of 2021, Metro has been facilitating a process to review and update the Regional Transportation Plan (2023 RTP). Staff from around the region has participated in the process through various workshops and numerous feedback opportunities have been provided to the public. Metro staff has attend the C4 Metro Subcommittee on several occasions for periodic updates and input opportunities.

A link to the full Public Review draft of the 2023 RTP can be found here:

<https://www.oregonmetro.gov/public-projects/2023-regional-transportation-plan/public-comment>

In August, C4 submitted a letter during the Public Comment period (Attachment A) resulting in additional discussion on several Policy Issues that are important to Clackamas County jurisdictions during the last stages of the development of the final recommendation of the 2023 RTP.

At the November 2nd C4 meeting there will be an opportunity for Metro Policy Advisory Committee (MPAC) members to share about the recommendation that was developed at the October 25th, 2023 MPAC meeting. Notably, MPAC representatives from around Clackamas County were successful in revising the Metro Technical Advisory Committee's (MTAC) recommendation to:

- Clarify ODOT responsibilities to the region with regard to pricing and memorializing the 2022 Letter of Agreement signed by ODOT Director Strickler and Metro President Peterson. Attachment B highlights the corresponding revisions to MPAC's recommendation.
- Encourage ODOT to continue regional engagement by removing all phases (except for preliminary engineering) of the Regional Mobility Pricing Project from the RTP Constrained Project List.
- Amend the project description of the I-205 Toll Project to remove statements about the apparent safety benefits of tolling, as it is unclear whether these statements consider the full range of impacts that the project may have on the local system.

NEXT STEPS: Staff will discuss the next steps for the development of the JPACT recommendation on the 2023 RTP to Metro Council which is scheduled for Thursday, November 16th.



August 03, 2023

Metro Planning
600 NE Grand Ave
Portland, OR 97232-2736

RE: Regional Transportation Plan Public Review DRAFT

Dear Kim Ellis, 2023 RTP Project Manager:

On behalf of the Clackamas County Coordinating Committee (C4), we are writing to share our feedback on the 2023 Regional Transportation Plan (RTP) Public Review draft. We wish to express our appreciation for Metro's efforts and acknowledge the challenges of developing the next RTP on the heels of the COVID-19 pandemic, including holding various workshops and many visits by Metro staff to C4 meetings.

At this stage of the 2023 RTP's development, we wish to offer feedback on three critical gaps. Namely, better integration of Pricing Policy direction into the active tolling and congestion pricing projects, the need for engagement around future transportation funding options, and the importance of the region working together to prepare for electrification of the transportation network.

Pricing Policies should be recognized by the tolling and congestion pricing projects in the 2023 RTP

This process must acknowledge that the projects local jurisdictions moved forward into the 2023 RTP did not necessarily emerge as priorities in their local Transportation System Plans (TSPs) to specifically address the impacts of tolling and congestion pricing the interstates. Local TSPs have not had the time, data or resources to integrate the solutions that will be needed to address the impacts of tolling, which means the 2023 RTP does not include those projects either. From the information that we have seen to date, the diversion created by the ODOT tolling and congestion pricing projects will be impacting the local roadway systems. We are concerned that the 2023 RTP does not prioritize local projects that will be needed to address the impacts of the ODOT led pricing projects.

In addition, significant time and effort has been spent on developing the Pricing Policies that are in Chapter 3 of the 2023 RTP. It is essential that they are used to guide the projects that implement pricing as they are designed and constructed. We are concerned that ODOT's tolling and congestion pricing projects are not being carefully designed in a way that will ensure that the process is equitable, that the revenues will be reinvested equitably, or that will adequately address significant diversion onto local streets. As we witnessed in Clackamas County through ODOT's 2023 draft Environmental Analysis for the I-205 Tolling Project, tolling will produce diversion in significant ways that dramatically alter transportation needs off the interstate. Without being held accountable to the 2023 RTP Pricing Policies, the actual pricing projects will not bring forward the benefits expected by the RTP. As these projects move forward through the MTIP approval process, they should be required to provide a report on how the projects that are evolving are meeting the 2023 RTP pricing policies.

The region must have a conversation to determine predictable and sufficient revenue to advance transportation projects

Our region needs to be engaged with the discussion about how to replace lost revenue from the declining gas tax. Presently, cities and counties share 50% of the state gas tax, by formula, which is a significant source of local road funding. While many jurisdictions have established other revenue streams (many are also gas taxes), not everyone has or has been able to. And yet, the region currently has no funding replacement for that loss. ODOT, however, has said the congestion pricing program is their way to replace revenue from the declining gas tax, not for new capital projects but rather for maintenance of the interstate system. While a revenue share of the new congestion pricing program is certainly one idea – and a fair one if ODOT is replacing the gas tax – it cannot be the only solution. We must find a way for our communities to fund our projects or we will not reach our RTP goals. The 2023 RTP should include a project specifically designed to host a conversation at JPACT about the future of transportation funding.

Electric vehicle infrastructure is under-represented

The automotive industry is sprinting toward electrification of their fleets. Most manufacturers will only produce electric vehicles as early as 2035. Likewise, starting in 2035 automotive dealers in Oregon will only be able to sell “new” vehicles if they are electric. Simply, density requirements and other recent land use laws limit where parked vehicles are able to charge, and charging stations do not exist in the same capacity as fueling stations. Hydrogen fuel markets are also expanding, though slower, and will have similar challenges. We must find a collective way to ensure adequate charging infrastructure is in place during this gas to electric transition. All of this is especially acute in Clackamas County since there are not significant levels of viable travel options. Models exist in California that may serve as a starting place for our region to begin discussing funding and expansion of infrastructure for fossil fuel alternatives. Supporting the transition to EVs and other alternatives is critical to help us move toward our climate reduction goals.

We must have a Regional Transportation Plan that is truly regional, and not a system that favors some communities over others. Our residents and businesses depend on a predictable transportation system that is fair and efficient. It is our goal in C4 and throughout Clackamas County to advocate for those fair investments and policies so that our region thrives together.

Sincerely,



Paul Savas, Commissioner
Clackamas County
C4 Co-Chair
R1ACT Vice Chair



Brian Hodson, Mayor
City of Canby
C4 Co-Chair
R1ACT Member

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

Policy Topic 1 – Investment Emphasis	
Key concerns	MTAC recommended actions
<p>The emphasis of investments does not align with regional goals. There is too much investment in freeways relative to the following investments, which need more resources:</p> <ul style="list-style-type: none"> transit service completing gaps in active transportation network addressing the safety needs of urban arterials reducing climate pollution 	<ol style="list-style-type: none"> Ensure Accountability: Ensure project partners for the Interstate Bridge Replacement Program, I-5 Rose Quarter Project, <u>Regional Mobility Pricing Project</u>, and the I-205 Toll Project are accountable to <u>adopted</u> commitments and desired outcomes to address safety, climate and equity priorities for each project. ¹ Unbundle and identify ODOT safety projects: Recommend that ODOT unbundle and prioritize safety projects within RTP Project #12095 (\$349 million)(Safety & Operations Projects 2023-2030) to provide more specificity about the location and project details. This would increase transparency and align and leverage proposed local projects on state-owned arterials. It would also enable the projects to be included in the final 2023 RTP analysis. Specific recommendations include: <ol style="list-style-type: none"> Add individual 2024-27 STIP/MTIP projects to the 2023 RTP project list that have the RTP ID 12095 and a cost estimate of \$2 million or greater. ² Add a new project that reflects ODOT’s ongoing ADA Program investments in the region. Recommend ODOT continue to host and advertise ODOT presentations on the draft STIP list at TPAC and JPACT and provide opportunities for input on project selection. Recommend ODOT present on the 27-30 STIP program allocations and project selection processes and criteria for safety projects, including the ARTS program that includes safety projects on both the ODOT and local systems. Report on safety investments in the region: Recommend that all transportation agencies provide regular reports to TPAC and JPACT on the location, type and amount of federally-funded safety investments made in the region. These updates would ideally be coordinated with each MTIP cycle and can be used to aid Metro in reporting and evaluating MTIP performance. Improve the RTP project list development and review process in advance of the 2028 RTP: <ol style="list-style-type: none"> Update Chapter 8 in the 2023 RTP to identify post-RTP work in advance of the 2028 RTP Call for Projects. Specific recommendations include: <ol style="list-style-type: none"> Recommend Metro convene a group to review of Metro’s existing metrics and tools for evaluating safety, climate and, equity, <u>mobility and economic development</u> impacts of transportation decisions across the RTP, MTIP, RFFA and investment area programs to ensure metrics and tools reflect

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¹ JPACT and Metro Council discussions and actions on projects undergoing the NEPA process in the Portland area are listed in Attachment 1.

² The 2024-27 STIP and 2024-27 MTIP include 12 projects (\$66 million in investments) with a cost estimate of \$2 million or greater. These projects are listed in Attachment 2.

Policy Topic 1 – Investment Emphasis	
Key concerns	MTAC recommended actions
	<p>community and regional priorities. This could lead to recommendations on new tools and/or process improvements that may be needed to better align investment priorities with RTP goals and funding opportunities.</p> <ul style="list-style-type: none"> ii. Recommend Metro conduct a review of the 2023 RTP project list development process in advance of the 2028 RTP update. The intended outcome of this review is an improved project assessment process that better aligns project selection with community and regional priorities. An improved project assessment process would provide transparency and enable decision-makers to consider the benefits and impacts of multiple projects comprehensively when making investment decisions. iii. Recommend that Metro Council members and staff present to elected councils around the region to highlight the goals of the 2023 RTP and expectations around identification of investment priorities during the scoping phase for the 2028 RTP update. <p>b. Post RTP adoption, recommend all agencies engage community members, community-based organizations, tribes, cities, counties, transportation providers, businesses and other interested parties in the process of identifying and prioritizing locations and projects to address safety, climate, equity and transit needs in advance of the 2028 RTP Call for Projects. As part of this work, consider new/innovative data and metrics to benchmark and measure performance on safety and equity.</p> <p>5. Continue to improve coordination and support for small jurisdictions.</p> <ul style="list-style-type: none"> a. Following adoption of the 2023 RTP, develop strategies to support smaller jurisdictions to be more effective for funding opportunities. b. Prior to the 2028 RTP Call for Projects, consider strategies to improve coordination on-submitting projects on state or multi-jurisdictional facilities.

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Policy Topic 2 – Pricing Policy Implementation

Key concerns	MTAC recommended actions
<p>Key concerns</p> <ul style="list-style-type: none"> • Concern about whether future MTIP amendments to advance ODOT tolling program projects will be subject to the RTP pricing policies and actions. • Toll project analysis has been insufficient to understand the impacts of potential diversion from tolling on traffic and safety on the local system. These details are necessary to understand how tolling will interact with other projects in the RTP and to identify policies and projects to address diversion and safety. <ul style="list-style-type: none"> • It is unclear how much diversion from tolling will likely occur and how much diverted traffic is likely to be local travel that should use the local system versus longer distance travel that should be using throughways. • Concern about the potential for more fatal and serious injury crashes on urban arterials due to diversion of throughway travel on arterial streets that are already high injury corridors. This information is needed to identify potential mitigation projects. • Need to recognize that diversion is highly dependent on local conditions (e.g., I-205 in West Linn vs. in East Portland) and therefore must be addressed at the mobility corridor level. • Concern that ODOT has not demonstrated how tolling projects in the RTP (e.g., I-205 Toll Project and Regional Mobility Pricing Project) will help meet state and regional climate and safety goals and per capita GHG and VMT reduction targets. 	<p>1. Update Chapter 8 to identify work needed to address local and regional concerns prior to implementation of tolling projects:</p> <p>a. As established under Oregon Revised Statute Chapter 383, the Oregon Transportation Commission (OTC) is the state's tolling authority and decision-maker on allocation of toll revenues. The use of toll revenues is subject to federal laws, the Oregon Constitution (Article IX, section 3a), state law, the Oregon Highway Plan, and OTC Policy. Specific allocation decisions regarding the revenues from toll projects are made by the OTC using an extensive public engagement process.</p> <p>i. Tolling efforts for the IBR program will be developed in a bi-state process involving the legislatures, transportation commissions, and departments of transportation from both Oregon and Washington. The OTC and WSTC will jointly determine toll rates and toll policies for the IBR program. However, unlike in Oregon where the OTC determines how toll revenue is spent; in Washington, the Legislature, not the WSTC, has this authority.</p> <p>ii. ODOT has made a series of commitments to ensure that pricing projects contained in ODOT's Urban Mobility Strategy align with the Pricing Policy in the 2023 RTP as documented in Appendix X. To ensure continuing accountability with those commitments, JPACT and Metro Council shall coordinate with regional partners (including ODOT) on a proposed toll revenue sharing approach to address safety and diversion impacts from tolling and work together to expand transportation options along priced corridors. JPACT and Metro Council shall provide testimony to the OTC in support of their proposed the collaboratively developed toll revenue sharing approach, and ODOT shall present the approach to the OTC for</p>

Policy Topic 2 – Pricing Policy Implementation

Key concerns	MTAC recommended actions
	<p style="text-align: center;"><u>consideration prior to January 1, 2026.</u></p> <p>b. ODOT must bring the work of the Equity and Mobility Advisory Committee (EMAC) into the analysis, discussion and influencing decision-making about the revenue raising potential of tolling and/or pricing <u>consistent with EMAC's foundational statements</u> accepted by the OTC. Due to the bi-state nature of the IBR program, the advisory committees established by ODOT for the Oregon Toll Program will not be the entities utilized for the IBR program. The IBR program will work with the OTC and WSTC to identify the process for incorporating public, advisory group, and partner agency input around toll rate-setting and policies. <u>ODOT shall, however, seek opportunities to incorporate the equity framework of the EMAC, where appropriate, into all pricing programs.</u></p> <p>b. ODOT will evaluate, document and address diversion on local routes where diversion is identified as part of the ongoing NEPA analyses consistent with Federal Requirements:</p> <p>iii.c. <u>ODOT/RMPP technical team should produce requirements and the additional commitments made by ODOT referenced in Key Policy Topic 2 Recommended Action 1.a. Consistent these commitments and to inform decisionmaking, ODOT shall provide participating agencies with technical information regarding anticipated short- and long- term safety and mobility impacts resulting from tolling, including but not limited to,</u> one set of maps for each RMPP Option based on select-link analysis that show the major routes in the region conveying vehicles to/from I-5/I-205, including identified mobility corridors.</p> <p>e.d. Consistent with the ongoing I-205 NEPA processes, ODOT will utilize the Metro Regional Travel Demand Model and other models that rely on state, regional and local data to evaluate tolling options for I-205. ODOT will conduct a separate analysis to determine if a managed lane concept on I-205 between OR43 and Stafford Road is viable. This analysis will include an evaluation of</p>

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Policy Topic 2 – Pricing Policy Implementation

Key concerns	MTAC recommended actions
	<p>using one or more managed lanes to address congestion, raise revenues for needed expansion, and minimize diversion in the project area.</p> <p>d.e. JPACT and Metro Council should shall clarify expectation of ODOT to prepare findings that document how the RTP pricing policies and actions, and previous ODOT commitments adopted by JPACT and with the Metro Council are addressed when requesting JPACT and the Metro Council consideration of future MTIP amendments for toll projects.</p> <p>e.f. Revise Page 8-68, Section 8.3.1.6 to add: <u>“As the I-205 Toll Project develops and future phases and cost adjustments are amended into the MTIP, reports shall be submitted documenting consistency on compliance with the Chapter 3 Pricing Policies.</u></p> <p>f.g. Revise Page 8-70, Section 8.3.1.7 to add: <u>“As the I-5 & I-205 Regional Mobility Pricing Project develops and future phases and cost adjustments are amended into the MTIP, reports shall be submitted documenting consistency on compliance with the Chapter 3 Pricing Policies.”</u></p>



Joint Committee on Transportation, Special Subcommittee on Transportation Planning (SSTP) Work Plan

Purpose

The Joint Committee on Transportation, Special Subcommittee on Transportation Planning (SSTP) will be focused on a tolling program including five key areas of exploration: road system capacity, traffic, and congestion; expected outcomes of tolling on driver behaviors and travel patterns; effectiveness, safety, and diversion impacts of gantry locations; logistics of toll collection; and tolling rate (usage fee).

Over the course of the 2023-2024 biennium, the SSTP will be:

- Engaging with community members and stakeholders to learn more about the effects and tradeoffs of tolling on I-205 and I-5, and
- Reviewing agency tolling recommendations and assumptions to increase understanding and confidence in the outcome of tolling proposals.

Meeting Schedule*

Foundational Understanding

September Legislative Days, Wednesday, September 27th, 8:30 -11:00 am

1. Purpose of the Special Subcommittee on Transportation Planning

Invited presenters: Co-Chair of the Joint Transportation Committee, Governor's Office, and Oregon Transportation Commission Chair

- Role of the Commission, the SSTP, and the Legislature
- Decision-making process

2. SSTP Work Plan Overview

- Review the workplan
- Discuss the goal of the program; specific products and methods will be reviewed at subsequent meetings

3. Foundational Background

Invited presenters: Oregon Department of Transportation (ODOT)

- Focus on the need assessment and current traffic, congestion, and safety issues

4. Potential Infrastructure Outcomes of Proposed Tolling Revenue

Invited presenters: ODOT

- How the revenue would be used (e.g. bridge improvements, ramps, maintenance, public transit, etc.)
- In addition to congestion management what other changes and improvements will travelers and communities see?

Community Meetings

Four community meetings to review specific concerns focusing on congestion management, tolls, gantry locations, diversion, and mitigation.

Meeting Scope:

1. Local Officials and Primary Stakeholder Engagement
2. Public Testimony
3. SSTP follow up with questions to ODOT, at the meeting or for response at subsequent meeting

Proposed Meeting Areas

- Site 1: I-5 Rose Quarter (focus on congestion pricing)
- Site 2: Oregon City/West Linn/Gladstone
- Site 3: I-205 East Portland
- Site 4: Wilsonville/Charbonneau/Lake Oswego/Tualatin

Deep Dive Areas of Exploration

The SSTP will explore the following areas in greater depth: review agency tolling recommendations and assumptions to increase understanding and confidence in the outcome of tolling proposals by diving deeper into the following areas:

1. Road System Capacity, Traffic, and Congestion;
2. Expected Outcomes of Tolling on Driver Behaviors and Travel Patterns;
3. Effectiveness, Safety, and Diversion Impacts of Gantry Locations;
4. Logistics of Toll Collection; and
5. Tolling Rate (Usage Fee).

November Legislative Days

- Deep Dive 1 - Road System Capacity, Traffic, and Congestion
 - ODOT presentation including information on process and assumptions
 - Committee discussion and questions

Early December

- Review issues raised at local meetings to date
- Deep Dive 2 – Expected Outcomes of Tolling on Driver Behaviors and Travel Patterns
 - ODOT presentation including information on process and assumptions
 - Committee discussion and questions

January Legislative Days

- Deep Dive 3 – Effectiveness, Safety, and Diversion Impacts of Gantry Locations
 - ODOT presentation including information on process and assumptions
 - Committee discussion and questions
- ODOT implementation reports (due December 15th)
 - Equity and Mobility Advisory Committee recommendations
 - Statewide Toll Rulemaking Advisory Committee recommendations

February Legislative Session

- Deep Dive 4 – Logistics of Toll Collections

- ODOT presentation including information on process, assumptions, logistics and technology
- Committee discussion and questions

February Legislative Session

- Deep Dive 5 – Tolling Rate (Usage Fee)
 - ODOT presentation including information on process and assumptions
 - Committee discussion and questions

February Legislative Session

- Committee discussion of potential outcomes or alternatives
- Committee discussion of observations in anticipation of report to Joint Committee