
Thursday, January 5, 2023

6:45 PM – 8:30 PM

Zoom Link:

<https://clackamascounty.zoom.us/j/82298390946?pwd=UW1xM3A3V3FGOXBRTFg4ZUJ2bUJndz09>

Telephone: 1 (669) 900-6833

AGENDA

6:45 p.m. **Pledge of Allegiance**

Welcome & Introductions

Chair Paul Savas & Mayor Brian Hodson, Co-Chairs

Housekeeping

- Approval of November 03, 2022 C4 Minutes
- Urban City Representative on Exec Committee

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7:00 p.m. **C4 Comments to the Regional Mobility Pricing Plan (RMPP)**

Introducing: Trent Wilson, C4 | ClackCo Government Affairs

- Draft Letter
- [Video: ODOT Presentation, C4 Metro Comments](#)

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7:30 p.m. **Regional Appointments**

Introducing: Trent Wilson, C4 | County Government Affairs

- Memo on appointments

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7:50 p.m. **C4 Retreat and Year Ahead (discussion)**

Introducing: Trent Wilson, C4 | ClackCo Government Affairs

- 2023 C4 Calendar

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8:15 p.m. **Updates/Other Business**

- JPACT/MPAC Updates
- Climate Action Plan Task Force Update
- 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	Vacant	●	●				
Hamlets	Kenny Sernach (Beavercreek Hamlet)			●			
Happy Valley	Council Brett Sherman		●			●	
Johnson City	Vacant						
Lake Oswego	Mayor Joe Buck		●			●	
Milwaukie	Vacant		●		●	●	
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	Vacant		●				
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, November 03, 2022
Development Services Building
 Main Floor Auditorium, Room 115
 150 Beaver Creek Road, Oregon City, OR 97045

Attendance:

Members: **Canby:** Brian Hodson; **Clackamas County:** Paul Savas, Mark Shull; **CPOs:** Martin Meyers, Marge Stewart (Alt.); **Gladstone:** Tammy Stempel; **Hamlets:** Kenny Sernach; **Happy Valley:** Brett Sherman; **Lake Oswego:** Joe Buck; **Metro:** Christine Lewis; **Milwaukie:** Kathy Hyzy; **Molalla:** Scott Keyser; **MPAC Citizen:** Ed Gronke; **Oregon City:** Adam Marl; **Sewer District:** Paul Gornick; **Transit:** Todd Woods (Canby, Rural Transit); **Water District:** Sherry French (CRW); **Wilsonville:** Julie Fitzgerald

Staff: Trent Wilson (PGA)

Guests: Vahid Brown (H3S); Grant O’Connell (TriMet); Neelam Dorman (ODOT); Karen Buehrig; Jaimie Lorenzini (Happy Valley); Mark Ottenad (Wilsonville);

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.

Agenda Item	Action
Approval of September 01, 2022 C4 Minutes	Approved
Housekeeping: Field Trip Update	The October field trip to Eugene was canceled because of a lack of available drivers in the region and the late date with which our group was able to confirm. The housing team is offering smaller field trips to city councils that want them.
Housing Updates and Discussion	Vahid Brown, Human Services Manager from the County Housing Department provided an update on the status of the county’s work with funds from the Affordable Housing Bond and the Supportive Housing Services Measure. Time was spent discussing the “functional zero” and “built for zero” goals. No actions. C4 members requested more frequent updates, and more ways to engage.
TriMet Forward Together Comment Letter	Draft letter approved.

<p>Updates/Other Business</p> <ul style="list-style-type: none"> • JPACT/MPAC Updates • Climate Action Plan Task Force Update • Other Business 	<p>JPACT/MPAC: JPACT covered Forward Together comments and the Regional Mobility Policy; MPAC to address the UGB exchange on 11/9 and 2023 High Capacity Transit</p> <p>Additional discussion about the land exchange, noting frustrations by CPOs about the process and communication by Metro to-date in affected communities.</p> <p>Climate Action Plan Task Force Update – None.</p> <p>Other business – Cities dinners are meeting again, post pandemic. In Milwaukie for November meeting.</p>
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Adjourned at 8:43 p.m.



January **DRAFT**, 2023

Oregon Department of Transportation (ODOT)
355 Capitol Street NE, MS 11
Salem, OR 97301

Dear Director Strickler and UMO Director Finn:

Thank you for the opportunity to comment on the Purpose and Needs of ODOT's Regional Mobility Pricing Project (RMPP) concept. The Clackamas County Coordinating Committee (C4) is a group of elected officials and regional representatives throughout Clackamas County, and is tasked with guiding policies related to transportation and land use topics. While these comments are specific to the RMPP, it is important to note that C4 has commented on the I-205 tolling project and ODOT's statewide toll policy. While these may be different programs, there is an inherent connection between them and we hope that you will find our comments are both consistent and helpful in advancing transportation policies that benefit people and communities, as well as Oregon.

Additionally, while these comments are intended to address the purpose and needs for the RMPP, they are not an endorsement or acceptance of any proposal to implement pricing along I-205 and I-5.

Communicate early and often, and promote transparency

The RMPP proposal represents a generational paradigm shift to how transportation would be funded in Oregon. The RMPP has many goals, but the symptom of those goals is making it more expensive to travel in Oregon. Because highway travel is a primary mode of travel for people and businesses alike, we assert that it is ODOT's responsibility to ensure local communities and road users know about this impending program. Additionally, we believe ODOT should actively engage and consult local jurisdictions and stakeholders, rather than those groups existing in a constant state of needing to request information. While ODOT has recently taken steps to improve this relationship, more can be done.

System Goals over Facility Goals

The I-205 tolling project has demonstrated that ODOT's priority is the benefit of the tolled facility over users and the local road system, and we are concerned that same policy framework will transfer to the RMPP. Highway systems are too large, support interstate travel for people and businesses, and traverse too many communities to score facility goals independent of system impacts. Based on the current stated purpose and needs, we have genuine concerns that the diversion, safety, and greenhouse gas metrics will ignore the off-system impacts caused by tolling. More specifically:

Tolling designed to reduce congestion – absent meaningful alternative modes of travel or facilities – will have one of two outcomes: either it will have no effect, or drivers will divert into local communities to avoid the toll. In both of these outcomes, the I-205 and I-5 facilities could reach ODOT's traffic goals for the facility at the cost of local roads, communities, and businesses. Further, underinvestment in the current facility already leads to diversion, created congestion and unsafe conditions for local

communities. It should be a goal to be address existing diversion and expected diversion caused by tolling.

Safety conditions will worsen on local roads as a result of people rerouting to avoid tolls – primarily affecting bikers, pedestrians, schools, and neighborhoods. RMPP should prioritize and address safety hazards created by tolling both on and off the freeway system.

Greenhouse gas reduction will not be accurately calculated by a facility-only analysis - especially if a goal of the RMPP is to move cars off the highway system onto local roads for longer distance travel. We submit that a goal for RMPP should be to reduce both vehicle miles and hours traveled, both on and off the interstate system.

Alternative modes must be obvious and regional

A regional program intended to change behavior for regional travel must have alternatives that are equal or similar across the region. To date, those alternatives are incomplete, especially in the southern I-5 and I-205 areas.

Transit infrastructure is woefully inadequate along the southern portion of I-205. Without substantial, permanent investment in transit, drivers will not choose transit as an alternative to the toll program.

Further, transit alone cannot be the solution. First, the Oregon constitution prohibits use of transportation revenue – like tolls – from being used on transit operations. Second, our communities are diverse across many metrics, including geography, density, and land use designations. ODOT is attempting to toll highways passing through the most urban parts of Oregon, suburbs, and farm land. There will not be a single solution to supporting alternative modes, and the RMPP must be flexible in both its policies and mitigations to best fit the needs of the communities ODOT intends to impact.

Identify now what will be funded with RMPP

The current stated goal of creating a “*sustainable revenue stream to fund maintenance, improvements and modernization of existing infrastructure, as well as other transportation investments*” is – on its own – not detailed enough to garner public support. And, as we’ve noted before, the goals speaks only to ODOT’s funding needs and not to the needs of the system. We propose you include language that addresses improvements both on and off the system, more clearly name what your “maintenance, improvements and modernization” will entail, and identify timelines so the public understands how ODOT plans to invest toll revenue to improve regional travel.

Further, we request ODOT make it clear how RMPP and other toll programs will work together. For example, the I-205 toll program intends to reduce congestion and raise revenue. Thus, it remains unclear why the I-205 corridor would be subject to RMPP tolling if another toll program is presumably accomplishing the same goals.

Collection penalties

We have been pleased with the formation of the Equity Mobility Advisory Committee (EMAC) for the I-205 program, and hope it is retained to benefit implementation and provide ongoing oversight of the RMPP. One question we propose they consider is how to enforce collection penalties in a way that do not cause disproportionate harm to the most vulnerable users of the proposed system. For example, HB 3055 states that people who do not pay their toll fees will not be able to renew their vehicle registration. That consequence could significantly affect people in the lowest tiers of income, who likely

need their vehicles the most in order to reach their place of work. We request that EMAC can consider this issue, and others like it, and provide a recommendation to ODOT and the OTC ahead of implementation that makes sense for all Oregonians.

Economic impacts

To thrive as region, it is imperative that regional systems do not cause disproportional harm to the businesses in communities where tolling will inherently have greater diversion impacts. Communities in Clackamas County have consistently requested that the I-205 toll program not begin until the RMPP achieve federal approval, thus ensuring the southern I-205 corridor does not become the only tolled area in the region, which would have an immediate negative impact on existing and future business. For this reason, we insist economic impact goals are added to the purpose and needs of the RMPP, thus ensuring any mitigation programs will account for tolling impacts.

In closing, we would like to share a [comment](#) from Florida’s Director of the Department of Transportation, Jared Perdue, speaking to the American Association of State Highway and Transportation Officials (AASHTO) in October 2022. “We are moving in a direction that if communities do not like, love and appreciate the product we deliver, then we will not be successful. We see this in every one of our projects.” And, “we need to make the community our number one priority, in terms of how we engage with them and give them a say in ultimate [infrastructure] solutions we provide. We can’t just tell them what we’re doing; that is not going to work anymore.”

We believe these comments by Director Perdue hint at a policy relationship where state officials and local communities can move projects forward together. Perhaps this sentiment can serve as a north star for the work ahead.

Thank you for the opportunity to comment.
Sincerely,

DRAFT

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

DRAFT

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

Memorandum

To: Clackamas County Coordinating Committee (C4)
From: Trent Wilson, C4 | County Government Affairs
Date: December 29, 2023
Re: Regional Appointments

Overview

With the election cycle and change of C4 membership, several appointments on regional bodies are due for updates. Those appointments and recommendations will take place in various C4 venues, and a summary of them and proposed timelines can be seen below.

Region 1 Area Commission on Transportation – R1ACT

Positions	2 – Previously held by Mayor Gamba (Milw.) and Councilor Drake (HV)
Seat Type	Metro area cities - elected
Term Remainder	<ul style="list-style-type: none">• June 30, 2023• June 30, 2025
Process (proposed)	January 25 – Nominations due Feb 2 C4 Meeting – C4 Decisions/recommendations to R1ACT
More details	<ul style="list-style-type: none">• R1ACT• Advisory committee guidance

Regional Toll Advisory Committee

Positions	Member – Vacant Alternate – Rory Bialostosky (West Linn)
Seat Type	Cities
Process (proposed)	Jan 5 C4 Meeting – First discussion Jan 5 to Jan 25 – Nomination period Feb 2 C4 Meeting – Vote

Joint Policy Advisory Committee on Transportation (JPACT) – Clackamas Cities

Positions	Member – Vacant Alternate – Mayor Tom Ellis
Seat Type	Metro area cities
Term	2 years (Though C4 has historically requested annual check ins)
Process (proposed)	Jan 18 C4 Metro Subcommittee – First discussion Jan 18 to Feb 8 – Nomination period Feb 15 C4 Metro Subcommittee - Vote

Metro Policy Advisory Committee (MPAC) – Clackamas Small Cities

Positions	Member – Councilor Brett Sherman (HV) Alternate – Vacant
Seat Type	Metro area cities (Lake Oswego and Oregon City excluded)
Term	2 years (Though C4 has historically requested annual check ins)
Process (proposed)	Jan 18 C4 Metro Subcommittee – First discussion Jan 18 to Feb 8 – Nomination period Feb 15 C4 Metro Subcommittee - Vote

Memo

Date: December 22, 2022

To: C4 and C4 Metro Subcommittee Members

From: Trent Wilson, Clackamas County Government Affairs

RE: 2023 Meeting Dates for C4, C4 Metro Subcommittee, and C4 Executive Committee

Please mark your calendars for the following 2023 C4 meeting dates. These dates occur at regular intervals as described below, but are subject to change.

Meeting materials are posted to the C4 Webpage a week in advance:

<https://www.clackamas.us/c4>

Meeting Details:

**All meetings will occur on Zoom until further notice.*

C4: Meets the 1st Thursday of every month, beginning at 6:45 pm.

C4 Metro Subcommittee: Meets the day before JPACT (3rd Thursdays) every month, which is typically the 3rd Wednesday, at 7:30am

C4 I-205 Tolling Diversion Subcommittee: Meets the 3rd Wednesday of every month, beginning at 12:00 pm.

C4 Executive Committee: Meets the 2nd Monday of every month at 5:30pm

Calendar

Month	C4	C4 Exec	C4 Metro	C4 Diversion Sub
January	5 th	9 th	18 th	18 th
February	2 nd	13 th	15 th	15 th
March	2 nd	13 th	15 th	15 th
April	6 th	10 th	19 th	19 th
May	4 th	8 th	17 th	17 th
June	1 st	12 th	14 th (2 nd Wed)	21 st
July	6 th	10 th	19 th	19 th
August	3 rd	14 th	16 th	16 th
September	7 th	11 th	20 th	20 th
October	5 th	9 th	18 th	18 th
November	2 nd	13 th	15 th	15 th
December	7 th	11 th		20 th