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## 2023 Retreat





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

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**Day One**

- 1:00 PM      Session 01: Opening Session**
- 1:45 PM      Session 02: Affordable Housing Bond Development Update & Supportive Housing Services (SHS) Program Implementation**
- 2:30 PM      Break**
- 2:45 PM      Session 03: Affordable Housing and Homeless Services SWOT Discussion**
- 3:30 PM      Session 04: Affordable Housing and Homeless Services Panel**
- 4:15 PM      Break**
- 4:30 PM      Session 05: Affordable Housing and Homeless Services Visioning**
- 6:00 PM      Adjourn for Day One**
- 6:30 PM      Dinner**

**Day Two**

- 7:30 AM      Breakfast Opens**
- 8:00 AM      Session 06: Oregon Toll Program Updates**
- 9:00 AM      Session 07: Hopes and Expectations for the State Legislative Subcommittee on Transportation Planning**
- 9:45 AM      Break**
- 10:00 AM     Session 08: Tolling – Where do we go from here? (Discussion)**
- 11:30 AM     Session 09: C4 Priorities Planning**
- 12:00 PM     Adjourn**







### **Retreat Attendees (C4 Members and Alternates)**

- Paul Savas, Co Chair Clackamas County, Commissioner
- Ben West Clackamas County, Commissioner
- Brian Hodson, Co-Chair City of Canby, Mayor
- Traci Hensley City of Canby, Councilor (Alternate)
- Michael Milch City of Gladstone, Mayor
- Brett Sherman City of Happy Valley
- Joe Buck City of Lake Oswego, Mayor
- Rebecca Stavenjord City of Milwaukie, Councilor
- Adam Khosroabadi City of Milwaukie, Councilor (Alternate)
- Scott Keyser City of Molalla, Mayor
- Adam Marl City of Oregon City, Commissioner
- Christine Sacco City of Tualatin, Councilor
- Stan Pulliam City of Sandy, Mayor
- Rory Bialostosky City of West Linn, Mayor
- Julie Fitzgerald City of Wilsonville, Mayor
- Caroline Berry City of Wilsonville, Councilor (Alternate)
- Martin Meyers Community Planning Organization, Redland CPO
- Marge Stewards Community Planning Organization, Firwood CPO (Alternate)
- Christine Lewis Metro
- Ashton Simpson Metro (Alternate)
- John Serra TriMet

### **Retreat Support**

- Melissa Miller Facilitator
- Trent Wilson C4 Administrator, Clackamas County, Government Affairs

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

- Tootie Smith Clackamas County, Chair
- Martha Schrader Clackamas County, Commissioner
- Mark Shull Clackamas County, Commissioner
- Angela Brandenburg Clackamas County, Sheriff
- Jacque Betz City of Gladstone, City Manager
- Jamie Lorenzini City of Happy Valley, Policy Analyst
- Will Farley City of Lake Oswego, Traffic Engineer
- Lisa Batey City of Milwaukie, Mayor
- John Lewis City of Oregon City, Public Works Director
- Sherlyn Lombos City of Tualatin, City Manager
- Rich Sheldon City of Sandy, Councilor
- Chris Mayton City of Sandy, Councilor
- Miranda Bateschell City of Wilsonville
- Sue Hildick Clackamas County, Public & Government Affairs
- Chris Lyons Clackamas County, Public & Government Affairs
- Trent Wilson Clackamas County, Public & Government Affairs
- Dan Johnson Clackamas County, Transportation & Development (DTD)
- Jamie Stasny Clackamas County, Transportation & Development (DTD)
- Adam Brown Clackamas County, Health, Housing, and Human Services
- Vahid Brown Clackamas County, Health, Housing, and Human Services
- Devin Ellin HACC, Housing Authority of Clackamas County
- Melissa Miller Clackamas County, Resolution Services
- Randal Yamada Stafford Hamlet

### Additional Guests

- Session 04: Brandi Johnson, Father's Heart
- Session 04: Stefanie Kondor, Related Northwest
- Session 04: Bill Stewart, Clackamas Deputy District Attorney
- Session 06: Brenda Finn, ODOT Urban Mobility Office, Director
- Session 07: Rep. Annessa Hartman

\*Other potential guests still confirming at the time of publishing.



## **C4 Retreat**

### **June 02, 2023**

### **1:00 p.m.**

### ***Session 01***

## ***Opening Session***

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### **Summary**

*Presenting: C4 Co Chairs, Commissioner Paul Savas (Clackamas) and Mayor Brian Hodson (Canby)  
Trent Wilson, C4 Administrator and Clackamas County Government Affairs  
Melissa Miller – Facilitator (Clackamas County Resolution Services)*

Retreat attendees will ease into to the retreat with opening remarks from the C4 Co Chairs, a run of show provided by C4 Staff, meeting the retreat facilitator, and discussing desired outcomes for the weekend.

### **Session Breakdown**

- 15m – Welcome by the Co Chairs and Introductions
- 10m – C4 Staff, run of show and logistics
- 20m – Meet your facilitator, and share desired outcomes for the C4 Retreat

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

- C4 General Information
- C4 Bylaws

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# General Information



## Current Voting Membership

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

## Current Ex-Officio Membership

<b>MPAC Citizen Rep</b>	Ed Gronke
<b>Metro Council</b>	Councilor Christine Lewis
<b>Port of Portland</b>	Emerald Bogue
<b>Rural Transit</b>	Todd Wood (Canby Area Transit)
<b>Urban Transit</b>	Dwight Brashear (SMART)

## ***Frequently Referenced Acronyms and Short-forms:***

### **Related to the Clackamas County Coordinating Committee (C4)**

#### **C4 Metro Subcommittee**

#### **C4 I-205 Diversion Subcommittee**

**CTAC:** Clackamas Transportation Advisory Committee (C4 Transportation TAC)

### **Related to Metro and Metro Committees**

**JPACT:** Joint Policy Advisory Committee on Transportation (Metro)

**MPAC:** Metro Policy Advisory Committee (Metro)

**TPAC:** Transportation Policy Advisory Committee (JPACT TAC)

**MTAC:** Metro Technical Advisory Committee (MPAC TAC)

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

**OTC** Oregon Transportation Commission (ODOT policy decision body)

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

**R1ACT:** ODOT Region 1 Advisory Committee on Transportation

**UMO:** ODOT's Urban Mobility Office

**RTAC:** ODOT's Regional Tolling Advisory Committee

**STRAC:** ODOT's State Tolling Rules Advisory Committee

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

### **General Transportation Acronyms**

**STIP:** State Transportation Improvement Plan (ODOT)

**RTP:** Regional Transportation Plan (Metro)

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

**HCT:** High Capacity Transit

**UPWP:** Urban Planning Work Program

### **General Housing and Land Use Acronyms**

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

**HACC:** Housing Authority of Clackamas County

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

**OHCS:** Oregon Housing and Community Services

**LCDC:** Land Conservation and Development Commission

**DLCD:** Department of Land Conservation and Development

**UGB:** Urban Growth Boundary

**UGMA:** Urban Growth Management Agreement

## CLACKAMAS COUNTY COORDINATING COMMITTEE BY-LAWS

1. PURPOSE

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

C-4's primary functions are to:

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

2. MEMBERSHIP POLICY BODY

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

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

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

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

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

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

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

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

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

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



3. EXECUTIVE COMMITTEE

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

4. OFFICERS

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

5. PROCEDURES

A. Meetings

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

B. Quorum

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

C. Voting

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

D. Alternates

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

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

6. ADVISORY SUBCOMMITTEES:

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

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

C. Management Advisory Subcommittee

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

D. Technical Advisory Subcommittees

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

1. Clackamas Transportation Advisory Committee (CTAC)

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

2. Land Use Advisory Subcommittee

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

3. Clackamas Transit Providers Subcommittee

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

7. DEFINITIONS

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

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

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

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

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

8. AMENDMENTS

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

Adopted on September 26, 2001

Amended on March 3, 2005

Amended on February 5, 2009

Amended on January 7, 2010

Amended on November 3, 2011

Amended on April 4, 2013

Amended on December 5, 2013

Amended on January 5, 2017

Amended on October 5, 2017

Amended on February 1, 2018





**C4 Retreat**  
**June 02, 2023**  
**1:45 p.m.**

***Session 02***

***Affordable Housing Bond Development Update & Supportive Housing Services (SHS) Program Implementation***

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**Summary**

*Presenting: Adam Brown, Deputy Director of Health, Housing, and Human Services Department  
Vahid Brown, Housing and Community Services Division Deputy Director  
Devin Ellin, Clackamas County Housing Authority Development Manager*

On a day devoted to housing issues, the first housing topic will be a quick update about the existing resources and tools for addressing affordable housing and homelessness, as well as an update on the status of funding tied to Governor Kotek's executive order on housing. We expect this update will provide a good baseline before diving into the rest of the day.

**Session Breakdown**

- 05m – Topic Introduction and Quick Video
- 10m – Updates on Supportive Housing Services and Executive Order Funding
- 10m – Updates on the Affordable Housing Bond
- 15m – Q&A

**Materials Provided for this Session**

- Link to the video:
- PPTs for both updates

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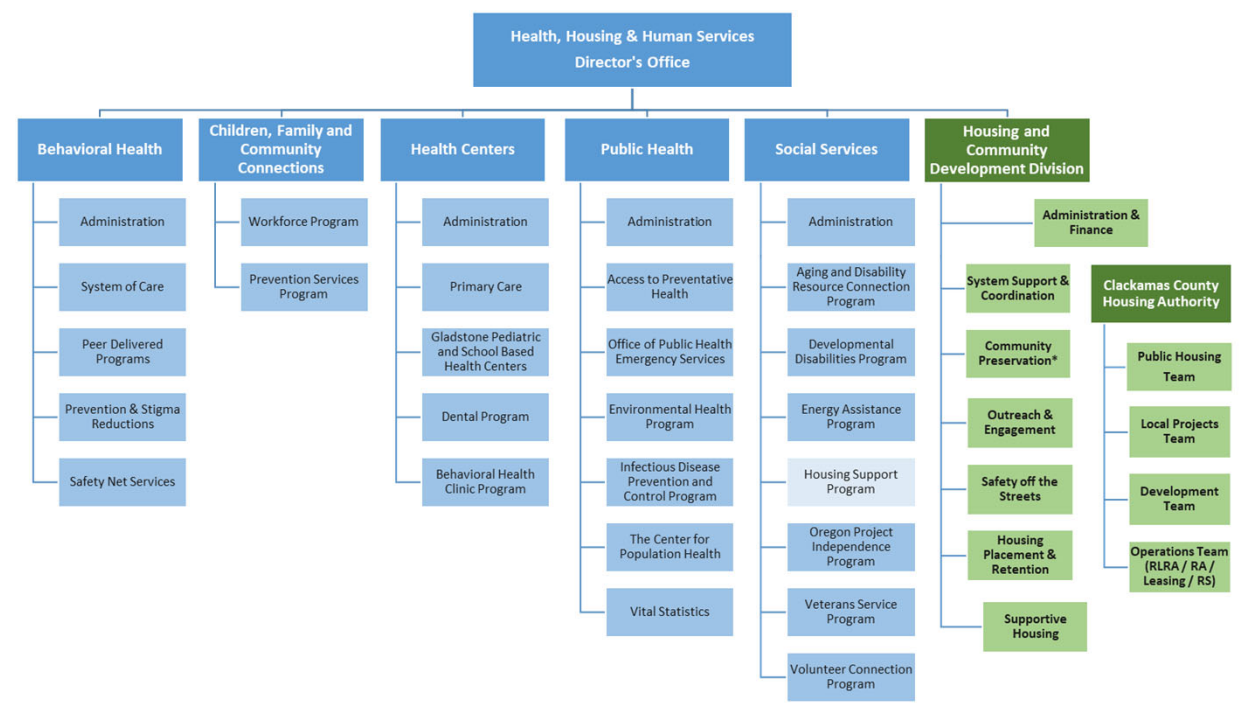
# Health, Housing & Human Services



**CLACKAMAS COUNTY**

## Updates on Affordable Housing Development & the Supportive Housing Services Program

Clackamas County Coordinating Committee  
June 2, 2023



# Affordable Housing Development Update



## Performance Clackamas Progress

Performance Clackamas Goal: Develop 1,500 affordable housing units by 2025

	UNIT PROGRESS			
	PRE-DEVELOPMENT	ALLOCATED	IN CONSTRUCTION	COMPLETE
Rosewood Station, Unincorporated ClackCo				212
Clayton Mohr Commons, Oregon City				24
Hillside Manor, Milwaukie				100
Webster Road, Gladstone				48
Fuller Station Apartments, Unincorporated ClackCo				99
Good Shepard Village, Happy Valley			142	
Las Flores (fka Maple Apts) , Oregon City			171	
Molalla Apartments, Molalla			60	
Marylhurst Commons, Lake Oswego			100	
Lake Grove, Lake Oswego		50		
Hillside Park Redevelopment Phase 1, Milwaukie		275		
Hillside Park Redevelopment Phase 2, Milwaukie	125			
Wilsonville TOD project ( <i>feasibility stage - pending approval</i> )	121			
<b>TOTAL AFFORDABLE UNITS IN PIPELINE: 1527</b>	<b>246</b>	<b>325</b>	<b>473</b>	<b>483</b>

## ClackCo Regional Housing Bond Production Goals

In 2018, voters approved the \$650 million Regional Affordable Housing Bond, with over \$116 million dedicated to Clackamas County

Create housing for over

**2,500**  county residents.

Develop at least


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

Develop approximately

**812** 

new affordable housing units.

Meet the needs of families by making at least

**406**  units two bedroom or larger.

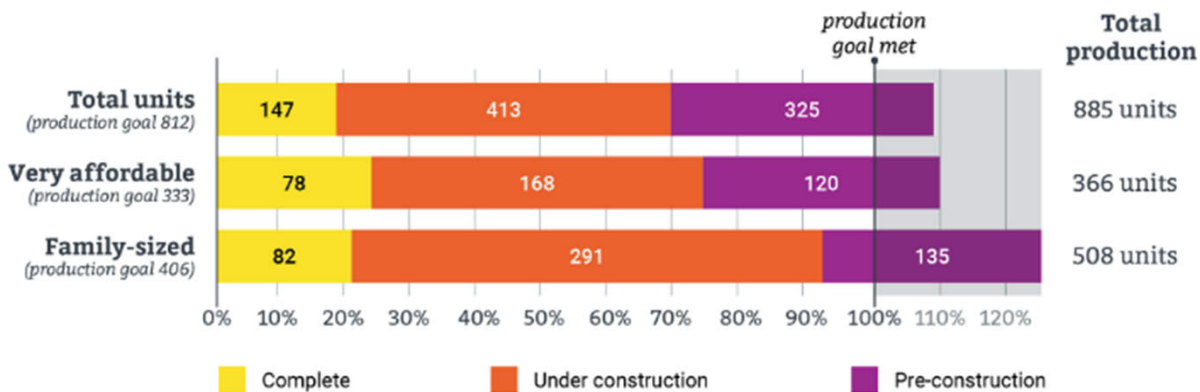
Create affordable homes for low-income families earning between

**61-80%**  of AMI by using up to 10% of the funding.

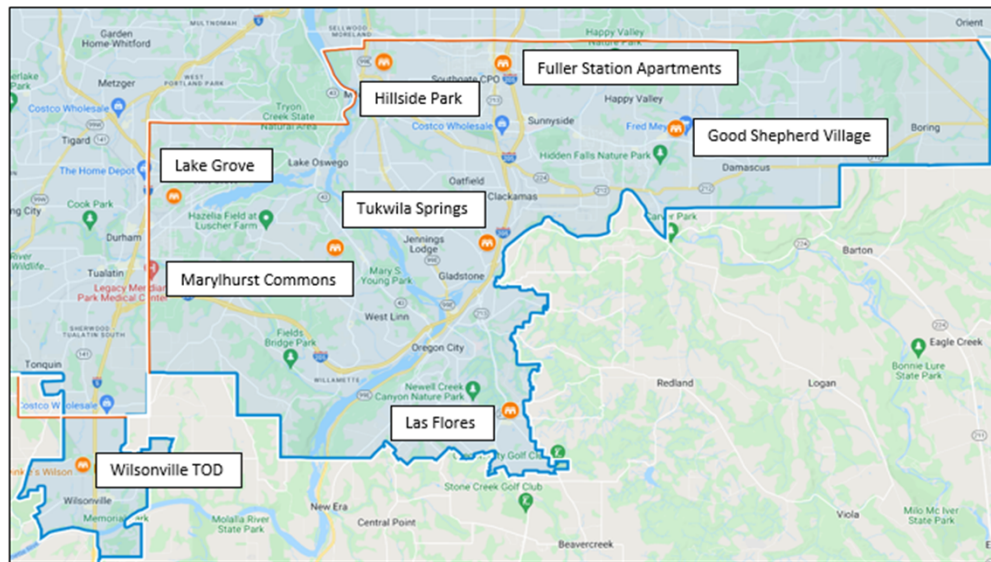
## ClackCo Regional Housing Bond Progress

**885 UNITS** In Development - **109%** of Total Production Goal

**\$337 million** in additional funding leveraged



## Affordable Housing Bond Project Locations



## Completed: Tukwila Springs, Gladstone



- Opened in July of 2022
- 48 studio units
- 100% Permanent Supportive Housing (PSH)
- All 48 units are leased and occupied
  - 14 units are leased by residents referred through Native American Rehabilitation Association (NARA)

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**48 UNITS - OPENED JULY 2022**



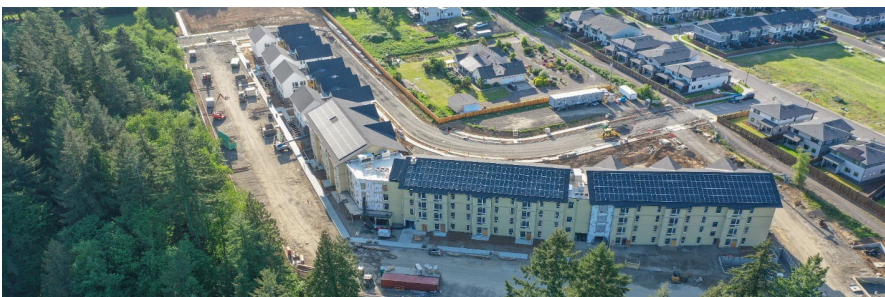
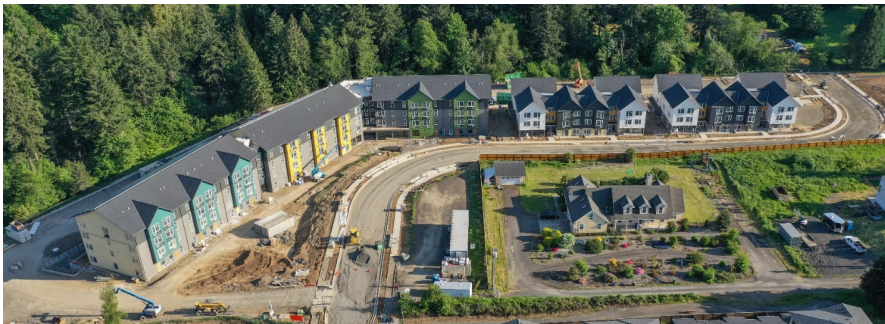


## Completed: Fuller Station Apartments, Unincorporated Clackamas County

- Opened in October of 2022
- 100 family units
  - 17 1-BR
  - 63 2-BR
  - 20 3-BR
- 30 units at 30% AMI, including 25 PSH units
- 70 units at 60% AMI
- Units are 100% leased

**100 UNITS – OPENED OCTOBER 2022**

## In Construction: Good Shepherd Village, Happy Valley



- In construction (80% complete)
- 143 family units
  - 13 Studios
  - 50 1-BR
  - 60 2-BR
  - 20 3-BR
- 58 units at 30% AMI, including 35 PSH units (15 units prioritized for Homeless Veterans)
- 85 units at 60% AMI

**143 UNITS - OPENING FALL 2023**

## In Construction: Las Flores, Oregon City



- In construction (62% complete)
- 171 family units
  - 42 1-BR
  - 54 2-BR
  - 66 3-BR
  - 9 4-BR
- 70 units at 30% AMI, including 9 PSH units
- 101 units at 60% AMI
- Phased openings
  - Q3 2023 (3 bldgs)
  - Q4 2023 (3 bldgs)
  - Q1 2024 (2 bldgs)

**171 UNITS – PHASED OPENING STARTING JULY 2023**

## In Construction: Marylhurst Commons, Lake Oswego



- In construction (29% complete)
- Occupancy expected in April 2024
- 100 family units
  - 17 1-BR
  - 61 2-BR
  - 22 3-BR
- 40 units PSH units (30% AMI)
- 60 units at 60% AMI
- Pursuing Passive House Certification for energy efficient buildings

**100 UNITS - OPENING SPRING 2024**



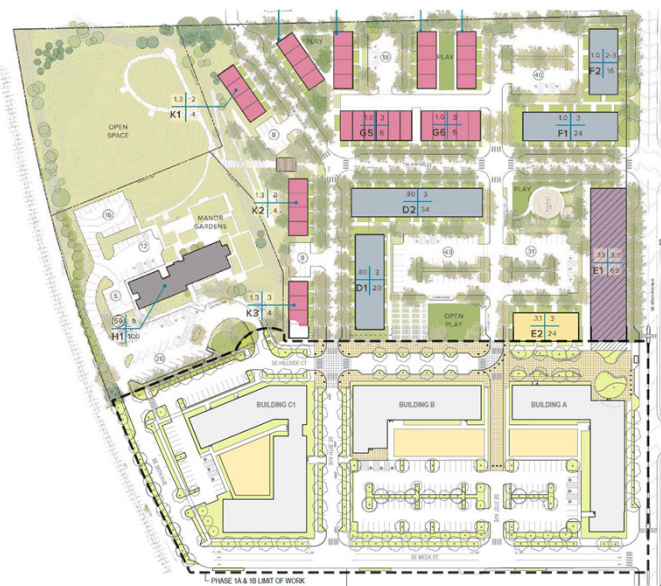
## In Construction: Molalla Apartments, Molalla



- In construction (69% complete)
- 60 units
  - 54 2-BR
  - 66 3-BR
- 8 units at 30% AMI
- 52 units at 60% AMI
- HACC provided 8 project-based Section 8 vouchers to support the 30% AMI units

**60 UNITS - OPENING OCTOBER 2023**

## Predevelopment: Hillside Park, Milwaukie



- Partnership with Related NW & Northwest Housing Alternatives (NHA)
- Phase 1 construction scheduled to start in Q2 2024 - 275 units in 3 buildings
  - 100 units owned and operated by HACC
  - 175 units owned and operated by Related NW
- NHA to provide supportive services
- Application for Section 18 Disposition under HUD review

**275 UNITS – BREAKING GROUND Q2, 2024**

## Predevelopment: Lake Grove, Lake Oswego

- Partnership between HACC, Metro, and Lake Oswego
- Metro purchased a city-owned site for development of affordable housing
- Developer solicitation released in Feb – 7 proposals received, currently under review
- Project will include ~50 affordable units, with at least 25 2BR+ units and 20 units at 30% AMI



**DEVELOPER RFP RELEASED Q1 -2023**

## Predevelopment: Wilsonville TOD, Wilsonville



- In 2022, the City of Wilsonville released an RFQ/P seeking a development team able to build a transit-oriented, mixed-use, affordable housing development on a 1.3-acre city-owned property at the Wilsonville Transit Center.
- Palindrome was selected to develop the site. Palindrome's vision for the site includes 121 units of housing— including 79 units that are 2-bedrooms or larger—affordable to households making 60% of AMI or below.
- Exploring feasibility of integrating Affordable Housing Bond funds into this project, with hope for concept endorsement this summer.

**121 UNITS – EXPECTED TO BREAK GROUND Q4, 2024**



# Supportive Housing Services Update



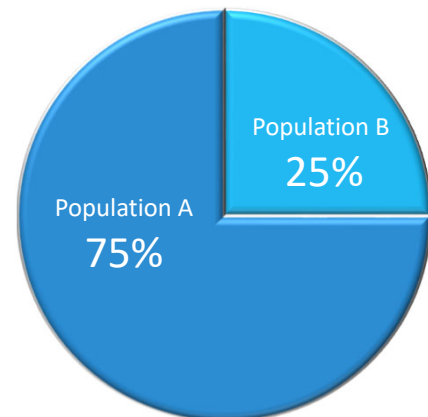
## Supportive Housing Services Program

- Created via the passage of Measure 26-210 in May of 2020
- Metro Tax on high income earners and businesses grossing over \$5M
- Clackamas County receives 21.3% of the tax collections
- Local Implementation Plan developed Spring 2021
- Disbursements began and the program launched in July 2021

# Ending Chronic Homelessness

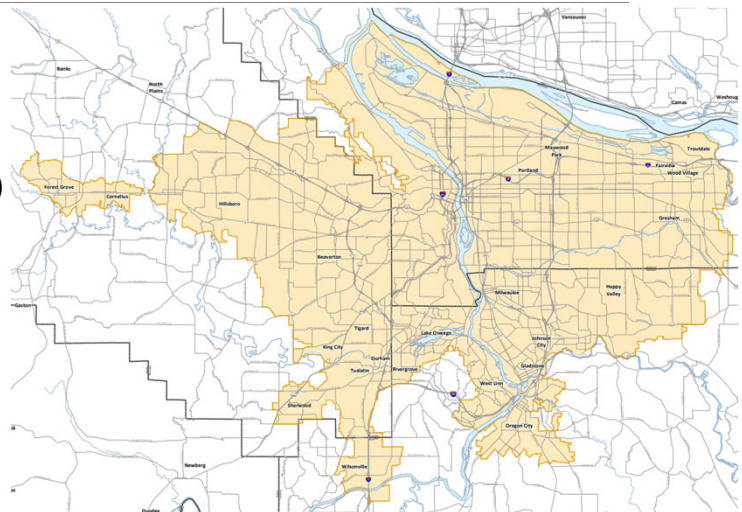
**Population A:** 75% of funds must go to serving extremely low-income households with long histories of homelessness and one or more disabling conditions

**Population B:** 25% of funds will go toward serving households who are or are at risk of experiencing homelessness.



## What can SHS funds be used for?

- Must be used within the Metro Urban Growth Boundary
- Supportive housing case management
- Regional long-term rent assistance (RLRA)
- Short-term rent assistance (STRA)
- Housing navigation/placement services
- Eviction prevention
- Shelter & transitional housing







## Local Implementation Plan

### Investment Priorities:

- Increase shelter capacity
- Expand & establish culturally specific services
- Expand wrap around services for housing stability
- Increase all types of outreach & housing placement services
- Expand existing, high performing, contracted programs & services
- Convert vouchers that are time-limited
- Increase internal capacity

## SHS Funded Programs

- Largest expansion of housing and homeless services in Clackamas County history
- Six agencies new to Clackamas County
- Seven culturally specific programs
- New and expanded services beginning in the coming months:
  - Supportive housing case management
  - Rapid rehousing
  - Youth shelter and housing placement
  - Technical assistance for service providers

Program	Culturally Specific
<b>Permanent Supportive Housing Case Management</b>	
El Programa Hispano Católico	Latinx
Greater New Hope Family Services	BIPOC
Northwest Family Services	--
Native American Rehabilitation Association	Native American
Up and Over	BIPOC
Immigrant & Refugee Community Organization	BIPOC and Immigrants/Refugees
Impact NW	--
Clackamas Women's Services	--
Shelter + Care (Impact NW)	--
<b>Housing Navigation</b>	
Clackamas Women's Services	--
El Programa Hispano Católico	Latinx
Greater New Hope Family Services	BIPOC
Impact NW	--
Northwest Family Services	--
Law Enforcement Assisted Diversion (Central City Concern)	--
<b>Shelter and Safety off the Streets</b>	
Serenity and Haven Houses (Bridges to Change)	--
Emergency Hotel/Motel Shelter (The Father's Heart Street Ministry)	--
Native American Youth and Family Center	Native American
Northwest Housing Alternatives	--
Clackamas Women's Services	--
Casa Esperanza (Northwest Family Services)	Latinx
Veterans Village (Do Good Multnomah)	--
<b>Outreach and Safety on the Streets</b>	
Clackamas Service Center	--
Providence Better Outcomes Thru Bridges	--
Up and Over	BIPOC
Immigrant & Refugee Community Organization	BIPOC and Immigrants/Refugees
LoveOne	--
Law Enforcement Assisted Diversion (Central City Concern)	--
<b>Eviction Prevention</b>	
Peer Services at HACC Properties (Impact NW and MHAAD)	--

\* Highlighted agencies are new to Clackamas County

## Outreach & Engagement



- SHS funding enabled the county to launch its first coordinated outreach & engagement system in its history
- Six agencies provide services
- Connects residents experiencing homelessness with the service system, provides essential survival supplies, and helps move people off the streets and into transitional shelter/housing
- Provided via site-based, in-reach, pop-up and mobile methods
- Distributes life-saving supplies during severe weather events

## Safety off the Streets

- SHS funding currently supports 139 emergency/transitional shelter units
- Utilize a combination of site-based villages and motel-based shelters
- Provides people safety and stability while they work with housing navigators to move into permanent housing
- New shelter for youth aged 16-24 will open in the coming months



## Eviction Prevention

- Short-term rental assistance administered by Social Services to help people temporarily pay their rent
- Peer support services at Housing Authority properties that help residents access services/benefits and remain housed
- 284 people received assistance to stay in housing between July 2022 and March 2023



## Permanent Supportive Housing

- Cornerstone service provided by SHS funding
- Proven model of keeping people in housing and from returning to homelessness
- Combination of permanent housing + long-term rental assistance + ongoing case management
- Utilize a combination of tenant-based and site-based models
- Placed 581 people into permanent supportive housing between July 2021 and March 2023







**C4 Retreat**  
**June 02, 2023**  
**2:45 p.m.**

***Session 03***

***Affordable Housing and Homeless Services: Strengths, Weaknesses, Opportunities, and Threats (SWOT)***

---

**Summary**

Affordable housing (sticks and bricks) and homeless/houseless services (first response, case work, wraparound care, shelter, etc.) are two ways of thinking about the housing crisis. However, the ability to take advantage of these resources requires community support, awareness of the tools, and a willingness to use these resources. This session will be a groupthink activity focused on knowledge and perceptions around five areas of impact for addressing affordable housing and homelessness. Attendees will conduct a SWOT analysis, and will use those findings in future sessions of the retreat.

**Session Breakdown**

- 05m – Introduction and King County Video ([Video Link](#))
- 20m – Breakout Tables and SWOT Analysis
- 10m – Report from Breakout Tables
- 10m – Common Themes and Reactions

**Materials Provided for this Session**

- Table Topics
- Affordable Housing Toolkit Deck (handed out at the retreat)

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## Session 03: Affordable Housing and Homeless Services – Strengths, Weaknesses, Opportunities, & Threats (SWOT) Discussion

### Table A – Affordable Housing Development: Availability of Developable Land, Permitting

The availability of developable land, the ease to develop on that land, and the ability for developers to navigate the permitting process are critical elements to increase housing inventory. The lack of rental vacancies, the high cost to rent or purchase homes, and the limited supply of land within urban growth boundaries will require creativity, planning, and coordination to make use of developable land and increase housing stock rapidly. By aligning housing supply with local needs, reducing bureaucratic hurdles, and optimizing land use developers can more effectively build affordable housing projects that address the housing crisis and benefit communities in need.

#### **Existing Tools (not an exhaustive list):**

- Identifying vacant or under-developed lands
- Housing Needs Assessments to identify opportunity areas
- Permit expediting/coordination
- Non-discretionary permitting process
- Predictable planning process
- Cooperation with city planning departments
- Zoning that matches up with Qualified Census Tract (QCT)
- Reduced parking requirements for affordable housing
- Reduce requirements for balconies and ground floor retail
- Planning for urban growth boundary expansion
- Growing into adjacent or underused urban reserves

### Table B – Affordable Housing Development: Financial Incentives (waivers, bonuses, tax liabilities)

Financial incentives are essential tools for developing affordable housing. They can help reduce costs, increase feasibility, encourage private sector involvement, stimulate development in underserved areas, and promote long-term affordability, all of which are critical in addressing the affordable housing crisis and creating more inclusive communities.

#### **Existing Tools (not an exhaustive list):**

- Tax abatement
- Forgivable predevelopment funding
- Construction Excise Tax funding (& waivers)
- Home Investment Partnership Program (HOME) and Community Development Block Grant (CDBG) funding
- Tax Increment Financing funding
- Local or regional bond funding
- System Development Charge (SDC) waivers



**Table C – Homeless Services: Street Outreach, Navigation, and Shelter**

Street outreach, navigation, and shelter programs provide coordinated outreach to assist with directly connecting people experiencing homelessness to services ranging from helping them meet basic needs to housing placement and retention. This includes access to critical hygiene and health services and range of short-term shelter and transitional housing options with case management and supportive services. The goal of these programs is to provide the short-term stabilization, resource navigation, and supportive services (case management, peer support, housing navigation and placement services, and behavioral and physical health services, financial education, Rent Well courses, and other workshops and resources intended to increase self-sufficiency) that people need on their path back to permanent housing.

***Existing Tools (not an exhaustive list):***

- Street outreach teams (can be multi-disciplinary, or solely focused on identifying people experiencing homelessness and assessing them for housing services)
- Cleanup and hygiene events
- Navigation/resource centers (drop-in day centers with multiple service offerings on site)
- Safe rest sites (e.g., sanctioned camping sites for tents or simple sleeping structures)
- Safe rest vehicle parking programs
- Severe weather emergency shelter
- Year-round emergency shelter facilities
- Village-style shelter communities (tiny homes or pallet shelters with common facilities)
- Motel-based transitional housing
- Other facility-based transitional housing

**Table D – Homeless Services: Housing Retention, Rapid Re-Housing, and Supportive Housing**

These programs provide short-term support to help people gain and/or retain housing, access supportive services to help with housing stability, and connect households at risk of losing housing with diversion and other supportive services. They also provide longer-term help, particularly to individuals who have one or more disabling conditions, who are extremely low income, and who are experiencing long-term homelessness, by connecting them to permanent supportive housing or transitional housing that includes wraparound supportive services. The goal of these programs is to achieve long-term housing stability.

***Existing Tools (not an exhaustive list):***

- Shelter diversion (creative problem-solving to identify alternatives to homelessness)
- Eviction prevention
- Short-term rent assistance
- Rapid re-housing (up to 24 months of rent assistance with supportive services)
- Federal rent assistance (Housing Choice, Mainstream, Foster Youth-to-Independence, and other HUD-funded vouchers)
- Regional Long-term Rent Assistance (RLRA) program
- Housing retention case management
- Permanent Supportive Housing (PSH)
  - Tenant-based PSH (long-term rent assistance with supportive services)
  - Site-based PSH (subsidized housing in a facility with on-site supportive services)



<b>Table E – Human Services: Behavioral Health and Addiction Recovery</b>
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These programs provide coordination, support, outreach, education, and treatment services to individuals living with behavioral health challenges, including addiction. Services are provided by both the county, as the Local Mental Health Authority and in operating a Federally Qualified Health Center, and by non-profit and private entities throughout the community. There are multiple connection points between these systems and the homeless services system, both internal to the county and through the community-based organizations that deliver homeless services. The goal of these programs is to provide people the support that they need to achieve their mental health and addiction recovery goals.

***Existing Tools (not an exhaustive list):***

- Crisis clinic and 24-7 crisis line
- Mobile crisis response
- Outpatient mental health and substance use treatment
- Residential treatment with 24-7 staff and supports
- Inpatient hospital treatment
- Community-based services (meeting an individual where they are)
- Group or foster home with supports for daily living
- Peer outreach, support, and recovery





**C4 Retreat**  
**June 02, 2023**  
**3:30 p.m.**

***Session 04***

## ***Affordable Housing and Homeless Services Panel***

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### **Summary**

*Host: Adam Brown, Deputy Director of Health, Housing, and Human Services Department*  
*Guests: Brandi Johnson, Executive Director of the Father's Heart and Love One*  
*Bill Stewart, Deputy District Attorney of Clackamas County*  
*Stefanie Kondor, Sr. Vice President of Development of Related Northwest*  
*\*Additional Guest TBD at time of publishing*

Panelists from various industries will share a Strengths, Weaknesses, Opportunities, and Threats (SWOT) Analysis of their industry, and respond to questions.

### **Session Breakdown**

- 05m – Introduction by Host
- 20m – Panel on Affordable Housing and Homelessness
- 20m – Q&A

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

- BIOs of the Panelists

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Stefanie Kondor  
Senior Vice President, Development  
Related Northwest



As Senior Vice President of Development for Related Northwest, Ms. Kondor is responsible for establishing Related's presence in the northwest while leading and managing all aspects of development and financing for Related's affordable developments.

Prior to joining Related, Ms. Kondor was Director of Real Estate Development for Central City Concern where she managed the land acquisition, entitlements, and due diligence process for the development of new clinical and affordable housing in Portland, Oregon with development costs in excess of \$100 million. While at Central City Concern, she was a recipient of the Housing Oregon's Star Player Award in 2017 and led her development team named as top affordable housing developer by the Daily Journal of Commerce for 2018. She developed award winning projects receiving the prestigious AIA/AAH design award for Healthcare Design as well as the Novogradac New Market Tax Credit QLICI of the Year for Metro projects. Ms. Kondor has consulted through her firm, SK Asset Advisors for private developers and construction managers focused on affordable housing. As Senior Asset Manager for Bayside Communities, Ms. Kondor managed a portfolio of more than 60 multifamily properties throughout the west coast including senior housing, assisted living, low-income housing and HUD communities. She is experienced working on complex transactions with multi-layered funding along with new market tax credits.

Ms. Kondor holds a Bachelor of Science in Business Administration from the Haas School of Business at the University of California, Berkeley and sits on the Board of Directors for the Boys and Girls Club of Portland. She is a member of PSU's Real Estate Advisory Board and a Portland Housing Advisory Committee Commissioner. She is a Hillsboro School District Budget Committee Member, Community Action Committee member for City of Hillsboro's Housing and a committee member for Metro's Supportive Housing Services Oversight Committee.

## Bill Stewart Bio

I am a deputy district attorney with the Clackamas County DA's Office. I have worked as a DDA since 2002. For the past 17 years, I have been the Community Prosecutor. In that role, I work extensively those who are experiencing homelessness and who have come into contact with the criminal justice system. Specifically, the programs that I am involved in that are connected to homelessness include the Clackamas County Community Court, the Neighborhood Livability Project (NLP), and the Law Enforcement Assisted Diversion program (LEAD).

I grew up in unincorporated east Multnomah County. I graduated from David Douglas High School, Willamette University and Lewis and Clark Law School. I worked in the trucking industry for 20 years in Oregon and California before suffering from a mid-life crisis which led to law school. I have been married for 27 years and have three sons.

### Contact:

William Stewart, Community Prosecutor  
Clackamas County DA's Office  
807 Main Street, Room 7  
Oregon City, OR 97045  
Direct: 503 722-2786  
Email: [billste@clackamas.us](mailto:billste@clackamas.us)



**C4 Retreat**  
**June 02, 2023**  
**4:30 p.m.**

***Session 05***

## ***Affordable Housing and Homeless Services Visioning***

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### **Summary**

Retreat attendees will conduct a quick exercise to envision what perceived success looks like to address affordable housing and homeless services in Clackamas County. The rest of the time will be spent in a facilitated “family meeting” discussing ways various jurisdictions can work together to address housing needs in the county.

### **Session Breakdown**

- 05m – Introduction
- 25m – Visioning Exercise
- 60m – Discussion and Outcomes/Goal Setting

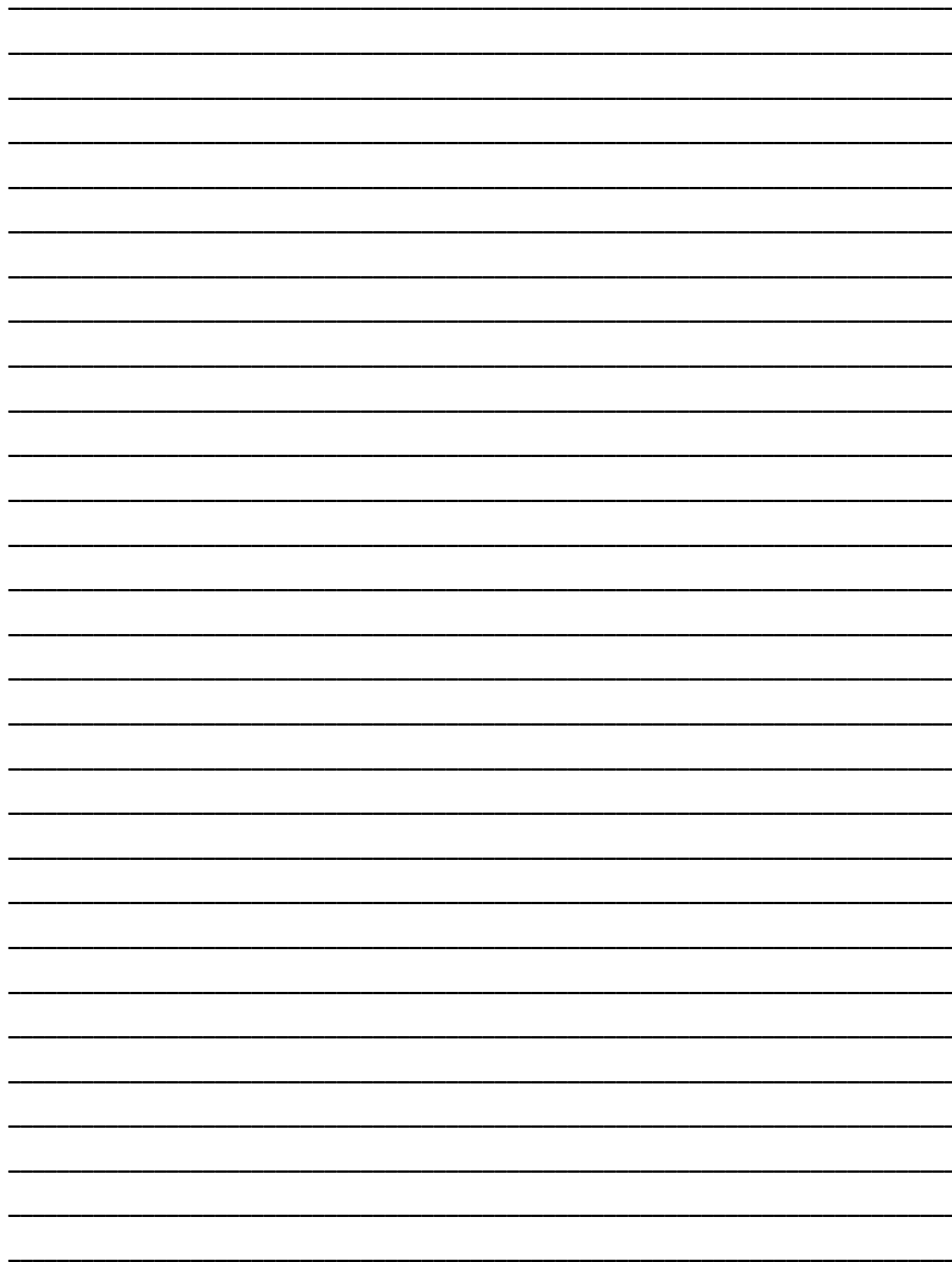
### **Materials Provided for this Session**

- Note paper

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**C4 Retreat**  
**June 03, 2023**  
**8:00 a.m.**

***Session 06***

## ***Oregon Toll Program Updates***

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### **Summary**

*Guest: Brendan Finn, Director of ODOT Urban Mobility Office*

ODOT will share how the pause on toll collection is changing their work in the near and long term, with an aim to provide updates on the status of the I-205 Environmental Analysis, the regional toll program, and their work leading up to toll collection in 2026. There will be time for questions.

### **Session Breakdown**

- 05m – Introductions
- 25m – Presentation from the Oregon Department of Transportation
- 30m – Q&A

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

- Governor Announcement of the Pause on Toll Collections
- Clackamas Letter to Governor and Legislators
- May 23, 2023 Op-Ed on Tolling

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TINA KOTEK  
GOVERNOR

May 4, 2023

President Rob Wagner  
900 Court Street NE, S-201  
Salem, Oregon 97301

Speaker Dan Rayfield  
900 Court Street NE, H-271  
Salem, Oregon 97301

Co-Chair Lew Frederick  
900 Court Street NE, S-419  
Salem, Oregon 97301

Co-Chair Susan McLain  
900 Court Street NE, H-493  
Salem, Oregon 97301

Dear President Wagner, Speaker Rayfield, Co-Chair Frederick, and Co-Chair McLain,

Thank you for sharing your plans to establish a Special Subcommittee on Transportation Planning of the Joint Committee on Transportation. I appreciate your partnership in providing a sustainable, safe, and robust transportation system that supports the needs of all Oregonians.

Since taking office, I have heard consistently from stakeholders and residents that they need to understand more of the impacts and tradeoffs of tolling I-205 and I-5 before these tolls take effect. While tolling must remain a critical component of how our state moves forward with funding transportation infrastructure, I see value in taking the time necessary to ensure we are doing it right. To that end, I have directed the Oregon Department of Transportation to delay all toll collection until January 1, 2026.

This revised start date will allow time for my office, the Oregon Transportation Commission, and the legislative Subcommittee on Transportation Planning to receive more information on the agency's plans to mitigate diversion and address equity concerns. Specifically, I have asked for implementation reports to be delivered to my office for review by December 15, 2023.

House Bill 2017 (2017) and House Bill 3055 (2021) affirmed tolling as a critical funding source for many of the state's largest projects. Therefore, today's announcement will impact the overall financing plan for the state's Urban Mobility Strategy, and major projects will need to immediately adjust their schedules to align with the availability of resources. To inform next steps, I have asked Director Strickler to provide me with updated finance plans for projects within ODOT's Urban Mobility Strategy by July 1, 2023.

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

[WWW.GOVERNOR.OREGON.GOV](http://WWW.GOVERNOR.OREGON.GOV)

President Rob Wagner, Speaker Dan Rayfield  
Co-Chair Lew Frederick, Co-Chair Susan McLain  
May 4, 2023  
Page 2

In closing, I want to recognize the many state employees who have been working tirelessly to meet the project expectations set forth by legislature in 2017. We will need their focus, commitment, and passion to meet the collective challenges ahead more than ever before.

Sincerely,

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

Governor Tina Kotek



May 11, 2023

Dear Governor Kotek, Senate President Wagner, and House Speaker Rayfield:

Thank you for establishing the pause on toll collection until January 2026. This bipartisan, bicameral effort by many leaders in the state to reevaluate current plans is an example of listening to the public and working together for the benefit of our shared constituents.

The I-205 Bottleneck Project was prioritized in HB 2017 to reduce congestion on I-205 and improve safety impacts on local streets caused by drivers leaving the highway to avoid traffic. The associated I-205 Toll Project, as proposed in the Environmental Assessment, works against those goals. In particular, it would create more diversion into local communities and worsen safety conditions for the public. We hope this pause will allow ODOT and local agencies the opportunity to align priorities.

While appreciative of the pause, Clackamas County has many questions about the process moving forward. As you begin to formulate next steps, we respectfully request your commitment that local stakeholders will have meaningful access and inclusion in the work ahead. HB 3614 included a broad list of representatives who have a stake in the outcomes, including legislators, local jurisdictions, residents, business owners, freight representatives, transit providers, and others. We appreciate that structure and feel creating a workgroup or advisory committee would help bring our insight into your work. We stand ready to assist you in this effort.

Additionally, we respectfully encourage the Subcommittee to conduct analysis and contemplate solutions to the following issues:

- The I-205 Toll Project and the Regional Mobility Pricing Project (RMPP) be analyzed together to show the cumulative impacts of regional tolling on the overall transportation system. This work should be done prior to implementing tolling on any one segment.
- Ensuring aligned implementation timelines on the two toll projects.
- Safety improvements on and off the toll corridor.

- Diversion impacts that are adequately mitigated, including pre-existing diversion caused by the bottleneck on I-205, which would have been resolved with construction of Phase II of the I-205 Bottleneck Project without tolling.
- Giving confidence to affected communities in ODOT's plans and financial means to address proposed mitigation projects.
- Establishment of adequate alternative modes of travel.

Lastly, while a pause on the collection of tolls is important to get this right, we stress that the I-205 Bottleneck Project (both phases) remain a state priority as outlined in HB 2017, and that these improvements should not be delayed as a result of this pause.

In the coming weeks, we aim to work jointly with our local partners to further identify and outline our hopes for the work of the newly created Subcommittee on Transportation Planning.

Thank you for bringing transparency and legislative oversight to ODOT's tolling proposals to assure Oregonians that communities will not suffer undue safety impacts, isolation, or economic hardship. We look forward to partnering with you in this ongoing work.

Sincerely,

Clackamas County Board of Commissioners



Tootie Smith, Chair



Commissioner Paul Savas



Commissioner Martha Schrader



Commissioner Mark Shull



Commissioner Ben West

CC: Joint Committee on Transportation  
Special Subcommittee on Transportation Planning  
Clackamas Caucus  
Clackamas Cities



<https://www.canbyherald.com/tncms/asset/editorial/52c821ca-f98d-11ed-8b4d-9355c7fb7dcb/>

## Clackamas leaders: Appreciative of tolling pause, but vigilant

Tootie Smith, Paul Savas, Martha Schrader, Mark Shull, Ben West, Brian Hodson, Michael Milch, Joe Buck, Denyse McGriff, Frank Bubenik and Rory Bialostosky  
May 23, 2023



Clackamas County officials found plenty of shortcomings in the ODOT I-205 Tolling Project Environmental Assessment.  
pmg file photo

Toll collections are paused, but our voices



Find family  
getaways nearby

We appreciate that Governor Kotek and the Oregon Legislature recognized that the Oregon Department of Transportation needed to slow down and to find a solution that works for everyone. Because of their actions, tolls will not be collected until 2026 and a new legislative subcommittee on Transportation Planning has been formed.

What does all of that mean?

The tolling pause is a result of many local voices speaking with a unified message — ODOT's tolling proposal would encourage motorists to divert off the interstate into local neighborhoods, decrease safety on our streets and worsen the local congestion that already exists today. Our residents are concerned that these cut through trips will lead to accidents, pollution and noise, and will make it tougher for local residents to get safely to work, school and daily activities. After many attempts by all of our communities to share concerns or propose alternatives to lessen the effects of tolling, it became clear ODOT officials felt they could not slow down nor deviate from the direction of the past Legislature, and thus were unable to respond to local concerns.

The recent direction from Governor Kotek to pause the collection of tolls is an important shift in this process. With a pause, now there is time to get this right. But ODOT must actually slow down and consider solutions that do not cause diversion.

Hope rests on the newly formed Subcommittee on Transportation Planning established by Senate President Rob Wagner and House Speaker Dan Rayfield. This subcommittee has been charged with reviewing the planning and implementation of ODOT's major transportation projects and to consider a range of funding options, which may include tolling. As this group is being formed, it is critical to weave local perspectives into the process.

We recognize ODOT has funding needs, and we know that revenue is decreasing while transportation project costs are increasing. As local agencies, we share and understand these same challenges. However, transportation funding should not be so burdensome that it encourages drivers to leave the

interstate just to avoid tolls. Solutions need to encourage business and freight movement, while also benefiting the everyday driver. And most importantly, solutions need to improve safety on and off the interstate system. We must work together toward common goals and viable solutions.

We all have more work to do, and we must do that work together. The road ahead requires our full attention. We are committed to having a seat at the table, advocating on behalf of our communities, and pursuing a future in transportation funding supported by our residents.

*Co-signers of this opinion article include Clackamas County Board of Commissioners members Tootie Smith, Paul Savas, Martha Schrader, Mark Shull and Ben West. Mayors Brian Hodson, Michael Milch, Joe Buck, Denyse McGriff, Frank Bubenik and Rory Bialostosky signed on behalf of the cities of Canby, Gladstone, Lake Oswego, Oregon City, Tualatin and West Linn.*





## **C4 Retreat**

**June 03, 2023**

**9:00 a.m.**

### ***Session 07***

## ***Hopes and Expectations for the State Legislative Subcommittee on Transportation Planning***

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### **Summary**

*Introducing: Chris Lyons, Government Affairs Manager of Clackamas County*

*Guests: Representative Annessa Hartman, District 40*

*\*Addition Guests TBD*

Clackamas delegation members serving on the newly formed Joint Committee on Transportation Subcommittee on Transportation Planning will share their hopes and expectations for the work assigned to the new subcommittee. There will be time for questions.

### **Session Breakdown**

- 05m – Introductions
- 25m – Interview with the delegation member(s)
- 15m – Q&A

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

- Committee Members for the Joint Committee on Transportation Subcommittee on Transportation Planning
- Press Release from Representatives Annessa Hartman, Courtney Neron, and Jules Walters
- Press Release from Senate President Rob Wagner and House Speaker Dan Rayfield

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## Joint Committee On Transportation Special Subcommittee On Transportation Planning

### Membership

<b>Co-Chair</b>	Senator Lew Frederick
<b>Co-Chair</b>	Representative Nancy Nathanson
<b>Co-Vice Chair</b>	Senator Brian Boquist
<b>Co-Vice Chair</b>	Representative Kevin Mannix
<b>Member</b>	Senator Chris Gorsek
<b>Member</b>	Representative Jami Cate
<b>Member</b>	Representative Maxine Dexter
<b>Member</b>	Representative Annessa Hartman
<b>Member</b>	Representative Rick Lewis
<b>Member</b>	Representative Tawna Sanchez





Offices of Representatives Annessa Hartman, Courtney Neron, and Jules Walters

**FOR IMMEDIATE RELEASE**

May 1, 2023

**Press Contact:**

Daniel Moltke, [Daniel.Moltke@oregonlegislature.gov](mailto:Daniel.Moltke@oregonlegislature.gov)

## **Clackamas-Area Democrats Score Big Win for Toll-Impacted Communities**

*Governor Tina Kotek pauses toll collections until 2026; new subcommittee created to oversee ODOT plans*

**SALEM, Ore** - After months of advocacy, legislative Democrats representing the Clackamas County area scored a major victory for local communities facing the impacts of tolling on I-205.

In a letter today, the Speaker of the House, the Senate President, and the Co-Chairs of the Joint Transportation Committee have announced the creation of a Special Subcommittee on Transportation Planning to oversee and monitor the Oregon Department of Transportation's (ODOT) plans to mitigate the negative impacts of tolling on vulnerable communities. In order to make sure that any tolling program is carefully considered and incorporates the feedback from impacted communities, Governor Kotek is responding to the calls of the legislators and pausing all toll collections until January 2026.

"I know firsthand that our communities have not felt heard by ODOT, and that they feel their deep concerns were being ignored by the agency," says **Rep. Annessa Hartman (D-Gladstone)**, who has been appointed to serve on the newly formed Special Subcommittee on Transportation Planning. "Since being sworn into the legislature, I've advocated fiercely in the Capitol for our voices to be heard and for ODOT to pause, listen to our constituents and get this right. There is a lot of trust that needs to be rebuilt and I am proud to serve on this committee to give our districts a seat at the table."

The Subcommittee will meet through the interim to oversee ODOT's plans to ensure safety, mitigate congestion, support our economy, reduce pollution, and ensure that the needs of local communities are being heard and incorporated into planning.

"Families and local leaders in our communities have been justifiably frustrated with ODOT's behavior," says **Rep. Jules Walters (D-West Linn)**. "This committee will give a voice to those frustrations, and the pause will give us time to ensure the agency hears them."

"Our communities should not disproportionately shoulder the cost of interstate infrastructure. A flawed tolling program would harm working families, individuals on fixed incomes, and

businesses in my community. I don't believe a toll should divide someone from their own town.” **said Rep. Courtney Neron (D-Wilsonville)** “We have an obligation to ensure community voices are heard, legislative sideboards are in place, and that ODOT cannot proceed without truly taking our needs into consideration.”

Last week, Reps. Hartman, Walters, and Neron introduced [HB 3614](#), which would pause tolling until January 2026 and establish a committee to oversee ODOT's tolling program. The bill was co-sponsored by a bipartisan, bicameral group of 31 legislators.

“Today, we are grateful that our voices are finally being heard loud and clear.” **said Rep. Annessa Hartman (D-Gladstone)**

###



## OFFICES OF THE HOUSE SPEAKER AND SENATE PRESIDENT

[www.oregonlegislature.gov/rayfield](http://www.oregonlegislature.gov/rayfield)  
[www.oregonlegislature.gov/wagner](http://www.oregonlegislature.gov/wagner)

May 2, 2023

NEWS RELEASE

### **Oregon House Speaker and Senate President Announce Special Subcommittee on Transportation Planning as Part of Joint Committee on Transportation Oversight of the Modernization of Oregon's Transportation Infrastructure**

**SALEM, Ore.** – Today, Oregon House Speaker Dan Rayfield and Senate President Rob Wagner announced the establishment of a Special Subcommittee on Transportation Planning, which will serve as a subcommittee to the Joint Committee on Transportation. The subcommittee will be tasked with reviewing the planning and implementation of major transportation projects, including those under the purview of the Oregon Department of Transportation (ODOT) Urban Mobility Strategy.

Co-chairing the subcommittee will be State Senator Lew Frederick (D-N/NE Portland), Co-Chair of the Joint Transportation Committee, and State Representative Nancy Nathanson (D-Eugene), Co-Chair of the Joint Legislative Audits Committee, longtime member of the Joint Transportation Committee, and prior Co-Chair of the Joint Ways and Means Committee.

The purpose and mission of the subcommittee as part of the Joint Transportation Committee's ongoing work was outlined in a letter to Governor Tina Kotek signed by House Speaker Dan Rayfield, Senate President Rob Wagner, and Joint Transportation Committee Co-Chairs Representative Susan McLain and Senator Fredrick: "A stable, reliable transportation system that aligns with Oregon's economic and climate goals is vital to the well-being of Oregon families. The time to repair and modernize our infrastructure is now. As ODOT takes on this important work, the public's confidence in the state's ability to provide clear, consistent, and accurate information about the impacts this work will have on our communities is critical."

The letter continued: "It is important to clearly understand whether and how ODOT will meet these critical goals of ensuring safety, mitigating congestion, supporting our economy, and

reducing pollution. While responsibility for developing and implementing plans to do so reside in the Executive Branch, the Legislative Branch has an appropriate and important oversight role to ensure that legitimate questions and concerns of legislators, impacted communities, stakeholders and Oregonians are understood, consistently communicated, and addressed.”

The legislative leaders also noted that they support Governor Kotek’s decision to delay I-205 toll collection, and trust her ability to balance this pause with the completion of the projects outlined in [House Bill 2017](#).

Oregon relies on its transportation system for a number of critical needs:

- **Moving people and vehicles safely, on roads and bridges that are in good repair and earthquake ready.** We need to act now to make sure vital bridges don’t crumble in the event of an Earthquake.
- **Mitigating congestion in a creative, sustainable, and equitable way.** Congestion not only slows the movement of people and goods but **currently costs our economy an estimated \$1.2 million a day.** Without improvement to the system, congestion is projected to double by 2045.
- **Meeting our climate goals.** By reducing congestion and increasing Oregon’s multimodal transportation options, these projects can help us reduce carbon emissions and make sure our transportation system better aligns with Oregon values to address climate change.

It is important to thoroughly consider whether projects, like planned tolling and the Regional Mobility Pricing Project, are disproportionately impacting certain communities and that any impacts are equitable and mitigated to the fullest extent possible.

Being able to pay for these needs will require a range of financial strategies, one of which is tolling. Tolling is used as an essential finance mechanism throughout the country and is already used to finance transportation and infrastructure within Oregon.

The expansion of tolling in Oregon, however, will come with a variety of impacts on different communities. Tolling will create shifts in traffic patterns which will increase pressure on local roadways. It’s likely that the cost of tolling could fall more heavily on lower income drivers. And while the technology of tolling is more sophisticated and lower friction than the toll booths of the past, implementation details matter.

Under the guidance of the Joint Transportation Committee, the subcommittee will meet publicly during the 2023-2024 interim to ask questions and receive testimony from ODOT, appropriate members of the Executive Branch, stakeholders in the transportation system, representatives of the affected communities, and the public. The subcommittee will inform the Joint Committee on Transportation’s recommendations as needed to the Governor, ODOT, and the Legislature for consideration during the 2024 legislative session.

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**C4 Retreat**  
**June 03, 2023**  
**9:45 a.m.**

***Session 08***

***Tolling: Where do we go from here?***

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**Summary**

As a group, Clackamas communities have been successful in the last few months to “pause” what felt like a rapid push to implement tolling. Now what? This session will be dedicated to a quick “priorities” discussion, followed by a full room discussion to think about what lies ahead and trying to define, collectively, what success looks like when the tolling pause ends in 2026.

**Session Breakdown**

- 05m – Introduction
- 15m – Takeaways from the morning
- 10m – Priorities exercise
- 30m – Discussion about priorities
- 30m – Final thoughts and action steps

**Materials Provided for this Session**

- Clackamas County Transportation Funding Values 2021
- Notes Pages



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**CLACKAMAS COUNTY VALUES**  
**ON PROPOSED TRANSPORTATION FUNDING SOLUTIONS**  
**FOR THE INTERSTATE SYSTEM IN THE PORTLAND METROPOLITAN AREA**

4.15.2021

Clackamas County supports a functional regional interstate system that prioritizes equity, safety, a vibrant economy, healthy and active communities, climate action, disaster resilience, and the reliable movement of people and goods.

We acknowledge that additional funding is needed to construct these projects and other improvements on the interstate system. Clackamas County has identified the following values that should be reflected in any approved funding solutions.

**To ensure a safe, equitable regional interstate system, funding solutions should...**

- Support timely allocation of funds to construct the projects of statewide significance from HB2017
- Ensure that revenue be reinvested in projects identified by an inclusive public process led by ODOT and coordinated with the local governments
- Elevate engagement with people who have been historically left out of policy discussions, such as low income families and people of color
- Establish viable alternative transportation options that support the functionality of the interstate system, such as an accessible transit system, in areas with inadequate service
- Support necessary improvements to accommodate the region's current and projected growth

**To support a vibrant economy & ensure the reliable movement of people and goods, funding solutions should...**

- Ensure that no tolling or congestion pricing occurs on any one part of the system prior to full system implementation to avoid economic disadvantages or unfair burdens on people (communities, businesses, and the movement of commerce)
- Maintain a transportation system for urban and rural residents that is dependable and predictable to attract new businesses and industry, and provides reliable travel times for commuters and employers
- Enhance opportunities for Disadvantaged Business Enterprise (DBE) in capital projects and incorporate Construction Career Pathways (C2P2) strategies to promote diversity in skilled construction occupations

**To prioritize disaster resiliency and climate action, funding solutions should...**

- Provide safe, efficient evacuation routes during natural disasters, such as wildfires and earthquakes, by upgrading vulnerable bridges and other transportation infrastructure to be earthquake ready
- Balance transportation improvements with the County's goal to be carbon neutral by 2050 by working to improve regional air quality and mitigate impacts of vehicle pollution on public health and the environment

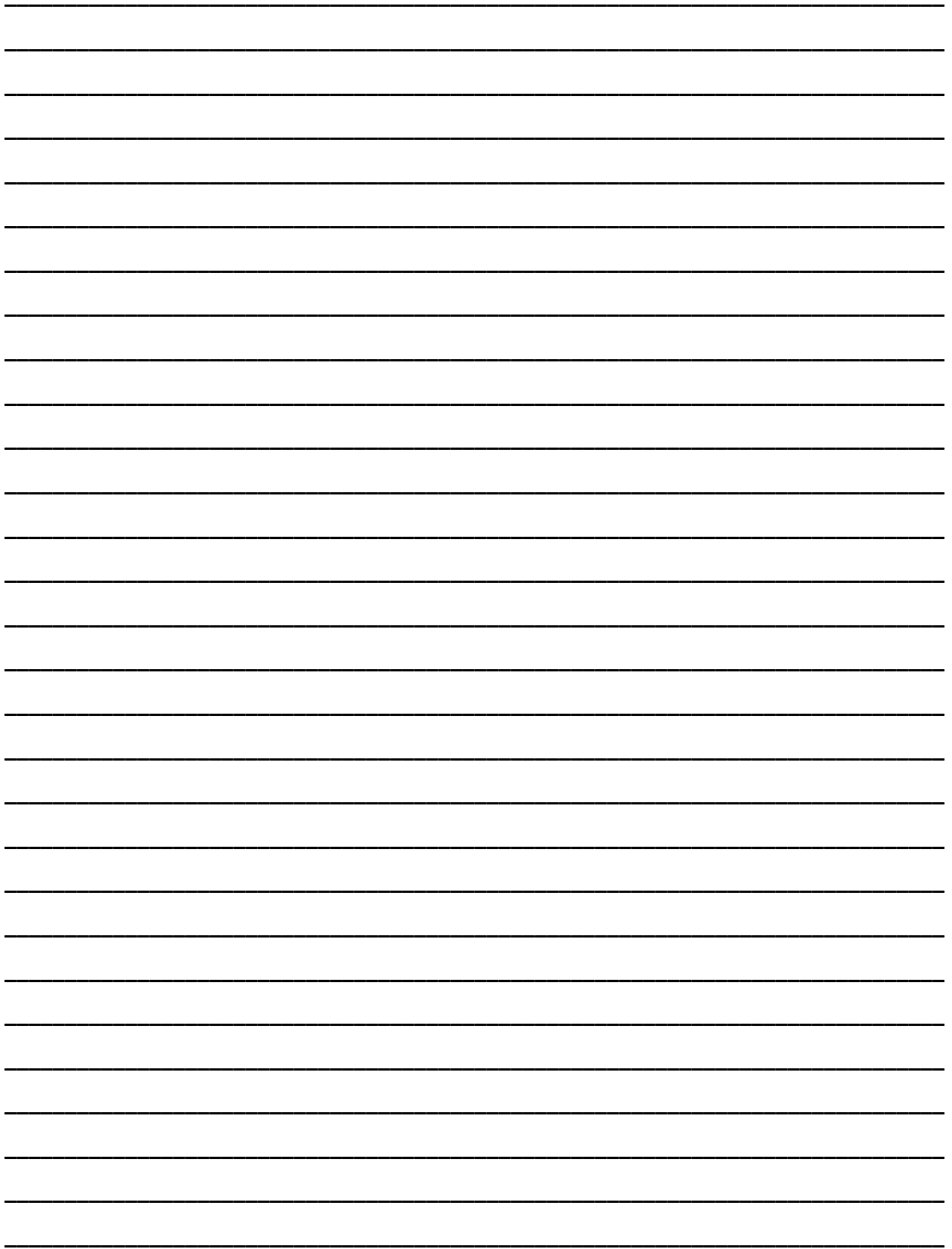
**To support healthy and active communities, funding solutions should...**

- Mitigate impacts on local facilities caused by diversion/rerouting of trips (all modes)
- Embed safety, health and equity into project designs and program policies (all modes)
- Improve connections and travel options to places of work, school, medical care, and recreation

**This document is not an endorsement or acceptance of any proposal to implement tolling or congestion pricing on I-205, as we believe it will have a disproportionate and detrimental effect on Clackamas residents, businesses, and visitors.**









## **C4 Retreat**

### **June 03, 2023**

### **11:15 a.m.**

### ***Session 09***

## ***Closing Session, C4 Priorities Planning***

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### **Summary**

*Presenting: C4 Co Chairs, Commissioner Paul Savas (Clackamas) and Mayor Brian Hodson (Canby)  
Trent Wilson, C4 Administrator and Clackamas County Government Affairs  
Melissa Miller – Facilitator (Clackamas County Resolution Services)*

Retreat attendees close the retreat with a chance to review the preferred outcomes that were named during the retreat, and identify issues and topics that merit additional consideration for future C4 meetings.

### **Session Breakdown**

- 05m – C4 Staff, recap the named outcomes from the retreat
- 20m – Open floor discussion about C4 topics for future meetings, priorities, timelines, goals
- 15m – Closing comments by the Co Chairs

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

- Note paper
- Retreat survey (hand out during session)

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