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**Thursday, June 05, 2025**  
**6:45 PM – 8:30 PM**

**Zoom Link:**

<https://clackamascounty.zoom.us/j/89837980150?pwd=dNbGckowYWmpB1R93a7U8oefu3OhNF.1>

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**AGENDA**

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

**Welcome & Introductions**

*Chair Paul Savas & Mayor Brian Hodson, Co-Chairs*

**Housekeeping**

**Page 04**

- Approval of April 03, 2025 C4 Minutes
- Approval of May 08, 2025 C4 Minutes

**6:50 p.m. RFFA Coordinating Committee Priorities – Action Item**

**Page 07**

*Presenting: Jeff Owen, Jaimie Lorenzini, ClackCo*

**7:00 p.m. Final Summer Retreat Agenda – Action Item**

**Page 13**

*Presenting: Jaimie Lorenzini, ClackCo*

**7:10 p.m. Fire Season Briefing**

**PENDING**

*Presenting: Brentwood Reid, Clackamas Fire*

**7:30 p.m. ODOT Capital Investment Plan**

**Page 18**

*Presenting: Amanda Pietz, ODOT*

**8:00 p.m. Legislative Updates**

*Presenting: Trent Wilson, Government Affairs*

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

- JPACT/MPAC Updates
- Library Task Force
- Updated C4 Meeting Calendar

**8:30 p.m. Adjourn**

## 2025 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 Ben West		●	●			
<b>Canby</b>	Mayor Brian Hodson	●		●			●
<b>CPOs</b>	Kenny Sernach	●	●	●			
<b>Estacada</b>	Mayor Sean Drinkwine			●			
<b>Fire Districts</b>	Matthew Silva (Estacada Fire District)	●					
<b>Gladstone</b>	Mayor Michael Milch	●	●				
<b>Hamlets</b>	Mark Hillyard (Hamlet of Beavercreek)			●			
<b>Happy Valley</b>	Councilor Josh Callahan		●				
<b>Johnson City</b>	Vacant						
<b>Lake Oswego</b>	Mayor Joe Buck		●		●	●	
<b>Milwaukie</b>	Councilor Will Anderson		●			●	
<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>	Councilor Rich Sheldon			●			
<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 Shawn O'Neil		●				

### *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

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**Thursday, April 03, 2025**  
**Virtual Meeting via Zoom**

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**Attendance:**

**Members:**     **Canby:** Brian Hodson; **Clackamas County:** Paul Savas; Ben West; **CPOs:** Kenny Sernach; **Gladstone:** Michael Milch; **Hamlets:** Mark Hillyard; **Lake Oswego:** Joe Buck; **Metro:** Christine Lewis; **Milwaukie:** Will Anderson; **Molalla:** Scott Keyser; Eric Vermillion (Alt.); **MPAC Rep:** Ed Gronke; **Oregon City:** Adam Marl; **Sandy:** Rich Sheldon; **Sanitary District:** Paul Gornick; **Transit:** Dwight Brashear (SMART, Urban); John Serra (TriMet, Alt.); **Tualatin:** Valerie Pratt; **Water:** Sherry French; **West Linn:** Mary Baumgardner (Alt.); **Wilsonville:** Shawn O'Neil; Anne Shevlin (Alt.)

**Staff:**     Trent Wilson (PGA); Jamie Lorenzini (PGA)

**Guests:**     Brendan Adamczyk (Clackamas); Vahid Brown (Clackamas); Karen Buehrig (Clackamas); Joe Marek (Clackamas); Jeff Owen (Clackamas); Jamie Stasny (Clackamas); Kevin McGrane (Happy Valley); Glen Bolen (ODOT); Dayna Webb (Oregon City); Caroline Berry (Wilsonville); Jeff Gudman

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

<b><u>Agenda Item</u></b>	<b><u>Action</u></b>
<b>Approval of March 6, 2025 C4 Minutes</b>	Minutes approved.
<b>Supportive Housing Services Update</b>	<p>Vahid Brown provided updates about Year 4 of the Supportive Housing Services Program. In the first two fiscal quarters, the program generated 214 units of shelter, prevented 965 evictions, and placed 285 households in rapid rehousing and permanent supportive housing. There are initiatives to optimize the system, and Infrastructure projects are in progress. Commissioner West elaborated on infrastructure projects, and provided an update on regional conversations about the future of SHS funding.</p> <p>Conversation followed about the financial stability of local projects, the status of tax rate reduction conversations, trust between governments, measurements for program evaluation, and accountability.</p>
<b>Consolidated Planning for Transportation Safety</b>	<p>Joseph Marek presented on the comprehensive safe system planning project, noting increases in fatal and serious injury crashes. The project will look at safe system outreach, post-crash triage, a safe system readiness evaluation, and updating the Transportation Safety Action Plan.</p> <p>Conversation followed about the fatal and serious injury crash data and the</p>

	<p>timeline for road improvements if data indicates road design is contributing to crashes, and local control for speed zoning.</p>
<b>ClackCo Transportation System Plan Update</b>	<p>Karen Buehrig and Jeff Owen provided information about the upcoming Clackamas County Transportation System Plan (TSP) update. The TSP is focused on unincorporated Clackamas County with a 20-year horizon.</p> <p>Conversation followed about the project would interact with new state requirements, the state transportation package, how the county TSP coordinates with city TSPs, how projects flow into the state transportation improvement plan or access funding recognizing the unique needs of rural areas, and transit needs/coordination.</p>
<b>Legislative Updates</b>	<p>Trent Wilson provided a legislative update, focusing on the recent state transportation funding package framework. Conversation followed about the mixed outcomes of the framework, potential competition with local measures, the nuances of different funding tools, potential project priorities, and the financial impacts to people.</p>
<b>Updates/Other Business</b>	<p>JPACT – Conversations continue about RFFA and the RFFA public comment period is open. C4 will be asked for a recommendation this summer. JPACT also took action on an MTIP amendment for Rose Quarter Phase 1A.</p> <p>Contracting is underway for the C4 summer retreat, and staff will return at a future meeting. Staff noted a letter by C4 in the packet in support of the Sunrise project.</p>

Adjourned at 8:53 PM

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**Thursday, May 08, 2025**  
**Development Services Building (Zoom Hybrid)**  
Main Floor Auditorium, Room 115  
150 Beaver Creek Road, Oregon City, OR 97045

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**Attendance:**

**(\*) Denotes virtual attendee**

**Members:**      **Clackamas County:** Paul Savas; **CPOs:** Kenny Sernach; **Gladstone:** Michael Milch; **Happy Valley:** Josh Callahan\*; **Metro:** Christine Lewis\*; **Molalla:** Eric Vermillion\* (Alt.); **Sandy:** Laurie Smallwood\*; **Sanitary District:** Paul Gornick\*; **Transit:** Dwight Brashear (SMART, Urban); Todd Wood (CAT, Rural); **Tualatin:** Christen Sacco\* (Alt.); **West Linn:** Rory Bialostosky\*; **Wilsonville:** Anne Shevlin (Alt.)

**Staff:**            Trent Wilson (PGA); Jamie Lorenzini (PGA)

**Guests:**           Scott Hoelscher (Clackamas); Rob Sadowsky (Clackamas); Jamie Stasny (Clackamas); Mark Ottenad (Wilsonville)

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

<b>Agenda Item</b>	<b>Action</b>
<b>Clackamas County Walk/Bike Plan</b>	Scott Hoelscher presented the Walk/Bike Clackamas Plan, an update to the county's pedestrian and bicycle master plan, which aims to identify future needs and prioritize projects for walking and biking in the county.
<b>Transportation Safety Update</b>	Rob Sadowsky discussed the county's traffic safety outreach program. Although car crashes are decreasing, the crashes that do occur are resulting in more serious injuries and fatalities. To tackle this issue, the County offers resources tailored to different demographics, from engaging in-school learning programs to support for aging adults.
<b>Sunrise Community Vision Project Update</b>	Jamie Stasny presented on the Sunrise Corridor Community Visioning Project, including community engagement successes, goals, and next steps for a community coalition.
<b>Legislative Updates</b>	Trent Wilson provided a state legislative update, with a special focus on the state revenue forecast. A transportation package is expected to be released soon, but details remain uncertain.
<b>Updates/Other Business</b>	Summer Retreat – Members previewed the new electronic system for retreat registration and provided feedback on possible retreat topics.

Adjourned at 8:37 PM

**DRAFT** June 5, 2025

Joint Policy Advisory Committee on Transportation (JPACT)  
c/o JPACT Chair Juan Carlos González  
600 NE Grand Ave.  
Portland, OR 97232

**Re: Coordinating Committee Priorities for the Regional Flexible Funds Allocation (RFFA)**

Dear Chair González and members of JPACT:

On behalf of the Clackamas County Coordinating Committee (C4), we are writing to submit local priorities and comments regarding the Regional Flexible Fund Allocation (RFFA). We recognize that the decision-making process is dynamic, taking place across multiple tables, and we value the opportunity to offer our recommendations on the projects that best reflect the values of the communities in Clackamas County.

This cycle, six jurisdictions in Clackamas County submitted projects for RFFA funding. This robust turnout highlights not only our commitment to collaborating with Metro but also underscores the significant role you played by providing technical assistance to project applicants. While we believe that each project submitted within Clackamas County is worthy of funding, we acknowledge the depth of need across the region and respect Metro's process for evaluating and scoring these projects. In that spirit, we recommend the following local projects, in order of priority:

1. **Gladstone Historic Trolley Trail Bridge (Construction)**: This project received the highest technical score among all submissions from our county. As an extension of a past RFFA grant award for project development, this regional trail network project will soon be ready to begin construction.
2. **Milwaukie Railroad Avenue Multiuse Path (Project Development)**: This project received the highest public comment score among our submissions. Situated near seven schools, the Railroad Ave project improves pedestrian safety and lays the groundwork for future transit services, an essential advancement for our community.
3. **Oregon City OR99E (McLoughlin Boulevard) 10th Street to tumwata village (Project Development)**: This economic generator closes a critical pedestrian gap between downtown Oregon City and tumwata village, building on the momentum of other, corridor-wide investments aimed at revitalizing the Willamette Falls area in collaboration with the Confederated Tribes of the Grand Ronde.

In closing, we would like to highlight a few key points:

First, please accept our heartfelt gratitude for your work to overcome the participation barriers experienced by small agencies. The progress that Metro made this funding cycle is commendable, and we are excited about further collaborations to help all communities find success.

Second, we encourage Metro to adopt a more integrated approach to the RFFA funding allocation process. Currently, the discussions surrounding Step 1 and Step 2 funding occur along parallel but separate tracks. By merging these discussions, we can facilitate more informed decisions about trade-offs and enhance geographic representation, ultimately benefiting our entire region.

Finally, we urge Metro to keep seeking funding opportunities for projects that are not selected in this cycle. Each project submitted is important and crucial to the communities they serve. Acknowledging this potential is essential to amplifying our collective impact.

Thank you for considering our recommendations and insights. Together, we believe we can make significant strides towards enhancing community well-being and development.

Sincerely,

**DRAFT**

Commissioner Paul Savas  
Clackamas County  
C4 Co-Chair  
R1ACT Chair

**DRAFT**

Mayor Brian Hodson  
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



## Memo

**Date:** May 15, 2025  
**To:** C4 Members & Interested Parties  
**From:** C4 Staff  
**RE:** RFFA Step 2 Coordinating Committee Priorities

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### Background

Every three years, Metro leads a process called the Regional Flexible Funds Allocation (RFFA) program to provide federal funding for investments in sidewalks, trails, and roadways in communities across the region. These funds can be used for a wide range of projects to help with crucial gaps and long-awaited fixes within the Metro urban growth boundary.

Regional flexible funds come from two federal transportation funding sources: the Surface Transportation Block Grant (STBG) and Congestion Mitigation/Air Quality programs (CMAC). These programs allow greater discretion on how the monies are spent – hence the term “flexible” – which allows for greater focus on local priorities and innovative solutions to transportation challenges. It is anticipated that up to \$42 million is available this cycle for local competitive grants. Metro received 24 applications for consideration, with requests totaling over \$140 million. Six projects were submitted from within Clackamas County, listed below in the order of their Metro technical evaluation scores:

- Gladstone: Historic Trolley Trail Bridge (score: 57.8) – requesting \$8,721,932
- Milwaukie: Railroad Avenue Multiuse Path (score: 54.05) – requesting \$2,707,217
- Happy Valley: Hwy 212/224 Bike/Ped and Interchange (score: 52.32) – requesting \$12,026,118
- Oregon City: OR 99E/McLoughlin Shared Use Path PD (score: 51.88) – requesting \$3,832,341
- Clackamas County: SE Jennifer Multiuse Path (score 51.11) – requesting \$7,228,290
- Lake Oswego: Lakeview Boulevard Design (score: 30.3) - requesting \$983,000

### Coordinating Committee Nexus

To inform project selection, Metro invites each county coordinating committee and the City of Portland to submit feedback on which local projects best reflect local priorities. **On June 5, C4 staff recommends that C4 approve a letter to prioritize 3 local projects, in the following order:**

1. Gladstone: Historic Trolley Trail Bridge (score: 57.8) – requesting \$8,721,932
2. Milwaukie: Railroad Avenue Multiuse Path (score: 54.05) – requesting \$2,707,217
3. Oregon City: OR 99E/McLoughlin Shared Use Path PD (score: 51.88) – requesting \$3,832,341

If approved, the letter of prioritization will be submitted to Metro not later than June 6.

### Recommendation Development

C4 staff's recommendation was developed in response to a variety of inputs, including sponsor project knowledge, local community context, regional networks, project evaluation scoring, public comment scores, and consideration of the estimated amount of Step 2 funds available this cycle, as well as feedback from the C4 Metro Subcommittee, CTAC, JPACT and TPAC. Building on these inputs, CTAC recommended the consideration of four potential pathways for C4:

- A. Highest Scoring and Alignment with C4 priorities:** This pathway highlights four projects but also totals an amount higher than is expected to be awarded within any subregion. These four projects total approximately \$27.28 million (~65% of Step 2 Funds):
1. Gladstone: Historic Trolley Trail Bridge (Construction- score: 57.8) – requesting \$8,721,932
  2. Milwaukie: Railroad Ave (Project Development-score: 54.05) – requesting \$2,707,217
  3. Happy Valley: Hwy 212/224 (Construction- score: 52.32) – requesting \$12,026,118
  4. Oregon City: OR 99E (Project Development- score: 51.88) – requesting \$3,832,341
- B. Highest Scoring, Alignment with C4 priorities, and Metro's TPAC Illustrative Concept #4:** This pathway focuses on the single highest scoring construction project and the two highest scoring planning and project development submittals for a total of approximately \$15.26 million (~36% of Step 2 Funds):
1. Gladstone: Historic Trolley Trail Bridge (57.8) – requesting \$8,721,932
  2. Milwaukie: Railroad Ave (54.05) – requesting \$2,707,217
  3. Oregon City: OR 99E (51.88) – requesting \$3,832,341
- C. Focus on the Economy:** This pathway focuses on the Thriving Economy RTP goal area where two projects are favored through the employment strengths of the Sunrise Corridor area, totaling approximately \$19.25 million (~46% of Step 2 Funds):
1. Happy Valley: Hwy 212/224 (score: 52.32) – requesting \$12,026,118
  2. Clackamas County: SE Jennifer (score 51.11) – requesting \$7,228,290
- D. All projects are a priority / No Coordinating Committee priorities:** While coordinating committees may choose to indicate priorities, each may choose not to prioritize any projects from their subregion. If this pathway is chosen, it does result in defaulting back to the initial evaluation scoring and does not help to elevate any of the six Clackamas County projects. If only the evaluation scoring is used to form a final allocation package, there is a risk that no projects within Clackamas County would be in a good position to be funded – without substantial advocacy to pull a project, or projects, up above the funding threshold from a purely score driven approach.

The C4 Metro Subcommittee discussed these pathways on May 14 without a resolution. Prior to making a recommendation, members wished to hear feedback from JPACT. C4 Metro members did, however,

identify interest in projects without viable alternatives to RFFA funding, multi-jurisdictional projects, project types, projects that complete something, and possible strategies.

On May 15, JPACT had a robust conversation to inform the development of an RFFA package of projects. During the discussion, voting members raised interest in project readiness, construction-based projects, projects that include leverage within construction phases, the importance of public comment and technical rankings, and jumpstarting job/economic growth.

Based on feedback heard at the C4 Metro Subcommittee and JPACT, C4 staff reanalyzed local projects using technical scores, public comment, construction, and economic potential.

*Project Re-Analysis (Emphasis on C4 Metro and JPACT Feedback)*

Applicant	Project	RFFA Request	5/15 C4 Staff Score (Sum of grey columns)	Metro Technical Evaluation Score	Econ. Potential (Good 1; Better 2; Best 3)	CON Phase (Yes 1; No 0)	Public Comment - Level of Support
Gladstone	Trolley Trail Bridge	\$ 8,721,932	65	57.8	2	1	4.2
Milwaukie	Railroad Avenue Multiuse Path	\$ 2,707,217	60.77	54.05	2	0	4.72
Happy Valley	OR 212/224 Interchange	\$ 12,026,118	59.45	52.32	3	1	3.13
Clackamas County	Clackamas Industrial Area Improvements	\$ 7,228,290	58.24	51.1	3	1	3.14
Oregon City	OR99E (McLoughlin Boulevard)	\$ 3,832,341	57.66	51.88	2	0	3.78
Lake Oswego	Lakeview Blvd	\$ 983,000	35.22	30.3	2	0	2.92

Summary Analysis

Combined, the Gladstone, Milwaukie and Oregon City projects seek \$15,261,490, or 36% of available funds. Although Happy Valley and Clackamas County rated higher than Oregon City in the C4 staff score, pairing either of these projects with the Gladstone and Milwaukie projects would request 44%+ of funds available for the entire region.

Advancing the Gladstone, Milwaukie, and Oregon City projects is internally consistent with CTAC Pathway B, “**Highest Scoring, Alignment with C4 priorities, and Metro’s TPAC Illustrative Concept #4,**” as elaborated further in the [C4 Metro packet, dated 5/14](#).

## APPENDIX A: FEEDBACK SUMMARY

C4 staff's recommendation balanced many inputs, including local priorities and the feedback heard at regional tables.

C4 Metro Feedback (4/16, 5/14)	<ul style="list-style-type: none"> <li>• Don't pit projects against each other.</li> <li>• Protect Step 2 dollars.</li> <li>• Consider projects with the highest evaluation scores.</li> <li>• Consider projects that leverage larger corridor investments.</li> <li>• Consider projects on emergency transportation routes.</li> <li>• Consider projects in areas that are relatively underdeveloped.</li> <li>• If not RFFA step 1 or 2, which projects cannot proceed?</li> <li>• Consider strategy. Small or medium-sized projects would be most competitive.</li> <li>• Lean into projects that benefit multiple communities.</li> <li>• Can we complete something – and will two bites at the apple be a risk?</li> <li>• Consider project types.</li> </ul>
CTAC Feedback (5/1)	<p>CTAC did not strongly recommend a specific project list, theme, or package for potential Coordinating Committee prioritization. CTAC did confirm that all the Clackamas County projects are technically sound and can be viable with RFFA funding. Projects that advance must be ready to fund gaps in cost escalation and contingency factors that are likely to occur after award. In identifying a recommendation C4 may also consider that some projects will not advance without the RFFA Step 2 funds, or how the projects meet the broader C4 goals for investment areas.</p>
TPAC Feedback (5/2)	<ul style="list-style-type: none"> <li>• All RTP goals are equal.</li> <li>• Would a project compete well in other grants? Is RFFA the only opportunity?</li> <li>• Consider the project's ability to leverage additional funds.</li> <li>• Viability of a project to be built with the funds requested.</li> </ul>
JPACT Feedback (5/15)	<ul style="list-style-type: none"> <li>• All RTP goals are equal.</li> <li>• Interest in project readiness and project construction.</li> <li>• Flag where projects are leveraging or matching funds – especially in the construction phase.</li> <li>• Pay attention to the public comment and technical rankings.</li> <li>• Emphasize value to the economy/opportunities to jumpstart job growth.</li> <li>• Concerns about a project getting two bites at the apple.</li> </ul>

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

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**DRAFT**

**Day One**

**1:00 PM      Session 1: Opening Session**

- C4 Co-Chairs Call to Action + Introductions
- Facilitator led discussion on Weekend Goals and Agreements

**1:45 PM      Session 2: 2025 Clackamas County Point-In-Time Report**

Purpose: A short, informational session that addresses findings from the June PIT report for Clackamas County.

Background: Clackamas County recently completed its biennial point-in-time count. A local report is anticipated in June. Early reports indicate a decrease in *chronic* homelessness, but an increase in numbers overall, particularly among older adults. Why?

Presenter: H3S SME

Schedule

1:45 – 2:05

Presentation – Overview of the PIT report. Why/where are we seeing increases in homelessness? (20-minutes)

2:05 – 2:25

Q&A (20-minutes)

**2:30 PM      Session 3: Supportive Housing Services**

Purpose: C4 will identify outstanding SHS renewal concerns that must be addressed + potential strategies to support rural areas outside of the SHS area.

Background: Metro seeks to renew the SHS program, with a possible ballot measure this November. Over the last several months, a Metro work group has prepared recommendations for program reforms as part of the renewal effort. The work group will finish in June.

Presenter: Local SHS workgroup participants

Schedule:

2:30 – 2:45 pm:

Overview of workgroup recommendations, reactions, and what are we hearing in the field?

2:45 – 3:45 pm:

Breakout Discussions: What outstanding SHS program issues must be addressed? How should we coordinate in anticipation of a ballot measure? Assuming a renewal is passed, how do we ensure that rural areas are not left behind?

**3:45 PM      Break**

- Cash Bar

**4:00 PM: Session 4: Middle Housing – Successes and Challenges**

Purpose: Share experiences and lessons learned about how other communities have implemented middle housing. Guests will exit the session with a better understanding of how to adapt state requirements to the local context.

Background: House Bill 2001 (2019) required local code updates to address increased housing costs, changing households, and systemic injustices. Local jurisdictions have made required code changes to allow for Middle Housing, but each community has experienced unique successes and challenges.

Presenter: Opening remarks from a state policy official, panel of City SMEs

Schedule

4:00 – 4:15 pm: Opening remarks/overview  
4:15 – 5:00 pm: Technical expert panel answers a series of predetermined questions, then we move to open Q&A. What are the right questions to ask?  
5:00 – 5:15 pm: Wrap up

**5:15 PM: Session 5: Legislative Solutions to Housing**

Purpose: Hear from housing legislators and set intentions for the 2026 session.

Background: This year, several bills were introduced with the goal of accelerating housing. Some ideas, however, were incompatible with existing state mandates, reversed recent law, or increased local liability. What would it look like if Clackamas communities walked into the 2026 session with ideas that worked for us? Is legislation the most effective approach?

Presenter: State legislator(s); Trent; Facilitator

Schedule

5:15 – 5:30 pm: Local legislator(s) to recap housing policy themes from the legislative session, what's on the horizon.  
5:30 – 6:15 pm: Q&A with local legislator(s)

**6:20 PM Adjourn for Day One****6:30 PM Dinner**

*Catered dinner service at ZigZag Inn. Shuttle provided, with return service at 9:00 pm. The retreat will cover a selection of pizza, a group salad, and sodas.*

## Day Two

### **7:30 AM Breakfast and Trivia**

- Engage in a fun and interactive trivia game focused on transportation topics.

### **8:00 AM Session 5: Barriers to Transit Access**

Purpose: Review and discuss findings from the C4 Transit Providers Subcommittee, plus TriMet's recent concerns about ridership (operational solvency).

Background: Earlier this year, C4 tasked the Transit Providers Subcommittee with identifying ideas for expanding transit more rapidly in Clackamas County. The TPS met twice, identifying immediate operational challenges (ridership, access to business space), as well as systemic policy barriers. Simultaneously, TriMet has shared that lagging ridership will necessitate service cuts across the district in 5 years.

Presenter: Local transit provider(s)

#### Schedule

8:00 – 8:30 Presentation: Recap C4 TPS, TriMet article, key feedback.  
8:30 – 9:00 Group discussion

### **9:00 AM Session 6: Stabilizing and Expanding Transit Service**

Purpose: Work with C4 to identify (1) what our role is in addressing transit barriers (2) how we measure success

#### Schedule:

9:00 – 9:30 Easel Exercise & Report Out  
(1) What is our role in advancing conversation?  
(2) Policy changes needed (C4TPS ideas, other ideas)  
(3) What do we want to see in one year? (How to measure success?)  
(4) Open prompts (I would ride transit if.../Ideas to incentivize ridership...)  
9:30 – 9:45 Dot Exercise – What ideas do we want to explore further this year?  
9:45 – 10:00 Getting to consensus:  
- Read out of dot exercise, initial reactions from the group

### **10:00 AM Break**

### **10:10 AM Session 6: 2025 Transportation Package Debrief**

Purpose: Debrief outcomes of HB 2025 and hold space for reactions. What worked? What didn't? What's coming down the pipeline?

Background: N/A

Presenter: Trent; Perhaps another legislator

#### Schedule:

8:00 – 8:30 Presentation/Legislator  
8:30 – 9:00 Discussion: Where do we go from here? What do we work on next?

- 11:00 AM      Session 7: C4 Priorities Planning**
- Co-Chairs host “next 12 months” dialogue. Help us set the agenda!
- 12:00 PM      Adjourn**

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# 2025 C4 RETREAT RESERVATION FORM

## JOIN US FOR THE 2025 C4 SUMMER RETREAT!

The C4 retreat is a valuable chance to connect with colleagues and local leaders, participate in comprehensive presentations on key topics, and pinpoint goals and issues that require further attention in future C4 meetings.

**When:** Friday, July 25 (starts at 1 p.m.) – Saturday, July 26 (ends by noon)  
**Where:** Mt Hood Oregon Resort, 68010 E Fairway Ave, Welches, OR 97067  
**Who:** C4 members, alternates, and their staff

## STEP 1: RESERVE YOUR SPOT

[CLICK HERE TO RSVP](#)

## STEP 2: PAY REGISTRATION FEE

### PAY BY CHECK

**Overnight** - Registration fee is **\$296 per person**, which covers one-night single accommodation, meeting venue, and meals (Friday dinner and Saturday breakfast and various snacks and drink service).

**Day Only** - Registration fee is **\$149 per person** for those who choose not to stay overnight at the resort. This covers all the same costs except for room accommodation.

Please make checks payable to Clackamas County. Checks may be mailed to:

Jaimie Lorenzini  
Clackamas County Public & Government Affairs  
2051 Kaen Rd  
Oregon City, OR 97045

### PAY ONLINE

**Overnight** - Registration fee is **\$311 per person**, which covers one-night single accommodation, meeting venue, and meals (Friday dinner and Saturday breakfast and various snacks and drink service). Registration fee includes a 5% online processing fee.

**Day Only** - Registration fee is **\$156 per person** for those who choose not to stay overnight at the resort. This covers all the same costs except for room accommodation. Registration fee includes a 5% online processing fee.

[CLICK TO PAY ONLINE](#)

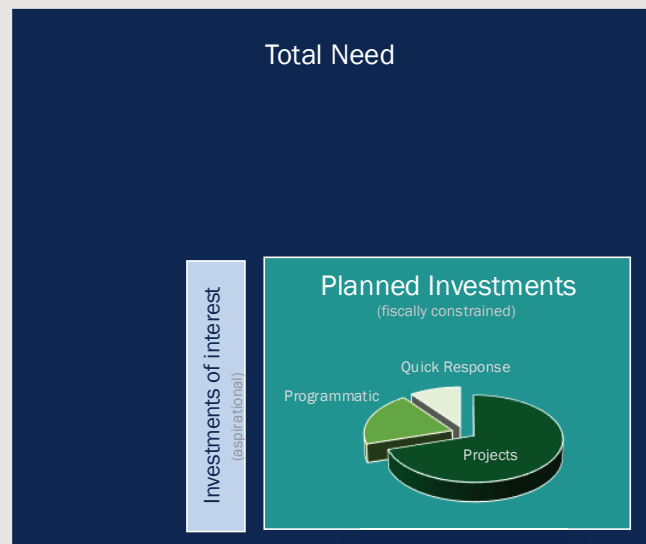
Cancellations after **Monday, June 30**, are non-refundable. Hamlet & CPO Reps: Please contact Jaimie Lorenzini ([jlorenzini@clackamas.us](mailto:jlorenzini@clackamas.us)) for separate registration.

# Capital Investment Plan

Amanda Pietz, Policy Data and Analysis Division Administrator  
June 2025

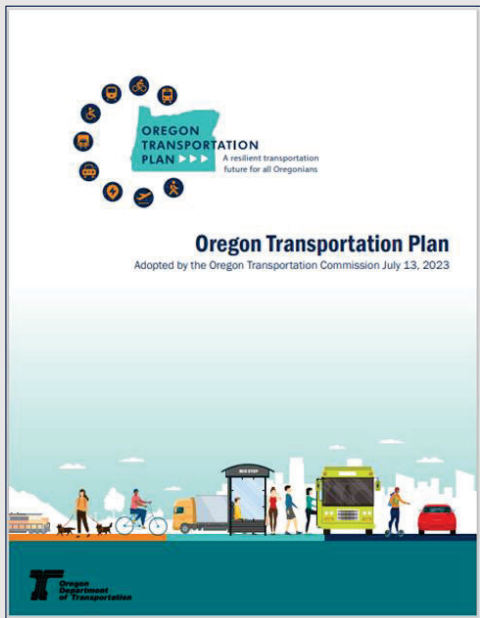


## What is the Capital Investment Plan?



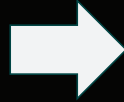
- **Projects:** Preservation, enhance, bike-ped, etc.
- **Programmatic / Lump Sum:** O&M, transit, safety, etc.
- **Quick Response:** Safety, emergency management, etc.

## Benefit: Creates accountability between long range plans and short-term investments

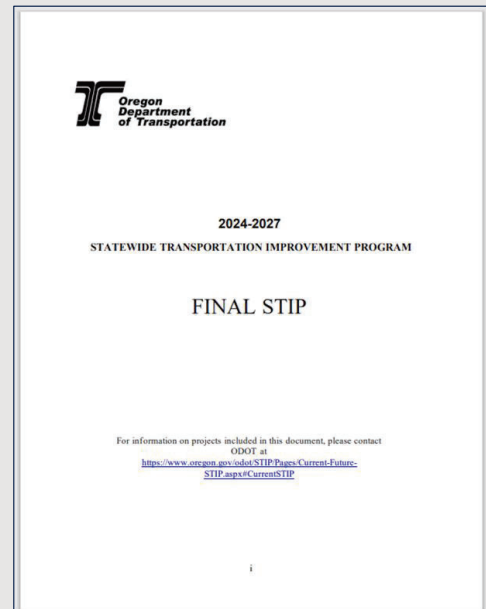


2023-2050

Capital Investment  
Plan



Ensure investment decisions help advance long term vision and goals. Creates a mid-range investment plan.



2024-2027

13

## Benefit: Helps us understand the long-term impacts of short-term decisions



Borrow to build today

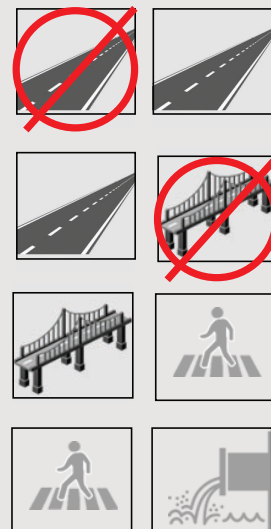


Payback over time

Capital Investment  
Plan



Understand the impacts to real investments over time and make more informed choices



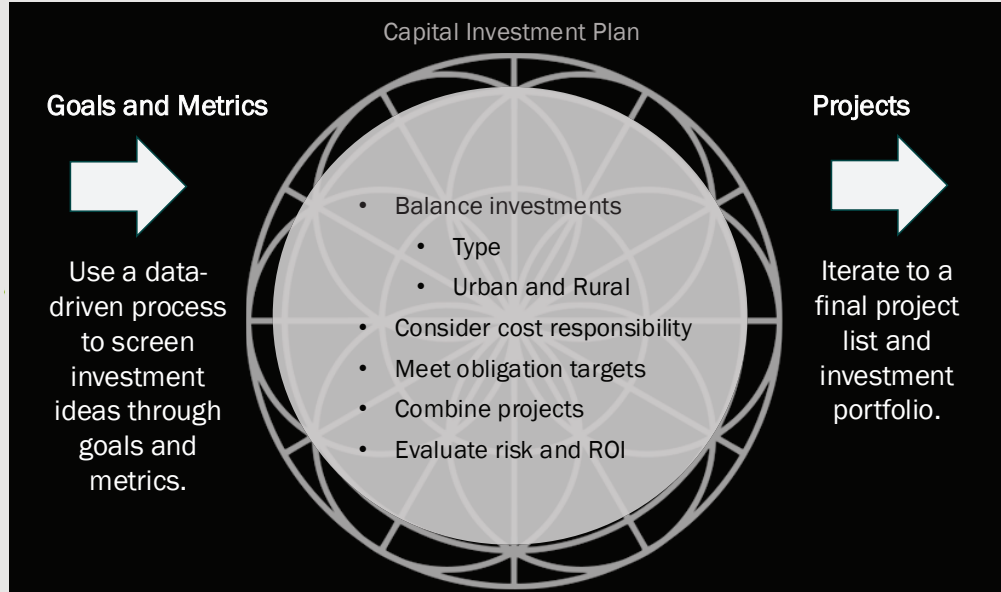
14

## Benefit: Transitions to a more disciplined project selection process

Investment concepts originate from:



ACTs



15

## Benefit: Improved Project Estimates

Capital Investment Plan

Confidence in programming based on understood risks, project readiness, and confirmation of available funding.

Move from a three-year STIP update to an annual update, incorporating more current information.

Do more project phasing, with PE then construction.

Identified projects are bucketed to timeframes based on urgency, readiness, level of understanding of risk, and available funding



Reassessed annually and more investments added to the CIP and projects to the STIP



Investment identified for meeting longer term need. Commitment for project to be further developed.



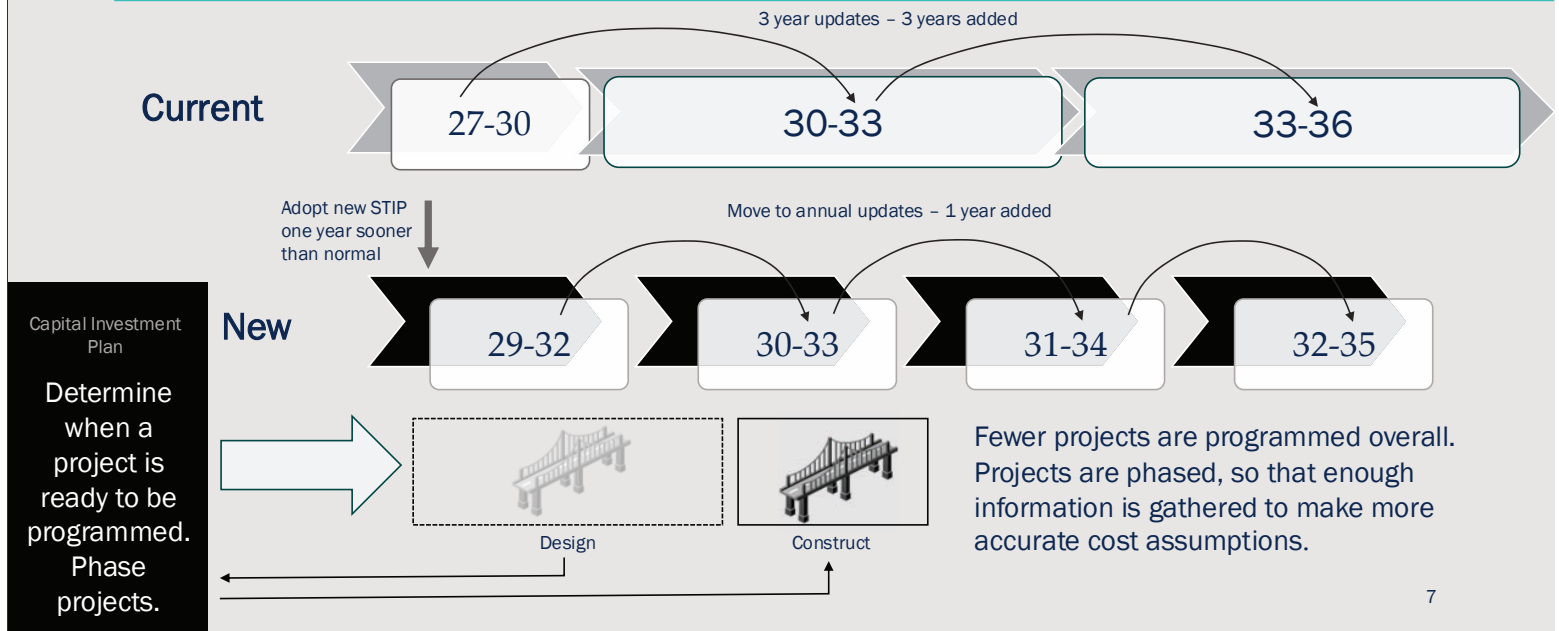
More eminent need, with clear project concept and high-level scoping work complete. Further development for programming.



Immediate need, project is ready and anticipated risks are known, funding is available. Project programmed in the STIP.

17

# Transitioning to an Annual STIP and Different Programming Approach



7

## Next Steps

- Prioritize Goals (every 3-5 years)
  - Seek input from ACTs and public
  - OTC set priorities among the OTP goals
- Establish Metrics and Scoring
  - Look to work of other states
  - Consider: available funding, performance targets, asset data and more
- Link to 2027-2030 STIP
- Develop first Capital Investment Plan
  - Use goals and priorities to identify investment ideas
  - Screen investment ideas through metrics and score
  - Harmonize
    - Seek input from ACTs to understand potential issues and opportunities
  - Finalize investment list and identify general timing over 10-year period
    - OTC approves Capital Investment Plan

### Example: OneNevada Goals and Criteria

Goal Area	Criteria
<b>Enhance Safety</b>	Crash Reduction Potential
<b>Preserve Infrastructure</b>	Pavement Condition Improvement
	Bridge Risk Reduction Score
	Other Asset Improvement
<b>Optimize Mobility</b>	Population Accessibility
	Travel Time Reliability
<b>Transform Economies</b>	Business Accessibility
	Economic Development Potential
<b>Foster Sustainability</b>	Reduce Environmental Risk
	GHG Emission Reductions
	Environmental Enhancements
	Resilience
	Reduce Future Maintenance
	Project Connectivity
<b>Connect Communities</b>	Multimodal Access
	Access to Community Destinations
	Equity

8



## Discussion Questions:

- With limited funding, what kinds of goals and considerations should be used in prioritizing ODOT investments? (See list below for examples.)
- What are the top three outcomes you think should be most heavily weighted?
- Are there any special considerations that should be given that are unique to modes, urban or rural areas, or different parts of the state?
- What do you think best defines or makes up a best-value or high return on investment project?

## Example Goals and Investment Criteria

<b>Stewardship of Public Resources</b> <ul style="list-style-type: none"> <li>• Maximizes the lifecycle of an asset</li> <li>• Maintains infrastructure</li> <li>• Improves resiliency (seismic or climate)</li> </ul>	<b>Safety</b> <ul style="list-style-type: none"> <li>• Reduces fatalities and serious injuries</li> <li>• Implements crash reduction strategies</li> </ul>
<b>Sustainability and Climate Action</b> <ul style="list-style-type: none"> <li>• Transitions to cleaner vehicles and fuels</li> <li>• Reduces vehicle miles traveled</li> <li>• Increases low and no emission modes</li> </ul>	<b>Accessibility</b> <ul style="list-style-type: none"> <li>• Completes a critical connection</li> <li>• Improves multi-modal access</li> <li>• Supports movement of people of all abilities</li> </ul>
<b>Mobility</b> <ul style="list-style-type: none"> <li>• Traffic volumes (AADT)</li> <li>• Highway classification (e.g. Expressway)</li> <li>• Roadway/multi-modal designation (e.g. Freight Route)</li> <li>• Travel time improvements</li> <li>• Improves reliability</li> </ul>	<b>Equity</b> <ul style="list-style-type: none"> <li>• Expands access to essential services</li> <li>• Geographic balance</li> </ul>

9

Questions?



10