



CITY COUNCIL WORKSHOP MEETING AGENDA

Monday, August 7, 2017, 4:30 PM

City Hall, 616 NE 4th Avenue

I. CALL TO ORDER

II. ROLL CALL

III. PUBLIC COMMENTS

IV. WORKSHOP TOPICS

A. Socrata Open Performance Demonstration

Details: As part of the City's new Strategic Plan, one of the initiatives included performance measurements. The City has successfully worked with Socrata to develop the Open Budget and Open Spending software, which provides financial transparency to citizens. Socrata also provides Open Performance, which will allow the City to track goals and initiatives with performance measurements that can be linked back to Open Budget to enhance the financial story of the City. Staff will provide a preview of the software as well as demonstrate what another city has accomplished with the program.

Presenter: Cathy Huber Nickerson, Finance Director

Recommended Action: This item is for Council's information only.

B. State Route 500 (SR-500) Posted Speed Revision

Details: The Camas School District is preparing to construct a northern access on NE Garfield Street to Camas High School. The intent is to have this access opened by the start of the 2017-2018 school year. The high school traffic will enter and exit SR-500, also known as NE Everett Street, at NE Everett Drive just south of SE 8th Street. The current posted speed at this intersection is 50 miles per hour. With the increase in school traffic at this location, staff recommended at the July 3, 2017, workshop that the 35 mile per hour posted speed limit boundary be moved to just north of SE 8th Street. Washington State Department of Transportation (WSDOT) is responsible for setting the posted speed on this state route. The southwest region of WSDOT conducted a study and found the reduced speed is warranted. In order to forward this request to the state traffic engineer for approval, Council must adopt an ordinance in support of this reduced speed limit. Since the workshop of July 3, 2017, a concern was brought forward by a citizen regarding the limited sight distance available at SE 5th Street, due to a vertical curve on SR-500. After review of the roadway characteristics, WSDOT can justify moving the 35 mile per hour speed zone boundary to the north of SE 5th Street. Staff recommends this speed zone alteration. Attached is a map depicting the area of the recommended speed limit change and the proposed Camas High School access location. Presenter: James Carothers, Engineering Manager

Recommended Action: An ordinance has been placed on the August 7, 2017

Regular Meeting Agenda for Council's consideration.

 [SR-500 Revised Posted Speed Change Proposal Map](#)

C. Development Construction Project Update

Details: The development community is currently constructing a number of projects throughout the City. Some of the projects under construction have been conditioned to complete roadway improvements that will add capacity, change roadway geometry, or add intersection controls. Staff will provide a brief update about some of the projects occurring throughout the City and the associated roadway improvements.

Presenter: Steve Wall, Public Works Director

Recommended Action: This item is for Council's information only.

 [Development Construction Project Update](#)

D. Public Works Miscellaneous and Updates

Details: This is a placeholder for miscellaneous or emergent items.

Presenter: Steve Wall, Public Works Director

E. Community Development Miscellaneous and Updates

Details: This is a placeholder for miscellaneous or emergent items.

Presenter: Phil Bourquin, Community Development Director

F. Possible Congestion Tolling on Interstate 5 (I-5) and Interstate 205 (I-205) Bridges

Details: Oregon House Bill (HB) 2017 directs the Oregon Transportation Commission (OTC) and Oregon Department of Transportation (ODOT) to study tolling on the I-5 and I-205 bridges and proceed with an application to the Federal Highway Administration (FHWA) no later than December 31, 2018 to possibly seek approval to implement value pricing on the bridges.

Presenter: Pete Capell, City Administrator

Recommended Action: This item is for Council's information only.

 [Oregon HB 2017 Transportation Bill Tolling Language](#)

[Oregon HB 2017 Implementation Outline](#)

G. City Administrator Miscellaneous Updates and Scheduling

Details: This is a placeholder for miscellaneous or scheduling items.

Presenter: Peter Capell, City Administrator

V. COUNCIL COMMENTS AND REPORTS

VI. PUBLIC COMMENTS

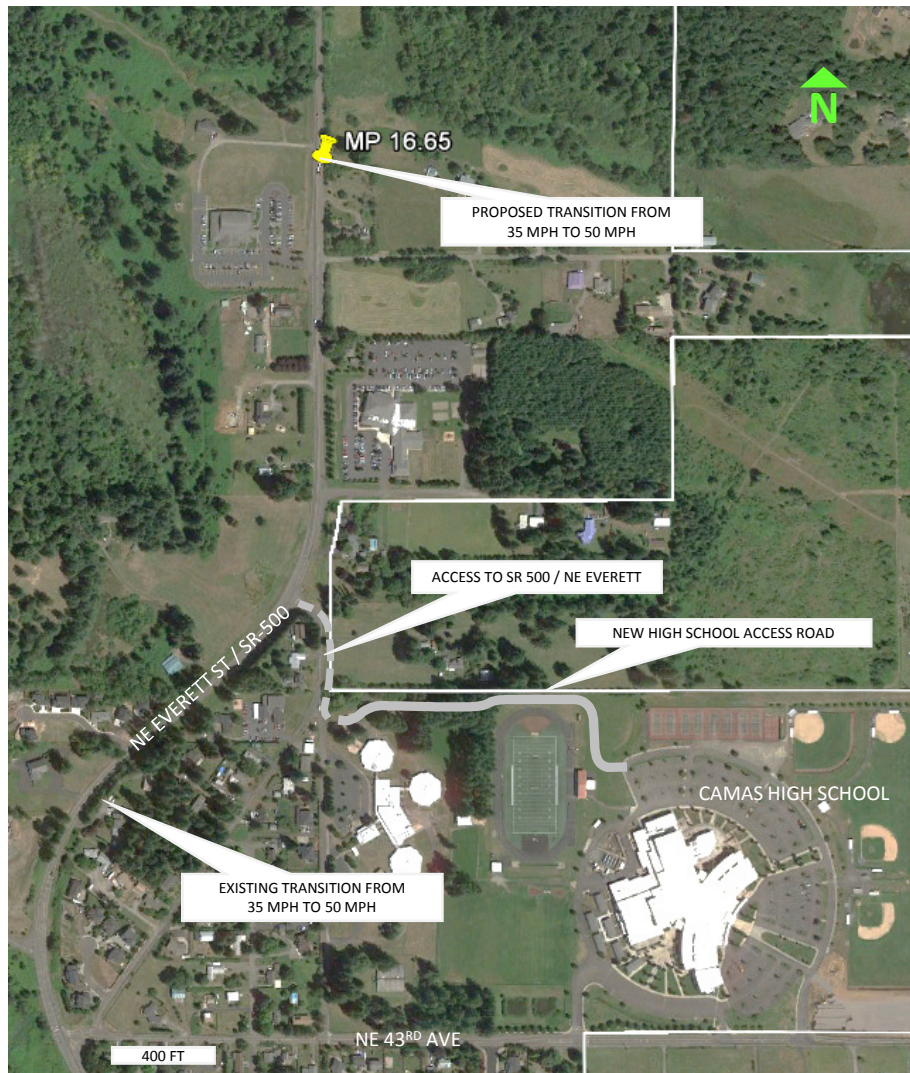
VII. ADJOURNMENT

NOTE: The City welcomes participation of its citizens in the public meeting process. Effort will be made to ensure anyone with special needs can participate. For more information call 360.834.6864.

SR-500 / NE EVERETT ST SPEED LIMIT CHANGE PROPOSAL ⁽²⁾

Executive Summary:

This proposal is in response to the proposed addition of a new access road for Camas High School. The access road will intersect with SR-500 / NE Everett St at the current intersection of NE Everett Dr. and NE Everett St. The current 35 MPH speed limit on NE Everett will be extended 1/2 mile north of its current location.

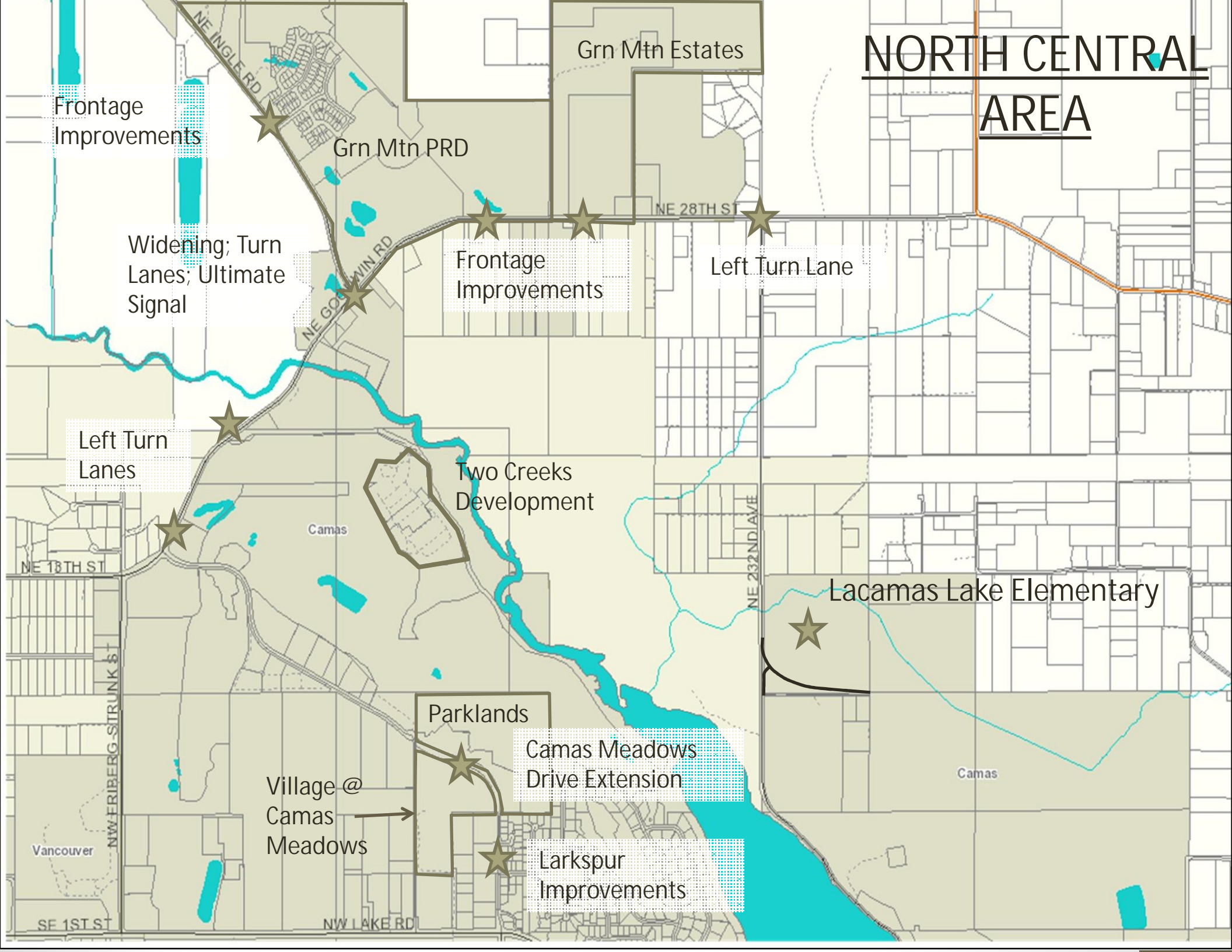


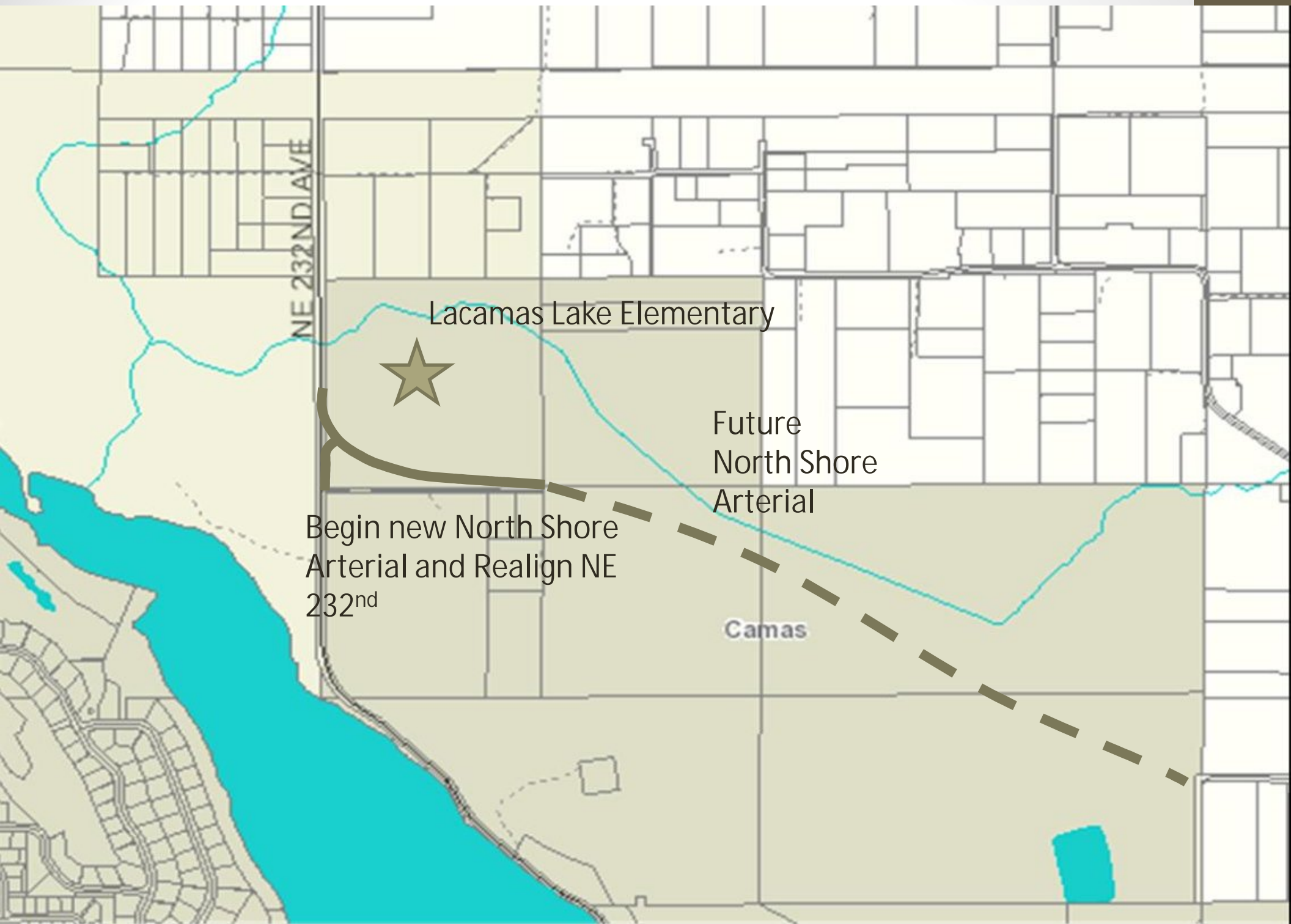
Development Construction Project Update

City Council Workshop
August 7, 2017



NORTH CENTRAL AREA





NE 232ND AVE

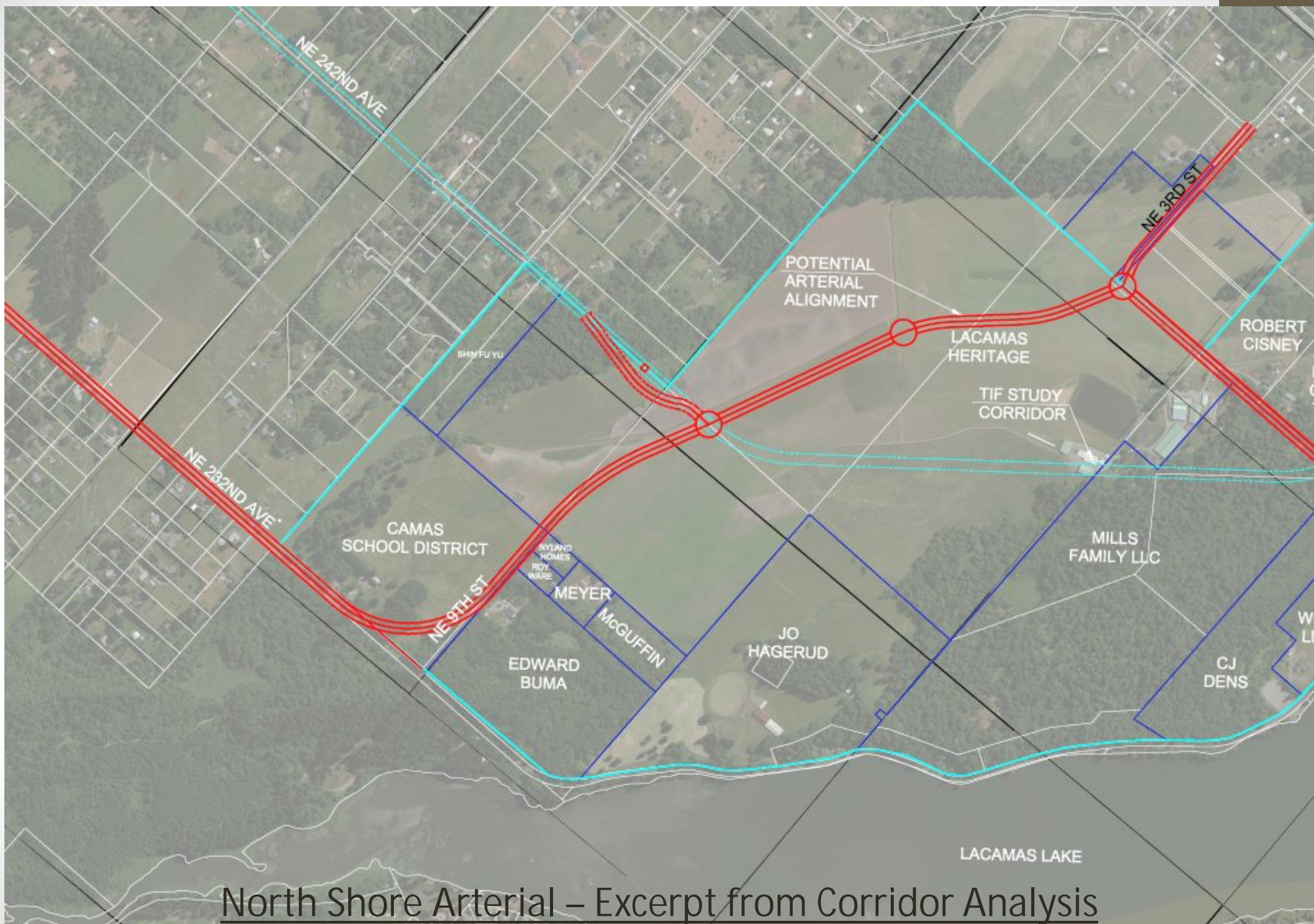
Lacamas Lake Elementary



Future
North Shore
Arterial

Begin new North Shore
Arterial and Realign NE
232nd

Camas



North Shore Arterial – Excerpt from Corridor Analysis

SOUTHWEST AREA

New Signal @ Payne/Pac Rim

New Intersection and Entrance to Campus @ Lacey

New Driveway to Sharp and Two-Way Left Turn Pocket

CSD Pacific Rim
Campus

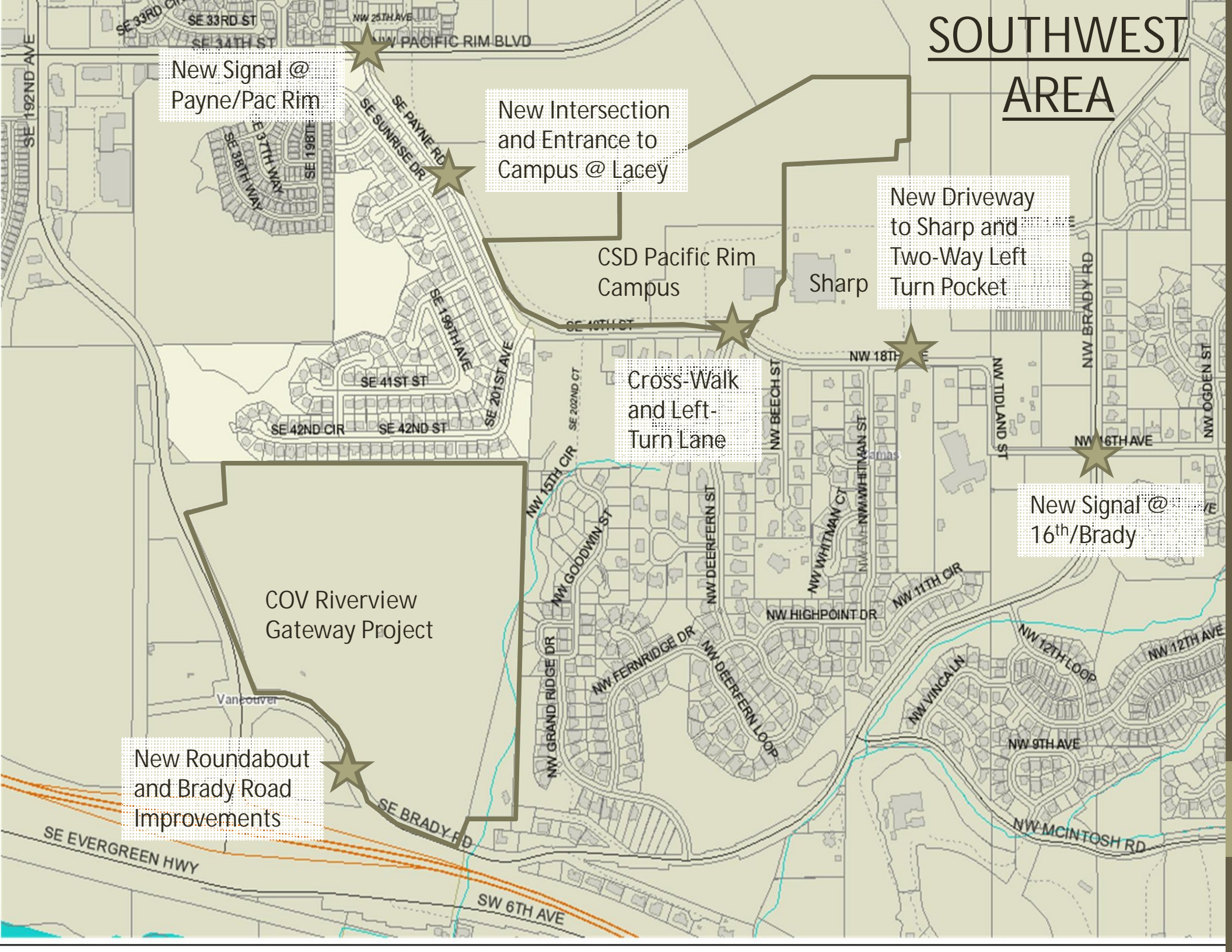
Sharp

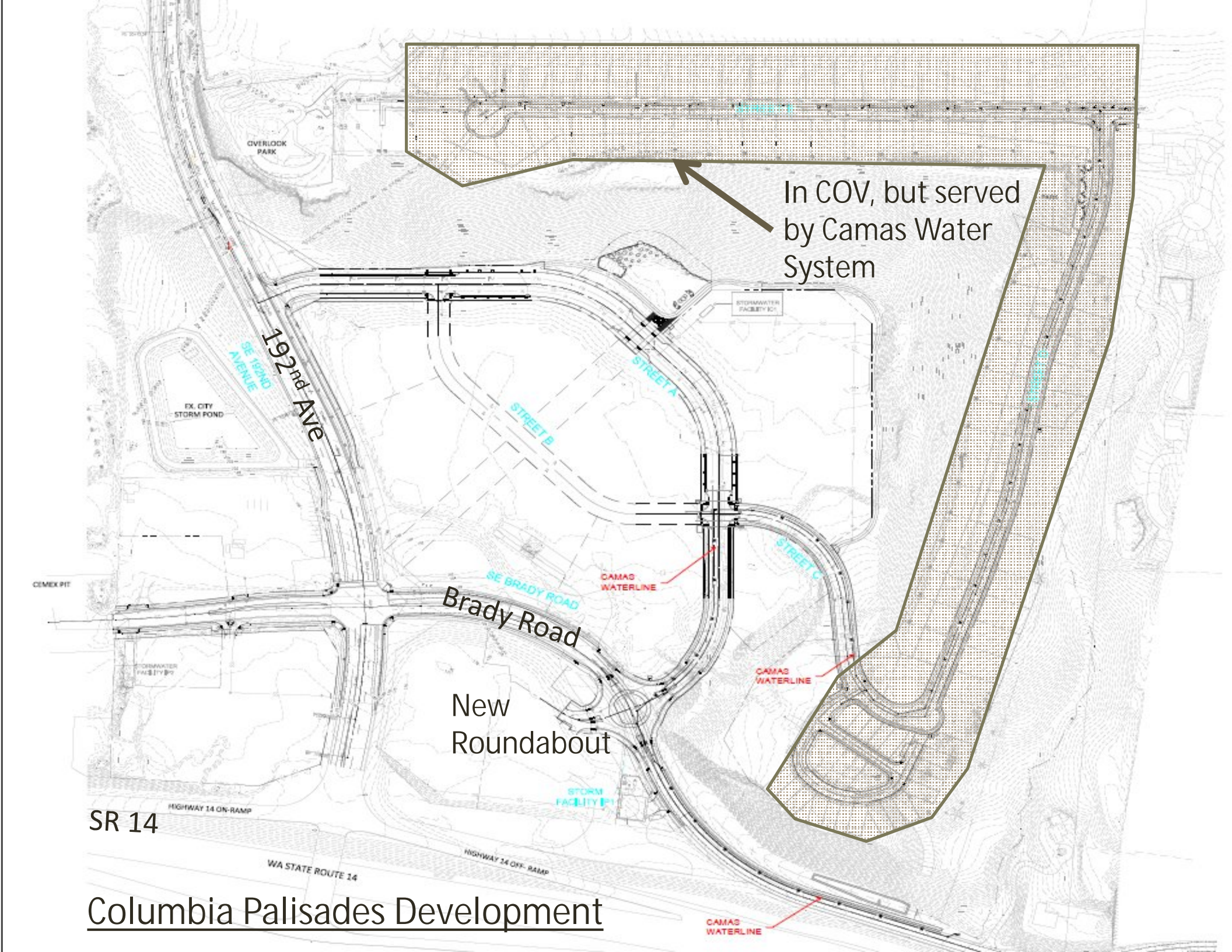
Cross-Walk and Left-Turn Lane

New Signal @
16th/Brady

COV Riverview Gateway Project

New Roundabout and Brady Road Improvements





In COV, but served
by Camas Water
System

192nd Ave

Brady Road

New
Roundabout

SR 14

Columbia Palisades Development

Camas/Vancouver Interlocal Agreements for Water Service

- Two forthcoming agreements with Vancouver
- Water Service Area Boundaries
 - Modify water service area boundaries for Camas to serve upper rim of Columbia Palisades Project
 - Vancouver water pressures not adequate to serve area
 - Vancouver request to turn water off in event of non-payment of sewer/storm bill
- Water System Intertie
 - Provide for emergency intertie between the two water systems
- Agreements and new Ordinance on future agenda

of ORS 319.920 until the person ends the person's voluntary participation in the road usage charge program in the manner required under subsection [(4)] (5) of this section.

[(4)] (5) A person may end the person's voluntary participation in the road usage charge program at any time by notifying the department, returning any emblem issued under ORS 319.945 to the department and paying any outstanding amount of road usage charge for metered use by the person's subject vehicle.

TRAFFIC CONGESTION RELIEF

SECTION 119. Feasibility study of highway cost allocation study within certain political subdivisions. (1) The Oregon Department of Administrative Services shall conduct a study to determine the feasibility of performing a highway cost allocation study within the boundaries of a county, Metro and Tri-Met, but otherwise as described in ORS 366.506, with respect to revenue raised within the county, Metro and Tri-Met, respectively, that is subject to Article IX, section 3a (3), of the Oregon Constitution. The department may consult with any public or private body the department considers necessary or appropriate for conducting the study required under this section.

(2) The department shall submit a report, in the manner provided in ORS 192.245, containing the results of the study required under this section to the Joint Committee on Transportation established under section 26 of this 2017 Act not later than September 15, 2018.

(Traffic Congestion Relief Program)

SECTION 120. (1) The Oregon Transportation Commission shall establish a traffic congestion relief program.

(2) No later than December 31, 2018, the commission shall seek approval from the Federal Highway Administration, if required by federal law, to implement value pricing as described in this section.

(3) After seeking and receiving approval from the Federal Highway Administration, the commission shall implement value pricing to reduce traffic congestion. Value pricing may include, but is not limited to, variable time-of-day pricing. The commission shall implement value pricing in the following locations:

(a) On Interstate 205, beginning at the Washington state line and ending where it intersects with Interstate 5 in this state.

(b) On Interstate 5, beginning at the Washington state line and ending where it intersects with Interstate 205.

(4) In addition to areas listed in subsection (3) of this section, the commission may implement value pricing in other areas of this state.

(5) Notwithstanding ORS 383.009, the revenues received from value pricing under this section shall be deposited into the Congestion Relief Fund established under section 120a of this 2017 Act for the implementation and administration of the congestion relief program established pursuant to this section, including but not limited to the Value Pricing Set-Up Project.

(6) Subject to any restrictions in an agreement with the Federal Highway Administration

or other federal law, in addition to the amounts received from value pricing under this section, the moneys in the Congestion Relief Fund shall be used to implement and administer the traffic congestion relief program.

(7) Before imposing value pricing, the commission shall report to the Joint Committee on Transportation established under section 26 of this 2017 Act.

(8) The commission may enter into agreements with the State of Washington, or the State of Washington's designee, relating to establishing, reviewing, adjusting and collecting tolls for the program described in this section.

SECTION 120a. Congestion Relief Fund. (1) The Congestion Relief Fund is established in the State Treasury, separate and distinct from the General Fund. Interest earned by the Congestion Relief Fund shall be credited to the fund.

(2) The Congestion Relief Fund consists of:

(a) Moneys appropriated or otherwise transferred to the fund by the Legislative Assembly;

(b) Notwithstanding ORS 383.009 (1)(d), net proceeds of tolls imposed under section 120 of this 2017 Act;

(c) Moneys received from federal sources or other state or local sources, other than proceeds of Highway User Tax Bonds issued under ORS 367.615;

(d) Amounts donated to the fund;

(e) Investment earnings received on moneys in the fund; and

(f) Other amounts deposited in the fund from any source.

(3) Moneys in the fund are continuously appropriated to the Department of Transportation for distribution to the Oregon Transportation Commission for the purposes of implementing and administering the congestion relief program established pursuant to section 120 of this 2017 Act.

(4) The Department of Transportation may receive gifts, grants, contributions, bequests or other donations of any kind from any public or private source for deposit in the Congestion Relief Fund.

(5) Moneys in the Congestion Relief Fund may be invested and reinvested as provided in ORS 293.701 to 293.857.

(Task Force on Mega Transportation Projects)

SECTION 121. (1) The Task Force on Mega Transportation Projects is established. For the purposes of this section, a "mega transportation project" includes transportation projects, as defined in ORS 367.010, that cost at least \$360 million to complete, that attract a high level of public attention or political interest because of substantial direct and indirect impacts on the community or environment or that require a high level of attention to manage the project successfully.

(2) The task force consists of nine members appointed as follows:

(a) The President of the Senate shall appoint two members from among members of the Senate.

(b) The Speaker of the House of Representatives shall appoint two members from among members of the House of Representatives.

(c) The Governor shall appoint three members who represent highway users.

HB 2017 Implementation Outline

July 20, 2017

Overview

ODOT's implementation of HB 2017 will proceed in seven major workstreams:

- Highway project selection and delivery
- Local and non-highway program management
- Public transportation
- Accountability, transparency, performance, and efficiency
- Value pricing planning and development
- Revenue collection
- Communications

ODOT will create an internal implementation team to manage efforts and work closely with the Commission, which will oversee implementation and will approve all major implementation activity.

Highway Project Selection and Delivery

HB 2017 significantly increases the funding available to highway projects on the state highway system.

Highway Project Selection

Bridge, pavement, safety and other projects for 2018-2021 will be added to the 2018-2021 STIP in fall 2017 so preliminary engineering work can begin on these projects. Projects will be generated by management systems by early August so they can be presented to the Commission and released for public review in August. The OTC will add projects to the 2018-2021 STIP in October. Projects will be incorporated in the 2021-2024 STIP through the normal selection process in 2018 and 2019.

Lead: Highway Division, Technical Services Branch

Project Delivery

ODOT has worked with its partners in the engineering community to develop a plan for delivery of projects. ODOT anticipates increasing the share of work that is outsourced to private engineering firms, but ODOT will also need to hire additional staff to oversee projects.

Lead: Highway Division: Technical Services Branch and regions; Transportation Development Division: Active Transportation Section

Local and Non-Highway Program Management

HB 2017 creates a permanent funding source for *ConnectOregon*, expands the Small Cities Program, and creates a new Safe Routes to School infrastructure program.

ConnectOregon

With ConnectOregon fully allocated to projects in the 2017-2019 biennium, work in the near future will focus on creating a framework for the Commission to evaluate and approve projects specifically named for funding. In the long term ODOT will need to update the rules and program guidance for ConnectOregon to reflect the significant changes made in the bill.

Lead: TDD: Freight Planning Section/Active Transportation Section

Safe Routes to School

Attachment 3

To implement the new Safe Routes to School infrastructure program, within the next year ODOT anticipates developing an overall program strategy that covers both state and local project prioritization, developing program guidance and rules, creating a Local Agency Project Selection Committee, and releasing a project solicitation. This work will be carried out in consultation with the Transportation Safety Committee and Oregon Bicycle-Pedestrian Advisory Committee.

Lead: TDD: Active Transportation Section; Transportation Safety Division

Small Cities Program

ODOT will work with the League of Oregon Cities to stand up the expanded Small Cities program, including creating an advisory committee to select projects, developing a program framework, and releasing a project solicitation, so that funds can be awarded quickly.

Lead: TDD, Active Transportation Section

Public Transportation

HB 2017 creates a new Statewide Transportation Improvement Fund for public transportation, funded by over \$100 million annually from a statewide 0.1% payroll tax. Oregon Department of Revenue will start collecting the payroll tax on July 1, 2018, and the program becomes operative on January 1, 2019.

To implement this program ODOT will need to develop administrative rules and program requirements, hire new staff to oversee the program and a public transportation resource center for rural providers, develop the overall accountability and reporting framework for providers, and issue a grant solicitation.

Lead: Rail and Public Transit Division

Accountability, Transparency, Performance, and Efficiency

HB 2017 includes a number of provisions related to accountability that will require the Commission and ODOT to:

- Create a Continuous Improvement Advisory Committee.
- Expand Commission support staff roles and responsibilities.
- Develop a transparency and accountability website, which includes expanding on the existing project information website.
- Work with local governments on performance and accountability reporting.
- Enhance the role of the Commission in audits.
- Develop a cost-benefit analysis methodology.

Lead: Director's Office; Transportation Development Division

Value Pricing Planning and Implementation

Section 120 of HB 2017 requires the Commission to implement value pricing, which may include but is not limited to variable time-of-day pricing, on Interstate 5 and Interstate 205 from the Columbia River to the junction of the two freeways. The Commission must seek approval from the Federal Highway Administration (FHWA) no later than December 31, 2018 and implement the proposal if approved.

Planning

To develop the proposal, ODOT Region 1 and the Office of Innovation will create a Policy Advisory Committee (PAC) of metro region local government officials and stakeholders. This PAC will guide the overall process, including defining goals and outcomes for value pricing, developing potential alternatives, and evaluating these alternatives against the adopted goals and outcomes.

Lead: Highway Division: Region 1; Director's Office: Office of Innovation

Toll System Development

ODOT will begin planning and development work for systems needed to implement tolling as we undertake the planning activities. This includes developing staffing and organizational models for a tolling function within the agency, updating ODOT's toll enforcement authority, exploring how to secure back office and customer service functions, and exploring procurement options for tolling infrastructure/lane systems. Work will begin within the Office of Innovation. Once planning work by Region 1 is complete and locations to toll have been determined, ODOT will stand up a new tolling unit within the agency in the 2019-2021 biennium.

Lead: Director's Office: Office of Innovation

Revenue Collection

DMV is tasked with creating new tiered vehicle registration and title fees that will charge vehicles based on how many miles they get per gallon, with more efficient vehicles will pay more to compensate for their reduced contribution to fuel tax revenue. These fees go into effect January 1, 2020, after the new DMV vehicle system is scheduled to be in place.

Lead: Driver and Motor Vehicle Services Division

Communications

ODOT will provide factual information to Oregonians to demonstrate what they will get for investments in the transportation system. Materials such as fact sheets and a GIS map that shows projects funded by the bill will be made available on a website, and staff in ODOT's regions will be provided information so share with local partners, particularly members of Area Commissions on Transportation and metropolitan planning organization boards.

Lead: Communications

Oversight of Funding Package Implementation

Management Steering Team

In order to ensure timely and effective implementation of the myriad programs and policies in the funding package, ODOT will create a management steering team made up senior management who have responsibility for implementing various provisions of the bill. Where necessary, ODOT will create working groups across the department to collaborate on major topics that reach across more than one division.

Oregon Transportation Commission Role

The Commission will play a key role in implementation of HB 2017. HB 2017 tasks the Commission with a wide variety of tasks, and ODOT will seek Commission approval for all major project, policy, and program implementation actions. In addition, ODOT will report regularly to the Commission, including a formal monthly report and regular agenda item updates on major implementation activities.