



**CLACKAMAS COUNTY COORDINATING COMMITTEE (C4)
Agenda**

**Thursday, November 5, 2015
6:45 PM – 8:30 PM**

Development Service Building
Main Floor Auditorium, Room 115
150 Beaver Creek Road, Oregon City, OR 97045

1. 6:45 p.m. **Pledge of Allegiance**
Welcome & Introductions
Commissioner Paul Savas & Mayor Brian Hodson, Co-Chairs
Housekeeping
 - Approval of October 1, 2015 C4 Minutes Page 02
2. 6:50 p.m. **STIP Update**
 - *Guests: Ken Watanabe and Andrew Plambeck – ODOT*
 - Potential Projects Page 05
3. 7:20 p.m. **Safe Routes to Schools (SRTS)**
 - *Presented by LeeAnne Fergason – Safe Routes Advocate*
 - Presentation Materials Page 10
4. 7:30 p.m. **Marijuana Jurisdiction Update**
5. 8:00 p.m. **2016 State Legislative Priorities**
 - Supporting Materials Page 25
6. 8:15 p.m. **Monthly Updates**
 - R1ACT
 - Mayors Meeting Consortium
 - JPACT/MPAC Update
7. 8:30 p.m. **Adjourn**

Mayor Knapp: Suggested that staff could send out “invitations” when funding opportunities arise so that jurisdictions could consider which of their projects may fit. However, this could be very time consuming for staff. Karen mentioned that this is partly done now for information sharing, but that the process does not currently involve bringing the information to C4 to further refine the list.

Commissioner Bernard: One value of C4 is that it could know the history of projects and that the body could choose to support various projects.

Rick Cook inquired if a calendar exists for all of the funding opportunities. While there is not currently a calendar, Karen mentioned that there is a general consistent understanding of the cycles for each of the opportunities. Mike also clarified that the availability of funding and the criteria for the opportunities change with each cycle.

Mayor Gamba: Should look at funding exchanges for projects that may already be receiving federal dollars.

Mayor Knapp: Concerned that attention would be diverted away from the bigger, more important projects if C4 focuses on the smaller pots of funding.

Ed Gronke: C4 should work together on these opportunities and develop a consistent position rather than always competing for dollars. Commissioner Bernard agreed and felt that was the reason C4 was created.

Mayor Helm: We need one prioritized list that we develop together. General consensus that I-205 is the top priority.

Karen: For next steps, we will circle back with each jurisdiction soon.

3. **800 MHz Radio System**

Presented by John Hartsock and James Rhodes

John Hartsock and James Rhodes gave a presentation about the replacement of the public safety emergency communications system which serves Clackamas County. Clackamas 800 Radio Group (C800), an ORS 190, is comprised of most of the public safety providers within Clackamas County. C800 owns and operates the emergency radio communication systems serving the County. The current system is 15 years old, out-of-date, and subject to failure. As a result, C800 will be requesting that the Board of County Commissioners put a bond measure on the May ballot to cover the \$58 million replacement. If successful, estimated completion is January, 2019.

Mayor Gamba: How does the system fare in a seismic event?

Hartsock: The system should withstand a magnitude 7 or 8, but a magnitude 9 is a bigger challenge.

In response to the question of what happens if the bond measure fails, Hartsock responded that they would likely go back out to voters the following November.

Commissioner Savas: Will this replacement affect partnerships?

Hartsock: No, the radio system is already currently interoperable across the region and that will not change.

James Rhodes mentioned that the current system reached capacity during the Clackamas Town Center shooting.

In response to a question about the system on Mt. Hood, Hartsock noted that improvement have been made on the Mountain and that more improvements would be made with this investment. However, the terrain poses challenges, as does the fact that a significant amount of the land is federal jurisdiction.

Commissioner Bernard noted his concern with upfront costs, since technological advancements are occurring so rapidly. However, he strongly supports the replacement.

Chair Ludlow stated that a very positive and supportive campaign is needed to support the replacement.

The group had an extended dialogue on how to save costs. Hartsock assured the members that C800 is exploring all options.

Hartsock mentioned that Washington County is going out for a bond at the same time, and that Portland did three years ago.

For additional questions, John Hartsock can be contacted at john.hartsock@c800.org.

4. **R1ACT Update**

Commissioner Savas reminded members that the group agreed at last month's meeting to send a letter to the R1ACT noting its role in providing input to the OTC on all aspects of the transportation system – both large and small. County staff has drafted a letter for review. Mayor Knapp suggested an edit to clarify the objective, which will be incorporated into the letter. C4 unanimously agreed to submit the letter as amended.

5. **Mayor's Meeting Update**

Mayor Knapp mentioned that the Metropolitan Mayor's Consortium sent a letter to Metro that disagreed with the conclusions of the UGR that no UGB expansion is warranted. The letter went on to suggest changes in the UGM/UGR process.

6. **JPACT/MPAC Update**

Mayor Tim Knapp, Wilsonville & Mayor Mark Gamba, Milwaukie

MPAC will be holding briefings on the Regional Transportation Plan and solid waste. It was also noted that Commissioner Schrader has withdrawn from MPAC and Commissioner Smith will be her replacement. Commissioner Bernard will serve as Commissioner Smith's alternate.

JPACT is considering three resolutions: 1) amending the MTIP program; 2) Reprogramming funding for Milwaukie for a bike/ped project in place of Kellogg dam removal; and 3) Amending 2015-2018 MTIP to include operations and maintenance funding for Amtrak Cascades.

7. **Adjourn**

Potential STIP and ConnectOregon Projects within Clackamas County

#	Funding Category	Jurisdiction	Project Name	Project description	Project total Cost	Grant Request	Match amount
A	Connect Oregon	South Clackamas	Facility Improvements				
B	Connect Oregon	Clackamas Community College	Clackamas Community College Transit Center	The CCC Transit Center will increase access to education, development sites and job locations across the Portland Metro region. Expanded transit facilities will support increase transit service and a safer experience for riders. And on-site bicycle parking and a shared use path will provide the last mile connection to the Oregon City High School and development sites identified by Clackamas County	\$3,000,000	\$1,950,000	\$1,050,000
C	Connect Oregon	Wilsonville	Boone Ferry - I-5 Multi-use Trail	Improve substandard pedestrian and bikeway connection under I-5 connecting the Wilsonville Town Center to the parks and neighborhood on the west side of I-5	\$670,000	\$470,000	\$200,000
D	STIP	Clackamas County	Sunnyside Overcrossing Modifications at I-205	Sunnyside Road is a key east-west major arterial that provides connections and access to regional destinations such as the Kaiser Medical Center, Clackamas Town Center, City of Happy Valley and the future Eagle Landing Development. The crossing over I-205 is currently a six lane section consisting of two travel lanes in each direction, two northbound turn lanes and one southbound turn lane with narrow sidewalks and no bike lanes. The current configuration creates queuing issues for westbound traffic due to the limited storage of vehicles turning left onto northbound I-205. In addition, the limited bike and pedestrian facilities create significant safety issues for those wishing to access the destinations on either side of I-205 and the light rail station at the Town Center.	\$8,050,000	\$2,550,000	\$5,500,000
E	STIP	Clackamas County	Rectangular Rapid Flash Beacon Pedestrian Safety	Construct approximately 20-25 Rectangular Rapid Flash Beacon installations throughout Clackamas County and participating jurisdictions. Currently, Oregon City, Milwaukie, Happy Valley, Wilsonville and Lake Oswego have indicated interest in including locations for installations. There are approximately 13 locations in unincorporated Clackamas County, including 2 on an ODOT facility (McLoughlin Blvd)	\$3,000,000	\$2,691,900	\$308,100
F	STIP	Molalla	Hwy 213 / Hwy 211 Improvements	Design, acquire right-of-way for, and construct bicycle and pedestrian improvements on the north side of OR-211 between OR-213 and Ona Way (from mile points 11.47 to 11.89). Construction of a 6-foot shoulder with landscaped buffer and sidewalk on the north side of OR-211 between the existing sidewalk and Commercial Parkway. Construction of a 6-foot shoulder and curb tight sidewalk between Commercial Parkway and just east of Ona Way.	\$1,947,022	\$1,683,911	\$263,111

G	STIP	Oregon City	Main Street: 10th Street – 15th Street	In order for multi-modal transit to well serve Oregon City and the region, connectivity needs to be improved from the City’s north end downtown business district to the regional transit center, our downtown core and future access to the Willamette Falls Riverwalk. Bike & pedestrian routes linking Oregon City with the commercial waterfront, trails and future Riverwalk need to be physically linked together, safe and accessible to all users. A TriMet Transit Center off 99E needs improvements for safety, access and to accommodate increased ridership driven by growing regional and local activity. This will complete the connective corridor stitching together state and regional transit systems that converge in Oregon City’s 171 year-old downtown.	\$2,200,000	\$1,496,000	\$704,000
H	STIP	Sandy	Bus				
I	STIP	West Linn	Highway 43 Multimodal Transporation Project	Implement pedestrain and cycle track improvements along Hwy 43 from the Lake Oswego city limits to Mary S Young Park	\$4,300,000	\$3,000,000	\$1,300,000
J	STIP	Wilsonville	I-5 Pedestrain/Bike way Bridge	Pedestrain and Bikeway bridge over I-5			

Highway 43 Multimodal Transportation Project



What is this project?

The project includes multimodal safety and corridor improvements on Highway 43 (OR-43) from Arbor Dr. (north city limits) to I-205 (south city limits) including improvements to ADA accessibility, transit, bicycle, and pedestrian infrastructure. In preparation of this project, the City of West Linn has implemented transportation planning and design work for this critical stretch of OR-43.

Why is this project needed?

Oregon Highway 43 is a high volume, Oregon Department of Transportation (ODOT) operated district highway that functions as a regional commuter route, carrying a significant volume of traffic to and from Portland. OR-43 is currently designed to address the needs of automobile traffic, often to the detriment of alternative, non-motorized modes of transportation such as bicycles and pedestrians along and across the highway.

Vision Zero

The City of West Linn is committed to a Vision Zero goal, a safety strategy that aims to make our transportation system the safest possible by eliminating fatalities through street design.

Safety Matters

- ◆ OR-43 contains only intermittent or substandard sidewalks and bike facilities, and inadequate pedestrian crossings.
- ◆ With over 21,000 vehicle trips/day, existing bike lanes often share space with the emergency shoulder and/or on-street parking causing dangerous conflict between parking, cars, and bicyclists.
- ◆ In the Portland Metro region, you are 4.3 time more likely to get in a serious crash on an urban arterial roadway than on a highway, such as I-5, I-205 or I-84.
- ◆ There has been a history of bike and pedestrian accidents along OR-43 resulting in serious injuries including fatalities.
- ◆ According to a 2012 national survey, poor quality facilities are the leading cause of pedestrian and bicyclist injury.

How did we get here?

The City of West Linn is currently working with ODOT on jurisdictional transfer of improvements to OR-43. This improvement project follows the City of West Linn's adopted (and updated) Highway 43 Concept Plan, a component of the City's Transportation System Plan. Development of this plan identified the need for corridor infrastructure and safety improvements, including but not limited to intersection lighting improvements, pedestrian and bicycle infrastructure improvements, as well as improved transit stop facilities.



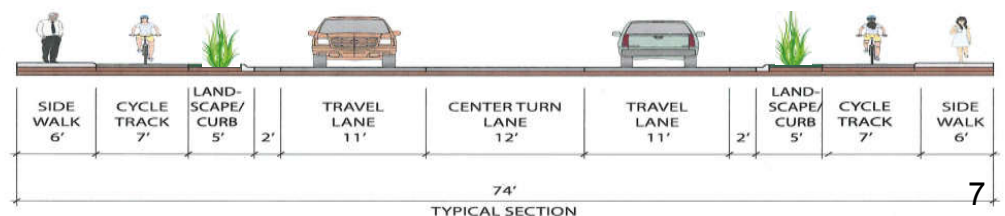
Example: lack of basic ADA accessibility



Example of raised cycle track design

Who is involved?

The City of West Linn is leading the Highway 43 Multimodal Transportation Project in coordination with ODOT, the City of West Linn's Transportation Advisory Board, and the Citizen Advisory Committee to the 2015 Transportation System Plan Update. Highway 43 safety improvements have been adopted as part of the City's Transportation System Plan since 2008.



Highway 43 Multimodal Transportation Project



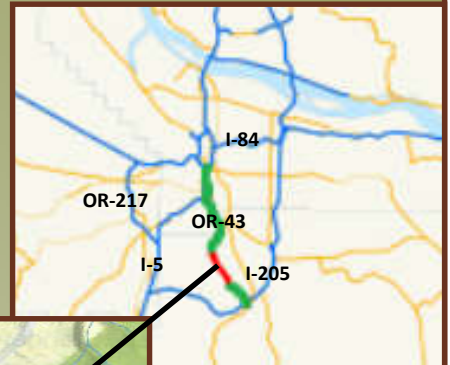
The Goal:

To create a multimodal corridor along OR-43 to accommodate bicycles, pedestrians, transit users, and motorists. Enhancing multimodal opportunities will greatly improve arterial street function locally, and accommodate critical transportation needs regionally. Improving safety, accessibility, and bike and pedestrian infrastructure along OR-43 will create a corridor that will encourage the use of alternative transportation modes and reduce reliance on automobiles. After completion of all phases of the OR-43 project, alternative transportation facilities will connect with the historic Willamette Falls area.

Proposed Infrastructure Improvements

- ◆ Innovative cycle tracks including the first in Oregon protected intersection for all users
- ◆ ADA Accessible facilities not available at numerous locations would be provided
- ◆ Improved signal timing and spacing to minimize congestion with transit signal prioritization
- ◆ Improved bus stops and accessible transit facilities
- ◆ Accessible pedestrian access to existing Park and Ride facility to improve transit use
- ◆ Improved traffic signals and critical roadway crossings for pedestrians
- ◆ Connection to existing bike and pedestrian facilities in Lake Oswego and Oregon City
- ◆ Improved lighting at intersections

The City of West Linn is the largest city/county agency within Metro without a STIP project

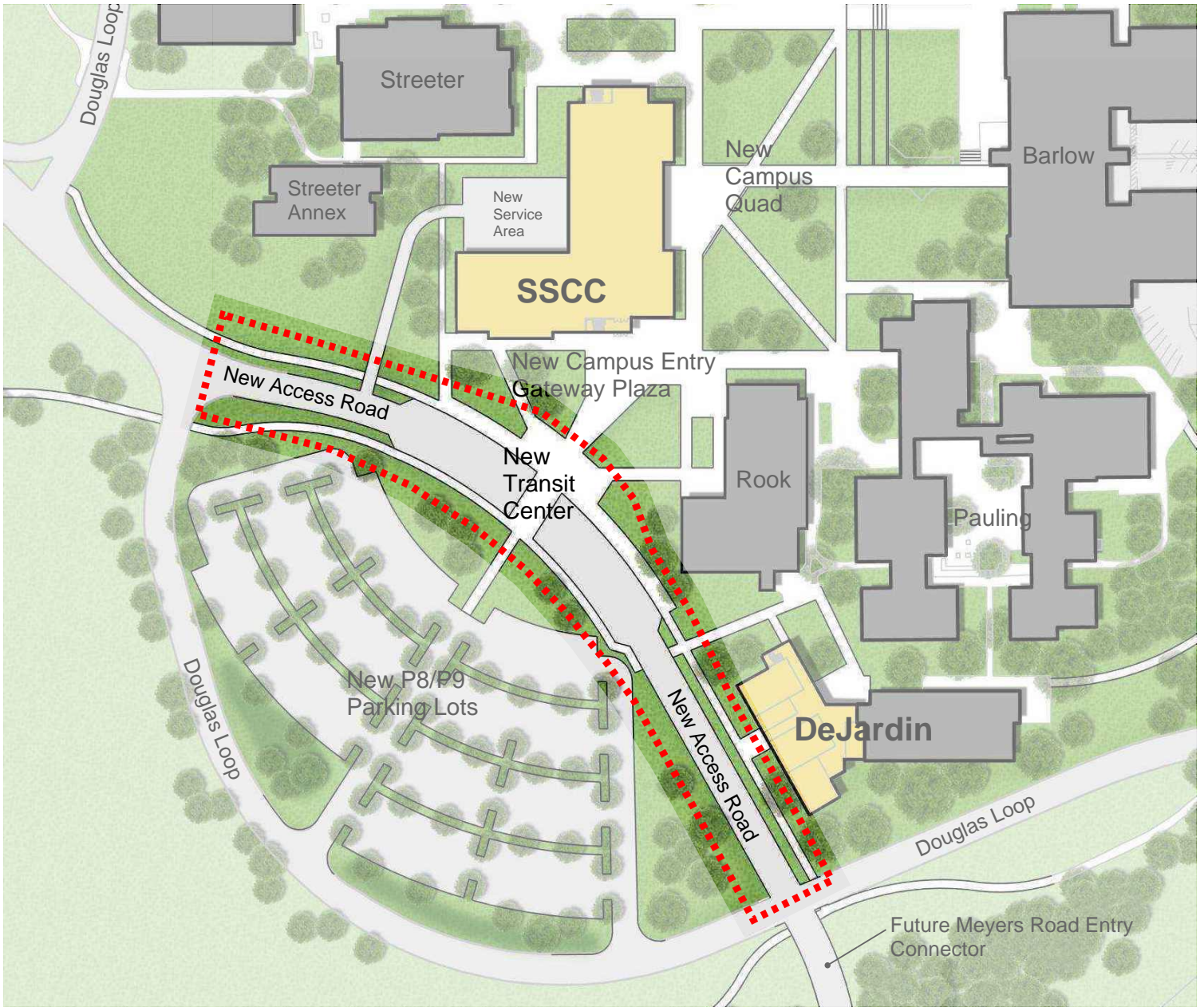


Proposed corridor for Phase 1 of the Highway 43 Multimodal Transportation Safety Project

The OR-43 STIP goal is \$3,000,000 for Phase 1 improvements. The City of West Linn proposes a 30% local match, well above the federal minimum of 10.27% (project total of \$4,300,000).



Proposed protected intersection design



WE SUPPORT SAFE ROUTES TO SCHOOL FOR EVERY KID.



Presenter information: For Every Kid Coalition

LeeAnne Fergason, Bicycle Transportation Alliance

Ane Roth, Milwaukie resident and Linwood PTA

Jessica Rinner, Milwaukie resident and Linwood PTA

Angelene Carpenter Falconer, Milwaukie resident and PSAC Chair

Presentation Overview

- The Problem
- The Solution
- Our Opportunity



OPAL
ORGANIZING PEOPLE / ACTIVATING LEADERS

APANCO



Safe Routes
to School
National
Partnership

PACIFIC NORTHWEST



American Heart Association
life is why™



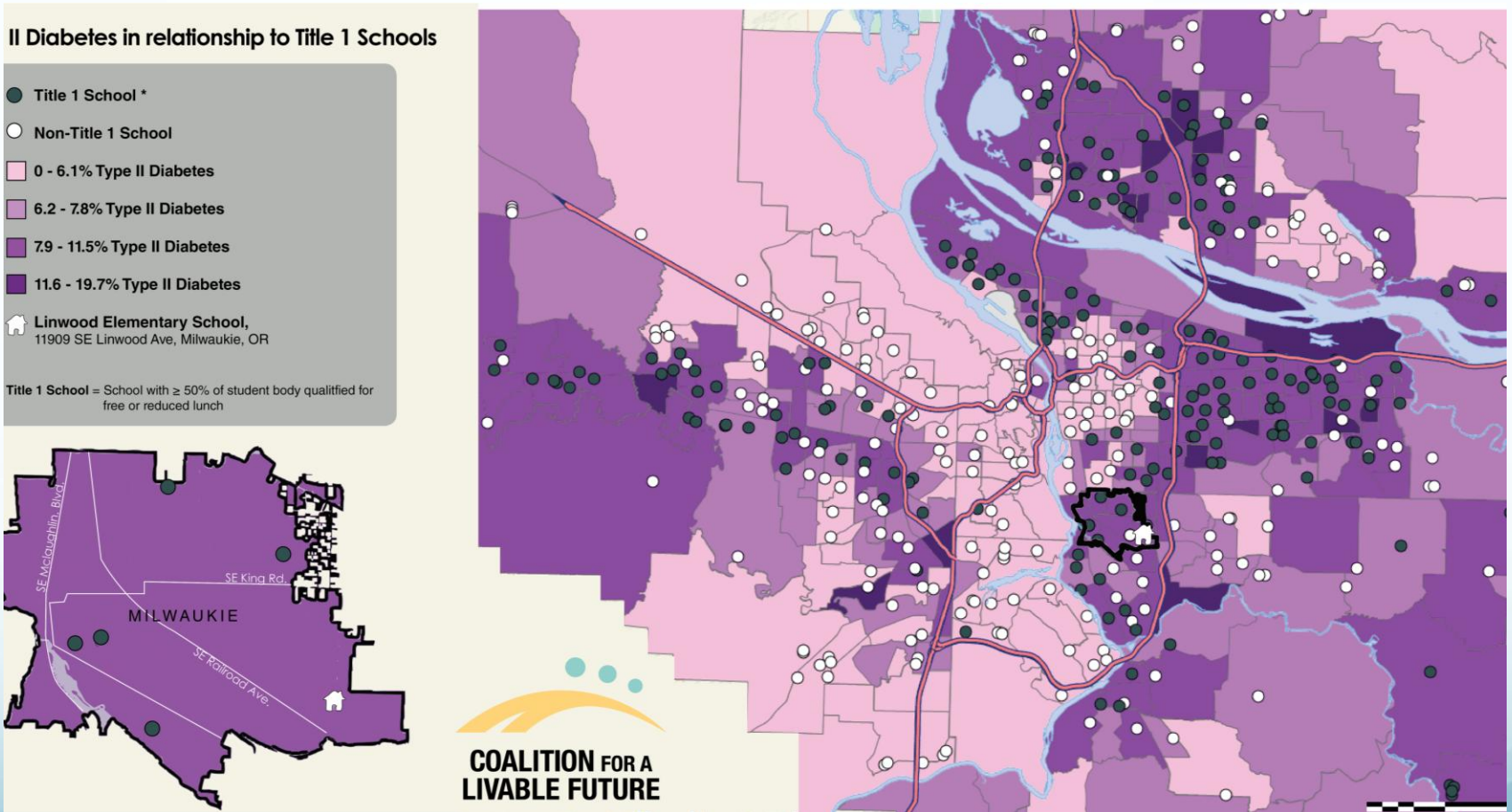
**UPSTREAM
PUBLIC HEALTH**

A Problem

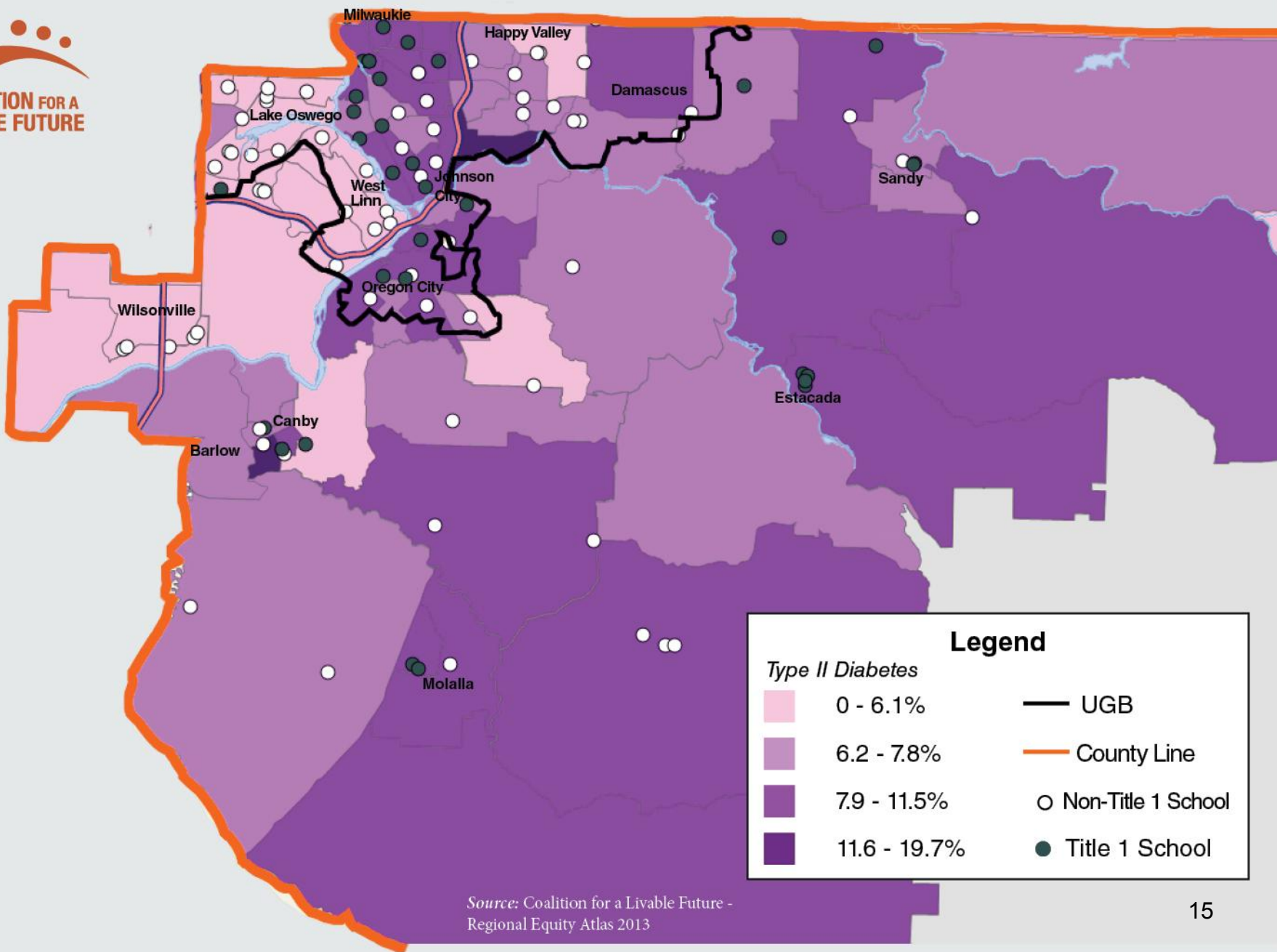
- 1 in 3 kids is overweight or obese
- 60% kids don't get any exercise outside of school
- Motor vehicle crashes are the leading cause of death for the age group 2 to 14 years old.



Our community at risk



Type II Diabetes in Relationship to Title 1 Schools



Type II Diabetes		Legend	
	0 - 6.1%		UGB
	6.2 - 7.8%		County Line
	7.9 - 11.5%		Non-Title 1 School
	11.6 - 19.7%		Title 1 School

Source: Coalition for a Livable Future - Regional Equity Atlas 2013

A Solution

Safe Routes to School For Every Kid

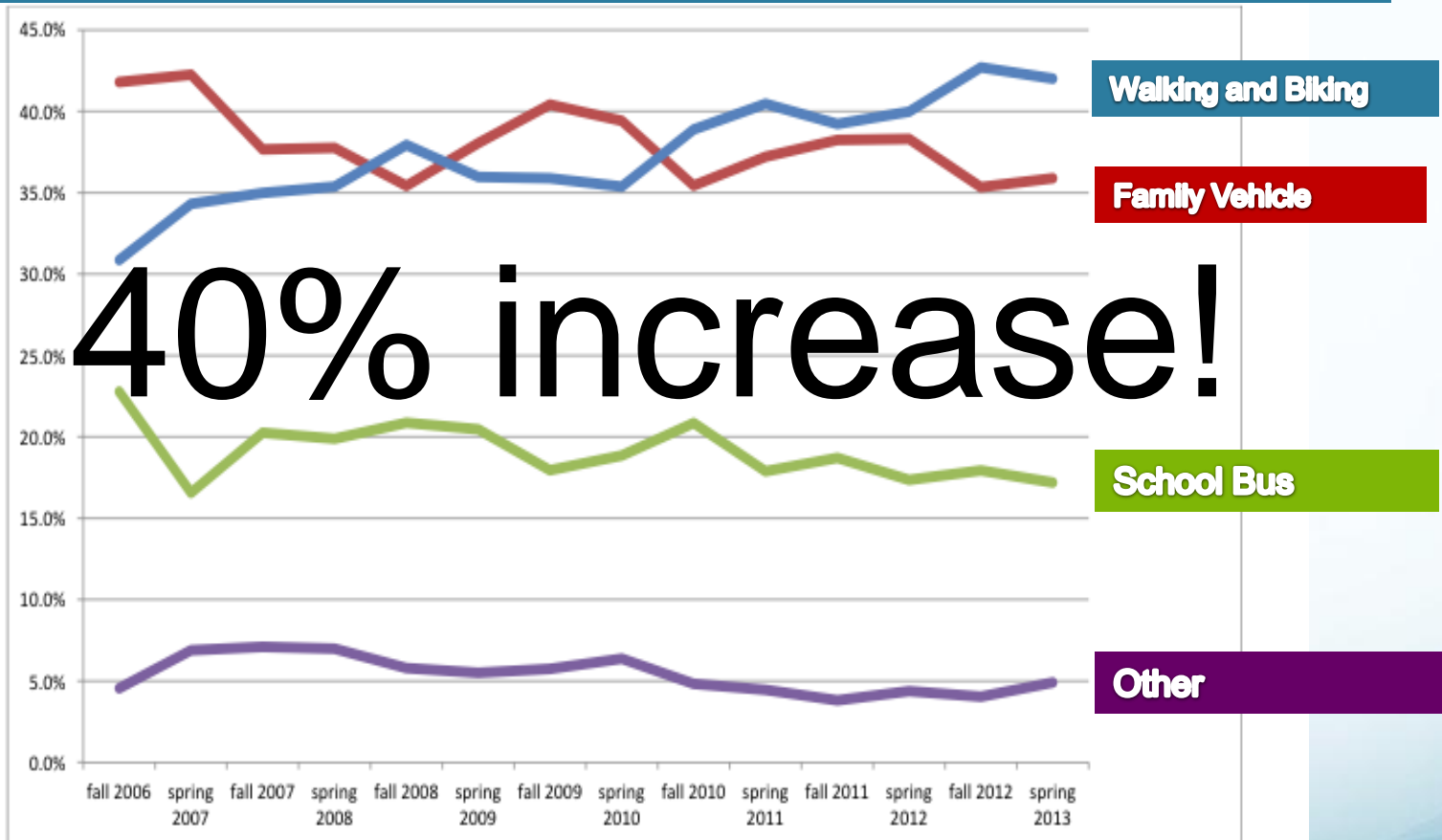
Our story

- How Milwaukie residents are working to make safe routes to school for every kid!



The Proof

Data collected from parent surveys from 2007-2013 in Portland, David Douglas, and Parkrose Public Schools.



The Barriers

- Lack of funding for staff to teach and encourage.
- Lack of funding for education equipment like bicycles and storage.
- Lack of funding to make streets safe around schools.

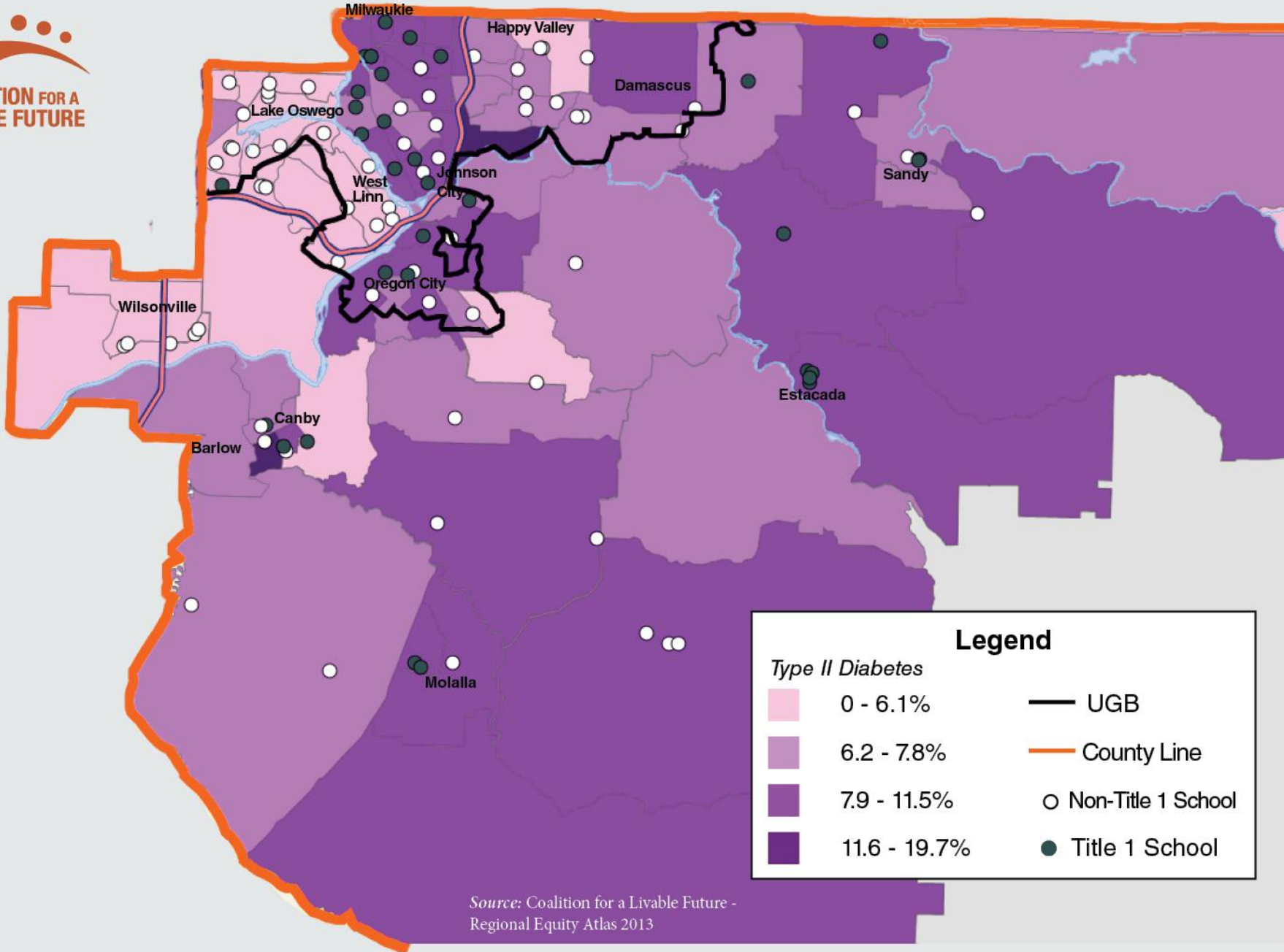
Our Opportunity: \$15M

dedicated from the Regional Flexible funds would double current investments.





Type II Diabetes in Relationship to Title 1 Schools



Type II Diabetes		Legend	
	0 - 6.1%		UGB
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	7.9 - 11.5%		Non-Title 1 School
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Source: Coalition for a Livable Future - Regional Equity Atlas 2013

Thank you!

LeeAnne Fergason, leeanne@btaoregon.org

We Support Safe Routes
to School For Every Kid.

Linwood PTA

American Heart Association

Asian Pacific American Network of Oregon

Bicycle Transportation Alliance

Coalition For A Livable Future

OPAL Environmental Justice

Oregon Walks

Safe Routes to School National Partnership

Upstream Public Health

And thousands more individuals and
organizations



Current SRTS dedicated investments

Metro Area

- Portland Bureau of Transportation*- \$4.3M
- City of Gresham*- \$265,000
- Washington County*- \$100,000
- Trimet- \$8M
- Portland Public Schools** \$2,125,000
- City of Tigard**- \$150,000
- Beaverton School District**- \$158,000
- Regional plan**- \$25,000

Total: \$15,123,000

Clackamas County breakdown

- Breakdown= \$0
- 9 schools participating in encouragement events (Like Fire Up Your Feet or Walk+Bike to School Day)



2015-16

State Legislative Agenda



Wilsonville City Council

Tim Knapp, Mayor

Scott Starr, Council President

Susie Stevens, Councilor

Julie Fitzgerald, Councilor

Charlotte Lehan, Councilor

City Appointed Management

Bryan Cosgrove, City Manager

Michael Kohlhoff, City Attorney

CITY OF WILSONVILLE, OREGON / SOUTH METRO AREA REGIONAL TRANSIT (SMART)

Mark Ottenad, Public/Government Affairs Director

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Acting on behalf of the residents and businesses of the City of Wilsonville and SMART, the City Council adopts this legislative agenda to guide municipal policy positions in the 2015-16 session of the Oregon Legislative Assembly.

Wilsonville City Council, January 22, 2015



1. GOVERNANCE

■ Local Autonomy

1.1 The City of Wilsonville supports autonomy of local governments and opposes efforts to preempt local-government authority to work on behalf of the city’s residents and businesses. The City seeks opportunities to restore municipal authority where it has previously been preempted by state law.

■ State Shared Revenues / Unfunded Mandates

1.2 The City of Wilsonville supports the State Shared Revenue formula and opposes efforts to shift service-costs from the State to local governments, often referred to as “unfunded mandates.” The City opposes efforts to reduce traditional “shared revenues,” which include liquor, beer and wine, cigarette, and 9-1-1 taxes that pay for essential local services.

2. TRANSPORTATION & TRANSIT INFRASTRUCTURE

■ Transportation

2.1 The City of Wilsonville supports multi-modal transportation options—including roadways, transit services and bike/ped alternatives—for residents, commuting workers and businesses.

2.2 The City of Wilsonville supports strategies and plans that maintain or increase the traffic-handling capacity of I-5 for the timely movement of freight and conduct of commerce, including the stretch of I-5 Boone Bridge crossing the Willamette River.

2.3 The City of Wilsonville supports increased funding by federal and state governments of public transportation infrastructure.

2.4 The City of Wilsonville supports efforts to re-open and maintain the operations of the Willamette Falls Locks and Canal.



■ Transit

2.5 The City of Wilsonville supports increased funding and access to increased transit services that provide residents and commuting workers with an affordable option for personal mobility.

2.6 The City of Wilsonville supports expanded Westside Express Service (WES) commuter rail transit service for full-day and Saturday service and extension of service to Salem.

3. ECONOMIC & COMMUNITY DEVELOPMENT

■ Land Use and Development

3.1 The City of Wilsonville supports sustainable, “smart-growth” concepts that include objectives such as walkable neighborhoods, compact urban development, the conservation of valuable resource lands and the protection of prime agricultural soils outside the urban growth boundary.

3.2 The City of Wilsonville supports Oregon land-use law that calls for urban-development activities to occur in cities—areas with municipal governance and supporting infrastructure—and opposes efforts to encourage activities outside of cities that result in urban-level development.

3.3 The City of Wilsonville supports initiatives that reclaim industrial “brownfield” sites in urban settings for productive re-use and that assists cities to develop existing industrial lands.



These kinds of initiatives maximize the benefit from existing public resources and reduce the need for urban-growth boundary expansions to accommodate industrial development.

3.4 The City of Wilsonville supports the creation or extension of additional economic-development tools that cities may utilize as they wish, including implementing the “Restore Oregon” state tax-credit for the rehabilitation for older, historic properties and making the state “Enterprise Zone” and similar designations available to more cities.

■ Workforce Development

3.5 The City of Wilsonville supports adequate funding for institutions of higher education in order to provide more comprehensive workforce development opportunities for future and current employees of industrial employers.

3.6 The City of Wilsonville supports efforts to improve the overall quality of K–12 education, and in particular to strengthen Science-Technology-Engineering-Math (STEM) education, as well as post-secondary education that prepare tomorrow’s workforce.

4. ENVIRONMENTAL IMPACT

4.1 The City of Wilsonville supports the protection of the environment and important natural resources for the benefit of human health, quality of life for citizens, recreational opportunities, and wildlife habitat.



FAST FACTS: City of Wilsonville & South Metro Area Regional Transit (SMART)

■ Population: *One of Oregon's fastest growing cities*

For the past 15 years, Wilsonville has been one of Oregon's fastest growing cities with population over 10,000. Wilsonville is now the state's 25th largest city.

Jurisdiction	2000 Census	2014 PSU Est.	% Change
City of Wilsonville	13,991	21,980	57.1%
Portland metro region	1,444,219	1,717,765	18.9%
State of Oregon	3,421,399	3,962,710	15.8%

■ SMART Transit: *Ridership of over 350,000 per year*

SMART provides transit services six days per week for hundreds of commuting workers and residents. SMART works with other transit providers and communities, including with TriMet for WES (Westside Express Service) commuter trains to Washington County cities and bus transit to Portland, with Salem Area Mass Transit ("Cherriots") and Canby Area Transit (CAT), as well as providing paratransit services.



■ Education & Workforce Development: *High-quality skills training*

OregonTech Wilsonville is the metro-area campus of the Oregon Institute of Technology (OIT), the state's premier university of advanced engineering and applied-technology studies. OregonTech Wilsonville works closely with the region's high-tech employers and area high schools to promote hands-on, practical Science-Technology-Engineering-Math (STEM) curriculum.



Clackamas Community College, Wilsonville Training Center Campus
West Linn-Wilsonville School District and Canby School District

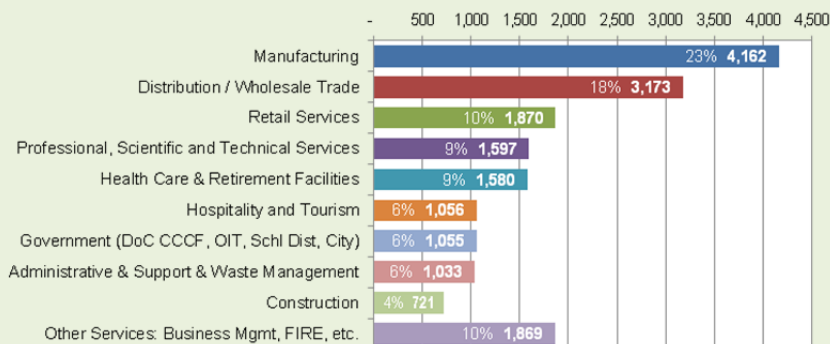


■ Employment: *Family-wage industrial jobs*

Wilsonville's 955 businesses provide over 18,000 jobs, with half of these positions in high-wage industrial occupations of manufacturing, primarily in high-tech and software engineering, wholesale distribution and professional services. Nine out of 10 Wilsonville workers reside in the greater Portland metro-area, Canby, Woodburn or Salem/Keizer.

Total annual private-sector payroll in Wilsonville is over \$900 million annually—an 80% increase since 2000—that generates a total direct/indirect regional economic impact of over \$2.2 billion per year.

18,120 Wilsonville Jobs by Employment Sector, 2013



Top-10 Private-Sector Wilsonville Employers

Sorted descending by Number of Full-Time Equivalent (FTE) Jobs

Business	Type	Jobs
1. Convergys	S	1,070
2. Xerox	M	1,035
3. Mentor Graphics	M	1,010
4. Rockwell Collins	M	510
5. Sysco Food Services	D	495
6. TE Medical Tyco Electronics Connectivity	M	420
7. FLIR Systems	M	335
8. Fry's Electronics	R	235
9. Kroger/Fred Meyer Stores	R	230
10. Rite Aid Distribution Center	D	220

Business Type: D=Distribution; M=Manufacturing; R=Retail; S=Service

