
Thursday, September 07, 2023
6:45 PM – 8:30 PM

Zoom Link:

<https://clackamascounty.zoom.us/j/86257963373?pwd=UXRZY2JjVkiUSGIGQU5Ya2xhZW RBZz09>

AGENDA

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

Welcome & Introductions

Chair Paul Savas & Mayor Brian Hodson, Co-Chairs

Housekeeping

- Approval of August 03, 2023 C4 Minutes **Page 04**

6:50 p.m. **Meet and Greet: Amelia Porterfield, Regional Solutions Director**

- BioPage **Page 06**

7:00 p.m. **Nexus Projects List and Letter**

Introducing: Jamie Stasny, Clackamas Principal Planner

- DRAFT Cover Letter (**ACTION ITEM**) **Page 07**
- Proposed List of Clackamas Projects **Page 10**

7:40 p.m. **Updates from C4 Toll Strategy Subcommittee + Joint Values on Tolling**

Facilitating: Trent Wilson, C4 | County Government Affairs

- Logo Draft Joint Values (**ACTION ITEM**) **Page 42**

8:00 p.m. **Transit Integration Webpage Update**

- <https://rideclackamas.org/>

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

- JPACT/MPAC Updates
- Other Business

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

General Information



Current Voting Membership

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

Current Ex-Officio Membership

MPAC Citizen Rep	Ed Gronke
Metro Council	Councilor Christine Lewis
Port of Portland	Emerald Bogue
Rural Transit	Todd Wood (Canby Area Transit)
Urban Transit	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

Thursday, August 03, 2023
Virtual Meeting via Zoom

Attendance:

Members: **Canby:** Brian Hodson; **Clackamas County:** Paul Savas, Ben West; **CPOs:** Marjorie Steward (Alt); **Gladstone:** Michael Milch; **Hamlets:** Kenny Sernach; **Happy Valley:** Brett Sherman; **Metro:** Christine Lewis; **Molalla:** Scott Keyser; **MPAC Citizen:** Ed Gronke; **Lake Oswego:** Joe Buck; **Oregon City:** Adam Marl; **Sewer District:** Paul Gornick; **Transit:** Dwight Brashear (SMART, Urban), John Serra (TriMet – Alt); **Tualatin:** Valerie Pratt; **Water District:** Sherry French (CRW); **Wilsonville:** Julie Fitzgerald, Caroline Berry (Alt.)

Staff: Trent Wilson (PGA)

Guests: Jamie Stasny (DTD); Jaimie Lorenzini (Happy Valley); Will Farley (Lake Oswego); Seth Brumley (ODOT); Adela Mu (ODOT); Jeff Gudman (Community)

The C4 Meeting was recorded and the audio is available on the County’s website at <http://www.clackamas.us/c4/meetings>. Minutes document action items approved at the meeting.

<u>Agenda Item</u>	<u>Action</u>
Approval of May 04, 2023 C4 Minutes	Minutes approved
R1ACT Recommendations	Brett Sherman and Brian Hodson were nominated to continue in the “city” seats at the R1ACT from 2023-2027. Bill Avison was nominated to continue in the “community” seat for R1ACT from 2023-2027.
RTP Comment Letter	C4 reviewed a comment letter on the Regional Transportation Plan, which was recommended by the C4 Metro Subcommittee. C4 approved the letter, as written.
Updates from C4 Toll Strategy Subcommittee + Joint Values on Tolling	The Toll Strategy Subcommittee shared their “Framework” document, and the Joint Values Draft. The C4 committee approved the draft. Staff recommended a 1 month timeframe to collect logos.
C4 Retreat Follow Up	C4 reviewed the transcript from the retreat and proposed priority list, with modest changes. A lot of interest was expressed in the surplus housing fund,

	how the cities could be involved in their distribution, and when the county's housing team could return.
Updates/Other Business <ul style="list-style-type: none"> • JPACT/MPAC Updates • Climate Action Plan Task Force Update • Other Business 	JPACT/MPAC – RTP and 2040 Planning Development Grants Climate Action Plan Task Force Update – Held its 12 th and final meeting, final report going to BCC in June.

Adjourned at 8:30 p.m.

Amelia Porterfield

Amelia joined the Kotek administration in January as Regional Solutions Director, bringing over 20 years of experience in public service and advocacy on a wide range of issues, with different levels of government and with communities around Oregon. She is also currently serving as the Regional Solutions Coordinator for the Metro Region. Immediately before joining the Governor's office, Amelia served as the Director of Government Relations at The Nature Conservancy in Oregon, where she oversaw the organization's state and federal policy team and led its legislative strategy to enact policies and investments that address some of the most challenging issues facing people and nature. Amelia previously worked with Governor Kotek in various roles, including as Chief of Staff when she was House Speaker and House Democratic Leader. A third generation Oregonian who grew up in Bend, Amelia current resides in North Portland.



DRAFT September 07, 2023

Mandy Putney
Oregon Department of Transportation
Urban Mobility Office
355 Capitol Street NE, MS 11
Salem, OR 97301

Via email

Dear Ms. Putney:

On behalf of the Clackamas County Coordinating Committee (C4), please find attached the list of projects submitted by affected communities within Clackamas County to be considered in the nexus project process. **We want to be clear that submittal of this nexus list is not an endorsement of any proposal to implement tolling or congestion pricing.**

This letter is our comment on the process currently underway, outlining our concerns and questions. Foremost in our concerns is that this process was initiated by ODOT staff with the intention for the nexus list to be considered and referenced in the implementation plan due to the Governor by December 15, 2023. Our concern is that even though the Regional Toll Advisory Committee (RTAC) has been in place throughout this time and has asked many questions about ODOT's pursuit of this list and the point of this process, RTAC did not formally endorse this approach at the policy level. Our understanding of the Governor-initiated pause on the collection of toll revenue was to provide ODOT with additional time to reestablish trust with the communities that will be impacted by tolling. Foregoing formal policy agreement with RTAC feels like a step in the wrong direction. Yet, we feel compelled to submit this list to maintain a collaborative stance and so that our communities are not left behind.

We are grateful that you have formed the RTAC Staff Working Group. It is critical that our staff be engaged with you to guide the implementation plan and to develop a strategy for refining the nexus project list.

The List

Per ODOT's request, county and city staff have worked significant hours to develop the attached nexus projects lists. The nexus projects within Clackamas reflect an educated guess of anticipated needs based solely on lived experience of our local systems and where we anticipate the Regional Mobility Pricing Project and I-205 Toll Project to cause impacts in our communities. We feel compelled to emphasize that we currently have no modeling data to show where impacts will

actually exist, and thus reserve the right to update our list when that information becomes available. Since this list is being developed in such a short timeframe and with no toll project related technical data, Clackamas County and C4 reserve the right to supplement our project information and to add projects as needed.

Questions about the Implementation Plan

It remains unclear how ODOT intends to use the nexus list in the implementation plan. Because RTAC has not endorsed this process, we are not confident that sufficient public discussion has occurred for our communities to trust that this list will be used in a way with which we agree.

For example, we understand from going through the I-205 Environmental Assessment process that the proposed I-205 Toll Project would not yield sufficient revenue to pay for the entire I-205 capital project. If that is true, we fail to understand how RMPP will generate enough revenue to pay for the projects prioritized in HB 2017 (I-205 and Rose Quarter), not to mention any projects appearing on a nexus list. Lacking sufficient revenue, how will projects be prioritized, what level of input will local communities have in that process, and what criteria will be used given different circumstances across the region? These are but a few of our questions related to this process.

Therefore we formally request from ODOT the following:

- Inform RTAC how you intend to use the nexus list as a part of the implementation plan, and seek RTAC's endorsement for that proposal.
- Articulate to RTAC the plan to fund all of the nexus projects.
- If toll revenue is insufficient to cover the cost of the projects, address how we will generate additional revenue sufficient to fund nexus projects.

Beyond the Nexus List

As our members of RTAC have continued to articulate, we are interested in revenue sharing. We are likewise interested in this as a potential alternative to a nexus list, or recommend a compromise where a revenue sharing formula can co-exist with a nexus project list. ODOT has inferred that RMPP is designed to help replace the gas tax, amongst other objectives. However, revenues from the gas tax are shared between the state, counties, and cities to the mutual benefit of the entire system – both on and off the interstates and state highways. A revenue sharing program has the opportunity to bring ODOT and local communities together and to provide local communities with the flexibility to prioritize and address local impacts. This approach would benefit the entire system, and would create an ongoing process that can be meet ongoing needs.

Because the Nexus Project process does not have the policy endorsement of the region, we request RTAC be provided the opportunity to discuss ongoing revenue allocation, such as revenue sharing, as a potential alternative or complement to the Nexus list.

Finally, many questions have been asked at the RTAC table about managed lanes and other approaches to regional tolling. While we recognize there are many technical hurdles to implementing managed lanes, we also hear from other toll projects from around the nation that having a free lane mitigates a significant amount of diversion into local communities. C4 asks,

when will RTAC discuss other approaches to tolling that provide a free lane and minimize diversion impacts?

Thank you for the opportunity to provide comment, we look forward to the regional discussions requested herein.

Sincerely,

DRAFT

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

DRAFT

Brian Hodson, Mayor
City of Canby
C4 Co-Chair
R1ACT Member

CC: Kris Strickler, ODOT Director
Keith Lynch, FHWA
RTAC Members
OTC

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

RTAC Nexus Projects - CANBY

Project Intake Form

Refer to attached Nexus Project Screening Form for definitions and screening criteria requirements. Projects must meet the nexus project definition to be considered. Please describe how the project meets each screening criteria (if known).

General Information	Project or Supportive Service Name	Location	Project Partner(s)	Category (Pedestrian, Bike, or Roadway)	Please briefly (in 150 words or less) describe your proposed project:	Please briefly (in 150 words or less) describe how your project meets the nexus project definition:
1	NE 4th Ave/Pine St and OR 99E/Pine St intersection reconfigurations	Pine St/NE 4th Ave and Pine St/OR 99E intersections	ODOT	Roadway, Pedestrian, Bicycle	Relocate the NE 4th Ave/Pine St intersection farther from Union Pacific Railroad track and construct so roadway runs east-west with south leg teeing into intersection; add sidewalks to the northeast side of Pine St between OR 99E and NE 4th Ave and improve the crosswalk and ramps at the OR 99E/Pine St intersection; extend the bike lanes on Pine St through the OR 99E/Pine St intersection; reconfigure the OR 99E/Pine St intersection and adjacent railroad crossing by installing a westbound right-turn lane, converting southbound approach to two left turn lanes and a shared through-right lane (requires additional lane across railroad tracks), relocating southbound approach stop bar behind railroad tracks, and adjusting signal timing to run with split phases for northbound and southbound approaches.	Project supports congestion relief on a corridor that may become more congested due to tolling (OR 99E), improves mobility options on a diversion corridor AND provides access to opportunity by improving pedestrian and bicycle connectivity to job centers near and along OR 99E, including Downtown Canby.
2	Township Rd/Redwood St roundabout	Township Rd/Redwood St Roundabout	Clackamas County	Roadway	Build a roundabout at the Township Rd/Redwood St intersection (currently all-way stop-controlled)	Project supports congestion relief on a corridor that may become more congested due to tolling (Township Rd), AND provides access to opportunity by reducing travel times to/from job center at the Pioneer Industrial Park: https://www.canbyoregon.gov/econ-dev/page/canby-pioneer-industrial-park-maps
3	Township Rd/Mulino Rd roundabout	Township Rd/Mulino Rd intersection	Clackamas County	Roadway	Build a roundabout at the Township Rd/Mulino Rd intersection (currently all-way stop-controlled)	Project supports congestion relief on a corridor that may become more congested due to tolling (Township Rd), AND provides access to opportunity by reducing travel times to/from job center at the Pioneer Industrial Park
4	New Traffic Signal or Roundabout at Township Rd/Ivy St Intersection	Township Rd/Ivy St intersection	Clackamas County	Roadway, Pedestrian	Build a new traffic signal or roundabout at the Township Rd/Ivy St intersection (currently stop-controlled, with Ivy St free and Township Rd stop-controlled). Install a crosswalk and curb ramps on the north leg of the intersection.	Project supports congestion relief and pedestrian mobility options on a corridor that may become more congested due to tolling (Township Rd), AND provides access to opportunity by reducing travel times to/from job centers in the along OR 99E and in Downtown Canby. Project is less than half a mile from the Canby Center, which provides food assistance and other social services. https://www.thecanbycenter.org/
5	Township Rd/Sequoia Pkwy Intersection Improvements	Township Rd/Sequoia Pkwy intersection	Clackamas County	Roadway, Pedestrian	Add westbound and eastbound turn lanes to Township Rd or replace the existing all-way stop-controlled intersection with a roundabout; Install crosswalks on all legs of the intersection (restripe existing crosswalk on the west leg).	Project supports congestion relief and pedestrian mobility options on a corridor that may become more congested due to tolling (Township Rd), AND provides access to opportunity by reducing travel times to/from job center at the Pioneer Industrial Park in Canby.

General Information	Project or Supportive Service Name	Location	Project Partner(s)	Category (Pedestrian, Bike, or Roadway)	Please briefly (in 150 words or less) describe your proposed project:	Please briefly (in 150 words or less) describe how your project meets the nexus project definition:
6	OR 99E Multi-use Trail	North side of OR 99E between Elm St and Molalla Forest Road, adjacent to Union Pacific tracks.	ODOT	Pedestrian, Bicycle	Build a 12' multi-use trail on the north side of OR 99E parallel to railroad tracks between Elm St and the Molalla Forest Rd Trail	Project improves pedestrian and bicycle mobility options on a toll diversion corridor AND provides access to opportunities along OR 99E/Downtown Canby AND helps people overcome transportation barriers by easing active transportation along and across OR 99E. This connectivity is especially impactful due to the connection with the Molalla Forest Rd Trail on the east end of the project.
7	Haines Rd/S New Era Road Roundabout	Haines Rd/S New Era Rd/OR 99E intersection	ODOT and Clackamas County	Roadway, Pedestrian	Install a roundabout (currently two-way stop-controlled), add landing pads at bus stops (i.e., paved area at the bus stop where passengers board or exit the bus), crosswalks with RRFB to facilitate crossing of OR 99E and extend sidewalks to New Era Rd.	Projects supports congestion relief on a toll diversion corridor (OR 99E) and improves pedestrian and transit mobility on a toll diversion corridor; it also provides access to opportunity by facilitating pedestrian access to transit by improving the bus stops in a Census tract with a Metro Social Vulnerability Index score of 5.88 (higher than the region average of 5).

RTAC Nexus Projects - CLACKAMAS COUNTY

General Information	Project or Supportive Service Name	Location	Project Partner(s)	Category (Pedestrian, Bikeway, or Roadway)	Project Description: Please briefly (in 150 words or less) describe your proposed project:	Please briefly (in 150 words or less) describe how your project meets the nexus project definition:
1	122nd Ave / Mather Intersection	122nd Ave and Mather Rd	Clackamas County	Roadway	The project will implement a roundabout or signal to address safety issues.	This project supports congestion relief on the corridor of 122nd Ave and Mather that may become more congested because of Tolling AND will provide an access to opportunity for EFCs by improving access to a commercial area as well as an improved street crossing accessing Clackamas High School. The project is located in an area identified as having higher than average number of people experiencing social vulnerability.
2	172nd Ave / 190th Ave Connector - Clackamas to Columbia Corridor (C2C) Corridor	Located in Happy valley / Pleasant Valley area, providing connection between 172nd Ave and 190th Ave in north Happy Valley.	Clackamas County, Happy Valley, Gresham	Roadway, Bikeway, Pedestrian	The project will construct the 5-lane facility connection between 172nd Ave and 190th according to the 172nd / 190th Ave Corridor Plan and the C2C Corridor Plan. Connects 172nd and 190th to complete the C2C Mainline. Realigns Tilstrom Road at Foster Road at a stop-controlled intersection.	This project supports congestion relief on the 172nd Ave corridor through Happy Valley that may become more congested because of the implementation of the RMPP and the increased traffic caused by the trips between Gresham, Happy Valley and the Clackamas Industrial Area. The project is located in and serves the EFCs as identified by Metro's Social Vulnerability Index (higher than regional average), the EFCs in the Equity Focus Areas in Gresham, Portland and Multnomah County who are accessing jobs in the Clackamas Industrial area.
3	242nd Ave Improvement between Hwy 212 and Multnomah County line	242nd Ave Improvement between Hwy 212 and Multnomah County line	Clackamas County	Roadway, Bikeway	The project will construct the a three lane section with paved shoulders for bike lanes and implement signals or roundabouts at 242nd/Borges and 242nd/Tilstrom.	This project supports congestion relief on the corridor of 242nd Ave in unincorporated Clackamas County that may become more congested because of implementation of the RMPP. The project serves the EFCs that live and travel through the area. The area is identified as having higher than the regional average of populations experiencing social vulnerability on the Metro Social Vulnerability Index.
4	65th Ave between SW Ellison Road and Borland Ave	65th Ave between Elligsen Road and Borland Ave	Clackamas County, Tualatin, Washington County	Roadway, Bikeway and Pedestrian	Along 65th Ave, the project will implement a multiuse path in the urban area (Tualatin) and paved shoulders in rural area	This project supports congestion relief on the corridor of 65th Ave that may become more congested because of the implementation of the RMPP along I-5. 65th Ave runs parallel to I-5. The project provide access to opportunity and improved mobility options for EFCs for communities living along the project area. The Metro Social Vulnerability Index identifies that the highest concentrations of socially vulnerable communities live in adjacent to the project.

General Information	Project or Supportive Service Name	Location	Project Partner(s)	Category (Pedestrian, Bikeway, or Roadway)	Project Description: Please briefly (in 150 words or less) describe your proposed project:	Please briefly (in 150 words or less) describe how your project meets the nexus project definition:
5	65th Ave / Elligsen / Stafford intersection	65th Ave / Elligsen / Stafford intersection	Clackamas County and Wilsonville	Roadway	Construct multi-lane roundabout at 65th Ave / Elligsen Rd / Stafford Rd intersection	This project supports congestion relief on the corridor of Stafford Road that will become more congested because of the implementation of the RMPP along I-5 and I-205. Stafford Road is currently used as an alternative to I-5 and I-205 when the freeway is congested. The project provides access to opportunity and improved mobility options for EFCs for communities living along the project area. The project is located in an area where the Metro Social Vulnerability Index identifies that the highest concentrations of socially vulnerable communities live.
6	82nd Drive - Pedestrian / Bikeway facilities, ITS and Intersection Projects. Implement RRFBs	82nd Drive - From Lawnfield to Gladstone	Clackamas County	Roadway, Bikeway and Pedestrian	The project will fill in sidewalk gaps, gaps in bikeway facilities, rebuild signals at 82nd Dr. at Evelyn and implement a signal at 82nd Dr and 82nd Ave / Strawberry.	This project supports congestion relief on the corridor of 82nd Drive between Lawnfield and the Gladstone/I-205 entrance which is a parallel corridor to I-205 that may become more congested because of Tolling. The project provides access to opportunity for EFC communities, such as the people who live at the Veteran Village. In addition, the Clackamas County Transportation Equity Index identified this area as having above average concentrations of historically underserved and potentially vulnerable populations.
7	Arndt Road / Knights Bridge Road - OR 551 to Barlow Road.	Arndt Road / Knights Bridge Road- OR 551 to Barlow Road. Connection from Wilsonville to Canby.	Clackamas County	Bikeway	The project will construct buffered bikeways.	The project will support congestion relief on the corridor of Arndt Road between OR 551 and OR 99E that may become more congested because of Tolling. The project traverses through an area with the highest score for populations experiencing social vulnerability. The SMART 3X route travels along this road.
8	Barlow Road - Arndt to OR 99E and Barlow Rd/ Arndt Road intersection and the Barlow 99E Intersection.	Barlow Road - Arndt Road to OR 99E and Barlow Rd/ Arndt Road intersection.	Clackamas County	Pedestrian / Roadway	Widening with curb and sidewalks within City of Barlow. Pedestrian crossings. Round-about at Barlow Rd/ Arndt Road intersection as well as the intersection of Barlow Road / 99E per study.	This project supports congestion relief on a the Barlow Road between Arndt Road and OR 99E that may become more congested because of Tolling. The project traverses through an area with the highest score for populations experiencing social vulnerability.

General Information	Project or Supportive Service Name	Location	Project Partner(s)	Category (Pedestrian, Bikeway, or Roadway)	Project Description: Please briefly (in 150 words or less) describe your proposed project:	Please briefly (in 150 words or less) describe how your project meets the nexus project definition:
9	Barlow Road - OR 99E to OR 211	Barlow Road - OR 99E to OR 211.	Clackamas County	Roadway	Widen shoulder, center, edge rumbles. Construct Roundabout at the intersection of Barlow Road and Lone Elder	The project supports congestion relief on the Barlow Road corridor between OR 99E and Hwy 211 that may become more congested because of Tolling. The project will widen shoulders, center, edge rumbles and construct a roundabout at Barlow/Lone Elder to address additional traffic created with the implementation of tolling. The project will service EFCs because it will address transportation related disparities and barriers experienced by EFCs. This project is located in an area with the highest concentrations of populations likely to experience social vulnerability.
10	Bonita Road - Carman Drive to I-5	Bonita Road - Carman Drive to I-5.	Clackamas County and Lake Oswego	Pedestrian and Bikeway	The project will sidewalks and bike lanes along Bonita	The project supports congestion relief on the Bonita Road corridor between Carman Drive to I-5 that may become more congested because of Tolling. The project will provide access to opportunities for EFCs who are working in the Kruse Way corridor.
11	Borland Road - 65th Ave to West Linn City Limits	Borland Road - 65th Ave to Tualatin River	Clackamas County and Tualatin	Pedestrian, Bicycle and Roadway	The project will include sidewalks and bike lanes as well as intersection improvements. Specifically create a three lane section throughout the length of the project, add shoulder bikeway. Consider Multi-use path to address the impact of additional traffic due to diversion from Tolling. Build round about or signal at the intersection of Ek and Borland. Provide for sidewalks to access transit and within urban areas in Tualatin.	This project supports congestion relief on a corridor of Borland Road between 65th and city of West Linn that may become more congested because of Tolling AND will provide access to opportunity for EFC by providing bikeways to schools and services on Borland , complete a missing bikeway connection between Willamette and Tualatin, allowing for improved access to jobs, construct sidewalks and facilities needed to support transit along Borland. The project will include sidewalks and bike lanes as well as intersection improvements allow better access for EFC to schools and social services located at churches, as well as completes a missing connecting that allows for job access between Oregon City and Tualatin. Supports Public Transportation Strategy (PTS) projects #2, #4, #49.
12	Butteville Road - I-5 to Boones Ferry Marina	Butteville Road - I-5 to Boones Ferry Marina. This project is locate south of Wilsonville.	Clackamas County	Bicycle, Pedestrian	Add Paved shoulders per the Active Transportation Plan	This projects supports congestion relief on Butteville Road corridor between I-5 and the Boones Ferry Marina that may become more congested because of the implementation of the RMPP along I-5. The project traverses through an area with the highest score for populations experiencing social vulnerability on the Metro Social Vulnerability index.

General Information	Project or Supportive Service Name	Location	Project Partner(s)	Category (Pedestrian, Bikeway, or Roadway)	Project Description: Please briefly (in 150 words or less) describe your proposed project:	Please briefly (in 150 words or less) describe how your project meets the nexus project definition:
13	Canby-Marquam Hwy - Ivy Street to OR 211	Canby-Marquam Hwy - Ivy Street to OR 211.	Clackamas County	Roadway	The project will implement roadway and intersection improvements - Widen shoulders, center and edge rumbles. Construct Roundabouts at intersections with Gribble, Macksburg and Bernards. Implement Road Safety Audit to identify appropriate safety improvements	The project supports congestion relief on the corridor of Canby Marquam Hwy between Ivy and OR 211 that may become more congested because of implementation of the RMPP tolling on I-5. The project traverses through an area with the highest score for populations experiencing social vulnerability on the Metro Social Vulnerability index.
14	Carman Dr - Roosevelt to Meadows Road	Carman Dr - Roosevelt to Meadows Road	Clackamas County	Bikeway and Pedestrian Facilities	The project will implement bikeways and sidewalks along Carman Drive.	The project supports congestion relief on the Carman Dr corridor that may become more congested because the implementation of the RMPP along I-5. Carman Dr. is adjacent to I-5 and will be used as an alternative to I-5. The project will provide access to opportunities for EFCs who are working in the Kruse Way corridor.
15	Childs Road - 65th to Stafford Road	Childs Road - 65th to Stafford Road.	Clackamas County, Rivergrove, Lake Oswego	Bikeway and Pedestrian Facilities	Add bikeway and pedestrian facilities along Childs Road. Multi-use path as described in Lake Oswego TSP (6 ft shoulder pathway on northside from Stafford to 35th and 6 ft wide separated pathway on one side of the road from Canal to Sycamore. Implement actions identified in Rivergrove Safe Routes to Schools Plan.	The project supports congestion relief on Childs Road between 65th and Stafford that may become more congested because of the implementation of the RMPP along I-5 and I-205. The project will address EFC communities of youth by implementing actions identified in a Safe Routes to Schools Plan.
16	Clackamas River Drive - Forsythe Road to Springwater Road	Clackamas River Drive - Forsythe Road to Springwater Road.	Clackamas County	Roadway and Bikeway	The project will implement resiliency treatments and a signal at Clackamas River Drive and Springwater Road. Construct bikeway in accordance with the Active Transportation Plan	The project supports congestion relief on Clackamas River Drive between Forsythe Road at the edge of Oregon City and Springwater Road that may become more congested because of the implementation of the RMPP. To avoid the tolls, people will likely use this rural road between Happy Valley and Oregon City.
17	Ek Road - Stafford Road to Borland Road	Ek Road - Stafford Road to Borland Road.	Clackamas County	Roadway, Bikeway and Pedestrian	Implement roadway and bicycle improvements including Increase width and provide edge line, shoulder and bike/ped facilities.	The project supports congestion relief Ek Road between Stafford Road and Borland Road that may become more congested because of the RMPP along I-205. During the I-205 EA, Ek road was identified by staff as a roadway that was likely to have significant impacts. It runs parallel to I-205 and it often used as an alternative facility when I-205 is congested. Yes, the project serve EFCs because there are churches located along Ek Road which serve all populations.

General Information	Project or Supportive Service Name	Location	Project Partner(s)	Category (Pedestrian, Bikeway, or Roadway)	Project Description: Please briefly (in 150 words or less) describe your proposed project:	Please briefly (in 150 words or less) describe how your project meets the nexus project definition:
18	Emerald Necklace Trail	Emerald Necklace Trail - Molalla Forest Road in Canby to Locust Street	Clackamas County	Bikeway and Pedestrian	Implement bicycle and pedestrian improvements by constructing a multi-use trail. This project is a section of the Emerald necklace Trail that would ultimately provide a protect bikeway facility from Wilsonville to Oregon City.	The project supports congestion relief on Territorial Road and 99E that may become more congested because of Tolling. This project serves EFCs in that it is in a location identified as having higher than the average communities experiencing social vulnerability.
19	Evelyn Street - 82nd Drive to Jennifer Street	Evelyn Street - 82nd Drive to Jennifer Street - Improve to full urban standards	Clackamas County	Roadway, Bikeway and Pedestrian	Improve Evelyn to full urban standards implement roadway, bicycle and pedestrian improvements.	The project support congestion relief on Evelyn St between 82nd Drive and Hwy 212 which that may become more congested because of implementation of the RMPP along I-205. Evelyn is used as an alternative to I-205 for access from Gladstone to the Clackamas Industrial area, as well as those who are accessing Hwy 212. The area has concentrations of historically disadvantaged communities that are above the county average according tot he Clackamas County Transportation Equity Index. The project also serves the people who live in the Veterans Village as well as those taking transit to their jobs in the Clackamas Industrial area.
20	Foster Road - Multnomah County line to Hwy 212	Foster Road - Multnomah County line to Hwy 212.	Clackamas County and Happy Valley	Roadway, Bikeway and Pedestrian	Construct three lane section, bike lanes and pedestrian facilities. Improvement to the intersection of Hwy 212 and Foster, signal/roundabouts at Hemrick and Troge	The project supports congestion relief on Foster Road that may become more congested because of implementation of the RMPP along I-205. The project will improve connectivity between Portland, Gresham and Hwy 212. The project is located in an area that has higher concentrations of socially vulnerable populations. It provides access for the people who live in Gresham and Portland to the community of Damascus as well as Hwy 212.
21	Fuller Road - Otty Street to Johnson Creek Boulevard	Fuller Road - Otty Street to Johnson Creek Boulevard.	Clackamas County	Bikeway and Pedestrian	Add pedestrian facilities, turn lanes, on-street parking, center median, landscaping	The project supports congestion relief Fuller Road that may become more congested because of the implementation of the RMPP on I-205. The project serves EFCs that live in the affordable housing complex located at the light rail station. This area has the highest concentrations of people susceptible to social vulnerability according to the Metro Social Vulnerability Index.
22	Haines Road - Bremer to Territorial (Canby) Parallel to 99E	Haines Road - Bremer to Territorial (Canby) Parallel to 99E	Clackamas County	Bikeway	The project will construct paved shoulders in accordance with the Active Transportation Plan along Haines Road	The project supports congestion relief on Haines Road that may become more congested because of the RMPP on I205 and I-5. This project serves EFCs in that it is in a location identified as having higher than the average communities experiencing social vulnerability.
23	Holly Street - Territorial Road to Canby Ferry	Holly Street - Territorial Road to Canby Ferry.	Clackamas County	Roadway and Bikeway	Add paved shoulders in accordance with the Active Transportation Plan	The project supports congestion relief on Holly Street that may become more congested because of Tolling. This project serves EFCs in that it is in a location identified as having higher than the average communities experiencing social vulnerability.

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24	Hubbard Road - 122nd to Hwy 224/Hwy 212	Hubbard Road - 122nd to Hwy 224/Hwy 212.	Clackamas County	Pedestrian, Bikeway and Roadway	Add signal / Roundabout at 132nd and Hubbard Road. Sidewalks, pedestrian crossings, buffered bike lanes	The project supports congestion relief on Hubbard Road that may become more congested because of the implementation of the RMPP along I-205 and will provide an access to opportunity for EFCs by improving access to a the Clackamas Industrial area as well as an improved street crossing accessing Clackamas High School. The project is located in an area identified as having higher than average number of people experiencing social vulnerability.
25	I-205 Multi-Use Path - Construct missing gap from Hwy 244 to Hwy 212; other path investments in the Clackamas Regional Center	Clackamas Region Center to Hwy 212	ODOT, Clackamas County	Pedestrian / Bikeway	Construct the I-205 MUP gap to connect and complete the path in accordance with the Active Transportation Plan. Address ADA compliance issues in the commercial area. Install pedestrian signal to cross the I-205/Sunnyside right turn lane. Install parabolic mirrors where appropriate	This project supports congestion relief on the roadway system adjacent to I-205 between Hwy 212 and Hwy 224 , especially 82nd Drive and Johnson Road. This project serves EFCs in a location identified as having higher than the average communities likely to experience social vulnerability. The project provides a direct connection between the Clackamas Regional Center and the Clackamas Industrial Area.
26	Jennifer Ave: Evelyn to Hwy 224/212	Evelyn Street to Hwy 224/212	Clackamas County	Roadway / Pedestrian / Bikeway	Add buffered bike lanes and sidewalk to Jennifer Ave, construct intersection/round about improvements at 122nd and 130th	The project supports congestion relief on a currently congested corridor of Hwy 212 and Jennifer . The project will provide a buffered bike lanes, sidewalks and intersection improvements so that people can choose not to drive as well as address the additional congestion on Hwy 212 and Jennifer . The area has concentrations of historically disadvantaged communities that are above the county average according to the Clackamas County Transportation Equity Index. The project also serves the people who live in the Veterans Village as well as those taking transit to their jobs in the Clackamas Industrial area.
27	Jennings Ave	Webster to Oatfield	Clackamas County	Roadway / Pedestrian / Bikeway	Add bike lanes, sidewalks, signal rebuild, new intersection treatments, pedestrian crossing and three lane section	This project supports the implementation of a transit project along Jennings Ave that will provide congestion relief for the tolling project . The project provides access to opportunity for the EFC communities that live adjacent to Jennings who have a higher than average potential for experiencing social vulnerability. Trimet has indicated that sidewalks are needed before a bus line can be extended along Jennings Ave.
28	Johnson Creek Blvd	OR 213 to 92nd Ave	Clackamas County	Roadway / Bikeway	The project will restripe for bikeways, analyze for turn lanes movements at 92nd Ave	The project supports congestion relief on Johnson Creek Blvd in the area around the ramps to I-205 that may become more congested because of the implementation of the RMPP on I-205. The project adjacent to a Metro Equity Focus Area and an area that has the highest indicators for social vulnerability per the Metro Social Vulnerability index.
29	SW Johnson Road	Stafford to West Linn City limits	Clackamas County	Roadway / Bikeway	Add paved shoulders and turn lanes at major intersections	The project supports congestion relief on Johnson Road that may become more congested because of implementation of the RMPP along I-205. The project is a primary alternative route to I-205 between West Linn and Lake Oswego.

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30	SE Johnson Road	Clackamas Road to OR 224	Clackamas County	Roadway / Pedestrian / Bikeway	Three lanes, sidewalks/pedways needed for schools, signals/road about at Clackamas, Thiessen, modifications at Lake and Pedestrian Crossings	The project supports congestion relief on Johnson Road that may become more congested because of implementation of the RMPP along I-205 because it runs parallel to I-205. The project will provide access to the EFC of youth by providing safer access to schools.
31	Knights Bridge Road	Arndt to Canby City Limits	Clackamas County, Canby	Roadway	Widen shoulders, center and edge rumbles. Full rebuild of the Arndt Road / Knights Bridge intersection	The project supports congestion relief on a currently congested corridor of Knights Bridge Road that may become more congested because of Tolling. The project will implement roadway and bikeway improvements to address additional traffic created with the implementation of tolling. The project serves EFCs because it traverses through an area with the higher concentrations of populations that may experience social vulnerability.
32	Lone Elder Bridge	Approximately 5,800 ft from Barlow Road	Clackamas County	Roadway / Bikeway	Replace Bridge (nearing end of its useful life) and include paved shoulders	The project supports congestion relief on the Lone Elder Road corridor that may become more congested because of Tolling. The project will implement bicycle and roadway improvements to address additional traffic created with the implementation of tolling. The project serves EFCs because it traverses through an area with the higher concentrations of populations that may experience social vulnerability.
33	Mountain Road	Stafford Road to the Canby Ferry	Clackamas County	Roadway / Bikeway	Add paved shoulders in accordance with the Active Transportation Plan. Realign the intersection of Mountain and Schaeffer Road	The project supports congestion relief on the Mountain Road corridor that may become more congested because of Tolling. The project will implement bicycle and roadway improvements to address additional traffic created with the implementation of tolling.
34	New Era Road	OR 99E to Leland Road	Clackamas County	Bikeway	Add paved shoulders	The project supports congestion relief on the New Era Road corridor that may become more congested because of Tolling. The project will implement bicycle and roadway improvements to address additional traffic created with the implementation of tolling. The project serves EFCs by improving access to opportunity in Oregon City and Canby.
35	Oatfield Road	Gladstone City limits to Lake Road	Clackamas County	Roadway / Bikeway / Pedestrian	Implement a three lane cross section, bike lanes, sidewalks, signal rebuild, new intersection treatments and pedestrian crossings	The project supports congestion relief on the Oatfield Road corridor that may become more congested because of Tolling. The project will implement bicycle and roadway improvements to address additional traffic created with the implementation of tolling. The project serves EFCs because it traverses through an area with the higher concentrations of populations that may experience social vulnerability, as well as being identified as Metro Equity Focus Areas.

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36	OR 212 / Sunnyside Road Intersection Improvement	OR / Sunnyside Road - Damascus center	Clackamas County, ODOT and Happy Valley	Roadway / Bikeway / Pedestrian	Intersection modifications per the Damascus Mobility Plan	The project supports congestion relief on the Hwy 212 corridor that may become more congested because of Tolling. The project will implement intersection improvements to address additional traffic created with the implementation of tolling. The project serves EFCs because it is adjacent to an area with the higher concentrations of populations that may experience social vulnerability.
37	OR 224 / Lake / Webster - Intersection Project	OR 224 / Lake Road / Webster Road	Clackamas County / ODOT	Roadway	Implement intersection improvements, possibly a round about, to address safety and capacity issues	The project supports congestion relief on the Hwy 224 corridor that may become more congested because of Tolling. The project will implement intersection improvements to address additional traffic created with the implementation of tolling. The project serves EFCs because it traverses through an area with the higher concentrations of populations that may experience social vulnerability.
38	OR 99E - Gladstone to Milwaukie	Gladstone City limits to Milwaukie City Limits	ODOT / Clackamas County	Bikeway and Pedestrian Facilities	Implement the Mcloughlin Investment strategy for pedestrian and bikeway improvements along 99E. Implement intersection improvements at Mcloughlin and Jennings for bikeway / pedestrian priority	The project supports congestion relief on the Hwy 99E corridor between Gladstone and Milwaukie that may become more congested because of Tolling. The project will implement bicycle and roadway improvements to address additional traffic created with the implementation of tolling. The project serves EFCs because it traverses through an area with the higher concentrations of populations that may experience social vulnerability. It also is identified as Equity Focus Areas by Metro
39	OR 99E - Canby to Oregon City	Oregon City limit to Canby City Limits	ODOT / Clackamas County	Roadway / Pedestrian / Bikeway	Implement 4 lanes fully between Canby and Oregon City, add safety measures including medians in appropriate locations and allow U-turns at traffic signals, full bike lanes, sidewalks; Add pedestrian crossings (RRFB), speed feedback signs, lower speed to 35 in Canemah; add traffic adaptive, communication, dilemma zone protection, other safety/ops/ITS elements along corridor to maximize operations and safety; build traffic signal at Haines/New Era, South End. Add provision for u-turns at Territorial	The project supports congestion relief on the Hwy 99E corridor between Oregon City and Canby that may become more congested because of Tolling. The project will implement bicycle and roadway improvements to address additional traffic created with the implementation of tolling. The project serves EFCs because it traverses through an area with the higher concentrations of populations that may experience social vulnerability.
40	OR 99E - South of Canby - Intersection project	OR 99E / Barlow Road	ODOT / Clackamas County	Roadway	Reconstruct intersection per study to address congestion, safety and interface with the railroad	The project supports congestion relief on the Hwy 99E and Barlow Road area that may become more congested because of Tolling. The project will implement roadway intersection improvements to address additional traffic created with the implementation of tolling. The project serves EFCs because it traverses through an area with the highest concentrations of populations that may experience social vulnerability.
41	Petes Mountain Road	Petes Mountain Road and Schaeffer Road	Clackamas County	Roadway and Bikeway	Widen shoulders, center and edge rumbles.	The project supports congestion relief of Petes Mtn Road corridor that may become more congested because of Tolling. The project will implement roadway intersection improvements to address additional traffic created with the implementation of tolling.

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42	Redland Road	Holly Lane to Henrici Road	Clackamas County	Roadway and Bikeway	Widen to include shoulders and bikeways	The project supports congestion relief on the Redland Road corridor that may become more congested because of Tolling. The project will implement roadway and bikeway improvements to address additional traffic created with the implementation of tolling. The project serves EFCs because it traverses through an area with the higher concentrations of populations that may experience social vulnerability.
43	River Road	Milwaukie to Gladstone	Clackamas County	Pedestrian and Bikeway	Construct sidewalks, three lane section, signals at Jennings, Concord, Oak Grove, Courtney, Park Ave and Glen Echo	The project supports congestion relief on the River Road corridor that may become more congested because of Tolling. The project will implement pedestrian and bikeway improvements to address additional traffic created with the implementation of tolling. The project serves EFCs because it traverses through an area with the highest concentrations of populations that may experience social vulnerability. In addition, it is identified as a Metro Equity Focus Area.
44	Rosemont Road	Stafford Road to West Linn City Limits	Clackamas County	Roadway	Construct 3 lane section	The project supports congestion relief on the Rosemont Road corridor that may become more congested because of Tolling. The project will implement roadway improvements to address additional traffic created with the implementation of tolling.
45	Schaeffer Road	Mountain Road to Petes Mountain Road	Clackamas County	Roadway	Widen, add shoulders, center and edge rumbles. Review safety of intersection and sight distance at Pete's Mountain Road and Schaeffer	The project supports congestion relief on the Schaeffer Road corridor that may become more congested because of Tolling. The project will implement roadway improvements to address additional traffic created with the implementation of tolling.
46	Schatz Rd - 55th Road - Meridian Way	Schatz Rd - 55th Road - Meridian Way	Clackamas County	Bikeway	Add paved shoulders	The project supports congestion relief on the 55th-Schatz-Meridian corridor that may become more congested because of Tolling. The project will implement bikeway improvements to address additional traffic created with the implementation of tolling.
47	South End Road	99E to Oregon City Limits	Clackamas County	Roadway and Bikeway	Smooth curves and add paved shoulders	The project supports congestion relief on the 99E corridor that may become more congested because of Tolling. The project will implement roadway and bikeway improvements to address additional traffic created with the implementation of tolling.
48	Stafford Road	Lake Oswego city limits to Wilsonville City limits	Clackamas County, Lake Oswego, Wilsonville	Roadway and Bikeway	Construct 3-lane section, bike lanes or multi-use path, traffic control at key intersections. Increase roundabout capacity at Stafford and Borland, build roundabout at Stafford and Mountain, connect to Bar None Road and Trail Road, construct intersection project at Ek, possible need for 5-lane section between Ek and Borland	The project supports congestion relief on the Stafford Road corridor that may become more congested because of Tolling. The project will implement roadway and bikeway improvements to address additional traffic created with the implementation of tolling. The project connects to EFCs because it is a primary alternative route from Wilsonville to I-205. It connects to schools and provides for better job access.
49	Strawberry Lane	82nd Dr to Webster	Clackamas County	Roadway, Pedestrian and Bikeway	Widen road to provide bike lanes, sidewalks, widen overpass, construct a signal or roundabout at Webster	The project supports congestion relief on the Strawberry Lane corridor that may become more congested because of Tolling. The project will implement roadway and bikeway improvements to address additional traffic created with the implementation of tolling. The project serves EFCs because it traverses through an area with the higher concentrations of populations that may experience social vulnerability. It also supports a transit line investment.

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50	Sunrise - 122nd to 172nd	122nd Ave to 172nd Ave	ODOT, Clackamas County, Happy Valley	Roadway, Pedestrian and Bikeway	Construct new roadway connection from 122nd to 172nd, implementing the Sunrise Community visioning Project; Construct multi-use path; construct supporting sidewalk and bikeway improvements along Hwy 212	The project supports congestion relief on the Hwy 212 corridor that may become more congested because of Tolling. The project will implement roadway and bikeway improvements to address additional traffic created with the implementation of tolling. Currently, the Sunrise Community Visioning Project is underway to engage with the community about the project. The project serves EFCs because it traverses through an area with the highest concentrations of populations that may experience social vulnerability. Also, it supports access to jobs in the Clackamas Industrial Area.
51	Territorial Road	99E to Haines Road	Clackamas County	Bikeway	Add bikeways in accordance with the Active Transportation Plan	The project supports congestion relief on the Territorial Road corridor that may become more congested because of Tolling. The project will implement roadway and bikeway improvements to address additional traffic created with the implementation of tolling. The project serves EFCs because it traverses through an area with the higher concentrations of populations that may experience social vulnerability.
52	Thiessen Road	Oatfield to Johnson Road	Clackamas County	Roadway, Pedestrian and Bikeway	Three lanes, bike lanes, sidewalks and signal at Hill Road	The project supports congestion relief on the Thiessen Road corridor that may become more congested because of Tolling. The project will implement roadway and bikeway improvements to address additional traffic created with the implementation of tolling. The project serves EFCs because it traverses through an area with the higher concentrations of populations that may experience social vulnerability. It also goes through Metro identified "Equity Focus Areas".
53	Township Road	Central Point Road to Canby City Limits	Clackamas County	Roadway and Bikeway	Add paved shoulders and turn lanes at major intersections	The project supports congestion relief on the Township Road corridor that may become more congested because of Tolling. The project will implement roadway and bikeway improvements to address additional traffic created with the implementation of tolling. The project serves EFCs because it traverses through an area with the higher concentrations of populations that may experience social vulnerability.
54	Webster Road	Gladstone city limits to OR 224	Clackamas County	Roadway, Pedestrian and Bikeway	Three lanes, bike lanes, sidewalks and signals at Jennings Ave and Roots Road	The project supports congestion relief on the Webster Road corridor that may become more congested because of Tolling. The project will implement roadway and bikeway improvements to address additional traffic created with the implementation of tolling. The project serves EFCs because it traverses through an area with the higher concentrations of populations that may experience social vulnerability. It also goes through Metro identified "Equity Focus Areas".
55	Willamette River Greenway - Multi-use path	Connecting Oregon City, Canby, Wilsonville	Clackamas County	Pedestrian and Bikeway	Construct multi-use path in accordance with the Active Transportation Plan	The project supports congestion relief on the I-205 and OR 99E corridors that may become more congested because of Tolling. The project will implement pedestrian and bikeway improvements to address additional traffic created with the implementation of tolling. The project serves EFCs because it traverses through an area with the higher concentrations of populations that may experience social vulnerability.

General Information	Project or Supportive Service Name	Location	Project Partner(s)	Category (Pedestrian, Bikeway, or Roadway)	Project Description: Please briefly (in 150 words or less) describe your proposed project:	Please briefly (in 150 words or less) describe how your project meets the nexus project definition:
56	I-205 - Widen to three lanes each direction from Stafford Road to Hwy 213.	Stafford Road and 99E	ODOT	Roadway	Construct 3rd lane on I-205 between Stafford Road and Hwy 43	The project supports congestion relief on the I-205 corridor that is currently impacted by congestion and is a solution identified previously by ODOT. The project will implement Roadway improvements to address additional traffic created with the implementation of tolling. The project serves EFCs because it makes improvements to a facility that is used by all communities. Presently there is no transit service or sufficient bikeways in the area to provide for alternative modes of transportation.

RTAC Nexus Projects - GLADSTONE

Project Intake Form

Refer to attached Nexus Project Screening Form for definitions and screening criteria requirements. Projects must meet the nexus project definition to be considered. Please describe how the project meets each screening criteria (if known).

General Information	Project or Supportive Service Name	Location	Project Partner(s)	Category (Pedestrian, Bike, or Roadway)	Please briefly (in 150 words or less) describe your proposed project:	Please briefly (in 150 words or less) describe how your project meets the nexus project definition:
1	Replacement of the Trolley Trail Bridge over the Clackamas River	From the end of Portland Ave. across the Clackamas river to the Oregon City side of the river		Pedestrian and Bicycle	This project will link the City of Gladstone to the City of Oregon City with a safe pedestrian and bicycle friendly bridge without any vehicle interaction	This project will provide pedestrians and bicycles additional options diverting off of HWY 99 that may be more congested because of tolling while providing equitable access to public transportation options.
2	Intersection of Portland Ave and Arlington St	Intersection of Portland Ave and Arlington St		Pedestrian and Bicycle	This project will provide a safe crossing at the intersection by providing a high visibility crosswalk with new ADA ramps	This intersection may be impacted because of tolling and will make it easier for pedestrians and bicycle to cross the street.
3	Intersection of 82nd Dr. and Arlington St.	Intersection of 82nd Dr. and Arlington St.		Pedestrian and Bicycle	This project will provide a safe crossing at the intersection by providing a high visibility crosswalk with new ADA ramps	This intersection may be impacted because of tolling and will make it easier for pedestrians and bicycle to cross the street.
4	Intersection of Oatfield Rd and Gloucester St	Intersection of Oatfield Rd and Gloucester St		Pedestrian and Bicycle	This project will provide a safe crossing at the intersection by providing a high visibility crosswalk with new ADA ramps	This intersection may be impacted because of tolling and will make it easier for pedestrians and bicycle to cross the street.
5	Intersection of HWY 99 and Arlington St	Intersection of HWY 99 and Arlington St		Pedestrian and Bicycle	This project will provide a safe crossing at the intersection by providing a high visibility crosswalk with new ADA ramps	This intersection may be impacted because of tolling and will make it easier for pedestrians and bicycle to cross the street.
6	Oatfield Rd and the access trail to the Nature Park	Oatfield Rd and the access trail to the Nature Park		Pedestrian and Bicycle	This project will provide a safe mid block crossing by providing a high visibility crosswalk with new ADA ramps	This intersection may be impacted because of tolling and will make it easier for pedestrians and bicycle to cross the street.

RTAC Nexus Projects - Happy Valley

Project Intake Form

Refer to attached Nexus Project Screening Form for definitions and screening criteria requirements. Projects must meet the nexus project definition to be considered. Please describe how the project meets each screening criteria (if known).

General Information	Project or Supportive Service Name	Location	Project Partner(s)	Category (Pedestrian, Bike, or Roadway)	Please briefly (in 150 words or less) describe your proposed project:	Please briefly (in 150 words or less) describe how your project meets the nexus project definition:
1	OR 212/OR 224 ("Rock Creek Junction"): Intersection Improvement	OR 212/224 interchange	Clackamas County, ODOT	Pedestrian, Bike, Roadway	The OR 212/224 intersection is failing. To mitigate safety and mobility hazards, project will reconfigure intersection to provide two eastbound right turn lanes with 175 feet of storage. Two southbound receiving lanes will exit the intersection and terminate after 1,000 feet. Bike and pedestrian users will be served via a structural addition (multi-use path) to the south side of Rock Creek Bridge and along the project's frontage on the west side of OR 224. Project represents City's highest priority and is the baseline needed to accommodate any diversion from tolling.	<p>Project alleviates congestion on a north-south diversion corridor (Clackamas-to-Columbia Corridor to Clackamas River Drive via OR 224). Following reconfiguration, the OR 212/OR 224 intersection is anticipated to meet ODOT's performance target and operate with moderate vehicle delay under existing and future PM peak hour traffic demands, creating space for toll-based demand increases.</p> <p>As of 2020, 27% of neighbors in the project census block group identified as a race other than white alone. Within the larger census track, 27% of households had one or more person with a disability, and 10% of housing units were mobile homes. Notably, there are six manufactured home communities in proximity to the project.</p> <p>Project will serve equity communities by improving access to Rock Creek Employment Center (employment opportunities), improving transit operations in the intersection (TriMet Line 30), and improving non-vehicular bike/ped travel connectivity.</p>
2	OR 212/162nd Avenue: Intersection Improvement	OR 212/162nd Avenue	ODOT	Pedestrian, Bike, Roadway	Project will improve mobility through Rock Creek Employment Center by constructing a new intersection (two-lane roundabout) at the connection of an envisioned realignment of 162nd Ave and OR 212. The roundabout will be constructed north of the existing alignment of OR 212 and north of the proposed Sunrise Parkway Alignment, necessitating a partial re-alignment of OR 212 into the roundabout. The roundabout intersection will be designed to accommodate large trucks, like other facilities on ODOT highways. Project includes multimodal improvements, as well as ADA ramps, ped buttons, etc.	<p>Project supports congestion relief in the 172nd Ave (Clackamas-to-Columbia) Corridor, which may become more congested with the implementation of the RMPP and additional traffic caused by trips between Gresham, Happy Valley and the Clackamas Industrial Area. The 162nd Ave/OR 212 roundabout is a stand-alone project that can be constructed with or without the Sunrise Parkway Project to help relieve congestion at the 172nd Avenue intersection.</p> <p>Project abuts two census block groups in the same tract. As of 2020, 22% of neighbors in the northern block group and 27% of neighbors in the southern block group identified as a race other than white alone. At the tract level, 27% of households had one or more person with a disability, and 10% of housing units were mobile homes. Notably, there are six manufactured home communities near the project.</p> <p>Project serves equity communities by improving access to Rock Creek Employment Center and Clackamas Industrial Area (employment opportunities) and improving non-vehicular bike/ped travel options.</p>
3	OR 224/Springwater Road ("Carver Junction"): Intersection Improvement	OR 224/Springwater Road	ODOT, Clackamas County	Roadway	The OR 224/Springwater Road intersection is the gateway from Happy Valley to Springwater Bridge (Oregon City, Estacada) and OR 211 (Estacada). It is also on a freight corridor. To alleviate persistent and severe congestion, project will reconfigure the intersection to include a westbound left turn lane and southbound right turn lane. Proposed improvements will improve traffic flow and provide safer access for residents of a manufactured home community south and east of the intersection.	<p>Project alleviates congestion on a north-south diversion corridor (Clackamas-to-Columbia Corridor to Clackamas River Drive via OR 224 and Springwater Rd). Whereas the intersection is currently failing (B/F LOS, >200.0 seconds of delay, 1.42 v/c ratio), movement between OR 224 and Springwater Bridge must be optimized to move additional trips attributable to tolling diversion.</p> <p>Project abuts two census block groups in the same tract. As of 2020, 22% of neighbors in the northern block group and 27% of neighbors in the southern block group identified as a race other than white alone. At the tract level, 27% of households had one or more person with a disability, and 10% of housing units were mobile homes. Notably, there are six manufactured home communities near the project.</p> <p>Project will serve Equity Framework Communities by improving access to the Rock Creek Employment Center, access to adjacent communities, and transit movement through the intersection of a freight route (TriMet Line 30).</p>

General Information	Project or Supportive Service Name	Location	Project Partner(s)	Category (Pedestrian, Bike, or Roadway)	Please briefly (in 150 words or less) describe your proposed project:	Please briefly (in 150 words or less) describe how your project meets the nexus project definition:
4	OR 212/187th Avenue/Tong Road: Intersection Improvement	OR 212/187th Ave/Tong Rd	ODOT	Roadway	Identified intersection is an alternative diversion route between Oregon City, Happy Valley, Estacada and Boring. As currently structured 187th Ave terminates at the north end of OR 212. The intersection is unsignalized, providing unmoderated and continuous east/west traffic on OR 212. Whereas 187th Ave is currently built to rural standards, the facility is unequipped to handle additional demand from toll diversion trips, particularly as the City plans to realign Tong Road to connect with the southern side of the intersection. Project will moderate travel on OR 212 to permit north/south traffic to safely proceed through the intersection. Project improvement will include typical bike and pedestrian improvements where not previously provided.	Project alleviates congestion on a north-south corridor (187th Ave, Tong Rd) and an east/west corridor (OR 212) that may become more congested with the implementation of tolling. The existing intersection is built to rural standards but operates in an urban context. Whereas the intersection is unsignalized, additional demand due to tolling may result in safety hazards and systemic mobility decline if congestion spills north to Sunnyside or south to OR 224. Signalizing the intersection will permit safe north/south crossing over OR 212. Within the project census tract, approximately 22% of the population identifies as a race other than white alone. Twenty-seven percent of households have one or more person with a disability and 10% of housing units are mobile homes. There are several manufactured home communities nearby the project site. Project will serve equity communities by improving access to a regionally significant industrial area (employment opportunities within the Rock Creek Employment Center) and reducing mobility barriers by providing safe crossing over OR 212.
5	Clackamas-to-Columbia Corridor: 172nd Ave Safety Project	172nd from Cheldelin Rd to Sunnyside Rd	Clackamas County	Pedestrian, Bike, Roadway	Under current conditions, 172nd Ave is used heavily as an urban through route, however portions of the corridor are only developed to rural standards. Within these underdeveloped segments, drainage ditches function as sidewalks, and vehicles navigate blind corners. The facility is also designated as a regional freight route. Whereas the Clackamas-to-Columbia is a parallel north-south diversion route to I-205, the 172nd Ave Safety Project will bring the facility to urban standards by widening the road to three lanes from Cheldelin Rd to the future 190th Connector and five lanes from the future 190th Connector to Sunnyside Road. Widening will support planned transit expansion in the corridor and a north-south bike route south of Powell between I-205 and the Springwater Corridor – a critical missing link in the bike network for recreational cyclists and commuters.	This project supports congestion relief on the 172nd Ave corridor through Happy Valley. Whereas this corridor runs parallel to I-205, 172nd Ave is anticipated become more congested following the implementation of the RMPP and the increased traffic caused by the trips between Gresham, Happy Valley and the Clackamas Industrial Area. The project serves the EFCs as identified by Metro's Social Vulnerability Index (higher than regional average), the EFCs in the Equity Focus Areas in Gresham, Portland and Multnomah County. Specific to Happy Valley, nearly 34% of residents identify as a race other than white alone, about 22% of residents speak a language other than English, and 7% of residents live with a disability. Project will specifically benefit non-vehicular users by creating multi-modal alternatives, vehicular users by decreasing modal conflicts with freight, and all users who seek to access jobs in the Clackamas Industrial Area and Rock Creek Employment Center.
6	OR 212 Urbanization	OR 212 from OR 224 to 187th Ave	ODOT	Pedestrian, Bike, Roadway	OR 212 east of the Rock Creek Interchange is a rural facility that functions as a major urban arterial. The facility is also designated as a regional freight route. OR 212, however, is unable to sustain urban and employment uses; between 2016-2021, City staff estimates there were nearly 200 crashes. To mitigate current safety hazards, City proposes to urbanize OR 212, widening the road from two lanes to five lanes consistent with its arterial classification, improving a high crash intersection at 172nd Ave, and building out the planned multimodal network.	This project supports congestion relief in the OR 212 corridor through Happy Valley. Feeding into a north-south alternative to I-205, OR 212 is anticipated become more congested following the implementation of the RMPP and the increased traffic caused by the trips between Gresham, Happy Valley and the Clackamas Industrial Area. Project serves several important groups in Happy Valley. Nearly 34% of residents identify as a race other than white alone and about 22% of residents speak a language other than English. Specific to the project census tract, in 2020, an estimated 27% of households had one or more person with a disability, and 10% of housing units were mobile homes. Project will benefit non-vehicular users by creating multi-modal alternatives on a road that currently cannot be navigated by non-vehicular users. Vehicular users will benefit from decreased modal conflicts. All system users will benefit from improved access to jobs in the Clackamas Industrial Area and Rock Creek Employment Center.
7	OR 224 Urbanization	OR 224 from OR 212 to Carver Junction (Springwater Rd)	ODOT	Pedestrian, Bike, Roadway	Partially designated as a major arterial, OR 224 is unsafe to walk or bike. Throughout much of the corridor, vehicles travel between 35-45 mph. There are areas with narrow shoulders, sidewalk gaps, and freight movement. These conditions limit how neighbors living along the corridor can travel: About 45 percent of neighbors have a commute of greater than 30 minutes, but only 1.1 – 1.2 percent commute by public transit and no commuters travel by foot, which is substantially lower than the regional average (Equitable Development Index Tool, Metro). Moreover, staff estimates that there were nearly 90 crashes within the corridor between 2016-2021. To mitigate persistent safety concerns, alleviate congestion and increase mode shift, project will widen OR 224 consistent with its arterial designation, fill gaps in the multimodal network, and improve access to transit.	Project alleviates congestion on a north-south diversion corridor (Clackamas-to-Columbia Corridor to Clackamas River Drive via OR 224). Whereas the facility is currently built to rural standards, it must be urbanized to accommodate additional trips from toll-based diversion. Project serves several important groups in Happy Valley. Nearly 34% of residents identify as a race other than white alone and about 22% of residents speak a language other than English. Specific to the project census tract, an estimated 27% of households have one or more person with a disability, and 10% of housing units are mobile homes. Project will benefit non-vehicular users by filling bike and pedestrian system gaps (from OR 212/224). Vehicular users will benefit from decreased modal conflicts. All system users will benefit from improved access to jobs in the Clackamas Industrial Area and Rock Creek Employment Center.

RTAC Nexus Projects - LAKE OSWEGO

Project Intake Form

Refer to attached Nexus Project Screening Form for definitions and screening criteria requirements. Projects must meet the nexus project definition to be considered. Please describe how the project meets each screening criteria

General Information	Project or Supportive Service Name	Location	Project Partner(s)	Category (Pedestrian, Bike, or Roadway)	Please briefly (in 150 words or less) describe your proposed project:	Please briefly (in 150 words or less) describe how your project meets the nexus project definition:
	State St at B Ave Intersection Improvements	State St (OR 43) at B Ave	Lake Oswego & ODOT	Pedestrian, Bike, & Roadway	Construct traffic signal safety improvements such as reflective back plates fo the signal indication. Provide leading pedestrian intervals for street crossings. Improve corners to meet ADA requirements.	OR 43 is expected to receive additional traffic from both the I-205 Tolling Project and the RMPP. A large percentage of people that work in Lake Oswego commute from outside the City and the majority of the population within the City is elderly. This intersection serves as an access to the City's Central Business District and provides a connection to transit and pedestrian facilities for employment on both sides of the highway (commercial on west side, industrial on east side). The project should improve safety for all modes at this intersection, especially as through traffic volumes increase from the tolling actions.
	State St at A Ave Intersection Improvements	State St (OR 43) at A Ave	Lake Oswego & ODOT	Pedestrian, Bike, & Roadway	Widen roadway to accommodate dual left-turn lanes and dual through lanes on northbound approach. Intersection should meet ODOT's operational requirements. Improve pedestrian crossings. Coordinate signal with others on A Avenue.	OR 43 is expected to receive additional traffic from both the I-205 Tolling Project and the RMPP. A large percentage of people that work in Lake Oswego commute from outside the City and the majority of the population within the City is elderly. This intersection serves as the connection between Lake Oswego's east/west major arterial and the state highway. The intersection provides a connection to transit and pedestrian facilities for employment on both sides of the highway (commercial on west side, industrial on east side). The project should improve safety for all modes at this intersection, especially as through traffic volumes increase from the tolling actions.
	Highway 43 Corridor Plan	OR 43 - Sellwood Bridge to Arbor Dr	Lake Oswego, Portland, West Linn, Multnomah County, Clackamas County, & ODOT	Pedestrian & Bike	Evaluate, plan, and construct an active transportation connection, such as a multi-use path, that parallels OR 43 between West Linn and the Sellwood Bridge.	OR 43 is expected to receive additional traffic from both the I-205 Tolling Project and the RMPP. A large percentage of people that work in Lake Oswego commute from outside the City and the majority of the population within the City is elderly. A corridor plan is needed to identify investments and policies necessary to improve multimodal safety, transportation system management, economic activity, and land use potential. Project was identified in Metro's Get Moving 2020 bond measure.

General Information	Project or Supportive Service Name	Location	Project Partner(s)	Category (Pedestrian, Bike, or Roadway)	Please briefly (in 150 words or less) describe your proposed project:	Please briefly (in 150 words or less) describe how your project meets the nexus project definition:
	State St at McVey Ave Intersection Improvements	State St (OR 43) at McVey Ave	Lake Oswego & ODOT	Pedestrian, Bike, & Roadway	Improve intersection to reduce delays to meet ODOT operational requirements. Enhance pedestrian crossings between McVey Ave and George Rogers Park.	OR 43 and McVey Ave is expected to receive additional traffic from both the I-205 Tolling Project and the RMPP. A large percentage of people that work in Lake Oswego commute from outside the City and the majority of the population within the City is elderly. This intersection serves as the southern entrance into the downtown commercial area of Lake Oswego and is situated between the terminus of a minor arterial and a park (George Rogers Park). The project should improve safety for all modes at this intersection, especially as traffic volumes on all approaches increase from the tolling actions.
	State St Bike Lanes	State St (OR 43) - McVey Ave to Terwilliger Blvd	Lake Oswego & ODOT	Bike	Provide dedicated bicycle facilities, such as bike lanes, on State Street between McVey Ave and Terwilliger Blvd.	OR 43 is expected to receive additional traffic from both the I-205 Tolling Project and the RMPP. A large percentage of people that work in Lake Oswego commute from outside the City and the majority of the population within the City is elderly. No bike facilities or alternative bicycle routes are currently provided along OR 43 in this stretch. The project should improve safety for bicyclists needing to use State Street between Terwilliger Blvd and McVey Ave.
	State St at Terwilliger Blvd Intersection Improvements	State St (OR 43) at Terwilliger Blvd	Lake Oswego, Clackamas County, & ODOT	Pedestrian, Bike, & Roadway	Provide driver feedback signs near intersection, provide pedestrian crossing improvements, and construct traffic signal (if warranted).	OR 43 is expected to receive additional traffic from both the I-205 Tolling Project and the RMPP. A large percentage of people that work in Lake Oswego commute from outside the City and the majority of the population within the City is elderly. This intersection serves as the northern entrance into Lake Oswego and is situated between two parks (Tryon Creek State Natural Area and Tryon Cove Park). The project should improve safety for all modes at this intersection, especially as through traffic volumes increase from the tolling actions.
TSP Project #110	Stafford Rd at Bergis Rd Intersection Improvements	Stafford Rd at Bergis Rd	Lake Oswego	Pedestrian & Roadway	Construct traffic signal at intersection (expected to be warranted by 2027). Realignment of Bergis Road may be needed.	The Stafford Rd/McVey Ave corridor is expected to receive additional traffic from both the I-205 Tolling Project and the RMPP. A large percentage of people that work in Lake Oswego commute from outside the City and the majority of the population within the City is elderly. This intersection serves as a connection between a residential area and facilities such as schools, parks, and recreational facilities. The project should improve safety for all modes at this intersection, especially as through traffic volumes increase from the tolling actions.
	TSP Project #141 TSP Project #223					

General Information	Project or Supportive Service Name	Location	Project Partner(s)	Category (Pedestrian, Bike, or Roadway)	Please briefly (in 150 words or less) describe your proposed project:	Please briefly (in 150 words or less) describe how your project meets the nexus project definition:
TSP Project #63	McVey Ave at South Shore Blvd Intersection Improvements	McVey Ave at South Shore Blvd	Lake Oswego	Pedestrian, Bike, & Roadway	Construct traffic signal safety improvements such as reflective back plates fo the signal indication. Provide leading pedestrian intervals for street crossings. Improve corners to meet ADA requirements.	The Stafford Rd/McVey Ave corridor is expected to receive additional traffic from both the I-205 Tolling Project and the RMPP. A large percentage of people that work in Lake Oswego commute from outside the City and the majority of the population within the City is elderly. This intersection serves as a connection between a residential area and services such as schools, parks, and recreational facilities. The project should improve safety for all modes at this intersection, especially as through traffic volumes increase from the tolling actions.
	McVey Ave at Cornell St Intersection Improvements	McVey Ave at Cornell St	Lake Oswego	Pedestrian, Bike, & Roadway	Construct traffic signal at intersection. Installation of signal will require providing dedicated turn lanes, ADA improvements, and stormwater system improvements.	The Stafford Rd/McVey Ave corridor is expected to receive additional traffic from both the I-205 Tolling Project and the RMPP. A large percentage of people that work in Lake Oswego commute from outside the City and the majority of the population within the City is elderly. This intersection serves as a connection between residential and commercial areas. The project should improve safety for all modes at this intersection, especially as through traffic volumes increase from the tolling actions.
	Stafford Rd/McVey Ave Multimodal Improvements	Stafford Rd/McVey Ave - Rosemont Rd to State St (OR 43)	Lake Oswego & Clackamas County	Pedestrian, Bike, & Roadway	Corridor-wide improvements needed to safely accommodate pedestrians and bikes. Improvements will need to include providing dedicated spaces for vulnerable users (such as sidewalks/bike lanes or a multi-use path) and managing access along the corridor.	The Stafford Rd/McVey Ave corridor is expected to receive additional traffic from both the I-205 Tolling Project and the RMPP. A large percentage of people that work in Lake Oswego commute from outside the City and the majority of the population within the City is elderly. Improvements will be needed along the corridor to increase multimodal safety and provide safe, dedicated facilities for both bicyclists and pedestrians.
TSP Project #71	Childs Rd Pedestrian Improvements	Childs Rd - 35th Pl/Ct to 65th Ave	Lake Oswego, Rivergrove, & Clackamas County	Pedestrian	Improvements will be needed for pedestrians including providing separated space and crossing enhancements.	
	Boones Ferry Rd Signal Communications	Boones Ferry Rd - Jean Way to Bryant Rd	Lake Oswego & ODOT	Roadway	Complete signal interconnect between 7 signals from Jean Way to Bryant Road. Will need to include communication with rail crossings.	

General Information	Project or Supportive Service Name	Location	Project Partner(s)	Category (Pedestrian, Bike, or Roadway)	Please briefly (in 150 words or less) describe your proposed project:	Please briefly (in 150 words or less) describe how your project meets the nexus project definition:
TSP Project #36	Boones Ferry Rd Sidewalks & Bike Lanes	Boones Ferry Rd - Country Club Rd/Kerr Pkwy to Monroe Pkwy	Lake Oswego	Pedestrian, Bike, & Roadway	Construct sidewalk on at least 1 side and bike lanes on both sides of roadway. Will need to include retaining walls and construction of turn lanes at high school access.	
TSP Project #1.2	Boones Ferry Improvements Phase II	Boones Ferry Rd - Oakridge Rd/Reese Rd to Kruse Way	Lake Oswego	Pedestrian, Bike, & Roadway	Redesign of corridor to enhance multimodal connections (new bike lanes and upgraded sidewalks), signal improvements, construction of center medians, and access management. Continuation of recently completed project between Madrona St and Oakridge/Reese.	
TSP Project #140	Boones Ferry Rd at Knaus Rd Intersection Improvements	Boones Ferry Rd at Knaus Rd	Lake Oswego	Pedestrian, Bike, & Roadway	Construct traffic signal at intersection if warranted.	
TSP Project #5	Carman Dr Sidewalks & Bike Lanes	Carman Dr - Interstate 5 to Kruse Way	Lake Oswego & Clackamas County	Pedestrian & Bike	Construct bike lanes and sidewalks on both sides of roadway. Expected to improve transit connectivity with Southwest Corridor Light Rail.	
TSP Project #80	Bonita Rd Sidewalks & Bike Lanes	Bonita Rd - Bangy Rd to Carman Dr	Lake Oswego & Clackamas County	Pedestrian & Bike	Construct bike lanes and sidewalks on both sides of roadway. Expected to improve transit connectivity with Southwest Corridor Light Rail.	
	Carman Dr at Bonita Rd Intersection Improvements	Carman Dr at Bonita Rd	Lake Oswego	Pedestrian, Bike, & Roadway	Construct traffic signal at intersection if warranted.	

General Information	Project or Supportive Service Name	Location	Project Partner(s)	Category (Pedestrian, Bike, or Roadway)	Please briefly (in 150 words or less) describe your proposed project:	Please briefly (in 150 words or less) describe how your project meets the nexus project definition:
TSP Project #70	Carman Dr at Lake Forest Blvd Intersection Improvements	Carman Dr at Lake Forest Blvd	Lake Oswego & Clackamas County	Pedestrian & Roadway	Widen roadway to accommodate left-turn lane. Will need to improve pedestrian crossings.	
TSP Project #37	Bryant Rd Sidewalks & Bike Lanes	Bryant Rd - Boones Ferry Rd to Childs Rd	Lake Oswego & ODOT	Pedestrian & Bike	Complete gaps in the bicycle and pedestrian infrastructure on both sides of the roadway. Will require improvements near rail crossing.	
TSP Project #68	Bryant Rd at Childs Rd Intersection Improvements	Bryant Rd at Childs Rd	Lake Oswego	Roadway	Widen intersection to accommodate left-turn lanes and install traffic signal if warranted.	
TSP Project #7	Childs Rd Pathway	Childs Rd - Canal Rd to Sycamore Ave	Lake Oswego, Rivergrove, & Clackamas County	Pedestrian & Bike	Construct separated asphalt pathway on one side of roadway with stormwater system improvements.	
TSP Project #73	Kerr Pkwy Pathway	Kerr Pkwy - Touchstone to Hidalgo St/PCC	Lake Oswego & Portland	Pedestrian & Bike	Construct separated asphalt pathway with landscape strip on west/south side of roadway.	
	Kerr Pkwy at McNary Pkwy (south) intersection Improvements	Kerr Pkwy at McNary Pkwy (south)	Lake Oswego	Roadway	Construct traffic signal at intersection if warranted.	
TSP Project #88	South Shore Blvd Pathway	South Shore Blvd - McVey Ave to Lakeview Blvd	Lake Oswego	Pedestrian & Bike	Construct separated asphalt pathway on south side of roadway with stormwater system improvements.	

General Information	Project or Supportive Service Name	Location	Project Partner(s)	Category (Pedestrian, Bike, or Roadway)	Please briefly (in 150 words or less) describe your proposed project:	Please briefly (in 150 words or less) describe how your project meets the nexus project definition:
TSP Project #118	Jean Rd Sidewalks & Bike Lanes	Jean Rd - Jean Way to Bryant Rd	Lake Oswego	Pedestrian & Bike	Complete gaps in the bicycle and pedestrian infrastructure on both sides of the roadway.	
	Country Club Rd Multimodal Improvements	Country Club Rd - Boones Ferry Rd to 10th St/Chandler Rd	Lake Oswego	Pedestrian & Bike	Construct improvements to bicycle and pedestrian facilities. Include enhancements to crossings to serve residents on both sides of roadway.	
	Country Club Rd at Goodall Rd Intersection Improvements	Country Club Rd at Goodall Rd	Lake Oswego	Pedestrian, Bike, & Roadway	Construct traffic signal at intersection (expected to be warranted by 2027). Realignment of Upper Road may be needed.	
TSP Project #54	Country Club Rd at Iron Mountain Blvd/Bayberry Rd/C Ave Intersection Improvements	Country Club Rd at Iron Mountain Blvd/Bayberry Rd/C Ave	Lake Oswego	Pedestrian, Bike, & Roadway	Evaluate access at intersection. Construct traffic signal or roundabout to improve safety for all modes of transportation through intersection.	
	Country Club Rd/A Ave at Chandler Rd/10th St Intersection Improvements	Country Club Rd/A Ave at Chandler Rd/10th St	Lake Oswego	Pedestrian, Bike, & Roadway	Construct traffic signal at intersection if warranted.	

RTAC Nexus Projects -OREGON CITY

General Information	Project or Supportive Service Name	Location	Project Partner(s)	Category (Pedestrian, Bike, or Roadway)	Please briefly (in 150 words or less) describe your proposed project:	Please briefly (in 150 words or less) describe how your project meets the nexus project definition:
1	South End Road	Partlow Road to UGB	N/A	Roadway (Capital)	Street improvements including lane reconfigurations, sidewalks, ADA accessibility, bike lanes, street lighting, and travel lanes. (TSP D89, D33, D23, D41, D42) The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	Adding safe capacity through improved vehicle travel efficiency and bike and pedestrian facilities between Oregon City and Canby help to relieve the congestion along 99E between Oregon City and Canby. The improvements also provide for a more adequate detour route when 99E is closed due to a long list of reasons Highway 99E is closed between Oregon City and Canby. The south end route is also an active route for Canby Area Transit and the Oregon City shuttle service.
2	Main Street Bike & Pedestrian Improvements	Agnes Avenue to 10th Street	N/A	Active Transportation - Pedestrian/Bicycle	Construct streetscape improvements from 10th Street to 15th Street. Construct separated multi-use path or sidewalks and bike lanes from 15th Street to Agnes Avenue. (TSP D90, W3, B3, B4, S1)	Adding safe capacity through improved bike and pedestrian facilities in Oregon City's downtown results in congestion relief and access for all Oregon City communities. Better pedestrian access between the historic commercial district in the downtown and the midlevel mixed use residential to the regional trail network. Main Street is the location of the Oregon City Transit Center providing commuter access to travel opportunities inside and outside of Oregon City.
3	OR 213 & Redland, Phase 2	Redland Road to Redland Road Undercrossing	ODOT and Clackamas County	Roadway (Capital)	Add third through lane in both northbound & southbound directions. This is Phase 2 of the completed Jughandle Project. (TSP D79)	The Phase 2 project provides needed congestion relief in an area that will definitely see more trips resulting from travelers wanting to avoid tolling. This project is located along a corridor that serves some of the County's highest frequented service facilities serving citizens most in need.
4	City Wide Transportation System Management & Operations	Citywide		Transportation System Management (Technology)	Blvd traffic surveillance, integrated corridor management, weather information systems, advanced warning systems, speed warning systems, school zone flashers. (TSP D2-D6, D9, D10, D13-D26)	Transportation Management systems are one of the most cost-effective ways to provide needed congestion relief in an area that will see more trips resulting from travelers wanting to avoid tolling. This project is in the heart of Oregon City which serves some of the County's highest frequented service facilities serving citizens most in need.
5	Washington Street Bike & Pedestrian Improvements (South)	Home Depot Drive to Abernethy Road	N/A	Active Transportation - Pedestrian/Bicycle	Complete the Boulevard project including stormwater low impact development design improvements, sidewalks, landscaping and street lighting. (TSP W5)	Adding safe capacity through improved bike and pedestrian facilities along Oregon City's Washington Street Corridor results in congestion relief and access for all Oregon City communities. These improvements will provide better pedestrian access between the historic commercial district in the downtown and the midlevel mixed use residential. Improved direct access from affordable housing to the Oregon City Transit Center providing commuter access to travel opportunities inside and outside of Oregon City.
6	OR 99E Pedestrian Overcrossing	Willamette River to McLoughlin Promenade	ODOT	Active Transportation - Pedestrian/Bicycle	Construct a pedestrian and bicycle bridge over Highway 99E, connecting the McLoughlin Promenade to the Willamette Falls Shared-Use Path.	Adding a new bike and pedestrian river crossing between Oregon City and West Linn results in congestion relief and access for all Oregon City communities. With the Sellwood Bridge and the Oregon City/West Linn bridge as the only Willamette River pedestrian crossings near Clackamas County these improvements will provide better pedestrian access between the historic commercial district in the downtown and West Linn. Aside from local benefits this crossing will serve the region with a safe river crossing and linkage to a longstanding goal or regional bike routes from Tualatin to Vancouver, from Canby to Portland.
7	Hwy 99E & I-205 SB Interchange Access	Dunes Drive to I-205 SB Ramp Terminus	ODOT	Roadway (Capital)	Dual left turn lanes on 99E approach to SB I-205 ramp, ramp widening to accommodate approach. (Closely related to TSP D75, D76 but not actually these projects)	This project provides needed congestion relief in an area that will definitely see more trips resulting from travelers wanting to avoid tolling. This project is located along a corridor that serves some of the County's highest frequented service facilities serving citizens most in need.

General Information	Project or Supportive Service Name	Location	Project Partner(s)	Category (Pedestrian, Bike, or Roadway)	Please briefly (in 150 words or less) describe your proposed project:	Please briefly (in 150 words or less) describe how your project meets the nexus project definition:
8	Willamette Falls Shared-Use Path	10th Street to S 2nd Street	ODOT	Active Transportation - Pedestrian/Bicycle	- Add a shared-use path along the Willamette River. (TSP S3)	Adding safe capacity through improved bike and pedestrian facilities along Oregon City's waterfront results in congestion relief and access for Oregon City's downtown. Better pedestrian access between the Willamette Falls (Tumwalla Village) and Oregon City's historic downtown.
9	Washington Street Bike & Pedestrian Improvements (North)	11th Street to 7th Street	N/A	Active Transportation - Pedestrian/Bicycle	- Boulevard improvements including widening sidewalks, sidewalk infill, ADA accessibility, bike lanes, reconfigure travel lanes, add bus stop amenities. (TSP D28 & D92 plus 50% of D1)	Adding safe capacity through improved bike and pedestrian facilities along Oregon City's Washington Street Corridor results in congestion relief and access for all Oregon City communities. These improvements will provide better pedestrian access between the historic commercial district in the downtown and the future build of the undeveloped regional center which is zoned to include mixed use residential. Improved direct access from affordable housing to the Oregon City Transit Center providing commuter access to travel opportunities inside and outside of Oregon City.
10	Abernethy Road Bike & Pedestrian Improvements	Redland Road to Washington Street	N/A	Active Transportation - Pedestrian/Bicycle	- Add a bike lane to the south side. A shared-use path will be added on the north side. (TSP B8, S2)	Adding safe capacity through improved bike and pedestrian facilities along Oregon City's Abernethy Road Corridor results in congestion relief and access for all Oregon City communities. These improvements will provide better pedestrian access between the historic commercial district in the downtown and the midlevel mixed use residential planned upon the development of the North End Concept Plan. Improved direct access from affordable housing to the Oregon City Transit Center providing commuter access to travel opportunities inside and outside of Oregon City.
11	Willamette River Shared-Use Path	S 2nd Street to UGB	ODOT	Active Transportation - Pedestrian/Bicycle	- Add a shared-use path along the railroad grade. Rehabilitate existing boardwalk between South 2nd Street and Hedges Street (TSP Project S37).	Adding safe capacity through improved bike and pedestrian facilities along Oregon City's waterfront from Canemah through to the Willamette Falls (Tumwalla Village) results in congestion relief and access for 99E. Better pedestrian access between the Canemah National Historic District and Oregon City's historic downtown. This project would also provide a missing link for regional bike access. Currently there is no safe route along 99E through Oregon City for bike commuters to get from Downtown Oregon City south to Canby.
12	OR 99E & I-205 NB Interchange Access	I-205 SB Ramp Terminus to I-205 NB Ramp Terminus	ODOT	Roadway (Capital)	Dual left turn lanes on 99E approach to NB I-205 ramp, ramp widening to accommodate approach, dual left turn lanes from off-ramp on to Hwy 99E SB, signal modifications. (Closely related to TSP D75, D76 but not actually these projects)	This project provides needed congestion relief in an area that will definitely see more trips resulting from travelers wanting to avoid tolling. This project is located along a corridor that serves some of the County's highest frequented service facilities serving citizens most in need.
13	OR 99E/15th	99E to Main Street	ODOT	Roadway (Capital)	This was a ODOT/City defined concept identified during the initial EA workshop and may still have merit. The idea was to complete the roadway improvements needed to convert 15th Street into a one way from Main Street to 99E and to pair that with an additional north bound dedicated lane converging with the I205 northbound onramp. The idea was this was a separate dedicated lane that would also include sufficient length for acceleration to better merge with other onramp traffic. Analysis to confirm safe pedestrian accessibility across the additional lane and across the existing intersection was a concern.	This project provides needed congestion relief in an area that will definitely see more trips resulting from travelers wanting to avoid tolling. This project is located along a corridor that serves some of the County's highest frequented service facilities serving citizens most in need.

General Information	Project or Supportive Service Name	Location	Project Partner(s)	Category (Pedestrian, Bike, or Roadway)	Please briefly (in 150 words or less) describe your proposed project:	Please briefly (in 150 words or less) describe how your project meets the nexus project definition:
14	OR 99E/14th	99E and I205 Interchange to 12th Street	N/A	Roadway (Capital)	This was a ODOT/City defined concept identified during the initial EA workshop and may still have merit. The idea was to widen 99E NB (eliminate the on street parking) to add a third NB through lane from 12th to the interchange. There was some discussion about dual 99E SB lefts onto 14th, elimination of the 14th Street left turn option onto 99E at 14th St. and some legth of reconfiguration of 14th to better accommodate the duel lefts off 99E.	This project provides needed congestion relief in an area that will definitely see more trips resulting from travelers wanting to avoid tolling. This project is located along a corridor that serves some of the County's highest frequented service facilities serving citizens most in need.
15	Transit Signal Priority	Various signal locations along 99E, Washington Street	ODOT/Clackamas County	Transportation System Management (Technology)	Signal controller upgrades to accommodate future regional performance criteria that would prioritize transit through signalized intersections. This work would be done in collaboration with regionally adopted best management practices for increased transit efficiencies.	This project provides needed congestion relief in an area that will definitely see more trips resulting from travelers wanting to avoid tolling. This project is located a city that serves some of the County's highest frequented service facilities serving citizens most in need.
16	Pedestrian Safety along Main Street and Connecting streets	Various locations in the downtown area	N/A	Active Transportation Pedestrian/Bicycle	This would include a wide range of safety measures along Main Street to ensure higher traffic volumes associated with diversion in the downtown are managed at the highest degree of safety to encourage more bicycle and pedestrian activity and mitigate higher traffic volumes. Boulevard enhancements like wider sidewalks, pavement parkings, signage, landscape buffers, pedestrian and bike amenities, illumination, etc.	Adding safe capacity through improved bike and pedestrian facilities in Oregon City's downtown results in congestion relief and access for all Oregon City communities. Better pedestrian access between the historic commercial district in the downtown and the midlevel mixed use residential to the regional trail network. Main Street is the location of the Oregon City Transit Center providing commuter access to travel opportunities inside and outside of Oregon City.
17	17th Street	Washington Street to Main Street Extension	ODOT Rail/UPRR	Roadway (Capital)	Re-open and upgrade the at grade railroad at 17th Street. This closure was mandated by UPRR and ODOT Rail in exchange for the City to receive a Amtrack stop. The closure means much of the traffic that would utilize the Main Street Extention between the intersections of Washington/Abernethy and Dunes Drive/99E must now divert through downtown via Washington and 15th which is already a congested area. Re-establishment of this at grade crossing eliminates trips through the heart of the I205 diversion traffic. It also provides a significant alternative when an incident is interrupting I205/99E traffic.	This project provides needed congestion relief in an area that will definitely see more trips resulting from travelers wanting to avoid tolling. This project is located along a corridor that serves some of the County's highest frequented service facilities serving citizens most in need.

General Information	Project or Supportive Service Name	Location	Project Partner(s)	Category (Pedestrian, Bike, or Roadway)	Please briefly (in 150 words or less) describe your proposed project:	Please briefly (in 150 words or less) describe how your project meets the nexus project definition:
18	Oregon City Transit Center	Current Main Street Location and possible new or supplemental location near the Oregon City Amtrak Station	TriMet	Roadway (Capital)	Maintaining a Transit Center in Downtown Oregon City, given the current and planned footprint for transfers and layover busses provides for unnecessary congestion in the downtown. Without a major change to the way TriMet choses to serve the needs of commuters, consideration should be made for bus parking or potentially a secondary transit center with commuter parking near the Oregon City Amtrak Station (near the yet to be developed regional center) would provide some congestion relief and a parking structure would better encourage higher use of transit for Clackamas County. The TriMet method of providing transport in an around Oregon City is not working, busses are empty, rides are too long, and riders can't get where they are needed. But under the current TriMet model empty busses sitting or moving result in congestion in our downtown and I205 diversion traffic will need TriMet to displace.	This project provides needed congestion relief in an area that will definitely see more trips resulting from travelers wanting to avoid tolling. This project is located along a corridor that serves some of the County's highest frequented service facilities serving citizens most in need.
19	Trolley Trail Bridge over Clackamas River	Oregon City and Gladstone Clackamas River Crossing	Metro/Gladstone	Active Transportation - Pedestrian/Bicycle	Complete the pedestrian/bicycle/utility bridge from the Oregon City Cove Area to the Gladstone Portland Avenue Trolley Trail would avail the area to a safe river crossing that aligns well with efficient commuter use between residents in Oregon City wanting to bike to and from work in North Clackamas County and beyond.	Adding a new bike and pedestrian river crossing between Oregon City and Gladstone results in congestion relief and access for all Oregon City and Gladstone communities. With the bridge in place this will reestablish a link that was long ago provided by way of trolley car between downtown Oregon City and Gladstone. Aside from local benefits, this crossing will serve the region with a safe river crossing and linkage to a longstanding goal or regional bike routes from Oregon City to Portland.
20	Revenue sharing to enhance pedestrian safety in Oregon City's downtown/midtown	Various	N/A	Active Transportation - Pedestrian/Bicycle	This would include ongoing funding for a wide range of safety and access measures throught the downtown and midtown of Oregon City to ensure higher traffic volumes associated with diversion in the Oregon City are managed at the highest degree of safety and to encourage more bicycle and pedestrian activity, mitigating higher traffic volumes. Boulevard enhancements like wider sidewalks, pavement parkings, signage, landscape buffers, pedestrian and bike amenities, illumination, etc.	Adding safe capacity through improved bike and pedestrian facilities in Oregon City's downtown and midtown results in congestion relief and access for all Oregon City communities. Better pedestrian access between the historic commercial district in the downtown and the midlevel mixed use residential to the regional trail network. The Downtown and Midtown is the location of the Oregon City Transit Center and some of its most intense route planning providing commuter access to travel opportunities inside and outside of Oregon City.
21	Relocate Commercial Metro Transfer Station Services Outside Oregon City	Washington Street	Metro	Roadway (Capital)	The Oregon City Metro Transfer station is over utilized by the region and the associated trips which include large commercial haulers currently consume much of the transportation system capacity in Oregon City. Metro and the State need a new plan for managing solid waste in the region that de-emphasizes the use of the existing South Metro Transfer Station in Oregon City. As with TriMet, the traffic generation from the regional use of the Metro Transfer Station unfairly impacts Oregon City's local travel network. Reduce the transfer station trips by relocating services that generate disproportional trips in an out of Oregon City.	This project provides needed congestion relief in an area that will definitely see more trips resulting from travelers wanting to avoid tolling. This project is located along a corridor that serves some of the County's highest frequented service facilities serving citizens most in need.

RTAC Nexus Projects - Tualatin

Project Intake Form

Refer to attached Nexus Project Screening Form for definitions and screening criteria requirements. Projects must meet the nexus project definition to be considered. Please describe how the project meets each screening criteria (if known).

General Information	Project or Supportive Service Name	Location	Project Partner(s)	Category (Pedestrian, Bike, or Roadway)	Please briefly (in 150 words or less) describe your proposed project:	Please briefly (in 150 words or less) describe how your project meets the nexus project definition:
1	65th Ave. Improvements	65th ave. between Nyberg and Elligsen	Tualatin, Washington County, Clackamas County	Pedestrian, Bike, Roadway	To improve safety for residents and employees, add a share use path on one side of this roadway section. Include northbound right-turn lane on 65th at Borland and widen to five lanes	Toll-related diversion on this roadway will cause significant negative effects on livability (including historically underserved neighborhoods). Diversion will also impede access to the hospital.
2	Borland Road	65th ave to Tualatin City Limits	Tualatin, Clackamas County	Pedestrian, Bike, Roadway	The project will include sidewalks and bike lanes as well as intersection improvements. Specifically, creates a three lane section throughout the length of the project and adds shoulder bikeway. Consider Multi-use path to address the impact of additional traffic due to diversion from Tolling. Build round about or signal at the intersection of Ek and Borland. Provides for sidewalks to access transit and within urban areas in Tualatin.	This project supports congestion relief on a corridor of Borland Road between 65th and city of West Linn that may become more congested because of Tolling AND will provide access to opportunity for EFC by providing bikeways to schools and services on Borland, complete a missing bikeway connection between Willamette and Tualatin, allowing for improved access to jobs. The project will include sidewalks and bike lanes as well as intersection improvements to allow better access for EFCs to schools and social services located at churches, as well as completes a missing connecting that allows for job access between Oregon City and Tualatin. Supports PTS projects #2, #4, #49.
3	Boones Ferry Road		Tualatin, Clackamas County, Washington County	Pedestrian, Bike, Roadway		
4	Upper and Lower Boones Ferry	Bridgeport Rd to Tualatin Rd & Martinazzi to Lower Boones Ferry	Tualatin, Clackamas County, Washington County, ODOT	Pedestrian, Bike, Roadway	Provide mid-block crossings, buffered bike lane or shared use path.	Toll-related diversion on this roadway will cause significant negative effects on livability (including historically underserved neighborhoods).
5	McEwan Road to Childs Road	65th Ave. south of Lower Boones Ferry to Lake Oswego city limits	Tualatin, Clackamas County, Washington County	Pedestrian, Bike	Complete street project building sidewalks, planter strips, bike lanes, center turn lane, street lights, and storm drainage.	This road is used as a I-205 corridor bypass and will likely become more congestion as drivers divert to avoid tolls.
6	I-205 Northbound: Climbing/Auxiliary Lane	10th St North/Eastbound On-Ramp to past the Viewpoint Off-Ramp	Tualatin, Clackamas County, ODOT	Roadway	To alleviate the capacity 'pinch point' on I-205, construct a Climbing/Auxiliary Lane from the 10th St North/Eastbound On-Ramp to past the Viewpoint Off-Ramp.	Making the freeway system work should be the first priority to minimize diversion onto the local network

General Information	Project or Supportive Service Name	Location	Project Partner(s)	Category (Pedestrian, Bike, or Roadway)	Please briefly (in 150 words or less) describe your proposed project:	Please briefly (in 150 words or less) describe how your project meets the nexus project definition:
7	I-5 Southbound Auxiliary Lane	I-5 Southbound from exit 286 (Elligsen Rd) westbound (loop) onramp to Exit 283 (Wilsonville Rd) offramp	ODOT and others	Roadway	To alleviate effects on vehicle throughput from vehicles entering/exiting the freeway, construct an auxiliary lane from the westbound entrance loop ramp through the eastbound on ramp and extend the auxiliary lane to the southbound Wilsonville Rd off ramp	Making the freeway system work should be the first priority to minimize diversion onto the local network. Significant amounts of traffic already divert around congestion in this area.
8	I-205 (Stafford Rd to Hwy 99E) Third Lane	I-205 from Stafford Road to Hwy 99E	ODOT and others	Roadway	Complete the third lane on I-205 in both directions from Stafford Road through Hwy 99E	Making the freeway system work should be the first priority to minimize diversion onto the local network. Significant amounts of traffic already divert around congestion in this area.

RTAC Nexus Projects - West Linn

Project Intake Form

Refer to attached Nexus Project Screening Form for definitions and screening criteria requirements. Projects must meet the nexus project definition to be considered. Please describe how the project meets:

General Information	Project or Supportive Service Name	Location	Project Partner(s)	Category (Pedestrian, Bike, or Roadway)	Please briefly (in 250 words or less) describe your proposed project and how your project meets the nexus project definition:
	Willamette Falls Drive and HWY 43 Intersection Improvements	Willamette Falls Drive - West A to OR 43, West Linn, OR	ODOT	Multi-Modal (Roadway/Bike/ Ped)	Project proposes construction of new road section on Willamette Falls Drive from West A Street to I-205 including sidewalks and a separated two-way bicycle facility. Construction of a new multi-leg roundabout at the WFD/Sunset/OR43/I-205 intersection is proposed as well. These projects meet the nexus project definition by providing expanded multimodal opportunities along the OR-43 and Willamette Falls Drive corridors both of which are adjacent and/or parallel to I-205 and are anticipated to be adversely impacted by commuters attempting to bypass the I-205 tolling project area. Expanded multi-modal connections at these location provide direct access to economic development areas within Oregon City whereas pedestrian and bike access from West Linn is currently lacking.
	Willamette Falls Drive Multimodal Improvements - Sunset Ave and WFD Intersection Improvements	Willamette Falls Drive - Sunset Ave to West A		Multi-Modal (Roadway/Bike/ Ped)	Construction of full new road section from Sunset Avenue to West A Street including sidewalks and a separated two-way bicycle facility. This project meet the nexus project definition by providing expanded multimodal opportunities along the OR-43 and Willamette Falls Drive corridors both of which are adjacent and/or parallel to I-205 and are anticipated to be adversely impacted by commuters attempting to bypass the I-205 tolling project area.
	Willamette Falls Drive Multimodal Improvements - 6th St. to Sunset Ave	Willamette Falls Drive - 6th St. to Sunset Ave		Multi-Modal (Roadway/Bike/ Ped)	Construction of shared use path on the southside of Willamette Falls Drive from Sunset Ave to 6th St. This project meets the nexus project definition by providing direct connection to other proposed multimodal facilities along Willamette Falls Drive which is located parallel to I-205 and is anticipated to be adversely impacted by commuters attempting to bypass the I-205 tolling project area. These improvements expand access to, and encourage the use of alternative modes of transportation.

General Information	Project or Supportive Service Name	Location	Project Partner(s)	Category (Pedestrian, Bike, or Roadway)	Please briefly (in 250 words or less) describe your proposed project and how your project meets the nexus project definition:
	Willamette Falls Drive Multimodal Improvements - 10th St. to 6th St.	Willamette Falls Drive - 10th St. to 6th St.		Multi-Modal (Roadway/Bike/Ped)	Construction of the remaining portions of the existing shared-use path on the north side of Willamette Falls Drive. This project meets the nexus project definition by providing direct connection to other proposed multimodal facilities along Willamette Falls Drive which is located parallel to I-205 and is anticipated to be adversely impacted by commuters attempting to bypass the I-205 tolling project area. These improvements expand access to, and encourage the use of alternative modes of transportation.
	Highway 43 Multimodal Improvement	Highway 43 - Marylhurst Drive to I-205 Interchange	ODOT	Multi-Modal (Roadway/Bike/Ped)	Construct multimodal improvements along the entire corridor of OR-43 in West Linn between Marylhurst Dr. and the I-205 interchange. Proposed improvements include construction of continuous sidewalks on both sides of the corridor, separated bike facilities, continuous 2-way left-turn lane to improve access to side streets and driveways including improvement to emergency response access. Additional improvements include improved signalized intersections according to traffic volume warrants. These projects meet the nexus project definition by providing expanded multimodal opportunities along the OR-43 corridor both of which are adjacent to I-205 and is anticipated to be adversely impacted by commuters attempting to bypass the I-205 tolling project area. Expanded multimodal facilities and efficient vehicular movements improves direct access to economic development areas within Oregon City as well as direct connection to Willamette Falls Drive and the West Linn Historic Main Street where pedestrian and bike access is currently insufficient or completely absent. .

RTAC Nexus Projects - Wilsonville

Project Intake Form

Refer to attached Nexus Project Screening Form for definitions and screening criteria requirements. Projects must meet the nexus project definition to be considered. Please describe how the project meets each screening criteria (if known).

General Information	Project or Supportive Service Name	Location	Project Partner(s)	Category (Pedestrian, Bike, or Roadway)	Please briefly (in 150 words or less) describe your proposed project:	Please briefly (in 150 words or less) describe how your project meets the nexus project definition:
1	SW Stafford Road - SW Kahle Road to SW Boeckman Road	SW Stafford Road - SW Kahle Road to SW Boeckman Road	N/A	Pedestrian, Bicycle, and Roadway	The project will include sidewalks, protected bike lanes, transit stops, as well as intersection improvements. Specifically create a three lane section through the length of the project. Build roundabout at the intersection of both Kahle Road and Brisband Street. Provide vehicle turn restrictions at intersection of Frog Pond Lane with pedestrian activated signal crossing. Build Boeckman Creek Regional Trail crossing of Stafford Road at south side of Kahle Road	This project supports congestion relief, improves access to public transportation, and improves mobility options on a corridor of Stafford Road between the Wilsonville Road I-5 Interchange and the Stafford Road I-205 Interchange that may become more congested because of Tolling AND will provide access to opportunity for EFC by providing sidewalks and bikeway connections to nearby Frog Pond Primary School, Meridian Creek Middle School, and Wilsonville High School and transit facilities improving access to jobs and services (SMART Route 4 and Medical Shuttle). The project is located adjacent to an Equity Focus Area (EFA) and is a key arterial roadway that provides important connections to jobs, schools, medical facilities, and social services. The project will include sidewalks and protected bike lanes, as well as roundabout intersection treatments to slow motor vehicle speeds and encourage alternative modes of travel.
2	SW Advance Road - SW Stafford Road to SW 60th Avenue	SW Advance Road - SW Stafford Road to SW 60th Avenue	N/A	Pedestrian, Bicycle, and Roadway	The project will include sidewalks, protected bike lanes, transit stops, as well as intersection improvements. Specifically create a three lane section through the length of the project. Build roundabout at the intersection of 60th Avenue. Provide safe routes to school improvements, including pedestrian activated signal crossings of Advance Road for Meridian Creek Middle School.	This project supports congestion relief, improves access to public transportation, and improves mobility options of Tooze/Boeckman/Advance Road corridor, a corridor that may become more congested because of Tolling and is only one of three west/east roadways that cross over I-5 in Wilsonville. The project will provide access to opportunity for EFC by providing sidewalks and bikeway connections to nearby Frog Pond Primary School and Meridian Creek Middle School and transit facilities improving access to jobs and services (SMART Route 4). The project is located adjacent to an Equity Focus Area (EFA) and is a key collector roadway that provides important connections to jobs, schools, medical facilities, and social services. The project will include sidewalks and protected bike lanes, as well as roundabout intersection treatments to slow motor vehicle speeds and encourage alternative modes of travel. The project fronts Meridian Creek Middle School and will include needed safe routes to school improvements.
3	I-5 Pedestrian Bridge - SMART/WES Transit Center to Wilsonville Town Center	Boones Ferry Road - SW Barber Street to 500 feet south of SW Peyton Lane I-5 Overcrossing - SW Boones Ferry Road to SW Town Center Loop West	ODOT	Pedestrian and Bicycle	The project will include an 18-foot wide bicycle and pedestrian bridge crossing over Boones Ferry Road, Interstate 5, and Town Center Loop West connecting the WES/SMART Transit Center to the Wilsonville Town Center. The bridge is designed to accommodate small transit vehicles. Build a road seperated bicycle and pedestrian path between Barber Street and Peyton Lane.	The project supports congestion relief, improves access to public transportation, and improves mobility options on a corridor that may become more congested because of Tolling, including both Wilsonville Road and Boeckman Road, two of only three west/east roadways that cross over I-5 in Wilsonville. The project provides a more centralized, safe pedestrian and bike crossing over I-5, completely seperated from motor vehicles AND is located within an Equity Focus Area (EFA) and will provide access to opportunity for EFC by providing a direct bicycle and pedestrian connection between the Wilsonville Transit Center, the hub of Wilsonville's transit system and south terminus of the WES commuter rail, and nearby employment areas and neighborhoods to Wilsonville's Town Center commercial district and adjacent employment centers and multi-family housing. The project is also designed to accommodate small transit vehicles to enhance access to public transportation.

General Information	Project or Supportive Service Name	Location	Project Partner(s)	Category (Pedestrian, Bike, or Roadway)	Please briefly (in 150 words or less) describe your proposed project:	Please briefly (in 150 words or less) describe how your project meets the nexus project definition:
4	French Prairie Bicycle/Pedestrian/Emergency Access Bridge - SW Boones Ferry Road to SW Butteville Road	Willamette River Overcrossing - SW Boones Ferry Road to SW Butteville Road	Clackamas County	Pedestrian and Bicycle	The project will include a 17-foot wide bicycle, pedestrian, emergency vehicle access bridge crossing over the Willamette River. The bridge is designed to accommodate emergency service vehicles when the I-5 Boone Bridge is congested and larger vehicles for movement of materials during an emergency and the Boone Bridge is not accessible.	The project supports congestion relief and improves mobility options on a toll highway traffic diversion corridor being adjacent to Interstate 5 AND will provide access to opportunity for EFC by providing bicycle and pedestrian connection across the Willamette River that does not exist today. Communities south of the Willamette River, including Wilsonville's Charbonneau district, are dependent on motor vehicle crossing of the I-5 Boone Bridge to access nearly everything within Wilsonville, including jobs, services, medical, education, shopping, food, etc. A bike and pedestrian bridge over the Willamette River reduces congestion by providing a new bike and pedestrian connections and an alternative transportation option than being subject to a toll by crossing the Boone Bridge in a vehicle.
5	Wilsonville Town Center Emerald Chain Bicycle and Pedestrian Pathway - SW Town Center Loop West - Memorial Drive	North Boundary of 29400 SW Town Center Loop West - SW Town Center Loop West to SW Parkway Avenue SW Parkway Avenue - North Boundary of 29400 SW Town Center Loop West to SW Courtside Drive SW Courtside Drive - SW Parkway Avenue to SW Town Center Loop East	N/A	Pedestrian and Bicycle	The project will include a bicycle and pedestrian pathway connecting the I-5 Pedestrian Bridge Town Center bridge landing to Memorial Park and key destination between. Specifically create a 12-foot wide two-way cycle track and 12-foot wide sidewalk/promenade. Provide pedestrian and bicycle enhancement, such as signage, striping, traffic calming, pedestrian activated signals, vehicle separated medians, etc.	The project supports congestion relief, improves access to public transportation, and improves mobility options on the corridor of Wilsonville Road that may become more congested because of Tolling AND is located within an Equity Focus Area (EFA) and will provide access to opportunity for EFC by providing bicycle and pedestrian connections being the I-5 Pedestrian Bridge and key points within the Wilsonville Town Center, including Town Center Park, Wilsonville City Hall, Clackamas Community College, Wilsonville Library, Wilsonville Police Department, and Memorial Park. The bicycle and pedestrian connections are separated from vehicular traffic and reduce dependence on crossing Interstate 5 at the busy Wilsonville Road interchange to access needed services within the Wilsonville Town Center.
6	Boeckman Road I-5 Overpass - SW Boberg Road to SW Parkway Avenue	SW Boeckman Road - SW Boberg Street to SW Parkway Avenue	ODOT	Pedestrian, Bicycle, and Roadway	The project will widening of the Boeckman Road overpass over I-5 to include sidewalks, bike lanes, transit stops, as well as intersection improvements. Specifically create a three lane section through the length of the project.	The project supports congestion relief and improves mobility options on the corridor of Boeckman Road that may become more congested because of Tolling AND will provide access to opportunity for EFC by filling a gap in sidewalk and bikeway network crossing Interstate 5 and connecting key communities with access to employment centers through alternative travel modes.
7	Ice Age Tonquin Trail - SW Boeckman Road to SW Grahams Ferry Road	South Side of Portland & Western Railroad Track- SW Grahams Ferry Road to Intersection of SW Kinsman Road/SW Boeckman Road	Metro	Pedestrian and Bicycle	The project will include a bicycle and pedestrian regional trail extension between the Boeckman Road/Kinsman Road intersection and Grahams Ferry Road at the Portland & Western Railroad crossing. This is an offstreet regional trail as part of the Metro Ice Age Regional Trail system.	The project supports congestion relief and improves mobility options on the corridors such as Boones Ferry Road that may become more congested because of Tolling AND will provide access to opportunity for EFC by expanding the regional trail network and providing off-street trail connections and expanding regional travel options between the City's of Wilsonville, Sherwood, Tualatin, and Tigard. The Project would extend the Ice Age Tonquin Trail, a Metro regional trail, and help reduce dependence on vehicle travel on congested roadways adjacent to Interstate 5.

Joint Values on the Proposed Regional Congestion Pricing and Toll Projects within the Portland Metro Region

C4 TOLL STRATEGY SUBCOMMITTEE PROPOSED REVISIONS

The jurisdictions named here support a functional regional transportation system that prioritizes safety, equity, a vibrant economy, healthy and active communities, climate action, disaster resilience, and the reliable movement of people and goods.

We acknowledge that additional transportation funding is needed to address maintenance and capital projects on the interstate system. We recognize ODOT has been directed to pursue pricing in some form, but also that toll collections have been paused until 2026 in order to better address local concerns. As ODOT continues to advance tolling and explore other funding strategies, the jurisdictions listed here will advocate for the following values to be reflected in any proposed policy or project.

These values are not an endorsement of any proposal to implement tolling or congestion pricing.

To rebuild trust with local communities, ODOT ~~should~~must...

- ~~• Deliver clear benefits to the drivers, communities, and businesses affected by toll corridors~~
- Be influenced by local voices and jurisdictions ahead of implementation
- Deliver clear benefits to the drivers, communities, and businesses affected by toll corridors
- Prioritize robust and inclusive community engagement
- Incorporate and track commitments made with local and regional partners through transparent and consistent communication

To ensure the transportation system works for Oregonians, the OTC and the State Legislature should direct ODOT to...

- Extend the existing revenue sharing models with local jurisdictions to apply to toll revenues
- Prioritize the completion of the bottleneck projects identified in HB 2017 (2017) and HB 3055 (2021)
- Explore alternative funding mechanisms beyond pricing to address transportation funding needs
- ~~Advance~~Provide adequate public transit infrastructure within proposed toll corridors

To ensure the efficient and equitable movement of people and goods, tolling or congestion pricing programs should...

- Decrease diversion into local communities
- Increase safety on and off the interstate system
- Ensure that all tolling or congestion programs are designed with regional implementation and collaboration in mind to avoid disproportionate economic ~~disadvantages~~impacts or unfair burdens on people and communities
- ~~Maintain~~Support a regionally balanced transportation system that provides reliable travel times for commuters and employers on and off the tolled corridor
- Establish viable travel alternatives to accommodate mode shifts, including bicycle and pedestrian networks and accessible transit programs in areas with inadequate or no service
- Provide considerations for local trips with few or no alternatives
- Improve transportation system resiliency to natural disasters, such as earthquakes and wildfires
- Improve regional air quality and reduce vehicle pollution, both on and off the interstate system
- Establish a long-term oversight and accountability program committee to ~~showcase financial~~provide transparency
- Consider recommendations from the Low-income Toll Report and the Equity Mobility Advisory Committee (EMAC)
- Address the land use implications inherent with how tolling will affect local communities