
Thursday, July 01, 2021

6:45 PM – 8:30 PM

Zoom Link:

<https://clackamascounty.zoom.us/j/85335387660?pwd=ZlY0RkItU2lvZ2U5SVd5VnRSWHhHUT09>

Telephone: 1 (253) 215-8782

AGENDA

- 6:45 p.m. Pledge of Allegiance**
- Welcome & Introductions**
Chair Paul Savas & Mayor Brian Hodson, Co-Chairs
- Housekeeping**
- Approval of June 03, 2021 C4 Minutes **Page 03**
- 6:50 p.m. Metro South Transfer Station**
Presenting: Estee Segal and Gloria Pinzon (Metro)
- Metro South Flyer, Siting Criteria, and Community Lens **Page 05**
- 7:20 p.m. Post-Fire and Upcoming Fire Season Update**
Presenting: Daniel Nibouar, Interim Director of Disaster Management
- 7:45 p.m. Strategic Investment Fund**
Presenting: Mike Bezner, Assistant Director of Transportation
- SIF Status Report **Page 14**
- 8:00 p.m. Updates from the 2021 Legislative Session**
Presenting: Chris Lyons, Government Affairs Manager
- 8:10 p.m. C4 Retreat Updates, upcoming meetings**
- 8:15 p.m. Updates/Other Business**
- JPACT/MPAC Updates **Page 15**
 - Response to the C4 Letter about SMART/JPACT
 - Other Business **Page 17**
 - I-205 Federal Funding Support letter (final copy)
- 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 Martha Schrader		●	●		●	
Canby	Mayor Brian Hodson	●		●			●
CPOs	Martin Meyers (Redland CPO)	●	●	●			
Estacada	Mayor Sean Drinkwine			●			
Fire Districts	Matthew Silva (Estacada Fire District)	●					
Gladstone	Mayor Tammy Stempel	●	●				
Hamlets	John Keith (Stafford Hamlet)			●			
Happy Valley	Council Brett Sherman		●			●	
Johnson City	Vacant						
Lake Oswego	Mayor Joe Buck		●			●	
Milwaukie	Councilor Kathy Hyzy		●		●	●	
Molalla	Mayor Scott Keyser			●			
Oregon City	Mayor Rachel Lyles Smith		●			●	
Portland	Vacant						
Rivergrove	Mayor Walt Williams		●				
Sandy	Mayor Stan Pulliam			●			
Sanitary Districts	Paul Gornick (Oak Lodge Water Services)	●					
Tualatin	Councilor Valerie Pratt		●				
Water Districts	Hugh Kalani (Clackamas River Water)						
West Linn	Mayor Jules Walters		●				
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	Teresa Christopherson
Urban Transit	Dwight Brashear (SMART)

Frequently Referenced Committees:

- CTAC:** Clackamas Transportation Advisory Committee (C4 Transportation TAC)
- JPACT:** Joint Policy Advisory Committee on Transportation (Metro)
- MPAC:** Metro Policy Advisory Committee (Metro)
- MTAC:** Metro Technical Advisory Committee (MPAC TAC)
- R1ACT:** Region 1 Advisory Committee on Transportation (ODOT)
- TPAC:** Transportation Policy Advisory Committee (JPACT TAC)

Thursday, June 03, 2021
Development Services Building
 Main Floor Auditorium, Room 115
 150 Beaver Creek Road, Oregon City, OR 97045

Attendance:

Members: **Clackamas County:** Paul Savas; Martha Schrader; **Canby:** Brian Hodson; **CPOs:** Martin Meyers; Marge Stewart (Alt.); **Estacada:** Sean Drinkwine; **Fire District:** Matthew Silva; **Gladstone:** Tammy Stempel; **Hamlets:** Rick Cook (Alt.); **Happy Valley:** Brett Sherman; **Lake Oswego:** Joe Buck; **Metro:** Christine Lewis; **Milwaukie:** Kathy Hyzy; **Molalla:** Scott Keyser; **MPAC Citizen:** Ed Gronke; **Oregon City:** Rachel Lyles Smith; **Sanitary Districts:** Paul Gornick; **Transit:** Dwight Brashear (SMART); Tom Markgraf (TriMet) (Alt.); Teresa Christopherson (Rural Transit); **Sandy:** Laurie Smallwood (Alt.); **Tualatin:** Valerie Pratt; **West Linn:** Jules Walters; **Wilsonville:** Julie Fitzgerald

Staff: Trent Wilson (PGA); Chris Lyons (PGA)

Guests: Chris Ford (ODOT); Jon Makler (ODOT); Seth Brumley (ODOT); Jaimie Huff (Happy Valley); Mark Ottenad (Wilsonville/SMART); Dayna Webb (Oregon City); Jeff Gudman (Community); Will Farley (Lake Oswego); Jamie Stasny (DTD); Kristina Babcock (H3S)

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

<u>Agenda Item</u>	<u>Action</u>
Approval of May 06, 2021 C4 Minutes	Approved, with amendments. Amendments included typo corrections to names.
2024 State Transportation Improvement Plan Update)	Chris Ford and Jon Makler presented on the State Transportation Improvement Program (STIP), the new funding allocations within the programs, and the timeline for project as it reaches its final adoption.
2021 Legislative Update	Chris Lyons, Clackamas County Government Affairs, updated the committee on the status of key legislation in Salem. Topics ranged from wildfire recovery, Willamette Falls Locks, and I-205. C4 agreed to sign on to a regional support logo letter

	supporting federal investments in I-205.
C4 Retreat Discussion	DRAFT
Updates/Other Business <ul style="list-style-type: none"> • JPACT/MPAC Updates • ARPA City-County Coordination • Other Business 	<p>JPACT/MPAC: JPACT is covering federal transportation policies and updates to the Regional Flexible Funds Allocation (RFFA). MPAC is discussing UGB expansion areas and congestion pricing.</p> <p>ARPA City-County Coordination: Staff provided a brief update that city and county staff have started discussions on how best to coordinate use of ARPA funds. No action.</p> <p>C4 Retreat: Members communicated a preference for a full in-person retreat, especially if held later in the year. Transit and disaster preparedness surfaced as preferred topics for the retreat.</p>

Adjourned at 8:42 p.m.



Metro South Recycling and Transfer Center

Metro is planning to build a new, state-of-the-art facility to complement and expand the garbage and recycling services currently offered at the Metro South Transfer Station in Oregon City.

Increasing population means more demand on our garbage and recycling system, including the aging Metro South Transfer Station. This existing facility, which is operating beyond its capacity, handles garbage from large commercial trucks, individual households, small businesses, as well as recycling and household hazardous waste. This results in:

- Long lines and extensive waiting periods for customers
- Delays at peak periods, leading to off-site traffic congestion
- Unsafe conditions because of too many competing uses in a limited space
- Low rates of recycling and recovery due to space constraints

To meet our region's growing needs and as part of a strategy to provide excellent and accessible services to the public that protect the environment and human health, Metro is working to locate and build a new facility in the south part of the region. The preferred site and services to be moved is expected to be determined by Metro Council in late 2020, after extensive engagement with customers, local residents, businesses, government partners and community leaders.

A multi-use facility, it will also provide people with education about reducing their environmental impact, create family-wage jobs and provide community amenities.

Stay informed oregonmetro.gov/futuresouth

REGIONAL MODEL

The new facility will be designed with many features of modern, state-of-the-art facilities in the Pacific Northwest, including the Factoria Recycling and Transfer Station in Bellevue, Washington. While meeting current design standards and increasing facility capacity and efficiency, the Factoria facility incorporates a number of sustainable design features:

- An enclosed building for the collection of garbage and recycling minimizes noise, dust and odors
- Solar skylights and translucent wall panels that reduce energy demand
- Rainwater harvesting technology that saves 1.3 million gallons of water annually
- A household hazardous waste building with advanced environmental protection features



Over 285,000
customers visited
Metro South in 2018



Average of 750
customers visit
Metro South a day



16% increase in
customers over
past 10 years

Regional Model

Fostering economic well-being and providing excellent and equitable services to the Metro region

Building a new facility to improve garbage and recycling services for the public aligns with the vision of Metro's 2030 Regional Waste Plan—to make “reduce, reuse, recycle, repair, donate” mainstream practices accessible to all. It will create good jobs, will be a safe place for workers and the public and will provide services and programming based on the needs of area residents and a growing region.



The facility will specialize in meeting the needs of residents and small businesses, eliminating long lines, waiting periods and traffic congestion.



On-site programming will provide community members with more options for recovering materials from the waste stream, reuse and recycling.



Customers will be able to safely dispose of household hazardous waste materials such as paint, batteries, cleaners and chemicals.



The new state-of-the-art center will adhere to green building standards that manage noise, dust and odors.



The community will be engaged in the design and programming of the facility so that its features will provide the greatest community benefits. These could include public art, community gathering places, a playground, or bicycle and pedestrian pathways.



“This project has the potential to bring innovative approaches to recycling and waste reduction. Metro is determined to be a good and valued neighbor in Clackamas County. Early engagement with residents will ensure their desires and creative ideas inform the project every step of the way.”

Christine Lewis
Metro Councilor | District 2

PROJECT TIMELINE

2019–2020

Community engagement, site analysis, due diligence, recommendation for acquisition of site for new facility

2020–2023

Community engagement, site acquisition, project design, programming of facility

2023–2025

Permitting and construction of new facility, community benefits, and/or good neighbor agreement

2025–2026

Planning, design, construction focused on the redevelopment of the existing Metro South Transfer Station site to compliment new facility

The COVID-19 pandemic and the public health crisis has delayed our timeline. Yet, Metro is committed to engaging with the public in a safe and meaningful way and will provide multiple virtual opportunities to hear from the community.



Future Metro South Recycling and Transfer Center

Siting Criteria Overview

Metro is planning to build a new, state-of-the-art facility to complement and expand the garbage and recycling services currently offered at the Metro South Transfer Station in Oregon City. The new facility will become the Metro South Recycling and Transfer Center. To find a suitable location for the new facility, Metro is following a process to look at potential sites in the main industrial and commercial areas in and around north Clackamas County and small portions of southeast Multnomah County.

As part of this process, Metro developed siting criteria (called “base” and “functional” criteria) that capture a variety of factors to take into account when searching for the ideal site, including the potential benefits and impacts the new facility may have on nearby communities and the environment. Metro expects that a list of community criteria – or considerations – will be developed by a community advisory group to be incorporated into the property selection process.

The siting criteria are one of the tools Metro is using to incorporate the agency’s racial equity, environmental and operational goals – including goals in the 2030 Regional Waste Plan – into the site selection process. One important constraint, however, is the limited availability of properties for sale in the siting area. In practice, this means that many of the top-ranking properties identified through the use of the siting criteria will not be available for purchase. Metro is approaching property owners of top-ranking sites to gauge their interest in potentially selling their property. Additionally, Metro staff are continuously monitoring the commercial real estate market for opportunities to secure potentially suitable properties that fit with the criteria described below.

BASE CRITERIA

The base criteria represent the minimum requirements for a site to be able to meet the needs of the project. Based on Metro staff assessment, a site that is within the established siting area, with the appropriate zoning designation and of a sufficient size are the factors critical to accommodate the proposed facility.

Siting Area	The siting area encompasses approximately 50 square miles within the Metro Boundary along the major transportation corridors, industrial areas and population centers near the existing Metro South transfer station in Oregon City. The siting area also reflects the high demand for self-haul services in the south Metro region (District 2) and where the majority of Metro South customer trips originate.
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Zoning	Cities and counties prohibit the building of garbage and recycling facilities on land that has been designated for residential uses. These facilities are typically allowed on land that has been zoned as General Industrial or Heavy Industrial. In some cases, cities and counties may grant permission to build these facilities on properties that have been designated for light industrial or commercial uses. Due to these zoning restrictions, the zoning criterion limits the search to <u>only</u> land within the siting area that has been zoned as Industrial, Commercial or Commercial Mixed Use.
Size	Metro is searching for a property of 7 acres or more. Through studies and assessments it was determined that 7 acres is the minimum needed to accommodate a self-haul services facility (for residential and small businesses customers only) and 12 acres is the minimum needed to build a full-service, modern transfer station (for both commercial and self-haul customers). A larger site is preferred since it would provide more opportunities for flexibility and future expansion.

Metro staff used a geographic information system (GIS) mapping tool to apply the three base criteria to all tax lots within the siting area. This process narrowed down the list of potential sites to 166. Some of these sites include combinations of two or more adjacent tax lots owned by the same person or company, or sites in which a building sits on multiple adjacent tax lots. Most of these sites are not currently for sale and Metro staff is actively monitoring the real estate market in case any of the sites becomes available for purchase.

FUNCTIONAL CRITERIA

After applying the base criteria, Metro staff developed a set of 18 functional criteria (summarized in table below) to score and rank the 166 sites identified in the search. Every site was reviewed against each of the 18 functional criteria and assigned scores. This generated a list of sites for consideration, in order of highest to lowest scores. Using this list, staff identified the top ten sites for initial consideration.

The functional criteria described below capture the main objectives of the project (from a staff perspective) when it comes to minimizing community and environmental impacts, finding a convenient location for the new facility, ensuring the project is feasible, and finding a site that meets Metro’s operational needs.

Minimize Community Impact	<ol style="list-style-type: none"> 1. Site is located away from residential areas 2. Site is located away from sensitive uses (schools, churches, hospitals) 3. Site is not a protected site of historical, archaeological or cultural significance
Minimize Environmental Impact	<ol style="list-style-type: none"> 4. Site is outside of 100-year floodplain 5. Site contains a manageable amount of critical habitat areas (wetlands, wildlife) 6. Water table beneath the site is low
Ensure Accessible/ Convenient Location	<ol style="list-style-type: none"> 7. Site is accessible from I-205, main transportation corridors 8. Site is proximate to existing Metro South Transfer Station 9. Site is appropriate distance from other private self-haul facilities 10. Site is near mass transit for retail and employee accessibility
Ensure Project is Feasible	<ol style="list-style-type: none"> 11. Land-use approval for project at site is obtainable 12. Site is for sale 13. Site value (cost per square foot) is reasonable
Ensure Project Meets Operational Needs	<ol style="list-style-type: none"> 14. Site has sufficient space for onsite roadways, queuing, parking 15. Site is easily accessible, with limited cross-traffic, roads can handle traffic 16. Site shape is +/- square with no obstacles cutting across (creeks, easements, freeways) 17. Site provides ability for expansion 18. Site is relatively flat or gently sloping

COMMUNITY LENS/CRITERIA

The community lens/criteria were developed by the Metro South Community Advisory Group (CAG), led by Metro staff and Unite Oregon, between August 2020 and April 2021. The CAG met over 10 times to discuss ideas and concerns related to the project and gather information on community priorities. These discussions were summarized and reviewed by the group, and a document (see “Future South Community Lens”) was created to use for any property that Metro is seriously considering for purchase. Project staff will complete this community lens for any property that has been secured for assessment (through a purchase agreement) and present the lens, along with other investigation reports, to Metro Council for consideration in making a decision about a site to purchase for a new facility.



Future South Community Lens

A vision for site selection and project decisions

Introduction

This Community Lens represents the feedback received from the Future Metro South Community Advisory Group. This group met August 2020 through April 2021 to inform Metro's future decisions about the proposal to move some or all of the garbage and recycling services currently provided at the Metro South Transfer Station in Oregon City to a new location in Clackamas County.

The advisory group is composed of fifteen people of diverse backgrounds representing local communities of Clackamas County including Oregon City, Milwaukie, Happy Valley, West Linn, and Canby as well as the currently unincorporated areas of Oak Grove and Clackamas. The group includes people between the ages of 16 and 74, of different genders, race, ethnicities and professional backgrounds.

The Community Lens incorporates the advisory group's values, aspirations, concerns and priorities for the future Metro South recycling and transfer center and for their community.

Purpose

The **primary purpose** of this Community Lens is for the Metro Project Management Team to use as one piece of information in assessing any site that might be considered for purchase (secured in a purchase and sale agreement) for locating a new garbage and recycling transfer facility. A **secondary purpose** of this Community Lens is to help inform future planning of the project, including design, construction, selection of services and programming (Section IV).

Section I. Guiding principles

The advisory group is passionate about protecting people and the environment. The following represents the values expressed by the group in relation to this project:

- **Equitable, fair, accountable decision-making process** and appropriate project timeline to ensure inclusive public participation.
- **Mutual respect** of all people and culturally significant areas.
- **Demonstrate respect for the natural environment promoting environmental justice** and protecting wildlife, plants, air, and water.
- **Honor the history** of the original inhabitants of the land and Tribal lands
- **Accessibility to place, language, services, and opportunities.** Prioritization of vulnerable populations like youth, the elderly, people with limited English proficiency, and people living with low incomes.
- **Encourage community asset-building:** Create a beautiful focal point for the host community.
- **Self-determination of communities:** the project provides services that the community needs and wants.
- **Transparency throughout the process** about politics and business interests.
- **Collaborate** with city, state, Tribal and federal governments and K12 schools, and colleges to provide the most equitable strategies for inclusion in planning for employees and customers.
- **Provide ongoing education opportunities:** Create opportunities for students of all levels (K-12, college, trades) to learn about garbage and recycling, sustainability, and other related topics.

Section II. Community criteria for property evaluation

Property under consideration: _____

Today's date: _____ Date submitted to Metro Council: _____

The primary purpose of this section is to help Metro's Project Management Team evaluate any site that might be considered for purchase. This information will be considered by Metro Council along with Metro's Base/Functional Criteria and property investigation work (due-diligence) to determine the feasibility of building a modern recycling and transfer center there. *Note: services to be moved from or remain at the existing Metro South Transfer Station will be decided after a site is purchased.*

Instructions for use: Project Team shall assess the likelihood that the property under consideration for purchase can meet each community criteria for site evaluation. If needed, project team will provide relevant explanations or further details in Section III. The advisory group voted to identify their priority for each criteria as a *must-have*, *prefer-to-have*, or *nice-to-have* item.

	Community criteria for site evaluation	Does the site meet the criteria?
Must-have	An environmental assessment shows minimal negative impacts to human health and natural resources. Potential impacts can be mitigated through design, technology or operations practices.	<input type="checkbox"/> No/very minimal impact expected <input type="checkbox"/> Little mitigation needed <input type="checkbox"/> Significant mitigation needed <input type="checkbox"/> Unlikely / or No assessment done
	The new site avoids close proximity to residential areas, sensitive populations, and culturally significant areas that might experience negative impact from noise, smells, pests, pollution from increased traffic, etc. (<i>Close proximity = 500-1,000 ft. from site</i>)	<input type="checkbox"/> None within 500-1,000 ft. <input type="checkbox"/> 1+ found w/in 500-1,000 ft. <input type="checkbox"/> 1+ found w/in 0-500 ft. <input type="checkbox"/> Multiple areas found nearby
Prefer-to-have	The new site is accessible to urban and rural customers by multiple modes of transportation like cars (C) and public transit (PT). (<i>by Cars = near major roadways, easy to find. By public transit = bus stop exists within 1/4 mile</i>)	<input type="checkbox"/> Yes by C, PT within 1/4 miles <input type="checkbox"/> Yes by C, PT within 1/2 to 1 miles <input type="checkbox"/> Only cars, no PT available <input type="checkbox"/> Not accessible by either
	Accessibility by walking (W) and biking (B) should be available - especially for sites where community facing amenities are to be built. (<i>Walking= sidewalks, traffic signals, lighting, trails. Biking= paved roadways, bike lanes, narrow roads, signals, protective elements like trees, trails</i>)	<input type="checkbox"/> Yes by W, and B <input type="checkbox"/> Yes by W, B within 1/2 to 1 miles <input type="checkbox"/> Some by W, Not by bikes <input type="checkbox"/> Not accessible by either W or B
	The new site is large enough to accommodate community facing amenities beyond basic garbage and recycling services. <i>For example: education space, viewing room, reuse/repair space, or others.</i>	<input type="checkbox"/> Yes, flexible/large site <input type="checkbox"/> Likely, some space available <input type="checkbox"/> Unlikely, little space available <input type="checkbox"/> Not likely at all
	The new site allows for flexible use of space to accommodate for growth and changing service needs for several generations to come.	<input type="checkbox"/> Yes, flexible site <input type="checkbox"/> Likely, some space available <input type="checkbox"/> Unlikely, little space available <input type="checkbox"/> Not likely at all
	A traffic assessment reveals minimal negative traffic impacts to neighboring businesses and residences, or a	<input type="checkbox"/> No, or minimal impact expected <input type="checkbox"/> Little mitigation needed

	way to mitigate traffic impacts (<i>Consider Transportation Demand Management strategies</i>).	<input type="checkbox"/> Significant mitigation needed Mitigation unlikely, or Not assessed
Nice-to-have	Sites under consideration for purchase that have the potential of connecting to parks, trails and natural areas should be prioritized. (<i>Could help encourage the use as a community resource beyond basic services.</i>)	<input type="checkbox"/> Yes, site is adjacent <input type="checkbox"/> Yes, proximity within 1/2 mile <input type="checkbox"/> Yes, proximity within 1.5 miles <input type="checkbox"/> Not near natural area, trail, park

Section III. Questions for property evaluation

When a site is considered for purchase, the Project Management Team should answer these questions to the best of their ability in writing and include answers – along with Section II – in their final staff report to Metro Council. The answers to these questions should inform the purchase and development decisions of the site and address any relevant community criteria.

- 1) How has community input informed the decision about the feasibility of this location for the future project? If the site is purchased, how will communities inform future decisions about the project?
- 2) What services currently provided at the Metro South Transfer Station appear to be best suited to move to this potential site? Why? (*i.e. - all, commercial, self-haul, etc.*)
- 3) Are there potential negative impacts to people or the natural environment (*to water, air, soil or plants*) on this site? If yes, what are the ways Metro will mitigate and prevent negative impacts?
- 4) What could be the economic impacts to residents (*changes in taxes, rates, fees, job opportunities, future development*) of building a new facility on this site?
- 5) If this site is selected for purchase, how is Metro going to promote sustainability through this project?
- 6) What is the sites' history as it relates to the surrounding land, water and its natural features? (*inventory the resources as defined in Oregon Statewide Land Use Planning [Goal 5](#)*)
- 7) How will the development of this site impact traffic?
- 8) (*Optional*) Please include relevant information or further responses about Section II Community Criteria that are not yet addressed in questions 1-7.

Section IV. Beyond site selection criteria

This section will be used by the Future Metro South recycling and transfer center Project Management Team and Project Steering Team for consideration if and after a site has been approved for purchase and plans for design, construction, and programming begin. The advisory group voted to identify their priority for each criteria as a *must-have*, *prefer-to-have*, or *nice-to-have*.

Instructions: Please write a summary to describe how the project’s design and construction can or cannot address the priorities expressed by the Community Advisory Group. Results from the beyond site selection criteria should be shared with the project Steering Team and Metro Council after a property is purchased and before the project is submitted for land-use approval.

Property address: _____ Date of purchase: _____

Today’s date: _____

Priority	Community criteria for future planning of construction, services and programming
Must-have	Construction and operations minimize harmful impacts to the environment.
	Development on the site includes road safety improvements as well as accessibility features and designs to assist with safety/access for those with mobility, hearing or vision needs to avoid potential dangers to pedestrians, small vehicles and employees during construction and future operations (<i>provides pathways, sidewalks, vehicle speed control, etc.</i>)
	The site development plans should incorporate space to acknowledge the history of First Nations and the original inhabitants of the land the facility will be located on.
	Site should be well marked with signs in multiple languages so that all of the community knows of its services and benefits.
	Project promotes the reduction of toxic waste and avoids increasing environmental toxicity. (<i>Consider incorporating Greenguard certification guidelines for products used or ways to measure toxicity</i>)
Prefer-to-have	Site development maximizes resiliency in case of natural disasters or emergencies (i.e. floods, earthquakes, community emergency, etc.)
	Project identifies options for ongoing air quality monitoring or other tools that help gather data to protect local communities from negative environmental impacts during regular facility operations.
	Staff has investigated how Community Enhancement Grant funds can be shared among impacted communities surrounding the site.
	Collaborate with K-12 schools, colleges, work force development programs and universities to implement programs, educational certificates, or other activities that encourage education about waste reduction, environmental protection, or reuse/recycling.
	Explore ways to provide discounted fees for disposal for people in vulnerable communities like seniors and people living with disabilities.

Metro appreciates the Metro South community advisory group members and our partner Unite Oregon for their support in the creation of this Community Lens.

Strategic Investment Fund - Status Report

7/1/2021

City	Road / Project	SDC % Eligible	Rural / Urban	Total Project Cost Estimate	Possible SDC Contribution	Total Project Cost (2020 \$) with SDC Contribution	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28
Sandy	362nd: Paved shoulders from Skogan to OR 211 (362nd near Skogan curve and 362nd/Deming intersection relocation not included- add'l \$1.4 million minimum)	29.4%	Rural	\$1,611,000	\$473,634	\$1,137,366	\$50,000	\$200,000	\$941,018					
Estacada	Duus, Eagle Creek intersection relocation and turn lanes	53.4%	Rural	\$955,000	\$510,257	\$444,744		\$103,000	\$188,000	\$172,000				
Molalla	Bear Creek Bridge replacement and Molalla Ave shoulders (gravel) from Sawtell to Molalla City limits	44.9%	Rural	\$1,648,000	\$739,293	\$908,707				\$273,182	\$422,066	\$330,393		
Tualatin	Borland (sidewalks, multi-use path to Rolling Hills Church)	30.6%	Urban / Rural	\$1,773,675	\$542,567	\$1,231,108					\$168,826	\$255,040	\$1,026,885	
West Linn	Project tbd (or contribution to Hwy 43)		Urban	\$1,000,000	\$0	\$1,000,000								\$1,100,000
Canby	Jurisdictional Transfer - Maple, Redwood, 13th, Pine, Locust, 1st (includes 86 ADA ramps)		Rural	\$1,400,000	\$0	\$1,400,000	\$433,342	\$1,069,532						
Gladstone	Jurisdictional Transfer - Glen Echo, 82nd Dr, Kirkwood, Portland (6 ADA ramps)		Urban	\$250,000	\$0	\$250,000		\$257,500						
Happy Valley	Jurisdictional Transfer - Monner, Hagen, Sager, 162nd, Callahan, Idleman (5 ADA ramps)		Urban	\$580,000	\$0	\$580,000				\$633,782				
Lake Oswego	Jurisdictional Transfer - 20 roads (1 ADA ramp)		Urban	\$350,000	\$0	\$350,000					\$393,928			
Milwaukie	Jurisdictional Transfer - Lake (0 ADA ramps)		Urban	\$210,000	\$0	\$210,000		\$216,300						
Oregon City	Jurisdictional Transfer - Beaver Creek Road (includes 25 ADA ramps)		Urban	\$700,000	\$0	\$700,000						\$811,492		
Wilsonville	Jurisdictional Transfer - Stafford, Frog Pond, 53rd (0 ADA ramps)		Urban	\$150,000	\$0	\$150,000			\$159,135					
					(Costs inflated 3% per year)		\$ 483,342	\$ 1,846,332	\$ 1,288,153	\$ 1,078,963	\$ 984,820	\$ 1,396,925	\$ 1,026,885	\$ 1,100,000
					Revenue:		\$ 1,067,638	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000
					Cumulative:		\$ 584,296	\$ (162,036)	\$ (350,189)	\$ (329,153)	\$ (213,973)	\$ (510,898)	\$ (437,783)	\$ (437,783)



600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

June 14, 2021

Clackamas County Coordinating Committee
2051 Kaen Rd.
Oregon City, OR 97045

Dear Commissioner Savas, Mayor Hodson and C4 Members,

Thank you for your letter dated February 16, 2021, regarding your interest in adding South Metro Area Regional Transit (SMART) as a member to the Joint Policy Advisory Committee on Transportation (JPACT). We appreciate your raising this issue. During these difficult times of lockdown during COVID-19, it's important for all of us to work together in an inclusive way to address the problems that face our region.

At the time of your letter, Metro was waiting for direction from its federal partners. On March 24, Metro received the federal certification of our Metropolitan Planning Origination (MPO) and Transportation Management Area (TMA) from the U.S. Department of Transportation (USDOT) – in a letter jointly issued by the Federal Highway Administration (FHWA) and the Federal Transit Agency (FTA). In the certification, USDOT did not give Metro a corrective action regarding JPACT or the JPACT bylaws; instead, USDOT made what is called a “recommendation”. A recommendation, compared to a corrective action, is one that Metro may consider but isn't compelled to act upon. The relevant USDOT recommendation is below:

“Recommendation 14: Metro should work with the JPACT members and regional transit agencies to define how regional transit interests are represented on the committee. The JPACT By-Laws should explicitly and clearly describe the role of the regional transit representation seat, currently held by TriMet. The representation of transit agencies on JPACT could be further supported by inter-local agreements between the transit agencies. It is also recommended Metro consider direct representation of regional transit agencies on technical advisory boards and committees such as the Transportation Policy Alternative Committee (TPAC).”

In summary, USDOT will not *require* Metro to amend the JPACT bylaws. By not requiring a change in Metro's bylaws, the USDOT implied that the JPACT bylaws are currently in compliance with Moving Ahead for Progress in the 21st Century (MAP-21) guidelines. In fact, in our verbal communications with USDOT, they have indicated that Metro's JPACT bylaws are in compliance with MAP-21.

The USDOT recommends that Metro work to **facilitate coordination between the transit agencies as they relate to JPACT and TPAC**, using tools such as:

- Description of clear roles on JPACT and TPAC
- Regular, on-going communication between transit agencies in the region
- Inter-local agreements between transit agencies

Given the USDOT's recommendations, Metro proposes to convene a meeting with Tri-Met and SMART to discuss next steps with a trained, third-party facilitator. The purpose of the meeting or series of meetings with a facilitator would be to identify next steps. Because the recommendations from USDOT apply to the entire Transportation Management Area (TMA), there may be an opportunity to also include C-TRAN and the Regional Transportation Council (RTC) of southwest Washington at some point in the conversation. Metro believes these discussions must occur before any revisions to the JPACT bylaws are considered, and may potentially be achieved without amending the current JPACT bylaws.

Metro will aim to convene this meeting, or a series of meetings, in the summer and/or fall of 2021. We believe that this path forward will create opportunities for a truly regional transit system, enhance collaboration between transit agencies and benefit JPACT discussions moving forward.

Thank you again for reaching out. The C4 committee plays an important role in informing the priorities and practices of JPACT.

Please reach out to JPACT co-chair Margi Bradway with any questions you may have. Margi can be reached at margi.bradway@oregonmetro.gov.

Sincerely,

A handwritten signature in cursive script that reads "Shirley R. Craddick".

Shirley Craddick
Metro Councilor, District 1
JPACT Chair

cc: Lynn Peterson, Metro Council President
Christine Lewis, Metro Councilor District 2
Juan Carlos Gonzalez, Metro Councilor District 4



WE SUPPORT FEDERAL INFRASTRUCTURE INVESTMENTS IN THE I-205 BOTTLENECK PROJECT

June 16, 2021

We are requesting the Oregon Congressional Delegation’s full support to prioritize federal funding to seismically retrofit and widen the I-205 Abernethy Bridge over the Willamette River. Acting today ensures Phase 1 of this bottleneck project, one of many projects of regional and national significance in Oregon, can begin construction as early as 2022. Federal contribution will diversify the funds to construct this critical project now, and potentially prevent the need to toll the Abernethy Bridge years ahead of the implementation of a comprehensive regional pricing program.

The Abernethy Bridge is in need of vital seismic repairs and serves as a strategic link for freight transportation on the national interstate system providing a wide array of economic benefits to Clackamas County, the region, the State of Oregon, and the nation as a whole.

The proposed project will widen the I-205 Abernethy Bridge with an additional through-lane in each direction, eliminating a freight bottleneck on the I-205 corridor. Serving both Oregon and Washington residents and businesses, I-205 is predominantly six lanes for most of its 37-mile length. However, its southern-most section, which includes the Abernethy Bridge, reduces to only four lanes, creating bottleneck congestion in peak hours for commuters and freight users.

This project will provide enhanced freight mobility that will benefit the entire northwest. I-205 connects advanced manufacturing, high tech, forestry, agricultural, and distribution/shipping businesses in Clackamas County, Portland, and the Willamette Valley with major import-export facilities such as the Port of Portland, the Portland International Airport, and the Port of Tacoma. Improvements of the bottleneck at the I-205 Abernethy Bridge will benefit the businesses and their employees who depend on reliable movement of products to these freight facilities who do their part to strengthen the economy of Oregon and the Pacific Northwest.

Federal funding today can advance construction on the I-205 Abernethy Bridge and move the project to construction in early 2022. We are counting on your support for a project that will strategically enhance regional seismic stability and provide significant benefits to local and regional commuters, economic development, and West Coast freight mobility. We urge you to support this project, and thank you for your consideration of this request.