
Friday, October 01, 2021

3:00 PM – 5:00 PM

Zoom Link:

<https://clackamascounty.zoom.us/j/89619829307?pwd=a2ZzWFZ6OVE2MzB0MW9qbFV1ODEwUT09>

Telephone: 1 (346) 248-7799

AGENDA (Day 1)

- 3:00 p.m. Welcome & Introductions**
Chair Paul Savas & Mayor Brian Hodson, Co-Chairs
- 3:05 p.m. Overview of Retreat**
C4 Staff: Trent Wilson, Clackamas Government Affairs
- 3:15 p.m. I-205 Bus-on-Shoulder Projects**
Presenting: Dwight Brashear, SMART; Kristina Babcock, Clackamas County
- SMART Bus on Shoulder Materials **Page 04**
 - I-205 / Borland / Bridgeport Village Transit Service **Page 06**
- 4:00 p.m. Discussion: Transit Values on the I-205 Corridor**
Introducing: Trent Wilson, Clackamas Government Affairs
- Clackamas County Tolling Values and Outcomes **Page 08**
 - EMAC: Transit and Multimodal, Neighborhood Health and Safety, and Affordability – Preferred Options **Page 09**
- 4:30 p.m. C4 Business**
Annual opportunity to acknowledge bylaws, address questions and procedure.
- C4 Bylaws **Page 15**
- 5:00 p.m. Adjourn**

AGENDA (Day 2)
Saturday, October 02, 2021
8:00 AM – 10:00 AM

- 8:00 a.m. Welcome (Day 2) & Introductions**
Chair Paul Savas & Mayor Brian Hodson, Co-Chairs
- 8:05 a.m. Transit Development Plan Recommendations Recap**
Presenting: Karen Buehrig, ClackCo Long Range Planning Manager
- [Transit Development Plan](#) **Page 21**
- 8:30 a.m. Transit Discussion Jurisdiction Roundtable**
Discussion Memo **Page 35**
- “My jurisdiction’s next transit goal is...”
 - “We aim to accomplish that objective by...”
- 9:15 a.m. C4 Business – Agenda Priorities for Future C4 Meetings**
Introducing: Trent Wilson, C4/Clackamas Government Affairs
- Future Meetings Template **Page 36**
- 10:00 a.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)



Interstate 5 BUS ON SHOULDER Pilot Project in Wilsonville



Overview

The Oregon Department of Transportation is collaborating with South Metro Regional Transit to support more reliable travel by using the highway shoulder for transit vehicles. This innovative concept is referred to as Bus on Shoulder.

The pilot project extends approximately two miles in both directions of I-5 between the I-205 interchange and Elligsen Road. Authorized buses may use the shoulder in clearly marked areas when traffic drops below 35 mph.

No other vehicles are authorized to use road shoulders to bypass traffic. Emergencies always take priority in use of the shoulder.

Who

SMART is the only authorized transit provider to use the shoulder for this pilot project. Their experienced and highly trained bus operators will undertake additional training to support safe and efficient travel in the corridor.

When

This pilot will launch in November 2021, following the completion of a paving project. The pilot will last for one year, followed by a two-year review and assessment period. After the pilot evaluation, ODOT will consider steps to make this Bus on Shoulder corridor permanent.

Why

Bus on Shoulder is a low-cost multi-modal transportation solution used throughout the country with proven results including safe and cost-efficient means of addressing congestion.

ODOT's goals for this pilot are to create a more reliable transit commute and promote improved transit accessibility.

With less time on the road, vehicles will emit fewer emissions, helping support cleaner air in the community.

With small, but clear adjustments to road striping and other signage, Bus on Shoulder supports more efficient travel on Oregon's freeways without large infrastructure improvements that can take years to be realized. This Bus on Shoulder pilot project maximizes use of existing transportation infrastructure and planned highway maintenance, reducing the needed resources for implementation.



SMART 2X service will travel in the Bus on Shoulder pilot corridor.

How

In the designated 2-mile stretch of highway, buses may merge onto the shoulder if and when the traffic drops below 35 mph. Buses may drive up to 15 miles per hour faster than the flow of traffic in the main lanes, up to a maximum speed of 35 mph.

Cars, trucks and other non-emergency vehicles must remain in the designated highway lanes, and are not permitted to use the shoulder unless it's an emergency, to avoid large highway debris, or to make room for a passing emergency vehicle.

Emergencies take priority over buses. Transit operators are required to yield the shoulder to all emergency vehicles and to merge back into the main traffic lanes. Bus operators encountering an emergency will report back to dispatch so that subsequent operators on those routes are made aware of the obstructions ahead of time.

Contact

Don Hamilton • don.hamilton@odot.state.or.us • 503-731-8265

For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128,

TTY 800-735-2900 or Oregon Relay Service 7-1-1.

¿Habla usted español? Podemos proveer la información en esta publicación en español. Para recibir la información en español, por favor llámé al 503- 731-4128.

tinyurl.com/i5busonshoulder





Interstate 5 BUS ON SHOULDER Pilot Project in Wilsonville

FAQ

What is Bus on Shoulder?

Bus on Shoulder is a low-cost multi-modal transportation solution where authorized buses may use the shoulder along designated stretches of highway when traffic drops below 35 mph. With small adjustments to road striping and signage, Bus on Shoulder supports more efficient travel on Oregon's highways.

When can buses use the shoulder?

Authorized transit provider may use the shoulder in clearly marked areas along this stretch of highway when traffic speed drops below 35 mph. Bus operators will merge back into traffic lanes at the end of these designated Bus on Shoulder segments. Buses may drive no more than 15 miles per hour faster than the adjacent lane of traffic, up to 35 mph assuming traffic is slower.

Where is Bus on Shoulder allowed on I-5?

Bus on Shoulder will be permitted in the north and south bound directions of I-5 between the I-205 interchange and Elligsen Rd. The permitted length is approximately two miles.

When does Bus on Shoulder pilot begin?

The pilot is expected to start in the fall of 2021 after a maintenance paving project.

Who is authorized to use I-5 shoulder?

Buses operated by South Metro Area Regional Transit may use the shoulder. Emergency, law enforcement, highway maintenance, and other pre-authorized vehicles may use shoulders at any time.

What happens if I need to move my car over because of a breakdown or emergency?

Emergency use of shoulder due to collisions or adhering to emergency vehicles is allowed. Priority for shoulder use is always given to emergency vehicles or vehicle breakdowns. If you are involved in a traffic accident, you are expected to move your vehicle to the shoulder.

Are personal or freight vehicles allowed to use shoulders?

No, personal or freight vehicles are not authorized to use shoulders except in the case of avoiding debris or during emergencies. These vehicles must return to the travel lane immediately, if able. Non-authorized vehicles must also avoid buses in the shoulder.

How does Bus on Shoulder help my transit commute?

Bus on Shoulder projects in other states have demonstrated effectiveness with getting transit vehicles through congestion points faster, safely, and cost-effectively. Not only does this support more efficient traffic patterns, transit riders also benefit from a more reliable commute.

How is the Bus on Shoulder pilot funded?

ODOT will use construction project funds to add road striping, pavement legends, fabrication and installation of signs and sign structures as part of its 2021 repaving project. SMART will be responsible for operating Route 2X along the corridor using existing funding.

Will Bus on Shoulder become permanent?

Bus on Shoulder on I-5 is a one-year pilot project. ODOT will closely monitor and measure its effectiveness throughout the pilot. If ODOT deems the pilot effective and safe, ODOT will consider options to make bus on shoulder in this corridor a permanent option while also considering expanding authorized use to other transit agencies.

Which SMART bus routes will this impact?

SMART's Line 2X will operate on the shoulder during this pilot. SMART will also operate deadhead buses in this corridor, which are out of service buses.

tinyurl.com/i5busonshoulder



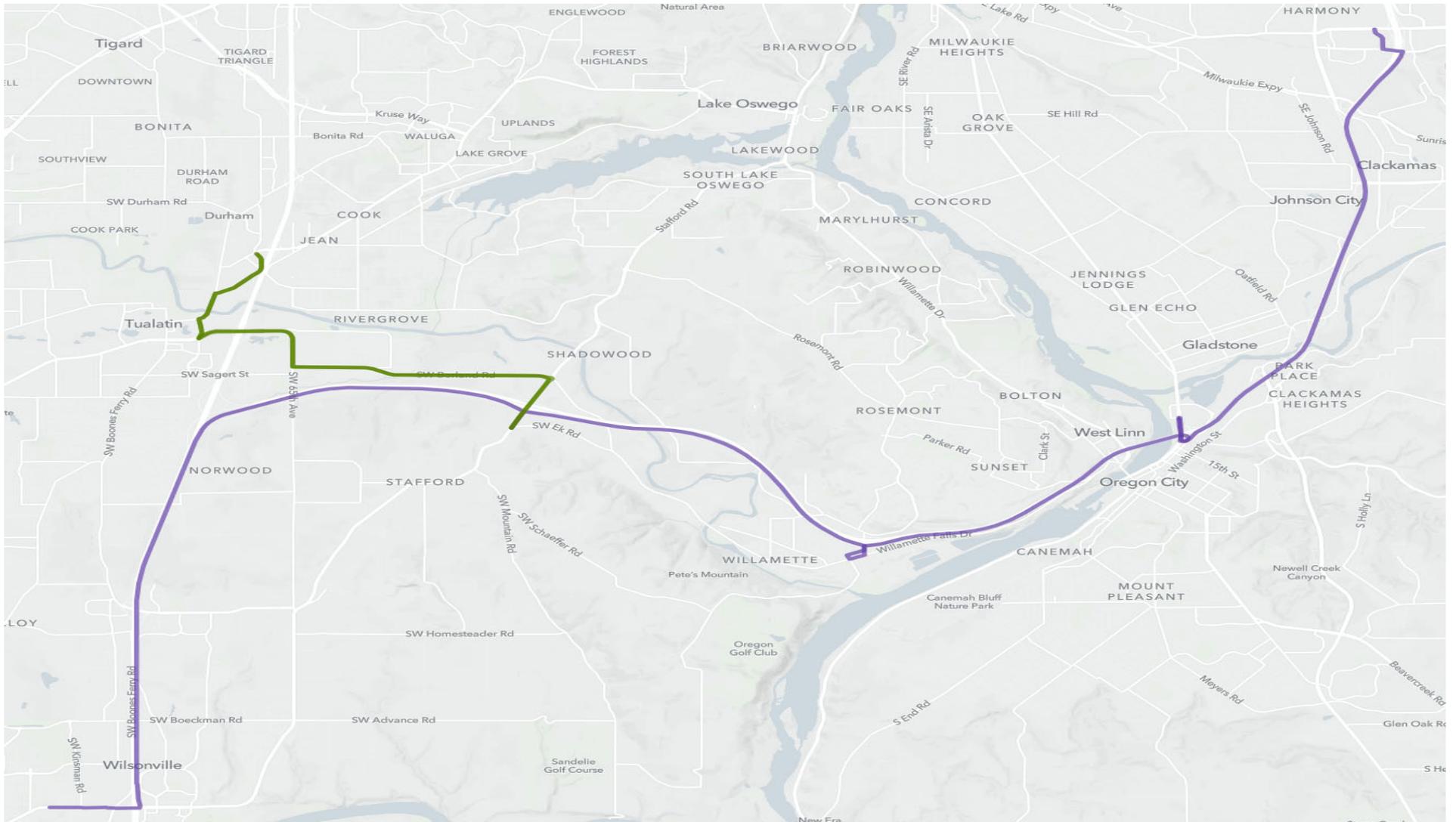
I-205 / Borland Rd. / Bridgeport Village Transit Service

Pilot Project Summary

The pilot project will create a transit connection between Washington County and Clackamas County to serve communities between Tualatin and Clackamas Town Center. This new pilot transit connection is building off a feasibility study done in 2020 that looked at the need for transit along the I-205 corridor. In FY22-23, SMART plans to implement commuter shuttle service between Wilsonville and Clackamas Town Center. SMART's express service will be enabled by and coordinated with ODOT implementing its bus-on-shoulder program along I-5 and I-205.

Ride Connection will pilot shuttle service connecting the Bridgeport Park & Ride in Tualatin and a shared stop with SMART at Stafford Rd interchange. This will provide a vital connection between southeast Washington County and western Clackamas County. Currently there is no direct transit access between Tualatin and Oregon City, which limits access to jobs and essential services for people of all income levels, but especially low income and minority populations. This important missing link would provide people from Tualatin, Wilsonville, Oregon City, West Linn, and Clackamas direct and efficient access between the two counties – service that does not exist today.

Partners for this project include Washington County, the City of Tualatin, the City of West Linn, the City of Oregon City, SMART and Ride Connection. Partners are looking for ways to extend and connect current transportation options that would allow people to move from Bridgeport Village in Tualatin to Oregon City, West Linn, and Clackamas Town Center, and additionally connect to essential services off of Borland Rd. This project would look to extend Ride Connections Tualatin Shuttle to provide service to Meridian Park Hospital and out Borland Rd, where it would connect with SMART. SMART would be expanding their planned service along I-205 (bus on shoulder) to include stops in West Linn and Oregon City.



CLACKAMAS COUNTY VALUES
ON PROPOSED TRANSPORTATION FUNDING SOLUTIONS
FOR THE INTERSTATE SYSTEM IN THE PORTLAND METROPOLITAN AREA

4.15.2021

Clackamas County supports a functional regional interstate system that prioritizes equity, safety, a vibrant economy, healthy and active communities, climate action, disaster resilience, and the reliable movement of people and goods.

We acknowledge that additional funding is needed to construct these projects and other improvements on the interstate system. Clackamas County has identified the following values that should be reflected in any approved funding solutions.

To ensure a safe, equitable regional interstate system, funding solutions should...

- Support timely allocation of funds to construct the projects of statewide significance from HB2017
- Ensure that revenue be reinvested in projects identified by an inclusive public process led by ODOT and coordinated with the local governments
- Elevate engagement with people who have been historically left out of policy discussions, such as low income families and people of color
- Establish viable alternative transportation options that support the functionality of the interstate system, such as an accessible transit system, in areas with inadequate service
- Support necessary improvements to accommodate the region's current and projected growth

To support a vibrant economy & ensure the reliable movement of people and goods, funding solutions should...

- Ensure that no tolling or congestion pricing occurs on any one part of the system prior to full system implementation to avoid economic disadvantages or unfair burdens on people (communities, businesses, and the movement of commerce)
- Maintain a transportation system for urban and rural residents that is dependable and predictable to attract new businesses and industry, and provides reliable travel times for commuters and employers
- Enhance opportunities for Disadvantaged Business Enterprise (DBE) in capital projects and incorporate Construction Career Pathways (C2P2) strategies to promote diversity in skilled construction occupations

To prioritize disaster resiliency and climate action, funding solutions should...

- Provide safe, efficient evacuation routes during natural disasters, such as wildfires and earthquakes, by upgrading vulnerable bridges and other transportation infrastructure to be earthquake ready
- Balance transportation improvements with the County's goal to be carbon neutral by 2050 by working to improve regional air quality and mitigate impacts of vehicle pollution on public health and the environment

To support healthy and active communities, funding solutions should...

- Mitigate impacts on local facilities caused by diversion/rerouting of trips (all modes)
- Embed safety, health and equity into project designs and program policies (all modes)
- Improve connections and travel options to places of work, school, medical care, and recreation

This document is not an endorsement or acceptance of any proposal to implement tolling or congestion pricing on I-205, as we believe it will have a disproportionate and detrimental effect on Clackamas residents, businesses, and visitors.

Transit and Multimodal, Neighborhood Health and Safety, and Affordability – Preferred Options

Key Statements

The following key statements are from the EMAC [DRAFT] Recommendation to the Oregon Transportation Commission dated August 25, 2021.

In developing recommendations for the Oregon Transportation Commission to consider at your November 2021 meeting, we [EMAC] want to make sure we are communicating the following:

- **The following recommendations are based off of our personal expertise and experience in the community, Toll Program community engagement input, review of research on case studies and best practices, and extensive and meaningful discussions on the Committee.** These recommendations provide a snapshot in time. New information is continually being added as the Toll Program develops that may alter these recommendations.
- **Our work to date has focused on the I-205 Toll Project area, not tolling on I-5 and I-205 (Regional Mobility Pricing Project).** No assumptions should be made about the transferability of recommendations from one project to the other.
- **Further work needs to be done to determine what will advance equity in the I-205 Toll Project.** A key step in this process will be to examine the findings of the impacts analysis that ODOT is currently conducting, which should be coming in late 2021 to early 2022. Proposed investments will need to be taken to the Equity Framework-identified communities that will be impacted to ask them what will best advance equity.
- **The Regional Mobility Pricing Project requires the same degree of expertise, experience, research, and engagement that has gone into the I-205 project (if not more).** For example, since there will be important project-level decisions on the Regional Mobility Pricing Project from 2022 to 2024, we recommend that an equity oversight committee. The application of recommendations for the I-205 area should not be applied to the regional system without careful evaluation, analysis, and community input. We want to make sure that ODOT applies the same level of rigor answering key equity questions regarding the Regional Toll Program, as well as interactions between the two toll systems once both are operational.
- **Tolling impacts all users in the greater Portland region which includes Oregon and Washington. It is important that equity and mobility benefits not end at the state line.** Therefore, EMAC wants to ensure that advancing equity includes anticipating the needs of Equity Framework communities from the entire region.

Transit and Multimodal, Neighborhood Health and Safety, and Affordability – Preferred Options

Dedication of toll revenues for investment

- Dedication of (%) of toll revenues or (\$) annually toward a combination of transit and active transportation investments. Funneling revenue to transit does not address the fundamental concern that pricing harms poor drivers. Furthermore, bus riders are disproportionately low-income and may be impacted if rerouting increases congestion on local streets, making travel slower for buses on those streets. Bus riders may also benefit if less congested highways make bus travel faster. Transit investments should be informed by identified needs and strengths of Equity Framework identified communities and these investments need to accurately address how bus riders could be impacted.
- Dedicate (%) of toll revenues or (\$) annually to Community Based Organizations to invest in programs or projects that improve transit and active transportation options, neighborhood health, local/small businesses, address impacts of climate change, or improve safety.
- Dedicate (%) of toll revenues or (\$) annually to address diversion off of the highway created by tolling, especially for communities identified in the Equity Framework. Investments would address the following health and safety needs:
 - a) Access to human needs: providing (or inhibiting) access to means of livelihood (e.g., jobs), essential goods (e.g., food, fuel and water), and essential services (e.g. health care, mental health services health promoting activities, and education)
 - b) Neighborhood livability: facilitating movement of people and goods, physical activity, and social engagement, and limiting crime and disorder in one’s immediate neighborhood surroundings
 - c) Safety: preventing injuries and fatalities in the transportation system
 - d) Environmental quality: preventing emissions of environmental pollution (noise, air, water) related to system operation and associated health impacts

Exemptions, credits, or discounted toll rates

- Public transit vehicles should be exempt from paying tolls.
- Provide exemptions for registered vanpools and carpools to promote ride sharing.
- Provide credits, exemptions, or discounts for public emergency response vehicles, non-emergency medical transportation, and to support social service or non-profit health organizations recruit and retain volunteer drivers.
- Provide credits, exemptions, or discounts for drivers who are people experiencing low-income.

Transit and Multimodal, Neighborhood Health and Safety, and Affordability – Preferred Options

Defining the location (corridor) for investments from toll revenues

- A balanced approach of focusing on highway and areas farther from the highway that will be affected is needed. Consider a wider area of impact to include rural areas where Equity Framework-identified communities live not a limited distance from the highway.

Toll project analysis and development of an equitable toll program

- Improve the Oregon Toll Program’s impact on health and safety through the development of the toll project environmental review process that complete the following actions:
 - a) Design the toll system to lessen congestion on the highways to improve the lives of those living near or traveling on them, which are disproportionately people from Equity Framework-identified communities.
 - b) Analyze the benefits to neighborhood health and safety to determine what investments are advancing equity, not just maintaining the status quo.
 - c) Provide detail about local air quality monitoring and conditions, which is beyond a look at the regional impact.
 - d) Take additional steps than what is traditionally measured in the federal review process to connect transportation planning to health outcomes; integrate a Health Impact Assessment (HIA) or elements of an HIA into the process.
- Analyze impacts to affordability by the percentage of household income for lower- income drivers compared to middle and higher-income drivers.
- Find the right balance between discounts and or exemptions and revenue generation. Analyze the tradeoffs between exemptions, credits, or discounted rates based on income versus collecting the toll revenues and investing them into equity and mobility strategies. Equity Framework identified communities should be involved in the analysis and decision-making process on determining what would best advance equity.
- Look beyond the standard definition of low-income. When establishing the definition for “low-income” for the income-based toll rate, include a range that encompasses more than the federal definition for poverty. For the toll projects federal environmental review process (NEPA), a measure of 200% of the federal definition for poverty was assumed. This should be the baseline for future consideration. The reality is that people move below and above the federal definition for poverty in a short span of time.

Toll rate setting and future oversight

- ODOT should implement an income-based toll program that is progressive in nature. Meaning, that higher-income drivers will pay a larger share or percentage of household income than lower-income drivers.

Transit and Multimodal, Neighborhood Health and Safety, and Affordability – Preferred Options

- ODOT will produce annual reports for the Oregon Transportation Commission on a set of measures that track the progress of policies and strategic-investments in transit and multimodal transportation options, neighborhood health and safety, and impacts to affordability to understand whether actions are achieving their intention.
- When setting the toll rates, consider setting price caps on increases to the lower-income toll rate.
- Build into the system where voices from Equity Framework identified communities are included in the decision-making process.
- Establish a monitoring and communications system to understand whether the actions are taken to address affordability in the planning stage actually reach low-income drivers' needs. Ensure that people experiencing low income who struggle to meet basic needs (food, shelter, clothing) will have a path forward to travel toll-free.

Toll system design that recognizes historic and current barriers and plans to address them

- Include a baseline for Disadvantaged Business Enterprise investment that goes beyond what is federally required
- Create an integrated and easy-to-use fare system. Coordinate between Oregon and Washington, as well as across different types of mobility (for example, bike, scooter, carpooling, car sharing)
- Provide a cash-based option for paying tolls.
- Offer additional time to pay a toll bill without incurring fines.
- Work directly with community-based organizations to establish fair enforcement policies for Equity Framework identified communities. Tolling should not contribute to more financial indebtedness for people experiencing low income, nor should it lead to criminal penalties.
- Design the system to be clear and easy to use for everyone, including non-English language speakers. Collaborate with trusted organizations and individuals within Equity Framework communities to overcome historical and current barriers of trust, language, and financial impacts to obtaining a transponder and understanding the toll rates for location and time of day.
- Transponders should be free or should come pre-loaded with credits to cover the cost of the purchase.
- Set a no- or low minimum balance requirement for loading or maintaining transponders.
- Design and implement an interoperable system to accept transactions from transit, parking, and other modes of travel.

Transit and Multimodal, Neighborhood Health and Safety, and Affordability – Preferred Options

- Ensure the process of applying for exemptions, discounted rates, or credits considers varying degrees of technological competency and access. Internet reliability in rural areas and how that could affect their ability to access services online (load transponders, apply for exemptions, etc.).
- Design and implement an interoperable system that provides benefits equally in Oregon and Washington. Look at Rideshare Online as an example of rideshare and vanpool services that serve Oregon and Washington. Likewise, TriMet’s HOP card is an example of a system that accommodates users in Oregon and Washington.

Transportation needs in the I-205 Toll Project area

- Pursue a regional vision for bus-on-shoulder service (in coordination with mobility hubs) that considers the following:
 - a) Improvements to support existing transit and expanded transit (e.g., park-and-ride)
 - b) Mobility as a service – vanpools, telework, car sharing, walkability, scootering, ridesharing, electric vehicle charging stations, ride-hailing, real-time technology, etc.
 - c) First and last 5-mile connections off the highway to jobs, school, home, and healthcare
 - d) Americans with Disabilities Act access and safety
 - e) Transit Oriented Development coordination with affordable housing and jobs development

Addressing the impacts of diversion

- Prioritize capital investment to improve transit and multimodal safety in areas affected by diversion.
- Analyze whether a credit system or discounted rate to lower-income drivers who are local residents of the I-205 area in the time between when I-205 tolling starts and the regional I-5 and I-205 toll system (Regional Mobility Pricing Project) comes online would advance equity. Credits provided after a certain number of trips could lead to more cars on the road.

Work with transit agencies to support equitable investments with toll revenues. Identified needs and strengths of Equity Framework identified communities should inform Transit investments.

- Transit agencies often have a process for where investments are most needed – ODOT should leverage this process by incorporating this information in its planning.
- Acknowledge that transit investments help enhance alternatives to driving and give people better choices but not everyone will be interested or able to take transit as an alternative to tolling.

Transit and Multimodal, Neighborhood Health and Safety, and Affordability – Preferred Options

- Transit efficiency, reliability, and convenience is key, so people have a good user experience.
- ODOT should study whether tolling will result in increased transit demand on existing routes that may lead to overcrowding, as well as other potential impacts.
- Before day one, transit investments may be needed in certain corridors to ensure transit agencies can accommodate an increase in riders or avoid impacts to travel speeds.

CLACKAMAS COUNTY COORDINATING COMMITTEE BY-LAWS

1. PURPOSE

The Clackamas County Coordinating Committee (C-4) was founded by the County to promote a partnership between the County, its Cities, Special Districts, Hamlets, Villages, and Community Planning Organizations (CPOs).

C-4's primary functions are to:

- Enhance coordination and cooperation between the jurisdictions
- Establish unified positions on land use and transportation plans
- Provide a forum for issues of mutual benefit and interest
- Promote unified positions in discussions at the state and regional levels

2. MEMBERSHIP POLICY BODY

Committee membership shall consist of representatives from the following jurisdictions, communities, and districts:

Voting Body		Members	Votes
<i>* = Urban Jurisdiction</i>			
<i>^ = Urban & Rural Representation</i>			
County	Board of County Commissioners [^]	2	2
Cities	Barlow	1	1
	Canby	1	1
	Estacada	1	1
	Gladstone*	1	1
	Happy Valley*	1	1
	Johnson City*	1	1
	Lake Oswego*	1	1
	Milwaukie*	1	1
	Molalla	1	1
	Oregon City*	1	1
	Portland*	1	1
	Rivergrove*	1	1
	Sandy	1	1
	Tualatin*	1	1
	West Linn*	1	1
	Wilsonville*	1	1
	Communities	CPOs [^]	1
Hamlets		1	1
Villages		1	1
Districts	Fire*	1	1
	Sanitary*	1	1
	Water*	1	1
Total		24	24

Non-Voting Body		Members
Regional	Metro*	1
	Clackamas Citizen from MPAC	1
Transit	Rural	1
	Urban*	1
Other	Port of Portland*	1
Total		5

At a minimum, Clackamas County Board of Commissioners will select its two (2) elected representatives in February of odd-numbered years and notify the Secretary of C-4 by letter signed by the Chair or a designee appointed by the Chair.

At a minimum, the cities shall provide the names of their elected C-4 representatives and alternates by letter signed by the Mayor or their designee in February of each odd-numbered year to the Secretary of C-4.

The special districts/authorities representatives shall be designated by agreement among districts/authorities represented. The Hamlet and Village representatives shall be designated by agreement among the County’s Hamlets and Villages represented. The process for designating the representatives shall be established by agreement among each of the groups of Districts/Authorities and Hamlets/Villages. Each of these entities shall submit the names of their elected C-4 representative and alternate to the Secretary of C-4 by letter signed by the Chairs of the Boards represented in February of every even-numbered year.

The CPO representative and alternate shall be determined in a process that is guided by the County and includes the opportunity for input of each of the County's recognized CPOs and the County's Committee for Citizen Involvement (CCI). That selection process shall be completed by February of each even-numbered year and the name of the representative and alternate shall be submitted to the C-4 Secretary.

Each jurisdiction with a voting membership shall have one (1) vote, with the exception of the County which has two (2) votes. The cities, special districts, and Clackamas County representatives to JPACT and MPAC are encouraged but not required to have their representative as a voting member or alternate on C-4.

The Metro Council shall provide the name of their C-4 representative and alternate by letter signed by the Metro President or his/her designee in February of each odd-numbered year.

The representatives from the Port of Portland, the transit agencies, and the Clackamas Citizen from MPAC are not elected officials, and their membership is determined by appointment from their respective organizations.

3. EXECUTIVE COMMITTEE

The Executive Committee shall be comprised of a representative of: (a) the board of county commissioners, (b) an urban city, (c) a rural city, (d) water and sewer districts, (e) fire districts, and f) Hamlets, Villages, and CPOs. The Executive Committee will establish the agendas for meetings of C-4, including additional agenda request items that may be made as set forth in section 5(G) of these Bylaws, and may make recommendations to the C-4 body on action items as appropriate. C-4 Metro Jurisdiction cities and Rural Cities shall elect their respective Executive Committee representatives annually at the March C-4 Regular meeting. Special Districts shall annually determine their own Executive Committee representative selection process and shall submit the name of the appointment by a letter signed by the chairs of the special district boards to the Secretary of C-4 at or before the March C-4 meeting.

4. OFFICERS

The co-chairs of the Executive Committee will also serve as the co-chairs of C-4 and shall be elected annually at their March meeting by members of the Executive Committee from among its members. The County member will co-chair the Executive Committee and C-4. The secretary of the Executive Committee and C-4 shall be a county staff member designated by the Board of County Commissioners.

5. PROCEDURES

A. Meetings

All meetings of C-4 and any of its subcommittees are considered public meetings under Oregon's Public Meetings Law. Meetings will be held monthly on a day to be determined by C-4 or called as needed by the co-chairs or by a vote of C-4. The secretary is responsible for notifying members of the meeting time and place and for preparing the agenda. Meeting notices will be provided to the C-4 members, interested parties, and to the public as soon as practicable and shall include a list of the principal subjects anticipated to be considered.

B. Quorum

A quorum of C-4 shall consist of a majority of the participating jurisdictions' voting members.

C. Voting

Votes in C-4 shall carry by a simple majority of those present, provided that no action shall be taken unless a quorum is present. Only members or their designated alternate shall have voting rights.

D. Alternates

A designated alternate will sit in the absence of a member and shall have full voting rights. Alternates will be appointed by the member jurisdiction. There shall be no alternates for either of the co-chair positions.

- E. Records
All C-4 actions shall be documented in the form of minutes, memoranda and special reports. The secretary will be responsible for such documentation and distribution of such minutes, memoranda and reports.

- F. Rules
Meetings shall be conducted in accordance with Sturgis' Standard Code of Parliamentary Procedure.

- G. Additional Agenda Requests
Before presentation to C-4 for action, agenda items shall be presented to the Executive Committee for consideration and placement on the agenda of an upcoming meeting of C-4. Only voting members of C-4 shall be eligible to recommend agenda placement items. If the Executive Committee declines to place an item on the C-4 agenda, then any voting member may present the agenda item for consideration of placement as an agenda item to the entire C-4 body. The matter shall be presented by the voting member under "other business." If C-4 votes in the affirmative to place the matter on the agenda, then it will be placed as an agenda item on the next meeting agenda. If that agenda is full, then not later than the following meeting, unless a later agenda date is otherwise agreed to by the voting C-4 members present. Compliance with this section may be waived where circumstances warrant faster action by an affirmative vote of two-thirds of those C-4 voting members present.

6. ADVISORY SUBCOMMITTEES:

- A. Metro Subcommittee
C-4 members who are within the Metro jurisdiction or serve on the Joint Policy Advisory Committee on Transportation (JPACT) or the Metro Policy Advisory Committee (MPAC) shall be a subcommittee of C-4 named "C-4 Metro Subcommittee." This subcommittee shall be a consensus forming body for issues being addressed at JPACT and MPAC and other Metro related issues, and will forward as needed recommendations to the larger C-4 body. This subcommittee will be led by two co-chairs consisting of (1) one Clackamas County commissioner and (1) one Clackamas city member. Both co-chairs will serve as voting members on either JPACT or MPAC. This subcommittee will also be able to facilitate limited decisions through special caucus, specifically a caucus of city members to discuss the selection of the city co-chair and the selection of the MPAC Other Cities of Clackamas County seat per Metro MPAC Bylaws and, if approved by Clackamas County's largest city per Metro JPACT bylaws, the selection of the JPACT Cities of Clackamas County seat, with each seat having a primary representative and an alternate.

- B. Rural Cities Subcommittee
C-4 members who are outside of the Metro jurisdiction shall be a subcommittee of C-4 named Rural Cities subcommittee. This subcommittee shall at a minimum develop positions relative to transportation issues and related funding for presentations to the ODOT Region 1 Area Commission on Transportation (R1ACT). The Rural Cities

subcommittee shall also consider coordination with the County, State, and other jurisdictions as appropriate, on land use, planning, or other issues that may uniquely affect these cities located outside of the Metro boundaries.

C. Management Advisory Subcommittee

The administrator of each city, district, authority and county shall serve as a Management Advisory Subcommittee. This subcommittee will provide overview and advice to C-4 and support the work of the Technical Subcommittees. The subcommittee shall also have the responsibility, as directed by C-4, of constituting any ad hoc subcommittees or other groups established for information and advice on specific issues. The Management Advisory Subcommittee shall meet as needed.

D. Technical Advisory Subcommittees

C-4 shall be informed and advised by the following standing Technical Advisory Committees, as well as other ad hoc subcommittees established and chartered at the direction of the co-chairs for information and advice on specific issues, plans or projects of interest to C-4.

1. Clackamas Transportation Advisory Committee (CTAC)

The membership of CTAC shall consist of staff representatives of all agencies on the policy body and is to review transportation plans, projects, and funding issues, and make recommendations to C-4. CTAC shall operate under the same procedures as the policy body, and will meet as needed to be determined by committee members. Member cities will have only one vote when votes are required.

2. Land Use Advisory Subcommittee

The membership of this subcommittee shall consist of the planning directors or the staff persons with lead planning responsibility for all agencies on the policy body. The subcommittee is to focus on land use issues and transportation issues that may have an impact on land use. The subcommittee shall operate under the same procedures as the policy body, and will meet as needed to be determined by subcommittee members or when scheduled by the chairman or by a vote of the subcommittee.

3. Clackamas Transit Providers Subcommittee

Staff of C-4 members who represent or operate a public transit service, or receive service, shall be members of a subcommittee named Clackamas Transit Providers Subcommittee. The Clackamas Transit Providers Subcommittee will meet as needed to coordinate on county-wide transit related issues and will provide recommendations to C-4 for adoption of official positions.

7. DEFINITIONS

Urban cities are those incorporated cities located, either fully or partially, within Clackamas County and also located within Metro's Urban Growth Boundary.

Rural Cities are those incorporated cities located within Clackamas County and also located outside Metro's Urban Growth Boundary.

The Hamlets and Villages are designated communities recognized by Clackamas County as participating in the Hamlets and Villages Program.

Housing as a topic of discussion is not specifically found in the primary functions of the bylaws, but is understood by C-4 to fall within land use and transportation issues.

Community Planning Organizations (CPOs) are officially recognized by the County and statutorily defined public bodies that consist of citizen volunteers who represent their neighborhoods on issues of importance to local communities and make decisions and recommendations to the County.

8. AMENDMENTS

These by-laws may be amended from time to time by a majority of the members of C-4, provided that all voting members of C-4 and all fire districts, water districts/authorities and sanitary sewer districts/authorities have been sent copies of the proposed amendments thirty (30) days prior to the meeting where action on the rules is scheduled.

Adopted on September 26, 2001

Amended on March 3, 2005

Amended on February 5, 2009

Amended on January 7, 2010

Amended on November 3, 2011

Amended on April 4, 2013

Amended on December 5, 2013

Amended on January 5, 2017

Amended on October 5, 2017

Amended on February 1, 2018



CLACKAMAS COUNTY
TRANSIT DEVELOPMENT PLAN



TRANSIT DEVELOPMENT PLAN EXECUTIVE SUMMARY

March 2021



PURPOSE OF THE PLAN

In 2017, the Oregon Legislature passed Keep Oregon Moving (HB 2017), which created a new source of funds for transit projects. These funds are available for transit projects both inside and outside of existing transit districts or service areas. Projects must be identified within a plan to be eligible for HB 2017 funding.

Clackamas County has a unique and growing role as a coordinator of transit services between the six public transit providers that serve the County, and as a facilitator to implement small scale transit and transportation services. Historically, Clackamas County has managed the distribution of funds for transportation services for elderly and disabled populations, as well as for the Mt Hood Express transit service through its Social Services division. With the advent of this new source of funds and the ability to access funds for transit shuttles within the TriMet district, the County's responsibilities have expanded.

The **Clackamas County Transit Development Plan (TDP)** is intended to guide future transit investments and communicate a coordinated vision for transit service and access to transit across all of Clackamas County. In particular, this TDP focuses on areas currently lacking transit service. It guides investments of Statewide Transportation Improvement Fund (STIF) grants by identifying needed and priority connections and other actions needed to support transit usage throughout the County.

The TDP is focused in two areas:

- **TriMet Service Area** - provides detailed analysis and transit level-of-service information to inform future STIF plans and TriMet service implementation. Clackamas County has lower levels of service in its urban areas compared to Multnomah and Washington County. TriMet will ultimately decide on and implement service changes, with input from the TDP.

(Transit planning for areas of the county with other existing service providers [e.g., Wilsonville, Canby, Molalla, Sandy] is addressed in those providers' TDPs).

- **Unincorporated Areas** - the TDP recommends how transit service providers can cover these areas in the future and how existing transit services across the county can be better connected.

VISION

Provide guidance for an equitable, safe, convenient and connected transit network throughout Clackamas County that will support the health and well-being of individuals, communities the economy and the environment.

GOALS

These goals helped to shape the evaluation criteria and outcomes of the TDP and will continue to guide the County's decisions throughout implementation.

- **Enhance Connectivity**
- **Prioritize Equity, Health & Safety**
- **Promote Sustainability**
- **Improve Customer Experience and Mobility**

PRIORITIZING EQUITY

Equity objectives aimed to improve access to transit-dependent residents, including historically marginalized and underrepresented communities: communities of color, low-income households, people with disabilities, youth, and people over the age of 65. In addition, the TDP project team worked with several community organizations to better understand the needs of transit-dependent populations across Clackamas County.

More information can be found in the Vision, Goals, and Objectives section of the TDP.

Project Process

The Clackamas County TDP came together in four broad steps:



Throughout the TDP process, public involvement played a major role in shaping the plan. As the COVID-19 pandemic swept across the country in March 2020, all public involvement activities were shifted into a virtual environment.



Online Surveys: The project had two surveys – first to understand how respondents use transit and where they would like transit to go, and second to seek feedback on future service alternatives and routing for new bus lines – with several hundred respondents for each survey.



Advisory Committees: A Technical Advisory Committee (TAC), made of up city and transit agency staff from jurisdictions across the county, and Public Advisory Committee (PAC), made up of community members representing various transit user constituencies, provided feedback at every step of the plan and helped shape final recommendations.



Small Group Listen Sessions: An open forum for people to discuss their relationship with transit and potential changes to a countywide transit network.



Targeted Outreach: A way to reach particular groups of interest, such as community planning organizations across the county, Hispanic community organizations, and specific city councils or parks and recreation districts as requested.

Existing Transit Network

There are seven transit providers in Clackamas County. Their routes and transit districts are shown in Figure 1. These providers are:

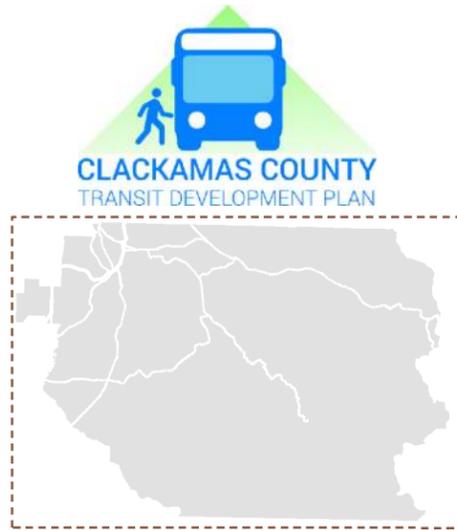
- Canby Area Transit (CAT)
- Clackamas Community College Xpress Shuttle
- Clackamas County – Mt. Hood Express
- Sandy Area Metro (SAM)
- South Clackamas Transportation District (SCTD)
- South Metro Area Regional Transit (SMART)
- TriMet

More information can be found in the Baseline Conditions section of the TDP.

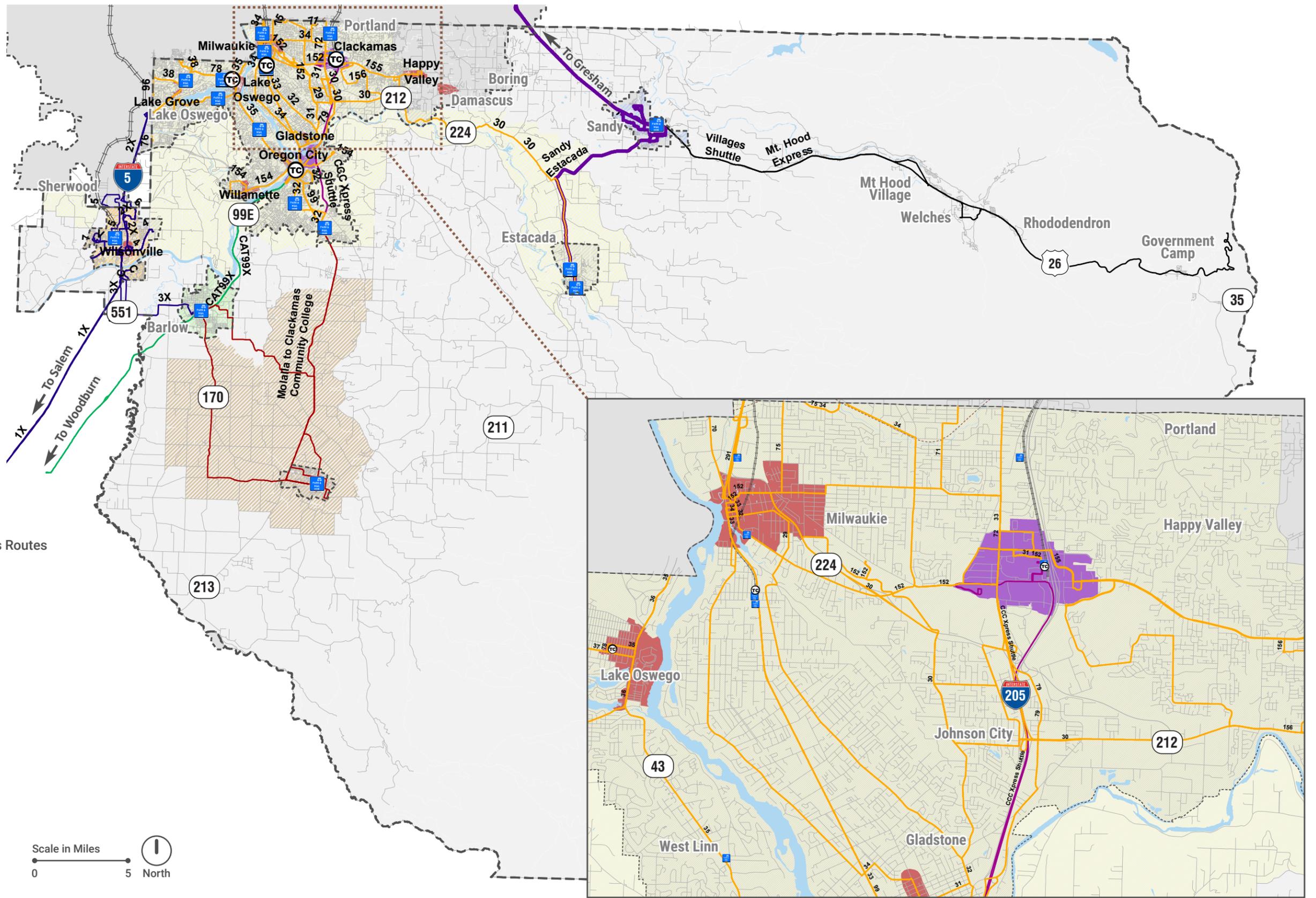
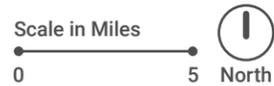
Other Transportation Services:

In addition to the transit services addressed in this TDP, there are other transportation services available to people within the county. These services are typically available to the elderly and disabled. They include:

- Senior Center and first/last-mile shuttles, often provided or supported by Ride Connection
- Transportation Reaching People



- TriMet Transit Centers
- Park and ride lots
- TriMet Bus Routes
- South Clackamas Transit District (SCTD) Routes
- Canby Area Transit (CAT) Routes
- Sandy Area Metro (SAM) Routes
- South Metro Area Regional Transit (SMART) Routes
- Clackamas County—Mt Hood Express Routes
- CCC Xpress Shuttle Route
- Existing TriMet Rail
- Regional Center
- Town Center
- Canby Area Transit
- Sandy Area Metro
- South Clackamas Transportation District (SCTD)
- South Metro Area Regional Transit (SMART)
- Tri-County Metropolitan Transportation District of Oregon (TriMet)
- Urban Growth Boundaries
- County Boundary



CLACKAMAS COUNTY TRANSIT OVERVIEW

FIGURE 1

Future Service Network and Prioritization

The future service opportunities were categorized into short-term, medium-term, and long-term recommendations based on the existing and future needs analysis, and public and stakeholder outreach.

The short-term, medium-term, and long-term recommendations are listed in Tables 1, 2, and 3 and shown on the full county transit network in Figures 2, 3, and 4.



Short-Term Recommendations

All short-term recommendations have long been documented needs for the county.

Two Clackamas County shuttle routes are set to be implemented in early 2021. These two shuttle routes are shown in the figures but are not shown in Table 2.



Medium-Term Recommendations

The medium-term recommendations balance future transit demand and the growth of the countywide transit network in both urban and rural settings.



Long-Term Recommendations

The long-term recommendations continue to expand service in corridors and areas highlighted in the short-term and medium-term recommendations. In addition, the long-term recommendations include establishing new service.

Last Mile Connections and Mobility Hubs:

In places where transit is not available, addressing the first- and last-mile connections to public transportation facilities and services is critical. Examples of the types of actions needed to provide last-mile connections include improving accessible facilities, providing sidewalks, trails, bicycle parking, bikeways, carshare, Uber/Lyft and taxis, rideshare, and bikeshare services. In some places, smaller buses, such as shuttles, are appropriate. To connect all of these ways to get around, the Transit Development Plan addresses the need for Mobility Hubs. It also indicates places where a smaller vehicle may be an appropriate way of providing the service. Mobility hubs can include transit centers, should be prioritized for bicycle and pedestrian improvements, and may have other amenities.

Table 1. Short-Term Recommendations

ID	CORRIDOR OR AREA	EXISTING RUNS PER DAY	ADDITIONAL TRANSIT RUN DEMAND	RECOMMENDATION	DISTRICT / PROVIDER	VEHICLE SIZE	STATUS
ST-1	Highway 43: Oregon City to Portland	47	48	Implement 15-minute service on Line 35, new service on Rosemont Road	TriMet	Larger	In Provider Plan
ST-2	I-205: Oregon City to I-5 Interchange	0	47	Implement hourly local service via Ride Connection's Borland Road service and hourly express service on I-205 (Option D1) (about 28 runs per day total)	Borland Road: Ride Connection Wilsonville – CTC: SMART (potential) Tualatin – CTC: TriMet (potential)	Smaller and/or Larger	In Provider Plan
ST-3	East Tualatin	0	8	Hourly service provided by Ride Connection route	Borland Road: Ride Connection	Smaller	In Planning Phase
ST-4	Jennings Lodge-Oak Grove-Oatfield	0	16	New hourly Happy Valley–Oregon City Service (about 8 runs per day); Triggers Mobility Hub in Clackamas Industrial Area and in Happy Valley	TriMet	Larger	In Provider Plan
ST-5	Milwaukie Industrial Area	33	31	Implement hourly shuttle service; expand Line 152 service hours (about 12 runs per day)	Likely a Pass-Through Funded Shuttle	Smaller	Feasibility Study Underway

New service or enhanced service?

The recommendations include establishing new services as well as expanding existing services. Each recommendation identified the amount of new service recommended, existing or potential new provider operating the service, what vehicle size is most appropriate, and what previous planning or efforts have been conducted.

What types of service are planned?

Smaller buses are best-suited for demand-response or deviated fixed-route services, where vehicles may need to navigate more local streets and carry fewer passengers. Larger vehicles are best-suited for more fixed-route services, where the bus would stay on larger streets and carry more passengers.

More information on these recommendations can be found in the Needs Summary and Future Service Network and Prioritization sections of the TDP.

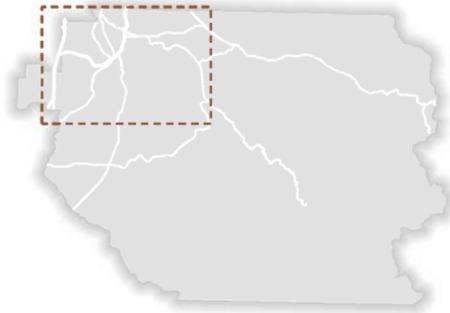
Table 2. Medium-Term Recommendations

ID	CORRIDOR OR AREA	EXISTING RUNS PER DAY	ADDITIONAL TRANSIT RUN DEMAND	RECOMMENDATION	DISTRICT / PROVIDER	VEHICLE SIZE	STATUS
MT-1	I-205: Oregon City to I-5 Interchange	14	33	Evaluate service; consider increased service span and frequency to add runs to service	TriMet Pass-Through Funded	See short-term for details	Adding trips from short-term
MT-2	Milwaukie Industrial Area	45	19				
MT-3	I-205: Oregon City to Clackamas Town Center	69	18	Implement 20-minute headways on Line 79 (about 50 runs per day)	TriMet	Larger	In Provider Plan
MT-4	West Lake Oswego/ Kruse Way	12	20	Expand service hours beyond peak periods and improve headways to 30 minutes during AM peak hour (about 10 runs per day)	TriMet	Larger	In Provider Plan
MT-5	Wilsonville (West Wilsonville)	16	19	Expand service hours beyond peak periods per SMART's Transit Master Plan (about 10 runs per day)	SMART	Smaller and/or Larger	In Provider Plan
MT-6	Happy Valley	16	19	Establish hourly service (about 10 runs per day)	TriMet	Larger	Established Need
MT-7	Canby (North and South)	16	19	Implement local service as established in CAT's Master Plan (about 10 runs per day)	CAT	Smaller	In Provider Plan
MT-8	Jennings Lodge-Oak Grove-Oatfield	8	8	Establish hourly service from Oak Grove (about 8 runs per day)	TriMet	Dependent on Topography	Established Need
MT-9	Damascus	0	19	Establish hourly service (about 10 runs per day)	TBD	Smaller	Established Need
	Boring	0	8	Hourly service provided by Damascus deviated fixed-route	TBD	Smaller	Established Need
MT-10	Highway 99E: Oregon City to Canby	26	14	Establish 30-minute headways during the entire day (about 8 runs per day)	CAT	Larger	In Provider Plan
MT-11	Highway 212: I-205 to US 26 ¹	0	14	Establish hourly service (about 8 runs per day); triggers Mobility Hub in Boring	SAM	Larger	In Provider Plan
MT-12	Estacada-Redland-Oregon City	0	11	Establish hourly service focused on the CCC schedule (about 11 runs per day)	TBD	Smaller	Established Need

Table 3. Long-Term Recommendations

ID	CORRIDOR OR AREA	EXISTING RUNS PER DAY	ADDITIONAL TRANSIT RUN DEMAND	RECOMMENDATION	DISTRICT / PROVIDER	VEHICLE SIZE	STATUS
LT-1	I-205: Oregon City to I-5 Interchange	31	16				
LT-2	Milwaukie Industrial Area	55	9				
LT-3	I-205: Oregon City to Clackamas Town Center	84	3				
LT-4	West Lake Oswego/ Kruse Way	22	10				
LT-5	Wilsonville (West Wilsonville)	26	9	Evaluate service; consider increased service span and frequency to add about 10 runs per day.	See short-term and mid-term for details	See short-term and mid-term for details	Adding trips from short-term and mid-term
LT-6	Happy Valley	26	9				
LT-7	Canby (North and South)	26	9				
LT-8	Damascus	10	9				
LT-9	Highway 99E: Oregon City to Canby	34	6				
LT-10	Highway 212: I-205 to US 26	8	6				
LT-11	Highway 99E: Oregon City to Portland	84	11	Add 11 runs per day on Line 99, maintain existing 20-minute headways with extended service hours	TriMet	Larger	Established Need
LT-12	Highway 211: Molalla to Woodburn ¹	0	10	Establish hourly service	SCTD	Smaller	In Provider Plan
LT-13	C2C Corridor ¹	0	10	Establish hourly service	TriMet	Larger	Future Need
LT-14	Highway 213: South of Molalla ¹	0	8	Establish hourly service	SCTD	Smaller	In Provider Plan
LT-15	US 26: West of Sandy	33	3	Add 3 runs per day, maintain 30-minute headways with extended service hours	SAM	Larger	In Provider Plan
	Estacada and Eagle Creek	Covered by SAM's Sandy & Estacada service; consider mobility hub in Eagle Creek			SAM	Larger	In Provider Plan
N/A	I-205: North of Clackamas Town Center						
	Highway 224: Highway 212 to Estacada						
	Highway 213: Oregon City to Molalla						
	Highway 99E: South of Canby	Monitor potential Increases to transit demand		N/A	N/A	N/A	
	US 26: East of Sandy						
	Boring						

¹ Partially within identified service district/provider



Short-Term Recommendations: Routes

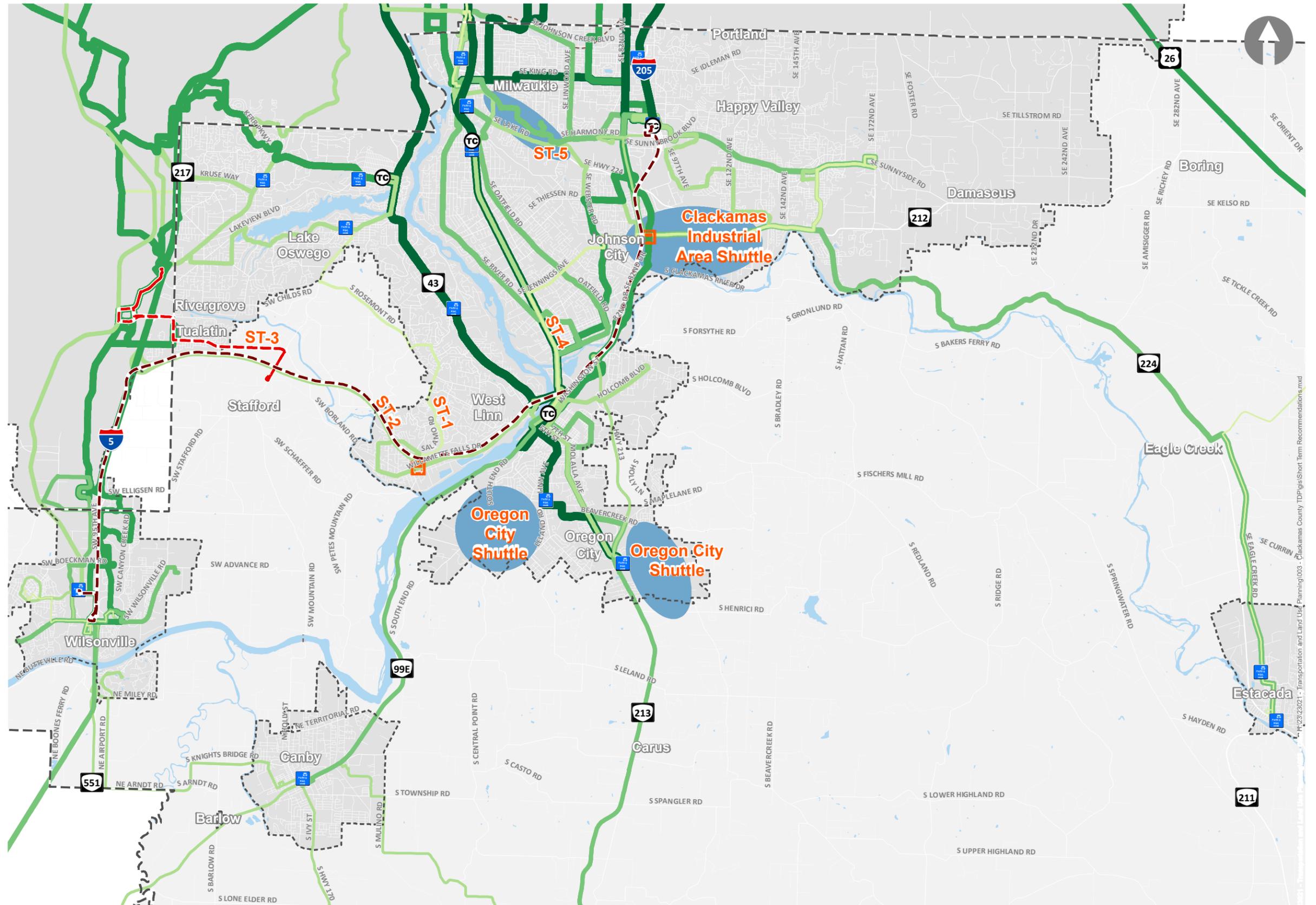
- 8 or Fewer Runs per Day
- 9 - 16 Runs per Day
- 17 - 32 Runs per Day
- 33 - 64 Runs per Day
- 65 or More Runs per Day

Short-Term Recommendations: Areas

- + 9 - 16 Runs per Day

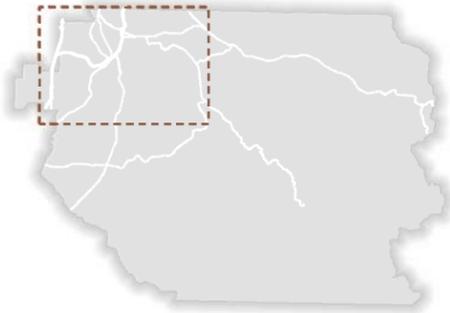
Planned Services

- - - Wilsonville to Clackamas Town Center
- - - Tualatin Shuttle (New)
- Mobility Hub
- Transit Centers
- Park and ride lots
- Urban Growth Boundaries
- County Boundary



CLACKAMAS COUNTY TRANSIT OVERVIEW

FIGURE 2



**Medium-Term Recommendations:
Routes**

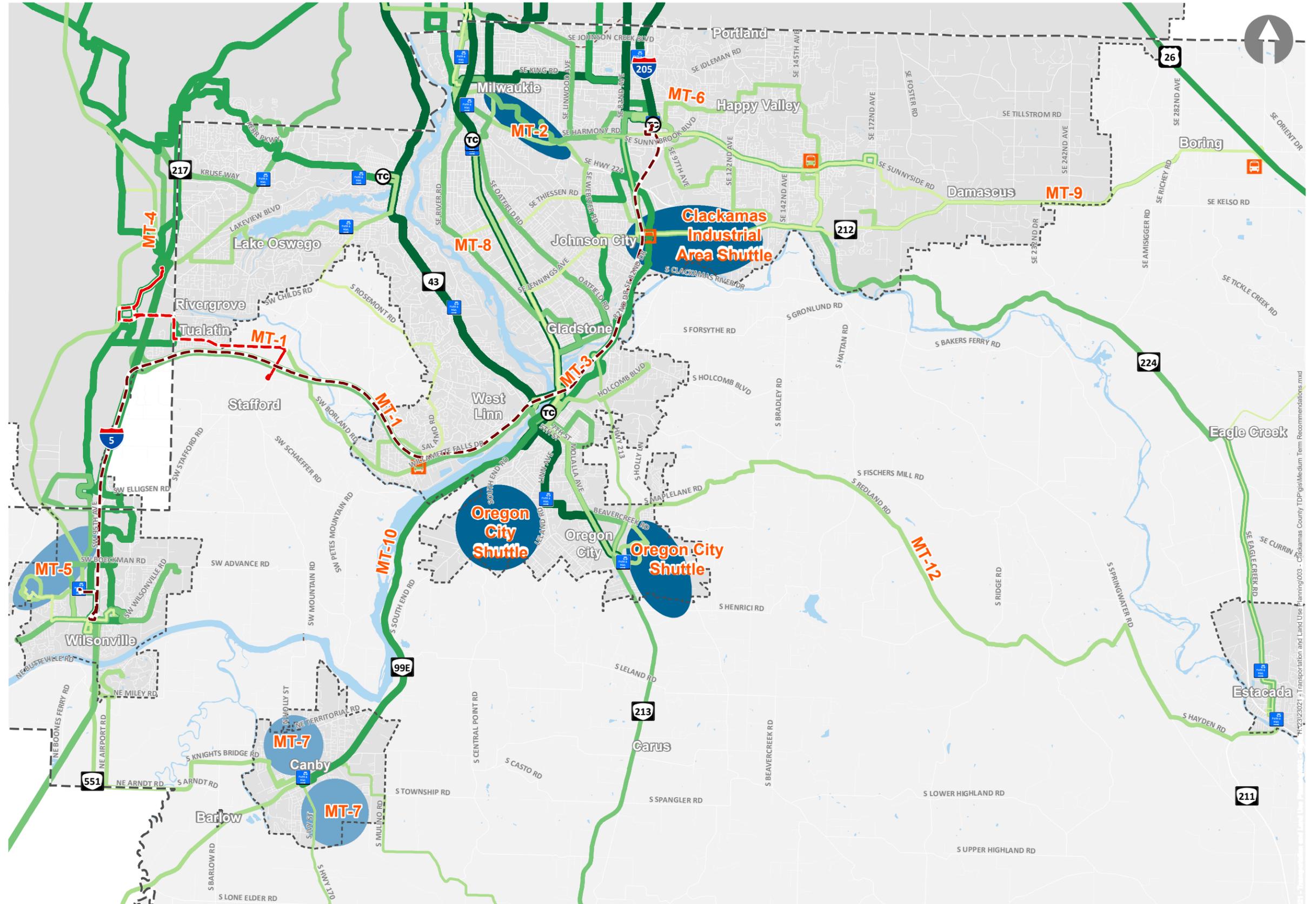
- 8 or Fewer Runs per Day
- 9 - 16 Runs per Day
- 17 - 32 Runs per Day
- 33 - 64 Runs per Day
- 65 or More Runs per Day

**Medium-Term Recommendations:
Areas**

- 9 - 16 Runs per Day
- 17 - 32 Runs per Day

Planned Services

- - - Wilsonville to Clackamas Town Center
- - - Tualatin Shuttle (New)
- Mobility Hub
- Transit Centers
- Park and ride lots
- Urban Growth Boundaries
- County Boundary



CLACKAMAS COUNTY TRANSIT OVERVIEW

FIGURE 3

Funding Options

There are several federal, state, and local funding sources that can be tapped for funding transit service improvements in Clackamas County.

Major funding sources for transit operations and improvements include a range of Federal Transit Authority (FTA) formula grants, such as the urbanized area, rural provider, and elderly and disabled grant programs, as well as discretionary grants for capital improvements, planning, fueling alternatives, and more.

In addition to new STIF dollars, Oregon's Special Transportation Fund (STF) also remains a key source of funding at the state level.

Lastly, several transit providers in Clackamas County receive revenues from payroll taxes within their service districts, separate from STIF funds. Other local revenues can include fare revenues, advertising, and contracted service programs.

Additional Recommendations

Beyond new transit routes, the Clackamas County TDP also includes recommendations to improve transit accessibility and comfort.



Transit Center and Stop Improvements

Safe and comfortable passenger facilities can improve the riding experience and increase ridership. To achieve this, the TDP includes recommended design considerations for the following elements:

- Transit Centers and Major Transit Stops
- Bus Stops
- Shelters
- Benches

Bicycle and Pedestrian Facilities

Improve access to transit centers and stops through the following:

- Improve transit corridors that lack bicycle and pedestrian facilities
- Work with city or agency partners to provide low-stress bicycle facilities to key transit stops and secure bicycle storage at key transit centers
- Work with city or agency partners to improve pedestrian access to transit

Information and Technology

Improve ease of riding with the following types of improvements:

- Online/Mobile Trip Planning Tool
- Real-Time Vehicle Arrival Information
- Additional Electronic Fare Payment Options

What is a Mobility Hub?

A mobility hub is a place that connects different travel options – typically walking, biking, transit, and shared mobility – in a single place to support first-mile, last-mile connectivity and to create activity centers for a community.

More information can be found in the Infrastructure Plan section of the TDP.

Other Planning Efforts

In addition to the TDP, Clackamas County and other transit providers in the region are working on additional ongoing transit projects:

- **Vision Around the Mountain:** ODOT's Vision Around the Mountain is a strategic planning project to improve public access to Mt. Hood region by establishing a shared, long-term, regional transit vision. The project will guide transit network coordination and connection across multiple jurisdictions.
- **Shuttle Program:** The Clackamas County Shuttles provide enhanced options and access in areas currently unserved or underserved by transit. The shuttles include first/last-mile services in Oregon City, Clackamas Industrial Area, and Milwaukie Industrial Area, as well as a service connecting Tualatin, West Linn, and Oregon City. The first shuttles will begin operation in 2021.
- **Enhanced Transit Corridors, Express and Limited-Stop Market Analysis:** Regional transit planning efforts have included Metro's identification of Enhanced Transit Corridors (ETCs) and TriMet's Express and Limited-Stop Market Analysis, with outcomes resulting in faster transit trips in the region through corridor improvements or express services. Future studies are likely to identify other candidate corridors, and Clackamas County should track these for consistency with this TDP.
- **Mt Hood Express:** Clackamas County, in partnership with the Oregon Department of Transportation, Mt Hood National Forest, Hood River County, FHWA-Western Federal Lands Highway Division, completed the Mt Hood Multimodal Plan that looked at ways to improve safety and enhance travel options along the Mt Hood Highway corridor. A critical part of the Multimodal plan is the Mt Hood Express Commuter Service and Villages Shuttle service that provides public transportation between the City of Sandy, Government Camp, and Timberline, along with other locations along the Highway 26 corridor. These services increase access to employment, recreation, shopping, and medical services for both residents and visitors. The updated Multimodal Plan along with the Vision Around the Mountain plan will continue to guide the operation of the Mt Hood Express and Village Shuttle services.

Next Steps

Next steps for plan implementation include:

- Consider the TDP recommendations in other planning efforts, including:
 - Statewide Transportation Improvement Fund (STIF) planning
 - Transit planning efforts of the transit providers operating in Clackamas County
 - County's Bicycle and Pedestrian Plans
- Incorporate the elements relevant to Clackamas County from the "Vision Around the Mountain" into the TDP.
- Monitor need for the TDP's short-term recommendations
- Conduct a fare coordination study to better integrate services between providers and allow for seamless connections between providers
- Coordinate with transit agencies and local jurisdictions on the infrastructure needs
- Track transit system performance and the success of the recommendations over time
- Monitor the need for updating the plan projects and priorities (approximately every five years)

More information can be found in the Funding and Implementation Options and Monitoring Program sections of the TDP.



Memorandum

To: Clackamas County Coordinating Committee (C4)
From: Trent Wilson, Clackamas County Government Affairs
Date: September 23, 2021
Re: Transit Discussion Jurisdiction Roundtable

Overview

Over the year, transit has emerged as a topic of great interest at C4 and remains a policy area that is ripe for improved coordination and goal setting throughout the county. Clackamas communities benefit by having both the state's largest transit provider and the group of 5 smaller local transit agencies serving its community.

The October 2 retreat setting will begin with a reminder of the policy recommendations in the Transit Development Plan completed by the County in Summer 2021, and transit to a time of sharing by the jurisdictions their upcoming transit objectives.

The assumption ahead of this project is that transit projects in the near-term for most communities are already funded. This discussion will aim to highlight what is next after the projects that are funded and the work required by communities to achieve those objectives.

Discussion Questions for C4 Members

Please attend the Saturday, October 2 retreat session ready to share about your jurisdiction's NEXT transit objective and how your community hopes to achieve that objective. The following prompts are a guide for that discussion. The intent of this discussion is to A) highlight the variety of work and needs across the communities, and B) preview opportunities for coordination for future transit development.

Prompts:

- My city/county/agency's next big transit objective is....
- We aim to accomplish that objective by...

Memorandum

To: Clackamas County Coordinating Committee (C4)
From: Trent Wilson, Clackamas County Government Affairs
Date: September 23, 2021
Re: C4 Agenda Planning

Overview:

The C4 Retreat is the time when members traditionally prioritize topics to appear on future C4 agendas. This discussion is both a guide to support staff for scheduling presenters and for the C4 Executive Committee for confirming agenda items.

The outcomes of this discussion may still need to be refined at future C4 meetings.

Topic Guidance:

The following grid will be a guide for discussion. It includes reoccurring items and leaves space for new items. The space on the right remain blank to be used as a guide during the retreat.

Topics	Low	Medium	High
Tolling on I-205			
Regional Tolling			
Transit			
Various Transportation Funding			
Housing (affordable housing)			
Housing (services)			
Intergovernmental Coordination			
Jurisdiction Updates			
Climate Action Plan/Resiliency			
<<other topics to be determined>>			
<<other topics to be determined>>			
<<other topics to be determined>>			
<<other topics to be determined>>			

Current Topics on C4 Calendar

Month	Potential Topics
November 2021	Housing Topics, TBD
December 2021	ODOT Tolling Update
January 2022	TBD
February 2022	TBD * <i>Legislative Session begins February 1, 2022</i>
March 2022	Annual Meeting Disaster Management Update