
Thursday, March 01, 2018
6:00 PM – 8:30 PM

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

AGENDA

6:15 p.m. Dinner Provided

6:45 p.m. Pledge of Allegiance

Welcome & Introductions

Chair Jim Bernard & Mayor Brian Hodson, Co-Chairs

Housekeeping

- Approval of February 01, 2018 C4 Minutes **Page 03**

6:50 p.m. Executive Committee Elections

- Staff Memo **Page 05**

7:10 p.m. Active Transportation Project Development Funds

- Memo / C4 Metro Subcommittee Recommendation **Page 07**

7:30 p.m. Value Pricing Update

- ODOT Fact Sheet **Page 25**

7:50 p.m. C4 Retreat Discussion

- Memo / Discussion Topics **Page 27**

8:00 p.m. Updates/Other Business

- JPACT/MPAC Updates
- Other Business

8:30 p.m. Adjourn

General Information



Current Voting Membership

		C4 Exec	C4 Metro	C4 Rural	JPACT	MPAC	R1ACT
Clackamas County	Chair Jim Bernard	●	●	●			
Clackamas County	Commissioner Paul Savas		●	●	●		●
Canby	Mayor Brian Hodson	●		●			●
CPOs	Laurie Freeman Swanson (Molalla CPO)	●	●	●			
Estacada	Mayor Sean Drinkwine			●			
Fire Districts	Matthew Silva (Estacada Fire District)	●					
Gladstone	Mayor Tammy Stempel		●				
Hamlets	John Meyer (Mulino Hamlet)			●			
Happy Valley	Councilor Markley Drake		●				
Johnson City	Vacant						
Lake Oswego	Councilor Jeff Gudman	●	●		●	●	●
Milwaukie	Mayor Mark Gamba		●			●	
Molalla	Mayor Jimmy Thompson			●			
Oregon City	Mayor Dan Holladay		●				
Portland	Vacant						
Rivergrove	Mayor Heather Kibbey		●				
Sandy	Councilor Carl Exner			●			
Sanitary Districts	Nancy Gibson (Oak Lodge Water Services)	●					
Tualatin	Councilor Nancy Grimes		●				
Water Districts	Hugh Kalani (Clackamas River Water)						
West Linn	Council President Brenda Perry		●				
Wilsonville	Mayor Tim Knapp		●		●		

Current Ex-Officio Membership

MPAC Citizen Rep	Betty Dominguez
Metro Council	Councilor Carlotta Collette
Port of Portland	Emerald Bogue
Rural Transit	Julie Wehling
Urban Transit	Eve Nilenders

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)

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Attendance:

Members: **Canby:** Brian Hodson (Co-Chair); Traci Hensley (Alt.); **Clackamas County:** Jim Bernard (Co-Chair); Paul Savas; **CPOs:** Laurie Swanson (Molalla); Marjorie Stewart (Firwood) (Alt.); **Estacada:** Sean Drinkwine; **Gladstone:** Tammy Stempel; **Hamlets:** John Meyer (Mulino); **Happy Valley:** Markley Drake; **Lake Oswego:** Jeff Gudman; **Milwaukie:** Mark Gamba; Wilda Parks (Alt.); **Molalla:** Jimmy Thompson; **MPAC Citizen Rep:** Betty Dominguez; **Oregon City:** Dan Holladay; **Sandy:** Carl Exner; **Sanitary Districts:** Nancy Gibson (Oak Lodge Water Services District); **Transit:** Julie Wehling (Transit); Andi Howell (Sandy); Dwight Brashear (SMART); Eva Nilenders (Trimet); **Water Districts:** Hugh Kalani; **West Linn:** Brenda Perry

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

Guests: Jaimie Huff (Happy Valley); Jennifer Donnelly (DLCD); Dan Chandler (Co. Admin); John LaMotte (Lake Oswego); Mark Ottendad (Wilsonville/SMART); Craig Beebe (Metro); Kenny Sernach (Beavercreek Hamlet); Chuck Robbins (Clackamas County); Christine Lewis; Tracy Moreland (BCC); Megan McKibben (Congressman Schrader)

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 January 4, 2018 Minutes	Minutes approved.
March Meeting	March meeting is the annual selection of the executive committee members. Meeting room will open at 6pm to provide dinner and meet new members.
Bylaws Discussion Regarding C4 Metro Subcommittee and Transit Providers Subcommittee	C4 Metro Subcommittee section received no additional comments. An amendment was presented by Dwight Brashear (SMART)

	<p>regarding the transit providers subcommittee update, clarifying who would be members of the committee and who could attend.</p> <p>Both issues were approved and added to the bylaws. The C4 Metro Subcommittee language was unchanged. The Transit Providers Subcommittee now reads as follows: “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.”</p>
<p>Housing Needs Assessment Discussion</p> <ul style="list-style-type: none"> • Memo and RFP Scope 	<p>C4 Members agreed to advance work on a county-wide housing needs assessment. County staff committed to finalizing information with the recommended vendor based on feedback from C4 members and to provide that information to the cities with “next steps”.</p> <p>Cities requested this work could be handled at the staff level moving forward or until requested by C4 members to return to a future meeting. Staff committed to provide updates on progress.</p> <p>Funding was discussed but not decided upon. Additional funding discussions will occur during coordination with the county and cities.</p>
<p>C4 Retreat Discussion</p>	<p>Staff provided broad information about the C4 retreat planning for 2018. Members agreed to continue at the Resort at the Mountain, but to aim for an earlier meeting date. Members expressed an interest to find a different meeting room.</p>
<p>Updates/Other Business:</p> <ul style="list-style-type: none"> • JPACT/MPAC Updates • Other 	<p>None.</p>

Adjourned at 8:25 p.m.

Memorandum

To: Clackamas County Coordinating Committee (C4)

From: Trent Wilson, Public and Government Affairs

Date: February 22, 2018

RE: C4 Executive Committee Appointments

Summary:

Clackamas County Coordinating Committee selects its Executive Committee Members annually, according to the C4 Bylaws. This event occurs at the March meeting every year.

The current C4 Executive Committee includes:

1. County: Chair Jim Bernard – C4 Co-Chair
2. Rural City: Mayor Brian Hodson – C4 Co-Chair
3. Urban City: Councilor Jeff Gudman
4. CPOs and Hamlets: Laurie Freeman Swanson
5. Fire District: Matthew Silva
6. Sewer/water District: Nancy Gibson

City Selection: The selection process for cities includes an opportunity for an urban city caucus to select an urban city representative and a rural city caucus to select a rural city representative for the Executive Committee.

CPO and Hamlet Selection: The bylaws are silent on how the Hamlet and CPO selection process occurs. Historically, the CPO and Hamlet (and Villages) caucus in advance of the meeting and notify C4 of their Executive Committee selection.

County and Special Districts: These positions are self-appointed from the jurisdictions they represent.

Required for March 1 meeting:

- Urban and Rural Cities should caucus and determine their representatives for the Executive Committee.
- The CPO and Hamlet representatives can caucus and determine their representative for the Executive Committee, if this has not already been pre-determined.

Note:

Co-Chair Selection: At the next Executive Committee meeting on March 12, 2018. The C4 Executive Committee will choose from amongst its members to select the non-County co-chair in accordance with the C4 Bylaws.

2017 C4 Retreat Outcome Prioritization

The following list represents a ranking of the preferred action items from the 2017 C4 Retreat. The order was designated through a ranking system whereby members prioritized each discussion on a scale of 1 to 3, three being the highest. 13 C4 members submitted rankings, and the results are below.

Outcomes:

<i>Ranking</i>	<i>Votes</i>	<i>Topic</i>	<i>Discussion</i>
1	29	Housing	SDC, CET, and other funding ideas
2	28	Transportation	Local funding discussion
3	27	Housing	County-wide Housing Needs Assessment
4	26	Transportation	Transit – Funding
5	25	Housing	Shared information regarding Housing toolkits
6 (tied)	24	Bylaws	Approve recommendations from C4 Bylaws Subcommittee/C4 Retreat discussion
6 (tied)	24	Bylaws	C4 Metro Subcommittee to discuss their section in bylaws and propose updates to C4 body
8	23	Transportation	Transit – First and last mile connections
9	20	Transportation	Tolling: Updates from ODOT as needed
10	19	Transportation	Vehicle Registration Fee
11	18	Transportation	Regional Bond Updates
12	15	Transportation	Metro Pilot Criteria Discussion

MEMORANDUM

TO: C4
FROM: Karen Buehrig, Transportation Planning Supervisor; Stephen Williams, Principal Transportation Planner
DATE: February 7, 2018
SUBJECT: Project Recommendation for Metro Active Transportation Project Development funding

In its most recent Regional Flexible Funds Allocation (RFFA) process Metro set aside \$2 million to help create a pipeline of active transportation projects that can be moved forward for construction funding through programs like the ODOT STIP, ODOT Safe Routes to School, Metro Regional Flexible Funds, federal grants or even a future regional transportation funding measure. Metro has allocated funds to each of the sub-regions and has asked that the county coordinating committees recommend the projects that should receive this funding. The Clackamas County sub region has been allocated \$306,000 for projects based on population within the urban area. In May, the projects forwarded by each sub-region will be brought forward together to JPACT for approval.

Projects Reviewed by CTAC and recommendation by the C4 Metro Subcommittee

Staff members from all of the jurisdictions within the urban growth boundary were notified of the opportunity to submit proposals for review and consideration by the Clackamas County Transportation Advisory Committee (CTAC). Five proposals were brought forward to CTAC:

- | | |
|--|----------------------------|
| 1) Oak Grove Safe Routes to Schools, Clackamas County. | Requested amount \$215,350 |
| 2) Willamette River Ped-Bike Bridge Feasibility Study, Clackamas County. | Requested amount \$306,000 |
| 3) Scouters Mountain Trail Development, Happy Valley. | Requested amount \$306,000 |
| 4) Main Street Access to Transit, Oregon City. | Requested amount \$30,000 |
| 5) Hwy 43 Multi-modal Preliminary Design, West Linn. | Requested amount \$306,000 |

CTAC members reviewed and scored those proposals at their meeting on January 23, 2018. The discussion at CTAC focused on safety, likelihood of securing funding, inclusion in regional bond, regional active transportation benefit, inclusion in the 10 yr Active Transportation Strategy, improvement to connectivity, and leverage of other resources. Based on their scoring and discussion, the CTAC members recommended forwarding the below two proposals for consideration by the C4 Metro Subcommittee:

- West Linn Highway 43 Multimodal Improvements – Holly St. to Mary S. Young Park
- Clackamas County Willamette River Ped-Bike Bridge Feasibility Study

Sponsors for both projects requested the maximum funding allocation of \$306,000.

The C4 Metro Subcommittee considered both projects at their meeting on February 14 and materials related to both projects are attached for C4 information. Benefits of each of the projects, county and regional priorities, and likelihood of future funding were discussed. The committee expressed that both projects were high priorities and very important projects for the county and the region. The importance of the Clackamas County Willamette River Ped-Bike Bridge Feasibility Study moving forward due to the regional benefits of the project and likely broad base of support for the project when seeking funding for construction in the future was highlighted. As a result, the C4 Metro subcommittee unanimously recommended that the Clackamas County Willamette River Ped-Bike Bridge Feasibility Study be included in the Active Transportation Development Fund list to be submitted to JPACT in May 2018.

On Feb. 6th, 2018 the Clackamas County Pedestrian and Bikeway Advisory Committee also discussed the applications and recommended approval of the Lake Oswego to Oak Grove Willamette River Ped-Bike Bridge Feasibility Study.

Action Requested: It is requested that C4 approve submittal of the Lake Oswego to Oak Grove Willamette River Ped-Bike Bridge Feasibility Study to Metro as the Clackamas sub-region priority for the Active Transportation Project Development funding.



Project Development Scope of Work Form

Complete this form for projects proposed to receive 2019-2021 RFFA bond proceeds for project development of active transportation projects.

Project requirement checklist – project must:

- x Help complete the regional bicycle and/or pedestrian network (<https://gis.oregonmetro.gov/rtp/>)
- x Be in a local Transportation System Plan
- x Be in the 2014 Regional Transportation Plan or the draft 2018 Regional Transportation Plan

Name of Project: Highway 43 Multimodal Improvements – Holly St. to Mary S. Young Park

Total project cost (start to finish): \$22,000,000

Amount requested for project development: \$306,000

Project Contact

Name, title, phone & email for:

1. Project Lead: Lance Calvert, lcalvert@westlinnoregon.gov, 503-722-3424
2. Project Manager: Lance Calvert, lcalvert@westlinnoregon.gov, 503-722-3424
3. Project Engineer: Lance Calvert, lcalvert@westlinnoregon.gov, 503-722-3424

Project Information

1. City (ies) where project is located: West Linn
2. County(ies) where project is located: Clackamas
3. Start location: Intersection of OR 43 / Willamette Dr. and Hidden Springs Rd. End location: Intersection of OR 43 / Willamette Drive and Holly St.
4. Corresponding TSP project number(s) for the nominated project: M27, M28, M29, M30, M31, M32
5. Corresponding RTP project number(s) for the nominated project: 10127

Current Project Description

1. Briefly describe the project purpose (what issue or need will the project address) (*Example: A new buffered regional bikeway will provide safe and comfortable access along a high injury corridor to three major transit stations, two elementary schools and a town center*):

Oregon State Highway 43 (OR 43) connects multiple jurisdictions and communities such as Oregon City, West Linn, Lake Oswego, and Portland. The intent of this multimodal transportation project is to greatly enhance bike, pedestrian, transit, and vehicular mobility along OR 43 from Hidden Springs Rd. /Mary S. Young Park to Holly St. in West Linn. Installation of innovative bike protective

intersections, traffic signal upgrades with timing enhancements, and transit prioritization will further improve multimodal safety and traffic efficiency. The project will create engineered design plans to infill key missing sidewalk sections between residential, school, commercial, park and transit areas; add ADA accessibility; add improved transit stops; improve intersection lighting; provide safe routes to schools; and create innovative grade separated bike lanes (cycle tracks). Current pedestrian and bike facilities in the project area are defined as substandard or completely lacking in the ODOT Active Transportation Needs Inventory as well as the Metro Regional Transportation Plan. This Active Transportation Project will connect and build upon currently planned and funded multimodal improvements along OR 43 from Hidden Springs Rd. /Mary S. Young Park to the north City limits/Arbor Drive. Project funding for this application will be used to secure 30% engineered design plans for the remainder of the corridor (Hidden Springs Rd. /Mary S. Young Park to Holly St.) which will also allow the City to require any future private redevelopment of the corridor to match the 30% design plan until local, regional, and/or federal funds are available to complete construction.

2. Summarize the planning and project development process for this project to date (identify plans, studies, or documents that have led to the current project definition):

March 2016 - City of West Linn Transportation System Plan was adopted which includes multimodal project recommendation for the OR 43 corridor.

October 2016 – West Linn OR 43 2016 Concept Plan was adopted as an addendum to the City’s Transportation System Plan. This plan includes multimodal improvements focusing on innovative designs including cycle tracks and protected intersections.

February 2017 – City of West Linn received Regional Flexible Fund Allocation (RFFA) Award for design and construction of multimodal improvements along OR 43 from north City limits/Arbor Dr. to Hidden Springs Rd. /Mary S. Young Park.

May 2017 – City of West Linn received Statewide Transportation Improvement Program (STIP) Award for design and construction of multimodal improvements along OR 43 from north City limits/Arbor Dr. to Hidden Springs Rd. /Mary S. Young Park.

November 2017 – City of West Linn voters approved impacts to right-of-ways adjacent to City Parks and Open Spaces to allow for future construction of multimodal improvements along entire corridor of OR 43 within West Linn.

November 2018 – Present – City of West Linn is coordinating with Oregon Department of Transportation on grant management, project management and delivery, and future maintenance of multimodal improvements on OR 43 from Mary S. Young Park/Hidden Springs Rd. to the north City limits/Arbor Dr. via intergovernmental agreements. Final design of this section (Hidden Springs Rd. /Mary S. Young Park to north City limits/Arbor Dr.) is anticipated to be completed in 2018 with construction beginning in 2019.

3. Describe the preferred alignment(s) of the project:

To match the existing road alignment.

4. Describe the major design features of the project (*Example: project will include a buffered bikeway of X width, bikeway intersection treatments, wayfinding, bicycle signal, and median*):

Major characteristics of the design include comfortable separated bike facilities and continuous sidewalks on both sides of the street. A continuous two-way left-turn lane is to be provided to improve access to side streets, and driveways in addition to improved emergency response where no (or limited) shoulder space currently exists. Operational and traffic control improvements are an important aspect of this design and include realignment and redesign of specific signalized and non-signalized intersections.

The preferred cross section for this project includes six-foot sidewalks, seven-foot cycle tracks, a varying width landscape buffer, one motor vehicle travel lane in each direction, and a two-way left-turn center lane. In commercial areas, the sidewalk width may be greater than six feet. In areas with significant transit connections, the cross section is very similar but replaces the landscape buffer with a slightly wider transit stop platform to allow for accessible boarding and landing for the transit vehicles separated from the bicycle facility. In areas with topographical constraints, drainage, or other natural features, the cross section removes the landscape buffer but the bicycle facility remains grade-separated from the motor vehicle lane.

The plan draws on recent innovations in separated intersection design which will include raised corner refuge islands which provide protections to cyclists and allow for “free” right turns; forward queuing for bicyclists to increase visibility and bike entry into intersections ahead of right-turning vehicles for enhanced bike safety; and transition of grade in bicycle and pedestrian facilities to allow for appropriate use of space. Improvements to non-signalized intersections include raised or painted crossing of side streets for pedestrians and cyclists, enhanced pedestrian crossing treatments at high-demand locations, and redesign of side-street approaches to lessen the existing skewed angles at key intersections.

5. Are the preferred alignments and major design features broadly known and supported, or subject to change through the remaining project development process?

The preferred alignments and major design features are broadly known and supported. The need for multimodal improvements on the OR 43 corridor is adopted in the City’s 2016 Transportation System Plan (TSP). The preferred alignment and major design features are incorporated in the City’s 2016 OR 43 Concept Plan which was adopted as an addendum to the City’s TSP. Further public support for the project and design concept is documented through the City’s successful ballot measure in November 2017 in which voters approved impacts to right-of-way, parks, and open spaces along the OR 43 corridor for future multimodal improvements by a large majority. Final designs could be subject to change, but such changes are not anticipated to be significant.

6. Describe known or potential impacts to other agency’s facilities, prior coordination with those agencies (ODOT, transit, railroads, utilities, etc.) about potential impacts to date, and potentially needed permits or agreements:

Impact to other agency’s facilities is guaranteed as the project location is a State facility. The Oregon Department of Transportation (facility owner) was significantly involved in both the City’s 2016 Transportation System Plan development as well as the 2016 OR 43 Concept Plan. TriMet, neighboring local jurisdictions, and Portland General Electric also participated in the development of the City’s TSP and/or OR 43 Concept Plan. Multimodal improvements in accordance with the designs described in this application have been previously approved and funded for the north portion of OR 43 from the City limits/Arbor Dr. to Hidden Springs Rd. / Mary S. Young Park. Construction is being fully coordinated with ODOT and the City is entering into agreements for

project and grant management, as well as future maintenance of the multimodal improvements. Similar agreements are anticipated to be secured for any future additional multimodal improvements of the remainder of the corridor (Hidden Springs Rd./Mary S. Young Park to Holly St.).

7. Describe whether right-of-way impacts (both construction easements and permanent) are known and if so, whether right-of-way is secured or not:

The amount of right-of-way available along the OR 43 corridor varies significantly from approximately 200 feet at its widest to only 50 feet at its most narrow spots. Permanent right-of-way impacts are anticipated along portions of the corridor in order to accommodate the proposed cross sections but survey and a more detailed right-of-way analysis is needed in order to fully identify such impacts. Right-of-way acquisition estimates have been included in the overall preliminary project cost analysis. Right-of-way has not been secured to date but the City has received voter approval for right-of-way impacts to open spaces and parks along the corridor for construction of future multimodal improvements. Significant property owners along the corridor that may experience impacts to right-of-way were engaged during the conceptual design planning efforts. All right-of-way acquisition is anticipated to be minor frontage slivers with no taking of any complete parcels.

8. Describe how the project will address the needs and contribute to desired outcomes, including:

- a. Will the project serve Title 1 schools, low-income, low-English proficiency, non-white, elderly and young, and/or persons with disabilities populations? Yes or No: Yes If yes, how?

As a regional corridor, this project will serve multiple communities from Oregon City through Portland. The areas around OR 43 within the project area, in addition to most of West Linn, Oregon City, and Lake Oswego have an above average percentage of seniors as reported in the Regional Equity Atlas. The elderly population in West Linn equals approximately 34.7% of the total residents per the 2016 U.S. Census. West Linn's population with identified disabilities is also centered within the OR 43 corridor with an estimated 26-30% of the residents categorized as such in the City's 2016 Transportation System Plan (TSP). The City's TSP also shows a 10-15% minority population rate within the proposed project area as well as an 11-25% poverty rate, the highest level within West Linn. In addition, the project is directly adjacent to an elementary school that serves these populations.

All transportation disadvantaged populations will benefit greatly from improved walking, bicycling, and public transit access to key destinations. This will be accomplished by sealing gaps in the pedestrian and bicycle network, improving ADA accessibility, improved transit facilities, and improved transit reliability through enhancements such as transit signal prioritization.

- b. Will the project reduce fatal and severe injury pedestrian and bicycle crashes or address a high risk location? Yes or No: Yes If yes, how?

Overall efficiency and safety of OR 43 is enhanced by this proposal through both vehicular and active transportation means. This project will improve the cross-modal safety of the transportation system especially where sidewalks and adequate bike facilities are lacking. The OR 43 corridor currently has several locations where pedestrians and cyclists do not have dedicated facilities and are sharing the road with fast moving vehicles. In areas with existing sidewalks, there are often obstructions within the sidewalk forcing users onto the highway. New sidewalks and an improved separated bike facility will provide a designated family-safe area for both uses where all level of users can feel secure along this high volume corridor (approximately 21,000 vehicle trips/day).

OR 43 is the most significant location for serious “injury A” crashes (ODOT classification for high impact/incapacitating injury incidents) within West Linn. There has been 266 reported crashes on OR 43 between 2011-2016, six of which were classified as injury A incidents (including one fatality) according to Oregon Department of Transportation crash data statistics. Pedestrian and bicyclist accidents account for 14 of the total accidents during the same time period. The OR 43 corridor has two Safety Priority Index System locations within West Linn that would be addressed through this project.

- c. Will the project provide walking and bicycle access within 1/4 mile of transit stops and stations? Yes or No: Yes If yes, how?

TriMet operates the #35 bus line through West Linn along OR 43 and this area contains a number of residences and commercial uses. Pedestrians and bicyclists will be much better served and linked to the transit system for alternate commuting options. Several existing stops have sidewalk approaches from only a single direction, while others lack sidewalks entirely. A number of existing transit stops have no direct connection to bike facilities. Completing pedestrian and bike facility connections to transit stops will be crucial to ensure that transit riders can make their connections safely and comfortably.

- d. Will the project provide walking and bicycle access within 1/4 mile of a school? Yes or No: Yes. If yes, how (provide name of school(s))?

The proposed project is directly adjacent to Bolton Primary School and within ¼ mile of West Linn High School. Sidewalks and bicycle facilities separated both horizontally and vertically from the roadway will provide safe and inviting space for all levels of users to access these key locations for safe routes to schools.

- e. Will the project use design treatments that will lead to increased use of active transportation modes by providing a good user experience/increasing user comfort? Does the project provide a high degree of separation between people walking and bicycling and motor vehicle traffic? Yes or No: Yes If yes, how?

One of the fundamental objectives of this project is to create an inviting and comfortable active transportation environment for users of all abilities including youth, seniors, and people with disabilities. The OR 43 corridor is significantly lacking in accessible sidewalks and safe bike lanes. The planned separation of walking and bicycling from the roadway and improved connectivity to destinations increases the attractiveness and comfort of active transportation. Bicyclists will benefit from preferential treatments and innovative protected intersection designs that provide raised corner refuge islands, forward stop bars for increased visibility, early entry into intersections, and free right turns. Both bicycle and pedestrian paths will be grade separated and built with different materials and wayfinding signs/stenciling so intended uses stay distinct and clear.

New opportunities for pedestrian crossing enhancements will be reviewed with ODOT and pedestrian countdown timers will be added to traffic signals to enhance the pedestrian experience. ADA accessibility will be achieved by removal of existing obstructions in the sidewalk (e.g. utility poles and boxes), installation of curb ramps, and replacement of narrow curb-tight sidewalks which currently can be as narrow as 3 feet or non-existent. Lighting and landscape improvements will further enrich the active transportation environment.

- f. How will the project improve access to and from priority destinations, serve high density areas, and/or increase the number of people walking and bicycling to help relieve congestion? Yes or No: Yes If yes, how?

The project area connects with numerous priority destinations including commercial centers, two schools, regional and local parks, open spaces, and transit stops. OR 43 is classified in Metro's 2014 Regional Transportation Plan (RTP) and Regional Active Transportation Plan (RATP) as a regional pedestrian parkway and a regional bicycle parkway, both of which are high functional class pedestrian and bicycle function routes in the RATP. However, existing bike and pedestrian facilities in the project area are defined as substandard or incomplete in the ODOT Active Transportation Needs Inventory, the 2014 Metro RTP and RATP, as well as in West Linn's Transportation System Plan and OR 43 Concept Plan.

Completion of a safe and uninterrupted bicycle and pedestrian transportation network in this area will vastly improve access via alternative transportation to and from priority destinations by not only making connections to these destinations, but by increasing the user's comfort and safety. The combination of increased access, comfort, and safety should increase the number of people utilizing alternative transportation therefore leading to a reduction of car trips and congestion.

- g. Other needs and desired outcomes the project will address identified in the project purpose statement:

While pedestrian and cyclist safety and access are of primary importance, aesthetic conditions also greatly influence a street's appeal to pedestrians and cyclists. Through this plan there are several opportunities to introduce landscaping to the streetscape in order to enhance the visual appeal of the roadway. Incorporating a planting strip between the sidewalk and the roadway, and bringing vegetation to the streetscape could help to soften the visual impacts of the corridor and increase use of active transportation.

9. Describe the existing project funding strategy (will federal or ODOT program funds potentially be requested?):

Full design and construction of improvements to OR 43 are currently funded for the section of OR 43 from Arbor Drive (Lake Oswego city limits) to Hidden Springs Road (Mary S. Young Park) through a combination of Enhance (State), RFFA (METRO), and local funds. It is anticipated that a combination of local, regional, state, and/or federal funds will be required to complete construction of the remainder of the corridor. The project development plans will allow for phasing of construction as funds become available from both public and/or private development.

Project Development Scope, Cost and Funding Request

1. Total estimated cost for project development (should equal combined amounts identified in #2, 3, and 4, below): \$ 1,150,000
2. Amount already expended on project development (estimate is okay): \$ 150,000 (development of adopted OR 43 Concept Plan Update)
3. Planned additional local contribution to project development (not required): \$ 694,000
4. Total amount requested of RFFA bond proceeds for project development: \$ 306,000
5. Total estimated project cost through construction (including project development): \$ 22,000,000
6. Provide preliminary project cost estimate to date and a brief description of the method and level of confidence of the estimate (attach any documentation available):

See attached cost estimate using standard Metro cost estimate workbook.

7. Project cost estimates reviewed by Project Engineer (name): Lance Calvert, P.E.

Required Additional Information

1. GIS shapefile of the project.

Shapefile of the project have been previously submitted to Metro. Please see shapefile for RTP 10127.

2. Project Development Scope of Work Main Tasks and Summary Costs– use the attached template and modify as necessary.

Template: Project Development Scope of Work – Main Tasks and Summary Costs

Use the template below (modifying as needed) to describe the project development work that will be completed to advance the understanding and readiness of the project for implementation and increase your agency’s confidence in being able to deliver the project to an identified scope and budget.

- The project development work should advance the project on priority issues identified in the current project description that could impact project delivery.
- The end result of the project development work should include a refined project scope, schedule, budget, and funding strategy.
- For projects that may seek federal funding for implementation, agencies should strive to prepare the project to be ready to enter the NEPA and preliminary engineering phase of the project and cost estimates should be updated to account for the federal NEPA and right-of-way process.
- For projects using ODOT program funds or on ODOT facilities, include coordination with ODOT and utilization of ODOT guidelines such as ADA compliant design.

Purpose and Desired Outcomes
Provide a brief summary description (2-4 lines of text) of the purpose and desired outcomes of the project development work <i>(Example: The purpose and objective of this study is to....(purpose statement, desired outcomes) and is located in the . . . (describe study location with boundary limits))</i>
The purpose and objective of this project development work is to secure a 30% engineered design plan for OR 43 from Hidden Springs Rd. / Mary S. Young Park to Holly St. in West Linn in order to connect and build upon currently planned and funded multimodal improvements along OR 43 from Hidden Springs Rd. / Mary S. Young Park to Arbor Drive. Securing a 30% engineered design plan will also allow the City to require any future private development of the corridor to match the plan until local, regional, and/or federal funds are available to complete construction.

Major Project Scope Elements and Summary Costs		
Provide a bullet list of the main tasks that will achieve the purpose and objectives (Examples provided below)	A cost summary per each major task	ID in-house or consultant driven task
<p><u>Project Management:</u></p> <ul style="list-style-type: none"> • Corridor design, progress reports to the City and ODOT, quality control of deliverables, development of final project schedule. 	<p>\$150,000</p> <p>(15%)</p>	<p>Consultant</p>
<p><u>Data Collection and Review:</u></p> <ul style="list-style-type: none"> • Review of existing plans and data including TSP, OR 43 Concept Plan, recent crash data and any additional trend analysis to identify potential contributing factors and/or hot spots. • Conduct field review of corridor including updated pictures of existing conditions and roadway characteristics. 	<p>\$100,000</p> <p>(10%)</p>	<p>Consultant</p>

<p>Development of Final (30%) Design Plan:</p> <ul style="list-style-type: none"> • Integrate approved concept plan into proposed alignments and cross sections as appropriate. • Complete topographic survey of corridor. • Develop and present final (30%) design of plan, profile, and cross sections. • Develop plans to align with federal, NEPPA and ODOT guidelines/requirements. • Prepare final cost estimates including construction, right-of-way acquisitions, utility relocations, stormwater drainage, and design. • Produce hard copy and electronic 30% design plan encompassing all essential elements including but not limited to study area, right-of-way, existing land use, proposed cross sections and alignments, public outreach and feedback, and coordination with partnering or impacted agencies/jurisdictions. 	<p>\$750,000 (75%)</p>	<p>Consultant</p>
<p>Total Proposed Plan Development Costs:</p>	<p>\$1,000,000</p>	

Approach And Oversight

Discuss how the project development work will be implemented and how expenditures will be tracked and monitored by the agency. Describe the technical, administrative and budget capacity to complete project development work. *(Example: The study will be implemented and completed through a combination of in-house staff work and use of an external consultant to achieve the task elements. Review of staff and consultant work to ensure tasks are completed and funds are expended plus reimbursed properly will occur by _____. Agency has identified the following staff and resources to work on the project _____.)*

Project development will be implemented through a combination of in-house and external consultant expertise. City staff will develop a Request for Proposals in order to identify a qualified consultant to assist in technical analysis and development of a 30% engineered design plan for the corridor. As OR 43 is a State facility, the project will require technical coordination with ODOT during development of the 30% design plan as well. The City has a dedicated budget for street capital improvements and a local funding match has been allocated for development of this plan. The City will agree with ODOT and consultant upon a scope of work and fee schedule for task elements prior to implementation of project development. The City utilizes a standard project expenditure spreadsheet to track all expenditures related to capital improvements. This form is reviewed and updated with each payment request to ensure that work is being performed on time and in accordance with the agreed upon scope of work and fee schedule. The City has a Management Analyst on staff who, with assistance from the City Engineer, will review all payments and submitted work by the consultant. The City Engineer will be a technical resource to the consultant. The City Engineer has extensive knowledge of the technical, administrative, and financial requirements to successfully complete this transportation development project.



Project Development Scope of Work Form

Complete this form for projects proposed to receive 2019-2021 RFFA bond proceeds for project development of active transportation projects.

Project requirement checklist – project must:

Yes Help complete the regional bicycle and/or pedestrian network (<https://gis.oregonmetro.gov/rtp/>)

Yes Be in a local Transportation System Plan

Yes Be in the 2014 Regional Transportation Plan or the draft 2018 Regional Transportation Plan

Name of Project: **Willamette River Ped Bike Bridge Feasibility Study**

Total project cost (start to finish): \$21,536,380

Amount requested for project development: \$306,000

Project Contact

Name, title, phone & email for:

1. Project Lead: Stephen Williams, Principal Transportation Planner, (503) 742-4694, swilliams@clackamas.us
2. Project Manager: Karen Buehrig, Transportation Planning Manager, (503) 742-4683, KarenB@co.clackamas.or.us
3. Project Engineer: Joel Howie, Capital Project Manager, (503) 742-4658, JHowie@co.clackamas.or.us

Project Information

1. City (ies) where project is located: Lake Oswego/Milwaukie
2. County(ies) where project is located: Clackamas County
3. Start location To be determined in the proposed study End location To be determined in the proposed study
4. Corresponding TSP project number(s) for the nominated project: Clackamas County #2022
5. Corresponding RTP project number(s) for the nominated project: Draft 2018 RTP #10085

Current Project Description

1. Briefly describe the project purpose (what issue or need will the project address) The Willamette River is a major barrier to pedestrian and bike mobility in the Metro region south of downtown Portland. A gap of approximately 10 miles without ped/bike access across the Willamette River exists between Sellwood Bridge and the Oregon City Bridge. The purpose of this project is to provide a ped-bike bridge across the Willamette River connecting Lake Oswego downtown to areas east of the river and the regional and local ped bike systems greatly increasing ped-bike mobility within the southern portion of the Metro Planning Area.

2. Summarize the planning and project development process for this project to date (identify plans, studies, or documents that have led to the current project definition): Originally it was hoped that a ped-bike accommodation could be built on the side of the existing UPRR bridge with the support of the railroad. A study conducted by Metro and local partners in 2009 determined that the railroad would not agree to that concept. As a result of this determination, the local governments have determined that a new ped-bike bridge is the only feasibility alternative and are seeking to conduct this study to assess the feasibility of such a bridge. If the partners determine that this project is feasible, this study will result in an agreement to move forward, as well as the inputs that are necessary for a complex project such as this one to advance into the full project development process.
3. Describe the preferred alignment(s) of the project: Identifying the preferred alignment for a new bridge across a major river in an urban environment is not an easy task and will be the major work task for this study. Most discussion for this project has focused on the the bridge being located between central Lake Oswego on the west side of the river and Oak Grove on the east (see attached map). This location provides a connection between the Lake Oswego downtown with higher density housing in the Oak Grove area. The largest task of this feasibility study is an alternatives analysis to identify alignments/design concepts and analyze their feasibility. If the project is advanced by the partners the preferred alignment will be determined at the conclusion of the environmental review process.
4. Describe the major design features of the project (*Example: project will include a buffered bikeway of X width, bikeway intersection treatments, wayfinding, bicycle signal, and median*): This project will provide an exclusive ped-bike bridge across the Willamette River, approach structures and fully separated ped-bike connections to the existing regional and local ped-bike network on both sides of the river.
5. Are the preferred alignments and major design features broadly known and supported, or subject to change through the remaining project development process? There has been strong public support on both the east and west sides of the river for the development of a proposed ped-bike bridge. As noted above the preferred alignment will be identified at the conclusion of the NEPA process. The major design features as identified in the previous question (exclusive ped-bike bridge, fully separated connections to the regional ped-bike network) are not subject to change. More detailed alternatives analysis and conceptual design tasks to be conducted in this feasibility study will identify specific treatments in greater detail.
6. Describe known or potential impacts to other agency's facilities, prior coordination with those agencies (ODOT, transit, railroads, utilities, etc.) about potential impacts to date, and potentially needed permits or agreements: Coordination with the railroad occurred during the previous process and resulted in the understanding that use of the railroad bridge for the ped-bike crossing was not an option. Impacts to other agencies facilities and coordination with the resource agencies will occur in the course of this feasibility study. Permitting requirements or agreements will be identified in this feasibility study and secured during the project development process.
7. Describe whether right-of-way impacts (both construction easements and permanent) are known and if so, whether right-of-way is secured or not: Right-of-way impacts are not known. However, the desire of the project sponsors is to use existing public lands on either side of the river for the bridge landing points and avoid the need to secure additional right-of-way.
8. Describe how the project will address the needs and contribute to desired outcomes, including:

- a. Will the project serve Title 1 schools, low-income, low-English proficiency, non-white, elderly and young, and/or persons with disabilities populations? Yes or No: Yes If yes, how? The Oak Grove Elementary School is a Title 1 school. The Oak Grove area has higher densities than is typical in Clackamas County of those with low income, low-English proficiency, those with disabilities or who are non-white. The Willamette River Ped-Bike Bridge will increase access to jobs and to community places/services for the residents of Oak Grove. In addition, the highest density concentration of seniors in Clackamas County is located in the immediate area of the proposed project. The Lake Oswego area has a higher than typical density of seniors. The proposed bridge will provide greatly expanded opportunities for bike and pedestrian mobility benefiting the populations of both communities.
- b. Will the project reduce fatal and severe injury pedestrian and bicycle crashes or address a high risk location? Yes or No: Yes If yes, how? Travel for pedestrians or bikes between locations on the east and west side of the Willamette River, such as Oak Grove and Lake Oswego currently requires a trip of 10 miles through a number of high risk corridors and intersections including River Road, McLoughlin Blvd and OR 43. The addition of the Willamette Ped-Bike Bridge will reduce that trip to less than a mile in length on fully separated ped-bike facilities, greatly reducing the risk of crashes and injury.
- c. Will the project provide walking and bicycle access within 1/4 mile of transit stops and stations? Yes or No: Yes. If yes, how? The Willamette Ped-Bike Bridge provide direct pedestrian and bicycle connection between two of the highest ridership transit routes in Clackamas County. This will greatly expand access to transit for those on both sides of the river.
- d. Will the project provide walking and bicycle access within 1/4 mile of a school? Yes or No: Yes If yes, how (provide name of school(s))? Oak Grove Elementary School
- e. Will the project use design treatments that will lead to increased use of active transportation modes by providing a good user experience/increasing user comfort? Does the project provide a high degree of separation between people walking and bicycling and motor vehicle traffic? Yes or No: Yes If yes, how? The proposed project will provide a separated ped-bike facility between Oak Grove and Lake Oswego. This facility will improve the user experience and comfort due to full separation from motor vehicle traffic and a reduction in trip length from over 10 miles to just 1 mile. These benefits will lead to increased use of active transportation modes and greatly increase the places and destinations that are accessible by ped-bike.
- f. How will the project improve access to and from priority destinations, serve high density areas, and/or increase the number of people walking and bicycling to help relieve congestion? Yes or No: Yes If yes, how? Lake Oswego and Oak Grove are two of the higher density locations within Clackamas County and have many priority destinations. These

locations are separated by only a few thousand feet across the Willametter River. The lack of a connecting bridge means that those wishing to go from one to the other by bike must travel at least 10 miles. The proposed bridge would bring those priority destinations within range of an easy ped-bike trip from either side of the river, great improving access. The bridge would also provide opportunities to replace longer vehicle trips with short pedestrian or bicycle trips, reducing congestion.

- g. Other needs and desired outcomes the project will address identified in the project purpose statement: The proposed bridge will open access to a beautiful view of the Willamette River. In addition to the transportation benefits, we think it will also be an attraction and a benefit to the communities.
9. Describe the existing project funding strategy (will federal or ODOT program funds potentially be requested?): Identification of the funding strategy is an important purpose of this feasibility study. This study will identify and secure the support of a group of partner governments to support both the development/construction of the project as well as the long term operations and maintenance. Likely sources of funding include the North Clackamas Park and Recreation District, the local governments as well as the proposed regional bond and possibly federal funds through Metro/ODOT.

Project Development Scope, Cost and Funding Request

1. Total estimated cost for project development (should equal combined amounts identified in #2, 3, and 4, below): \$ 2,584,366 (full cost of all development tasks including the cost of the previous Metro study, cost of this proposed feasibility analysis, and full environmental, design and permitting costs that will be incurred if the project moves forward)
2. Amount already expended on project development (estimate is okay): Less than \$100,000 (Metro 2009 study)
3. Planned additional local contribution to project development (not required): \$ 0
4. Total amount requested of RFFA bond proceeds for project development: \$ 306,000
5. Total estimated project cost through construction (including project development): \$ 21,536,380
6. Provide preliminary project cost estimate to date and a brief description of the method and level of confidence of the estimate (attach any documentation available): The project cost estimate was developed by Clackamas County capital projects staff based on typical costs for a ped-bike bridge of this type.
7. Project cost estimates reviewed by Project Engineer (name): Joel Howie, PE

Required Additional Information

1. GIS shapefile of the project. The exact location of the proposed project is not known at this time and will be the subject of this study. The attached map shows public and privately owned

properties on both shores of the Willamette River in the area that is viewed as the most likely location for the bridge based on current information.

2. Project Development Scope of Work Main Tasks and Summary Costs– use the attached template and modify as necessary.

Purpose and Desired Outcomes
Provide a brief summary description (2-4 lines of text) of the purpose and desired outcomes of the project development work (<i>Example: The purpose and objective of this study is to....(purpose statement, desired outcomes) and is located in the . . . (describe study location with boundary limits)</i>)
<p>Purpose of Project: There is currently a 10 mile segment of the Willamette River between Sellwood Bridge and the Oregon City Bridge without ped-bike access across the river. The proposed ped-bike bridge between Lake Oswego and Oak Grove/Milwaukie would provide an active transportation connection across the river greatly increasing ped-bike mobility, add an important scenic and community asset, and improve access to jobs and community places for those in historically marginalized communities.</p> <p>Outcomes of the Willamette River Ped-Bike Bridge Active Transportation Development Project: The outcomes of this proposed active transportation development project are to 1) Identify the preferred location, bridge concept and cost; 2) Work with regional, state and federal partners to determine the scope and special studies that will be needed for environmental review and permitting; 3) Develop a funding plan for full project development and construction as well as on-going operations and maintenance; 4) Work with local, regional and state partners to identify appropriate roles and contributions to the project development, operations and maintenance; 5) Conduct public input to gauge the public support/concern about the proposed project.</p> <p>Location: Although a specific location has not been identified, the study will focus on public properties along the run of the Willamette River between Milwaukie downtown and Marylhurst University, as shown on the attached map.</p>

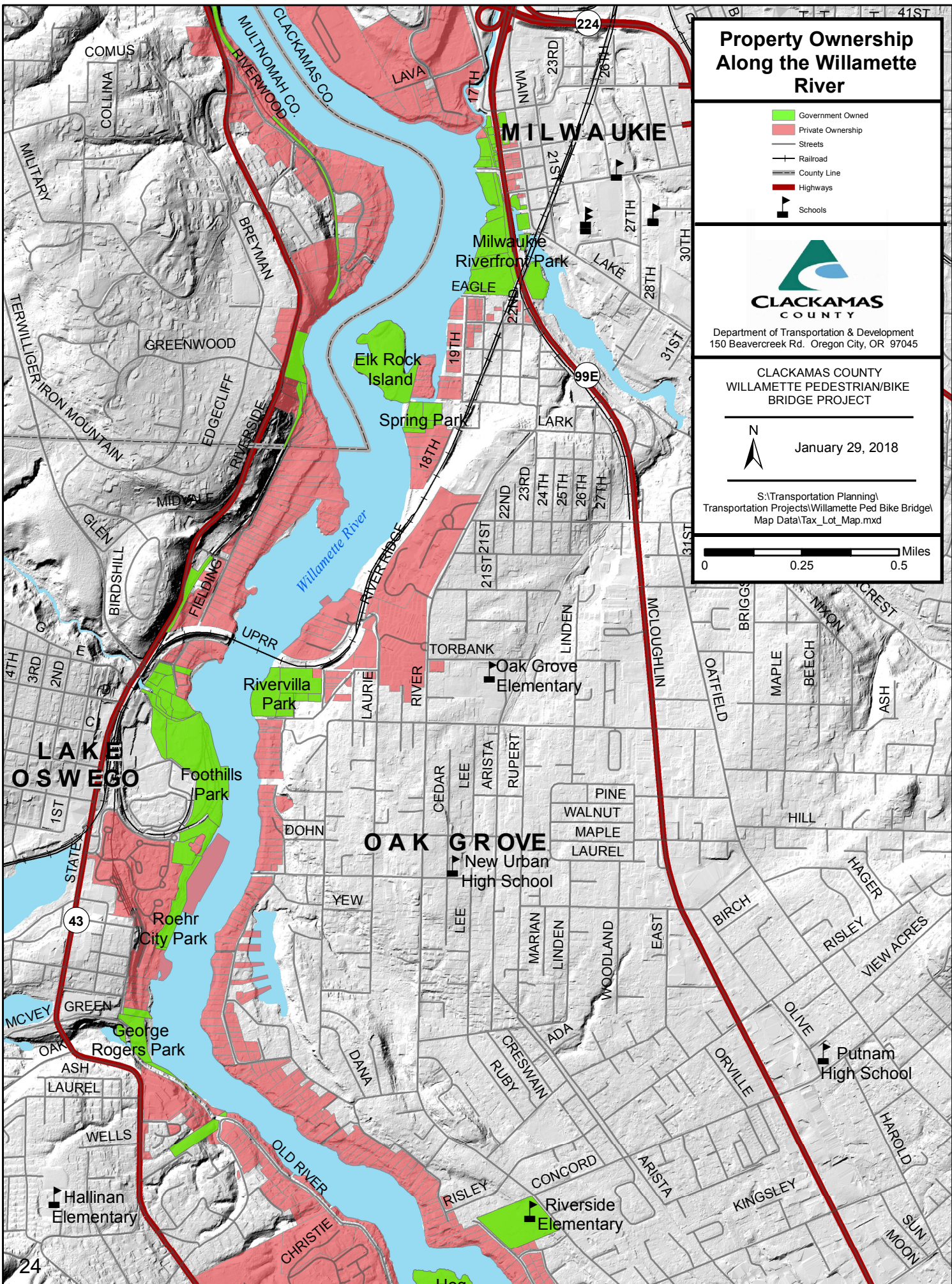
Major Project Scope Elements and Summary Costs		
Provide a bullet list of the main tasks that will achieve the purpose and objectives (Examples provided below)	A cost summary per each major task	ID in-house or consultant driven task
Task #1: Alternatives analysis of possible bridge locations, connection to the bike ped network, with an identification of the preferred bridge location alternatives	\$140,000	Consultant
Task #2: Environmental scoping to identify special studies and analysis that will be necessary.	\$20,000	Consultant
Task #3: Conceptual cost estimate and funding plan for project development, operations and maintenance.	\$50,000	Consultant

Task #4: Interagency coordination with local governments, special districts, and state/federal agencies on roles and responsibilities	\$16,000	Staff & Consultant
Task #5: Intergovernmental Agreement between the partners for project development, operations, and maintenance	\$15,000	Staff and Consultant
Task #6: Conduct public involvement activities including presentations, outreach and other activities to inform the public about the proposed project and secure input.	\$40,000	Staff and Consultant
Task #7: Project management and administrative oversight	\$25,000	Staff
Total Proposed Study Costs:	\$306,000	

Approach And Oversight

Discuss how the project development work will be implemented and how expenditures will be tracked and monitored by the agency. Describe the technical, administrative and budget capacity to complete project development work.

This project development project will primarily be conducted by a consultant under the direction and oversight of the Clackamas County Department of Transportation and Development (DTD). At any particular time DTD has over 20 projects in development and has an extensive staff of project managers, engineers, finance and administrative specialist who are well versed in all aspects of the management of publically funded projects. The DTD has carried out a number of projects using funding from Metro and is knowledgeable about all conditions and requirements. The DTD Principal Transportation Planner will be the project manager under the direction of the Transportation Planning Supervisor. Working with the project manager will be a Project Management Team including the Capital Projects Supervisor, the Administrative Services Manager, the Bike and Pedestrian Coordinator, and the Community Outreach Specialist. This group will ensure that all administrative, legal and professional standards are met and that the project is completely in a timely and responsible fashion.



Property Ownership Along the Willamette River

- Government Owned
- Private Ownership
- Streets
- Railroad
- County Line
- Highways
- ▣ Schools



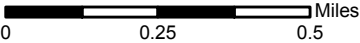
Department of Transportation & Development
150 Beaver Creek Rd. Oregon City, OR 97045

CLACKAMAS COUNTY WILLAMETTE PEDESTRIAN/BIKE BRIDGE PROJECT



January 29, 2018

S:\Transportation Planning\
Transportation Projects\Willamette Ped Bike Bridge\
Map Data\Tax_Lot_Map.mxd





Portland Metro Area Value Pricing Feasibility Analysis

FACT SHEET

We have a congestion problem

It's not your imagination — more people and merchandise are sitting in Portland-area traffic longer. Buses, bicycles and pedestrians also are affected as the system slows. Regional growth has strained the Portland metro area's six major highways — including I-5 and I-205, the primary north-south routes for the state. Congestion and delays are increasing throughout all hours of the day creating unpredictability, costing people and businesses, and increasing crashes.

Not one single solution

In 2017, the Oregon Legislature authorized funding to substantially improve area highways, transit, biking and walking facilities, and use technology to make the system work better. The Legislature also directed the Oregon Transportation Commission (OTC) to seek federal approval to implement value pricing on I-5 and I-205 to address the congestion problem.

What is value pricing?

Pricing strategies have been used successfully for years by utilities, sporting events and movie theaters. The cost is determined by how many users want to use a limited service.

Value pricing is a proven tool resulting in faster, more reliable and predictable trips. It has been implemented with success in the United States and around the world.

Value pricing uses fees or tolls to manage congestion. During more congested times of the

day a higher fee is charged, encouraging some drivers to consider other travel options such as alternate routes, carpools, transit or travel at less congested times. This improves mobility for all drivers who pay the fee, and potentially for the entire system. Fees are collected electronically so drivers do not have to stop at toll booths.

The main types of value pricing strategies that will be considered include:

- **Priced lanes**, which give drivers a choice to pay to use the lane to save time or to use the adjacent, unpriced lanes.
- **Priced roadways**, a concept under which all lanes would be priced.

Both types of value pricing tools could be applied to the entire highway or to specific highway segments, which could include bridges.

Implementation of priced lanes in the Portland metro area requires a decision about whether to construct new lanes or convert general travel lanes.

+30,761
MORE PEOPLE

Portland area
population growth
2014 - 2015

+13.6%
MORE CONGESTION

Hours of weekday congestion
in the Portland area
2013 - 2015

+22.6%
MORE TRAFFIC DELAYS

In the Portland
metro region
2013 - 2015

BENEFITS OF VALUE PRICING

FOR SAFETY

Reducing congestion, particularly at bottlenecks, smooths and steadies traffic flow, and reduces the opportunity for rear-end crashes.

FOR COMMUTERS

Improvement in travel time reliability and efficiency for priced lane users.

FOR FREIGHT

Congestion relief through value pricing allows businesses to reduce travel time which saves costs and reduces truck trips.

Value pricing: A tool to reduce congestion in the Portland metro area

The Oregon Department of Transportation (ODOT) is conducting a feasibility analysis to determine if value pricing could improve mobility by allowing people to choose to pay a fee to get a more reliable and predictable trip on I-5 or I-205 during peak travel times. Those who do not want to pay a fee may choose to travel during off-peak hours and pay a lower fee, or choose other modes of transportation. Some may not make the trip at all. There are many ways value pricing could be applied.

The Oregon Transportation Commission (OTC) has directed a public input process and technical analysis of potential value pricing options.

Any proposal will reflect our values

To make sure that any proposal reflects our values around fairness and equity, OTC created a Policy Advisory Committee (PAC) so diverse perspectives can inform a final proposal. The PAC will consider

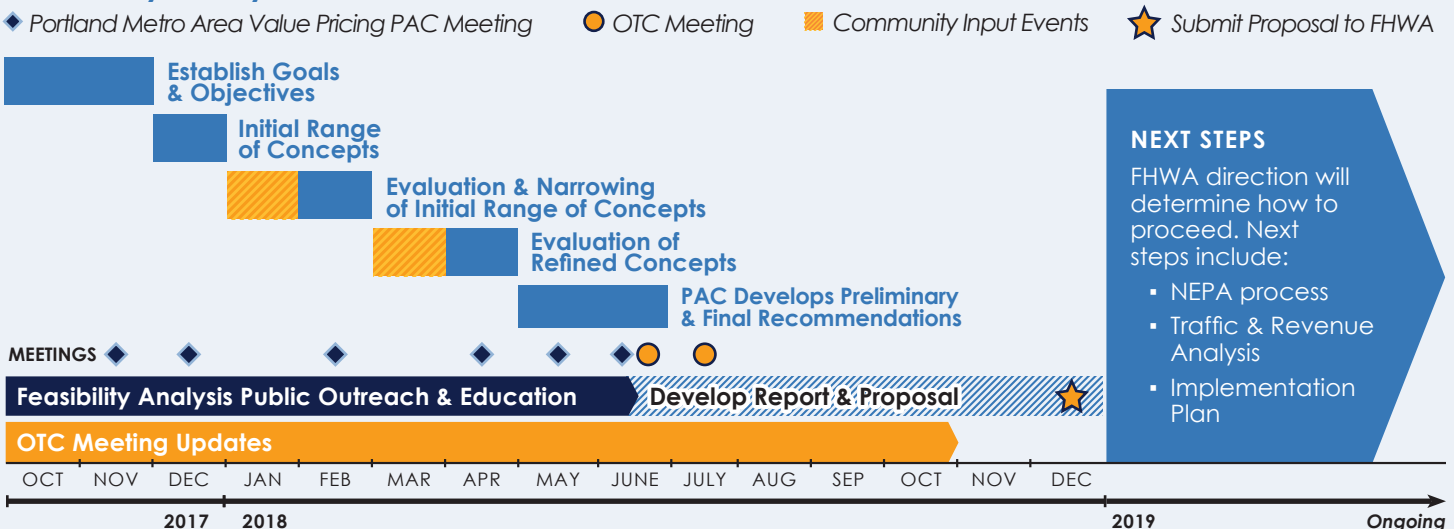
the benefits to congested corridors and effects to travelers and adjacent neighborhoods. The PAC will recommend to the OTC the best location and type of value pricing for the region. The OTC is the tolling authority in the state and will submit its proposal to the Federal Highway Administration (FHWA) by the end of December 2018. Next steps include additional public outreach; environmental, traffic, and revenue analysis; and a tolling agreement.

Make your voice heard

Public review and input on value pricing is essential to help fully evaluate value pricing to determine how best to implement it.

- **Ask a question or provide a comment:**
ValuePricingInfo@odot.state.or.us
- **Provide input to the Policy Advisory Committee:**
ValuePricingPAC@odot.state.or.us
- **Learn more:**
www.oregon.gov/ODOT/Pages/Value-Pricing.aspx

Feasibility Analysis Schedule



Memorandum

To: Clackamas County Coordinating Committee (C4)

From: Trent Wilson, Public and Government Affairs

Date: February 22, 2018

RE: 2018 C4 Retreat Discussion

Overview:

Clackamas County Coordinating Committee members will have an opportunity to brainstorm and provide feedback on the upcoming 2018 C4 Retreat.

Preferred Date:

June 29 – June 30, 2018

Topics addressed /accomplishments since previous retreat:

- Advance a county-wide Housing Needs Assessment
- Discuss System Development Charges and Construction Excise Tax concepts
- Provide feedback on future regional housing and transportation bonds
- Finalize bylaws updates
- Form a Transit Providers Subcommittee to support needs regarding to HB 2017 State Transit Improve Funding
- Education on Transit providers throughout Clackamas County

Discussion Items for 2018 Retreat:

- What transportation and land use issues does C4 want to cover at the retreat?
- Does C4 want to address housing issues at this year's retreat?
- What other issues should be address at the retreat in 2018?
-