
Thursday, February 07, 2019
6:45 PM – 8:30 PM

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

AGENDA

6:45 p.m. Pledge of Allegiance

Welcome & Introductions

Chair Jim Bernard & Mayor Brian Hodson, Co-Chairs

Housekeeping

- Approval of December 06, 2018 C4 Minutes **Page 03**

6:50 p.m. Housing Bond – Clackamas County Implementation Update

- Staff memo and materials **Page 05**

7:20 p.m. Transportation Futures Study Update

- Staff memo and materials **Page 06**
- TFS Legislative 1-pager **Page 13**

7:50 p.m. T2020 (Regional Transportation Investment Measure)

- Staff memo **Page 14**
- BCC comment letter on T2020 **Page 15**

8:15 p.m. Updates/Other Business

- VRF Update
- State Legislative Session
- R1ACT Appointments Update **Page 17**
- C4 Retreat
- 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	Kenny Sernach (Beavercreek Hamlet)			●			
Happy Valley	Councilor Markley Drake		●				
Johnson City	Vacant						
Lake Oswego	Councilor Theresa Kohlhoff	●	●				
Milwaukie	Mayor Mark Gamba		●			●	
Molalla	Mayor Jimmy Thompson			●			
Oregon City	Mayor Dan Holladay		●				
Portland	Vacant						
Rivergrove	Mayor Heather Kibbey		●				
Sandy	Mayor Stan Pullman			●			
Sanitary Districts	Nancy Gibson (Oak Lodge Water Services)	●					
Tualatin	Councilor Paul Morrison		●				
Water Districts	Hugh Kalani (Clackamas River Water)						
West Linn	Mayor Russ Axelrod		●				
Wilsonville	Mayor Tim Knapp		●		●		

Current Ex-Officio Membership

MPAC Citizen Rep	Vacant
Metro Council	Councilor Christine Lewis
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)

**Thursday, December 06, 2018
6:45 PM – 8:30 PM**

**Development Services Building
Main Floor Auditorium, Room 115
150 Beavercreek Road, Oregon City, OR 97045**

Attendance:

- Members:** **Canby:** Brian Hodson (Co-Chair); **Clackamas County:** Jim Bernard; Paul Savas; **CPOs:** Laurie Swanson (Molalla); Martin Meyers (Redland-Viola-Fischers Mill); **Estacada:** Sean Drinkwine; **Hamlets:** Rick Cook (Stafford); **Happy Valley:** Markley Drake; **Lake Oswego:** Jeff Gudman; **Milwaukie:** Mark Gamba; **MPAC Citizen:** Ed Gronke (Alt.) **Sandy:** Carl Exner; Jan Lee (Alt.) **Sanitary District:** Nancy Gibson **Transit:** Julie Wehling (Canby); Eve Nilenders (Trimet); Andi Howell (Sandy)(Rural Alt.) **Water Districts:** Hugh Kalani; **West Linn:** Russ Axelrod; **Wilsonville:** Tim Knapp
- Staff:** Chris Lyons (PGA); Trent Wilson (PGA)
- Guests:** Jaimie Huff (Happy Valley); Doug Riggs (West Linn); Megan McKibben (Cong. Schrader); MJ Cartasegna (BCC); Mark Ottenad (Wilsonville SMART); Marge Stewart (Firwood CPO); Mike Bezner (DTD); Steve Williams (DTD); Mary Raethke (Admin)

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.

Agenda Item	Action
Approval of November 1, 2018 Minutes	Approved.
January Meeting Discussion	C4 discussed the merits of attending or cancelling the January 3 C4 meeting, given the proximity to the holidays and a common overlap with many cities swearing in new city members. C4 agreed to host a doodle poll for January 10, citing a need to address vacancies in the R1ACT. No meeting if January 10 did not poll for a quorum.
Transportation Futures Study Discussion	Clackamas County staff presented updated materials detailing what a Clackamas transportation futures study might entail. C4 agreed with the approach and decided to pursue funding from the state legislature.
C4 Legislative Strategy Discussion	On the heels of the transportation futures study discussion, members discussed relevant topics that C4 and C4 member

	<p>jurisdictions might advocate for and/or track in the upcoming legislative session. County staff recommended that issues like funding for I-205, the county courthouse replacement project, and a transportation futures study should float to the top.</p> <p>For its 2019 legislative priorities, C4 members voted unanimously to support funding for the I-205 expansion project and the Clackamas Transportation Futures Study, and to engage with the state on housing initiatives and opportunities.</p>
<p>Urban City Executive Committee Seat</p>	<p>Anticipating Councilor Jeff Gudman’s stepping down from C4 due to terming out of Lake Oswego’s council, the urban cities caucused to select a new “urban cities” representative to the C4 Executive Committee.</p> <p>Councilor Theresa Kohlhoff was selected as the interim-executive committee member until C4 makes its formal elections in March.</p>
<p>Updates/Other Business</p> <ul style="list-style-type: none"> • JPACT/MPAC Updates • VRF Update 	<p>JPACT/MPAC: Councilor Betty Dominguez provided an update on the success of Metro’s November housing bond and provided an update on the formation of the Housing Bond Oversight Committee, which is expected to be seated by February 1, 2019. Clackamas County is expected to receive \$115 million that will increase affordable housing units by approximately 812 units.</p> <p>VRF Update: County staff described the community outreach that has occurred to-date. Chair Bernard reminded the cities of his request to submit support letters to the BCC.</p>

Adjourned at 8:40 p.m.

Memorandum

To: Clackamas County Coordinating Committee (C4)
From: Jill Smith, Deputy Director of Health, Housing & Human Services
Date: February 07, 2019
RE: Housing Bond – Clackamas Implementation Update

Overview:

Following the passage of the 2018 Housing Bond, Clackamas County has been working closely with Metro and regional partners to plan how best to address critical housing needs using new revenue. The February 07, 2019 presentation to C4 is an update on this process.

The Clackamas County Board of Commissioners will meet on February 19th, 2019 to agree upon certain strategic priorities for use of these funds, which will inform the Housing Authority's process moving forward.

Clackamas County has already prioritized the importance of partnering with local jurisdictions, agencies, and partners to deliver new housing services. Presently, we are offering informational updates on the county's process with our local partners and jurisdictions, and will make time to meet with your agency or jurisdiction.

Please follow our progress on this important housing initiative here:
<https://clackamas.us/metrohousing>

Contact:

Jill Smith, Deputy Director – Health, Housing & Human Services
Jsmith6@clackamas.us

MEMORANDUM

TO: Clackamas County Coordinating Committee
FROM: Stephen Williams, Principal Transportation Planner
DATE: January 31, 2019
SUBJECT: Draft Scope of Work for the Clackamas County Transportation 2070

At the November and December 2018 C4 meetings there was discussion of the idea of preparing a Clackamas County transportation study with a 50 year time horizon. Members of the committee agreed that the coming 50 year period will be one of great change in transportation due to anticipated changes in technology (for example autonomous and connected vehicles, wide-spread adoption of electric vehicles), growth in the Portland metro area and Clackamas County, long term changes in the economy and resulting land use patterns, as well as issues that are already under study such as climate change adaption, and earthquake resiliency. Based on that discussion members C4 included a legislative request of \$2.5 million for the study in the joint legislative strategy that was approved by C4 at the December meeting. In addition, C4 requested that CTAC develop the scope for the proposed study and provide it to C4 for review and discussion at the February meeting. The following scope of work was reviewed and discussed by CTAC at their January meeting and is put forward for C4 review. CTAC will further develop this scope of work if funds are identified to move forward with the proposed study.

Clackamas County Transportation 2070 Desired Outcomes:

- Identify about 10 high priority, major transportation system improvements for incorporation into the Metro Regional Transportation Plan (RTP) and local transportation system plans that should be completed in the next 50 years to support job creation and improve quality of life in Clackamas County
- Determine future transit service models and the manner in which future transit services can contribute to meeting mobility needs for all of Clackamas County.
- Identify the role that will be played by the bicycle and pedestrian transportation in the future and the types of investments that should be prioritized.
- Find opportunities for economic development and job creation that will result from expected changes in the economy, land use and transportation in the next 50 years.
- Identify improvements to transportation infrastructure that will increase earthquake resiliency throughout the county.
- Reduce the impact of climate change on the transportation system in Clackamas County by identifying changes to transportation system materials, maintenance practices and stormwater facilities.
- Develop information, policies and recommendations that can be incorporated into the Metro RTP and local transportation system plans to help prepare for future changes, including:
 - Design changes to the built transportation infrastructure that will occur over the next 50 years due to changes in transportation technology.
 - Recommendations on capabilities that can be added incrementally to the transportation infrastructure in coming years through capital construction and maintenance programs that will ease the implementation of advance technologies.
 - Key investments and policies that will support the rapid implementation of advanced technology outside the urban areas of the county.
 - Policies that could be adopted by the local governments to reduce transportation access disparities across all demographic groups and areas of the county.

Clackamas County Transportation 2070 Scope of Work

Task #1: Involvement

Public involvement will be critical to the successful completion of this project and is intended to be both broad and deep. It should reach the full geographic extent of Clackamas County, and the full diversity of the population of the county. Five main public involvement approaches will be applied in the process. The following describes the public involvement strategies that will be used in the course of the process.

- 1) **Online Open House** – An online open house will be established for the process and used throughout to engage the public on the critical issues and secure feedback. Materials will be available for review and download. Presentations will be available as live stream and also for later viewing. Input and comment forms will be available.
- 2) **Focus Groups** – 5 focus groups will be established representing 5 geographic areas of the county. The focus groups will be used during the process to discuss issues and alternatives and provide feedback. The focus group membership to represent the full range of age, income and race/ethnicity of the areas the focus groups represent.
- 3) **Surveys** – Scientific surveys should be conducted at critical points in the project to provide an unbiased view of the interests and desires of the public.
- 4) **Project Management Team** – A project management team composed of staff members representing Clackamas County, cities, ODOT, Metro, and transit agencies will be formed. Project Management Team meetings will advertised in the Online Open House and open to the public.
- 5) **Community Advisory Group (CAC)** – A Citizens Advisory Group will be formed to provide on-going input on the study and the products.

The specific involvement activities to be carried out for each task are identified below.

Task #2: Scenario Planning Tool

This project will require a transportation forecasting tool that is very flexible due to two basic recognitions that have led to interest and support for this study:

- The transportation future will not look like the past
- How the transportation future will look can't be known at this point

As a result, the study will require a tool that facilitates the analysis of very different future scenarios. Much of the basic data for the scenario planning tool will come from the versions of the Metro model used for the Washington County Futures project and will be updated as necessary. Two capabilities needed in the scenario planning tool will be:

- 1) **Rapid Turn Around of Scenario Planning Alternatives** – The software for the scenario planning tool should facilitate easy editing of model inputs, and rapid execution of model runs. Although the Metro model is very powerful, model runs can require several days. The scenario planning tool should be sufficiently easy to use so that model runs can be executed in a few hours.
- 2) **Ease of Altering Critical Input Variables** – MPO travel demand models, like Metro's, have standard values set for the key parameters that are derived from previous data collection efforts and are not easily altered. But many of the changes in transportation demand in the future will be triggered by changes in those basic variables away from the historic values. Variables that describe trip costs, mode choice, trip length frequency, and vehicle occupancy will change, leading people and businesses to make different transportation choices. The modeling tool used for this study must allow such variables to be easily changes as necessary to create alternative scenarios.

Fortunately, the need for these types of tools has been widely recognized and many universities, states and

MPOs are working to develop this next generation of traffic forecasting tools. Steps for the development of the scenario modeling tool are as follows:

- 1) Identify critical capabilities and variables that must be included in the scenario modeling tool
- 2) Conduct research to identify possible approaches to implementation of a scenario planning model
- 3) Select the model
- 4) Identify and obtain required input data
- 5) Implement scenario planning model and calibrate it by backcasting to 2015

Involvement:

The Project Management Team will be the primary group to conduct and receive input on the development of the scenario planning tool.

Task #3: Existing Critical Issues

Existing critical issues must be addressed in coming years due to their potential impact on the transportation system.

1) Earthquake Resiliency

A 500 year Cascadia Subduction zone earthquake could have widespread impacts on the transportation system in Clackamas County. Potential impacts could include bridge collapse, road deformation due to liquefaction, subsidence or uplift, landslides, and temporary or permanent inundation due to river or stream channel migration. The following should be undertaken to plan for the impact of a major earthquake on the transportation system in Clackamas County.

- a. Identify earthquake hazard areas by type
- b. Identify critical emergency response and lifeline transportation networks and evaluate the locations on those networks that could be severed during a major earthquake
- c. Work with emergency response agencies in the county to identify and prioritize transportation system projects throughout the county necessary to improve earthquake resiliency

2) Climate Change Adaption

US Department of Transportation and many states have prepared plans for climate change adaption measures. The main impacts on the city and county transportation systems in Clackamas County that will require changes to current practices are:

- More frequent or severe rainfall increasing stormwater flow and requiring improvements to culverts and stormwater infrastructure
- Increased average and peak temperatures resulting in degradation of road and bridge materials, increasing the maintenance frequency and costs.

The following should be undertaken as part of this study to plan for the impact of climate change adaption on local transportation systems:

- a. Identify culverts and stormwater infrastructure that may be inadequate to handle increase stormwater flow
- b. Research and provide estimates for revised materials specifications for higher average and peak temperatures

3) Improved Urban-Rural Connectivity

An identified concern in the Clackamas County transportation system is limited capacity between urban and rural areas, resulting in congestion and safety issues on roads connecting the two areas of the county. The study should research approaches using all modes to improve mobility between rural and urban areas, and make recommendations on specific improvements.

Involvement:

Materials and products for Task #3 should be provided in the online open house, and presented to the focus

groups. Input received through those processes should be presented to the Project Management Team and CAC.

Task #4: Emerging Technologies

There are several emerging technologies that will have broad impact on many aspects of the transportation systems of Clackamas County. These include full conversion of the fleet to electric vehicles, full conversion to autonomous and connected vehicles, widespread use of shared mobility services, proliferation of small mobility devices such as e-scooters and e-bikes, and changes in the provision of transit services in the future.

- 1) **Electric Vehicles** – Research should be conducted and presented on the effect of electric vehicles on communities and local transportation systems. Topics to be studied should include changes to local land uses and codes, electric power generation requirements, charging facilities, and solid waste. The expected rate at which the vehicle fleet will convert from fossil fuels to electricity should be identified, as well as performance metrics for the electric vehicles such as speed and range.
- 2) **Autonomous and Connected Vehicles** – Research should be conducted and presented on the effect of autonomous and connected vehicles. Topics should include safety metrics, front/rear/side clearances, rate of conversion of the vehicle fleet, performance of autonomous and connected vehicles in traffic mixed with human drivers, cost per mile of operation, road capacity equivalence between human operated vehicles and autonomous vehicles, and changes required to public infrastructure to support connected vehicle technology.
- 3) **Shared Mobility** – Research should be conducted and presented on the effect of shared mobility. Topics should include the anticipated cost per mile of shared mobility service provided with autonomous vehicles, availability/response times, effect on daily vehicle miles traveled, and changes to land use patterns/designs and parking requirements, and impacts to transit that will result.
- 4) **Small Mobility Devices** – Research should be conducted and presented on small mobility devices such as e-scooters and e-bikes. Among the topics studied should be the anticipated role of such devices in the transportation system, safety, special facility requirements, and the effect of small mobility devices on the transportation system.
- 5) **Transit Services** – Clackamas County currently receives less transit service than other parts of the Portland Region. Emerging technologies could greatly impact the delivery of transit services in the future. Research should be conducted on the manner in which transit services can be expected to change in urban, suburban and rural areas and recommendations presented the local governments on how they can support and expand transit access in the future.
- 6) **Scenario Modeling that Incorporates these Emerging Technologies** – To enable the scenario modeling tool to analyze future transportation, the effects of these emerging technologies must be quantified. This will be accomplished by developing model scenarios at 10 year intervals (2020, 2030, 2040, 2050, 2060 and 2070). Based on the research conducted for previous tasks, the assumptions and critical values in the scenario planning tool will be altered to represent the mix of transportation technologies and services that are expected to be available for each of the years.

Involvement:

Involvement for this step should occur across all involvement modes. Materials should be prepared and posted to the Online Open House, focus groups, and project management team.

Task #5 Changing Economy

Economic changes have historically resulted in changes in land use and transportation systems. The country is in the middle of a major change from an economy based on brick and mortar employment and business locations accessed by vehicles to virtual locations that are accessed via the internet. This change is bringing about major shifts in our land use patterns. In addition, other changes in technology such as autonomous and connected vehicles, a fully electric vehicle fleet and the switch to shared mobility could also have a major impact on our

land uses and built environment. This task will provide information on those coming changes to our economy, land use patterns and built environment to support planning efforts by the local governments of Clackamas County. In addition, this task will analyze land use allocations that account for these changes and will be used to prepare future land use forecasts for the scenarios in Task #6.

- 1) Report on 50 year economic trends
- 2) Identification of key economic trends that could create opportunities for economic development and job creation in Clackamas County
- 3) Analysis of the impact of the 50 year economic changes on land use
- 4) Revise long term population and employment forecasts to account for changing land use demands

Involvement:

Online open house, project management team, and CAC.

Task #6 Population & Employment Forecasts

The amount of population and employment growth in the Portland region and the share of that growth that occurs in Clackamas County is a critical issue for this study. Growth in Portland, Washington County, Multnomah County, north Marion County and other surrounding areas will great influence Clackamas County. Furthermore, issues arising from future population and employment growth in Clackamas County are driven not only by the amount of growth, but by the distribution of that growth within the county. For example, if growth mainly occurs within the Metro UGB it will result in very different transportation needs than if such growth occurs on the urban fringes and cities outside the Metro UGB. Different visions of the distribution of growth within the county and surrounding areas will be a critical difference between the future scenarios that are analyzed for this project.

- 1) Analyze population and employment forecasts developed for Washington County Futures Study
- 2) Conduct 50 year population and employment scenario workshop for the Portland region including north Marion County and Columbia County with the assistance of Metro and Portland State University Population Research Center
- 3) Conduct a population and employment workshop for Clackamas County with citizens, elected officials and staff from county, cities and CPOs to develop three population and employment scenarios for the county. Possible scenarios could include 1) Most growth within the Metro UGB, 2) Much of the growth occurring in urban reserves and cities outside the Metro UGB, 3) Growth distributed throughout the county based on current proportions
- 4) Prepare small area population and employment forecasts for scenario modeling purposes based on the county-wide growth scenarios developed in the previous step.

Involvement:

This is a critical point in the study that will require full engagement through all involvement modes including: online open house, focus groups, survey, project management team and CAC.

Task #7 Goals and Vision

In traditional planning, vision, goals, and objectives are developed at the beginning of the process because short term planning processes represent relatively small, incremental changes. In a 50 year planning process, potential changes are much larger, and could move in directions that were unconsidered at the beginning of the planning process. As a result, in scenario planning a great deal of effort is applied to the analysis of possible changes and the results of those changes so that vision, goals and objectives are selected that will be relevant in the situation that will exist in the very long term future. In scenario planning it is develop a vision and goals that don't presuppose current day approaches to addressing those needs. In this scenario planning process for the

transportation system in Clackamas County the identification of the vision and goals occurs near the end of the process, after the participants in the planning process have gained an understanding of the changes that may occur in the 50 year time frame. This task is intended to reach a consensus on the long term vision and goals and then develop a consensus scenario to achieve the vision and goals:

- 1) Conduct a consensus building process to create vision and goals for the transportation system in light of the anticipated changes and identified needs and deficiencies in the Clackamas County transportation system.
- 2) Identify strategies that could be applied to achieve the vision and goals for 2070.
- 3) Use the scenario planning tool to analyze the strategies, and identify the mix of strategies that that result in successful achievement of vision and goals. The final scenario that results in successful achievement of vision and goals would be identified as the preferred strategy.

Involvement:

Online open house, focus groups, survey, project management team, and CAC

Task #8 Scenario Planning

A key consideration in this process is that there is a very large element of uncertainty. Nearly all researchers and planners agree that multiple changes affecting our transportation systems will be occurring at the same time, resulting in changes that are impossible to predict using typical forecasting methods. Scenario planning is a process that has been developed over the last 30 years to facilitate planning in situations such as this with high levels of uncertainty. Scenario planning has most often been applied in business and emergency response, but the rapid pace of changing is leading local, regional and state governments to use the process as well. The following describes the steps that are proposed to be used in this scenario planning process:

- 1) Identify the changes that will have the greatest impact on the transportation systems in Clackamas County. Determine the time period over which each change will take place, as well as the likely effect of that change.
- 2) Create scenarios that include and combine the possible changes in different ways. One should be a base line scenario that extends current data and trends into the future. Other scenarios could include other types of changes including vehicle technology, cost of transportation, implementation of shared mobility, electrification of the vehicle fleet, changing land use patterns or others. There should be four total scenarios, including the base line scenario.
- 3) Apply the scenario planning tool to each of the four scenarios to forecast travel on the Metro 2040 transportation system adopted in the 2018 Regional Transportation Plan update. Analyze and compare the results to identify issues and refinements that are needed in the scenarios. Re-analyze scenarios as necessary with the scenario planning tool. Analyze the 50 year forecasts (2070) to identify needs and deficiencies in the existing and planned transportation system for each of the scenarios.
- 4) Create alternative transportation improvement packages that address the needs and deficiencies in the existing and planned transportation system in different ways. Analyze the transportation improvement packages using the scenario planning tool to determine the strengths and weaknesses of each approach for each alternative scenario. Compare the alternative transportation packages to find alternatives that best address the transportation system needs and deficiencies.

Involvement:

Online open house, focus groups, project management team, and CAC.

Clackamas County *TRANSPORTATION 2070*

PROPOSAL -- *Clackamas County and its 16 cities* propose to develop a long-term plan to identify top priority transportation improvements needed on state, regional and local systems in Clackamas County over the next 50 years. The plan will forecast major population, economic, environmental, and technology changes to help inform what investments or actions are required to meet those needs. **Duration: 2 years**

The 2013 State Legislature funded a similar project in Washington County, which allowed the county to better understand and address long-term transportation needs.

STATE FUNDING REQUEST -- **\$2.5 million**. This project will only be possible with state funding because the county and cities have large transportation maintenance and improvement deficits that HB2017 only begins to remedy.

TASKS -- *Clackamas County and its cities, ODOT, Metro and TriMet* will identify expected changes and begin planning to work with and enhance those changes to meet local and regional long-term transportation needs. The proposed project will include six main tasks:

1. **Identify** predicted future population and employment growth.
2. **Consider** major issues related to all transportation systems (including motorized vehicles, freight, transit, bicycles and pedestrians), such as:
 - a. Future traffic on major corridors (e.g., I-205, OR 212/Sunrise Expressway, US 26, Highway 43, Highway 99E, etc.)
 - b. Regional connections, urban-rural connectivity, and telecommuting
 - c. Seismic resiliency and climate change adaptation
3. **Anticipate** major changes in the economy and in technology.
4. **Utilize** scenario planning to manage the uncertainty involved in long-term planning.
5. **Select** the highest priority transportation improvements that serve multiple needs.
6. **Implement** survey research, focus groups, online public engagement and other strategies to involve all segments of the community from across the entire county.



RATIONALE -- *The next 50 years* will see meaningful change in transportation systems. By 2070, experts anticipate full implementation of autonomous and connected vehicles. During the same 50 years, population and employment growth will expand developed areas of Clackamas County beyond the Metro Urban Growth Boundary, creating a need for new transportation facilities and systems.



If ODOT, Metro, TriMet, Clackamas County and the cities fail to anticipate and adjust to these rapid changes, it will adversely affect the attractiveness of the county and its cities as a place to live and grow a business, as well as hamper mobility in the increasingly populated urban and rural areas between the Willamette River and Mt. Hood.

With several highly important state transportation facilities traversing Clackamas County, growing cities, and integration with the Portland metropolitan area, the county is ideally located to support long-term growth in the transportation system for our residents and our region. But long-term needs should be studied now, and can only happen with state funding support.

C4 Staff Memo

Re: Regional Investment Strategy (T2020)
From: Mike Bezner, Assistant Director of Transportation
Date: January 31, 2019

Metro Council has begun its discussion of a Regional Investment Strategy (also known as T2020), with three work sessions (January 24th, January 31st and February 7th) dedicated to the Regional Transportation Investment Measure Framework, a map of the initial proposed corridors, and a makeup of the Advisory Committee. The attached memo from Metro staff outlines the “Refined Draft Tentative Metro Council Direction on Regional Transportation Investment Measure Framework and Package Development.”

Knowing that the direction set by Metro Council at the initial stages of this discussion will be the foundation for projects that could be included in the future, the Board of County Commissioners sent a letter to Metro Council emphasizing the need to include our local jurisdictions in this phase of the process. It also includes information regarding priority transportation corridors in Clackamas County. These corridors reflect the places where cities had indicated they had priority project needs in Fall of 2017 during the last regional transportation funding measure discussion.

While there will not be a full presentation from Metro on the Regional Investment Strategy at the February C4 meeting, this C4 agenda item provides an opportunity for local jurisdictions to learn about T2020 and discuss how they can be engaged in the process.

For additional information, please contact:
Karen Buehrig, Transportation Planning Supervisor
karenb@clackamas.us



January 29, 2019

Metro Council
600 NE Grand Ave.
Portland, OR 97232

Dear Metro Councilors:

We appreciate Metro's efforts to address the transportation challenges that are facing the residents of our region with a 2020 Regional Transportation Investment Measure (T2020).

The top priority transportation corridor for the Clackamas County Board of Commissioners is the **Sunrise Corridor: Phase 2**. We have projects along the Sunrise Corridor that are designed to significantly improve safety, mobility, accessibility, Green House Gas (GHG) reduction and workforce development. This corridor provides the anchor to accessing employment and housing lands in one of the region's fastest growing areas.

Over the past few years, the region's leaders have had conversations and have visited with other regions (e.g. Seattle, Los Angeles) who have successfully passed regional transportation measures. We believe that the key lesson learned is that the best approach requires an all-inclusive process. Currently, things are moving very fast and decisions are being made without giving JPACT, MPAC, and regional partners time to be included, especially during these early stages. Folding in local knowledge of the issues facing our communities will contribute to the success of any future funding measures.

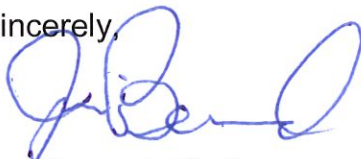
We understand that the Metro Council will be meeting over the next two weeks to solidify the Regional Transportation Investment Measure Framework, the map of Initial Proposed Corridors, and the makeup of the Advisory Committee. Since these items are being prepared quickly with no formal input process from the region, we request that any action that the Metro Council takes on the framework and the proposed corridors be preliminary based on further input received from your regional partners. In addition, we request that the proposed makeup of the Advisory Committee be shared with regional partners now so that meaningful feedback can be given before the Metro Council makes decisions that formalize the committee.

With that in mind, we do know from previous efforts that there are several corridors in Clackamas County where solutions to critical transportation needs have been identified. These corridors include:

- **Sunrise Corridor: Phase 2**
- **The Clackamas to Columbia Corridor (C2C)** - 172nd Ave-190th Ave-182nd Ave
- **Hwy 213** - from Beaver Creek Road to I-205
- **Hwy 43** - from Lake Oswego to Oregon City Arch Bridge
- **Hwy 99E** - from Milwaukie to Oregon City
- **Greater Hwy 224** corridor through Milwaukie
- **Boones Ferry Road** through Lake Oswego
- Pedestrian and Bikeway connection between Oak Grove and Lake Oswego

We urge you to provide a formal process for your jurisdictional partners to discuss the Framework, the Proposed Corridors, and the Advisory Committee makeup. This would include discussions at JPACT and MPAC, and with our cities, most of whom have not had even informal involvement in this process. These decisions that are being made that will set the course over the next year and a half.

Sincerely,



Jim Bernard, Chair

On behalf of the Clackamas County Board of Commissioners

Memorandum

To: C4 Metro Subcommittee
From: Trent Wilson, Government Affairs Specialist
Re: R1ACT Clackamas Urban Cities Discussion
Date: February 07, 2019

Overview

The Region 1 Area Committee on Transportation (R1ACT) is currently (re)filling its 2019 appointments and other vacancies, which includes 5 openings in Clackamas County. The open seats and process to fill those appointments is outlined below.

Existing Seats

Seat	Term	Existing/previous members
Clackamas County	2019 to 2023	Commissioner Paul Savas
<i>Process: Nominated by Board of County Commissioners</i>		
Urban city	2019 to 2023	Previously Mayor Lori DeRemer
<i>Process: Nominated through application process by urban cities</i>		
Urban city*	2019 to 2021	Previously Councilor Jeff Gudman
<i>Process: Nominated through application process by urban cities</i>		
Rural city	2019 to 2023	Mayor Brian Hodson
<i>Process: TBD</i>		
Business member	2019 to 2023	Bill Avison
<i>Process Nomination affirmed by consent of C4. ODOT does not require a selection process for members interested in continuing their appointment.</i>		

* The second urban city appointment is a vacancy for a staggered four year term. This seat would need to be reappointed in two years.

The process outlined for the (2) two urban cities seats is currently:

- Applications due to Trent Wilson by Thursday, February 25, 2019
- Cities caucus at March 07, 2019 C4 meeting to select from nominations
- BCC formalizes nomination list in letter to ODOT
- Selections are submitted to ODOT

For additional information, please contact:

Trent Wilson – twilson2@clackamas.us

From: Wilson, Trent

Sent: Thursday, January 24, 2019 2:36 PM

Subject: Requesting Nominations for two Clackamas Urban City seats on the R1ACT - Due February 25

Dear Clackamas Urban City Mayors and City Managers,

There are currently two vacancies in the ODOT Region 1 Area Commission on Transportation (R1ACT) that are designated for urban cities within Clackamas County. This email outlines the nomination process to fill those seats. This process has been endorsed by the urban city elected officials who serve at the C4 Metro Subcommittee.

- 1. Interested elected city officials of Clackamas cities may submit a completed nomination form (attached) to Trent Wilson (twilson2@clackamas.us) by February 25, 2019.**
 - a. R1ACT positions serve staggered 4-year terms. One of these city vacancies is in the middle of its 4-year appointment, with two years remaining. In your materials, please indicate if you wish to serve in the 2-year or 4-year term, or have no preference.
2. On March 7, 2019, the urban cities of C4 will caucus to select which two nominees will be recommended to ODOT.
3. Recommendations at C4 are formalized by the Clackamas Board of County Commissioners and presented to ODOT.

Candidate expectations: The R1ACT meets in the evening of the first Monday of every other month. Whomever is selected for these urban city seats will be invited to attend their first R1ACT meeting on April 1, 2019. For more details on the R1ACT, please visit the R1ACT webpage.

Please feel welcome reach out if you have any questions.

Thank you,

Trent Wilson | Government Affairs Specialist

Clackamas County Public & Government Affairs

Public Services Building | 2051 Kaen Road, Suite 426 | Oregon City, OR 97045

Office: 503.655.8206 | Cell: 971.263.4183

The Public & Government Affairs Department is open Monday-Thursday 7am-6pm and closed on Fridays.



**Portland Metro Area Commission on Transportation (ACT)
Nomination Form**

ORS 184.610 to 184.666 gives the Oregon Transportation Commission (OTC) authority to establish the policies for the operation of the Oregon Department of Transportation and for the administration of programs related to transportation. R1ACT is an advisory body chartered under authority of the OTC. While the OTC retains oversight and final decision-making authority, R1ACT provides valuable input and recommendations.

R1ACT membership shall consist of 31 voting members. Sixteen of the 31 members will be nominated by county commissions and/or county coordinating committees per the R1 ACT Formation Proposal. Nomination forms must be accompanied by a single cover letter signed by the chair of the nominating entity. You may attach resumes or other supporting documentation as needed.

The ACT will meet monthly for 90 minutes during the workday. Members must be willing to attend meetings and actively participate in the development of the ACT work plan and evaluation of transportation projects for selection in the Statewide Transportation Improvement Plan (STIP). For more information on ACTs and STIP, go to:

- http://www.oregon.gov/odot/comm/pages/act_main.aspx
- <http://www.oregon.gov/odot/td/stip/pages/default.aspx>

Each applicant must return a form for each nominee to Kimberly.Dinwiddie@odot.state.or.us.

Nominating Entity Information			
Organization Name:		Submittal Date:	
Signing Authority		Number of Nominees:	
Email Address		Phone Number:	

Nominee Information	
Candidate Name:	
Occupation	
Phone Number	

Is this nominee an elected official? YES NO

If yes, what elected position do they hold?

Describe the candidate's experience in transportation policy, project development, project delivery and/or finance.

Does this nominee fulfill your requirement of a business or labor stakeholder? If so, what are their qualifications specific to this role?

Will this nominee represent the interests of environmental justice or health stakeholders? If so, please describe their qualifications specific to this role.