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Thursday, April 03, 2025  
6:45 PM – 8:30 PM

**Zoom Link:**

<https://clackamascounty.zoom.us/j/82830438619?pwd=I2ePRygavOcfRCjn2y7zFYAi5R0T55.1>

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### AGENDA

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

**Welcome & Introductions**

*Chair Paul Savas & Mayor Brian Hodson, Co-Chairs*

**Housekeeping**

- Approval of March 6, 2025 C4 Minutes

**Page 04**

**6:50 p.m. Supportive Housing Services Update**

*Presenting: Vahid Brown, H3S; Commissioner Ben West*

**Pending**

**7:10 p.m. Consolidated Planning for Transportation Safety**

*Presenting: Joe Marek, DTD*

**Page 06**

**7:45 p.m. ClackCo Transportation System Plan Update**

*Presenting: Karen Buehrig and Jeff Owen, DTD*

**Page 23**

**8:00 p.m. Legislative Updates**

*Presenting: Trent Wilson, Government Affairs*

**8:20 p.m. Updates/Other Business**

- JPACT/MPAC Updates
- Summer Retreat Update
- Other Business (RFFA letter)

**Page 31**

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

## 2025 General Information



### *Current Voting Membership*

		C4 Exec	C4 Metro	C4 Rural	JPACT	MPAC	RIACT
<b>Clackamas County</b>	Commissioner Paul Savas	●	●	●	●		●
<b>Clackamas County</b>	Commissioner Ben West		●	●			
<b>Canby</b>	Mayor Brian Hodson	●		●			●
<b>CPOs</b>	Kenny Sernach	●	●	●			
<b>Estacada</b>	Mayor Sean Drinkwine			●			
<b>Fire Districts</b>	Matthew Silva (Estacada Fire District)	●					
<b>Gladstone</b>	Mayor Michael Milch	●	●				
<b>Hamlets</b>	Mark Hillyard (Hamlet of Beaver Creek)			●			
<b>Happy Valley</b>	Councilor Josh Callahan		●				
<b>Johnson City</b>	Vacant						
<b>Lake Oswego</b>	Mayor Joe Buck		●		●	●	
<b>Milwaukie</b>	Councilor Will Anderson		●			●	
<b>Molalla</b>	Mayor Scott Keyser			●			
<b>Oregon City</b>	Commissioner Adam Marl		●			●	
<b>Portland</b>	Vacant						
<b>Rivergrove</b>	Councilor Doug McLean		●				
<b>Sandy</b>	Councilor Rich Sheldon			●			
<b>Sanitary Districts</b>	Paul Gornick (Oak Lodge Water Services)	●					
<b>Tualatin</b>	Councilor Valerie Pratt		●				●
<b>Water Districts</b>	Sherry French (Clackamas Water District)		●			●	●
<b>West Linn</b>	Mayor Rory Bialostosky		●				
<b>Wilsonville</b>	Mayor Shawn O'Neil		●				

### *Current Ex-Officio Membership*

<b>MPAC Citizen Rep</b>	Ed Gronke
<b>Metro Council</b>	Councilor Christine Lewis
<b>Port of Portland</b>	Emerald Bogue
<b>Rural Transit</b>	Todd Wood (Canby Area Transit)
<b>Urban Transit</b>	Dwight Brashear (SMART)

## Frequently Referenced Acronyms and Short-forms:

### Related to the Clackamas County Coordinating Committee (C4)

#### C4 Metro Subcommittee

#### C4 I-205 Diversion Subcommittee

**CTAC:** Clackamas Transportation Advisory Committee (C4 Transportation TAC)

### Related to Metro and Metro Committees

**JPACT:** Joint Policy Advisory Committee on Transportation (Metro)

**MPAC:** Metro Policy Advisory Committee (Metro)

**TPAC:** Transportation Policy Advisory Committee (JPACT TAC)

**MTAC:** Metro Technical Advisory Committee (MPAC TAC)

### Related to the Oregon Department of Transportation (ODOT) and Tolling

**OTC** Oregon Transportation Commission (ODOT policy decision body)

**Region 1:** ODOT's geographic designation for the metro area + Hood River

**R1ACT:** ODOT Region 1 Advisory Committee on Transportation

**UMO:** ODOT's Urban Mobility Office

**RTAC:** ODOT's Regional Tolling Advisory Committee

**STRAC:** ODOT's State Tolling Rules Advisory Committee

**EMAC:** ODOT's Equity Mobility Advisory Committee (for tolling)

### General Transportation Acronyms

**STIP:** State Transportation Improvement Plan (ODOT)

**RTP:** Regional Transportation Plan (Metro)

**TSP:** Transportation System Plan (Local – county and cities)

**HCT:** High Capacity Transit

**UPWP:** Urban Planning Work Program

### General Housing and Land Use Acronyms

**H3S:** Clackamas County's Health, Housing, and Human Services Department

**HACC:** Housing Authority of Clackamas County

**SHS:** Supportive Housing Services (Regionally approved funds for housing services)

**OHCS:** Oregon Housing and Community Services

**LCDC:** Land Conservation and Development Commission

**DLCD:** Department of Land Conservation and Development

**UGB:** Urban Growth Boundary

**UGMA:** Urban Growth Management Agreement

**Thursday, March 06, 2025**  
**Development Services Building (Zoom Hybrid)**  
 Main Floor Auditorium, Room 115  
 150 Beaver Creek Road, Oregon City, OR 97045

**Attendance:**

**(\*) Denotes virtual attendee**

**Members:** **Canby:** Brian Hodson; Traci Hensley (Alt.); **Clackamas County:** Paul Savas; **CPOs:** Kenny Sernach; Pamela Burbach (Alt.); **Estacada:** Sean Drinkwine; **Gladstone:** Michael Milch; **Hamlets:** Mark Hillyard; **Lake Oswego:** Joe Buck\*; **Metro:** Christine Lewis; **Milwaukie:** Will Anderson; **Molalla:** Scott Keyser; Eric Vermillion (Alt.); **Oregon City:** Adam Marl; **Sandy:** Rich Sheldon; **Sanitary District:** Paul Gornick; **Transit:** Dwight Brashear (SMART, Urban); Todd Wood (CAT, Rural); **Tualatin:** Valerie Pratt; **Water:** Sherry French; **West Linn:** Rory Bialostosky; **Wilsonville:** Shawn O’Neil, Anne Shevlin\* (Alt.)

**Staff:** Trent Wilson (PGA); Jamie Lorenzini (PGA)

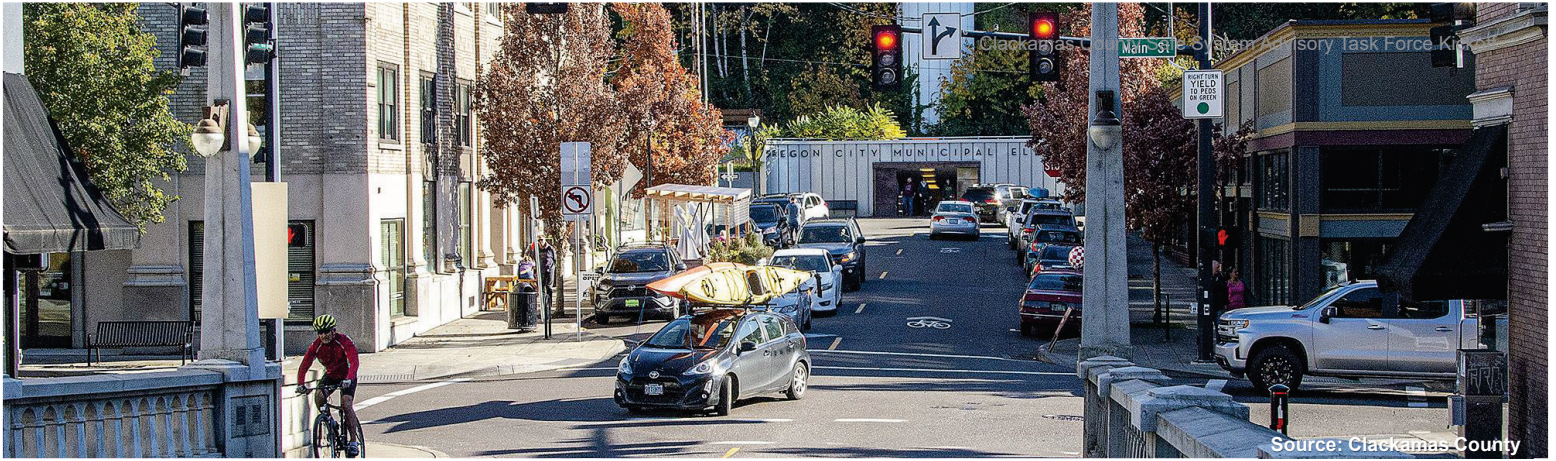
**Guests:** Jamie Stasny (Clackamas); Laura Terway (Happy Valley); Kevin McGrane (Happy Valley); Dayna Webb\* (Oregon City); Caroline Berry\* (Wilsonville); Mark Ottenad (Wilsonville); Rick Cook\*; Jeff Gudman\*; John Serra (TriMet); Brad Stewart\* (Community)

The C4 Meeting was recorded and the audio is available on the County’s website at <https://www.clackamas.us/meetings/c4/c4meetings>. Minutes document action items approved at the meeting, as well as member discussion.

<u>Agenda Item</u>	<u>Action</u>
<b>Approval of February 6, 2025 C4 Minutes</b>	Minutes approved.
<b>C4 Orientation</b>	Mr. Wilson provided a history and orientation to C4. Mr. Savas emphasized the importance of the annual retreat and the work of the C4 Executive Committee. The Executive Committee is open to new topics, and the subcommittees do good work. Mr. Gornick clarified the membership composition of the sewer/water district seat. Mr. Hodson noted the growth and impact of C4.
<b>Retreat Discussion: Survey Findings</b>	Staff summarized findings from a recent planning survey. The group expressed a preference for the July 25-July 26 scheduling option. Retreat topics will be discussed at a future meeting.
<b>Appointments: Executive Committee &amp; R1ACT</b>	Members selected representatives to the C4 Executive Committee. Mr. Milch will be the new urban cities representative, with all other representatives reappointed.  Mr. Keyser moved to nominate Valerie Pratt and Bill Merchant for reappointment to the R1ACT. The motion was seconded by Mr. Bialostosky.

	<p>The motion passed by unanimous consent.</p> <p>Mr. Savas provided a brief history of the R1ACT and urged people to attend. Mayor Hodson noted that the R1ACT has been very Portland-centric. Topics of interest can be elevated to local R1ACT members. There was a big step toward regional collaboration, with Millicent Williams, PBOT, offering a range of support for smaller cities seeking grant funds, e.g., staff support to advise, technical support.</p>
<b>Legislative Updates</b>	<p>Mr. Wilson provided a legislative update, focusing on transportation, wildfire, and capital project topics. Members commented on ODOT accountability, wildfire response (prevention and the benefits of logging), Members raised concerns about ODOT accountability and wildfire response ideas (prevention, logging, post care), and jurisdictional transfers.</p>
<b>Updates/Other Business</b>	<p>JPACT – Bonding is being discussed. C4 authorized the preparation of a letter in support of the Sunrise Gateway Corridor project, if needed (moved by Mr. Keyser, seconded by Ms. Pratt, all in favor). The Rose Quarter project is also seeking an MTIP amendment.</p> <p>Other Business – Mr. Milch inquired about the availability of SHS funding for city-led initiatives. Updates were provided about Pres. Peterson’s regional table on the future of SHS implementation. C4 determined that it wished to start meeting in person every other month. The frequency of in-person meetings will be revisited in a few months.</p>

Adjourned at 8:36 PM



# Comprehensive Safe System Planning Project

October 2024 through December 2026



**BURGESS & NIPLE**



POINTNORTH

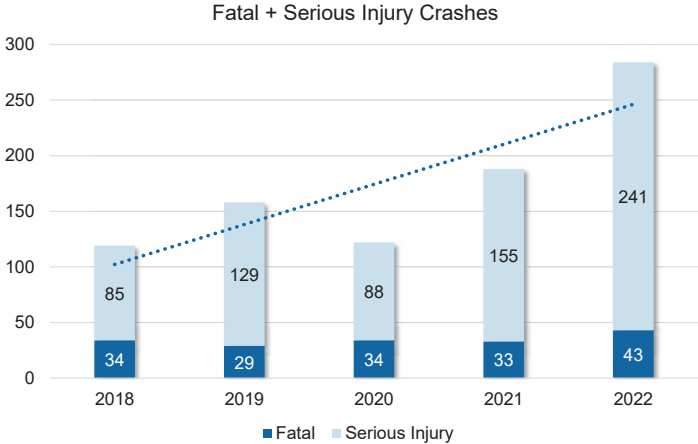
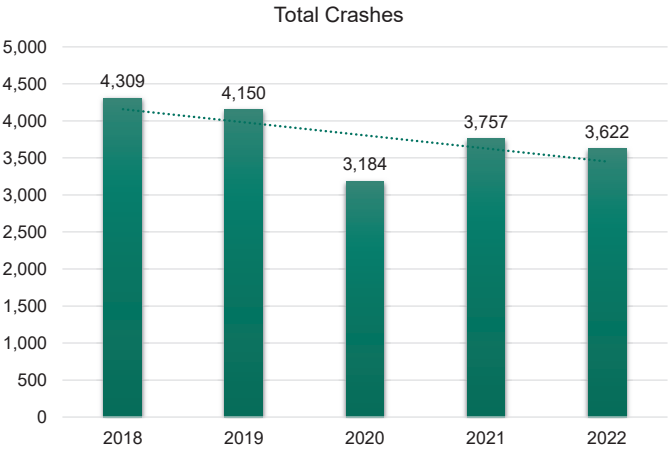


Clackamas County Safe System Advisory Task Force Kickoff

## Crash Data Trends: 2009 - 2015 2018-2022

# Evaluation of 2019 TSAP

## Crash Data Evaluation



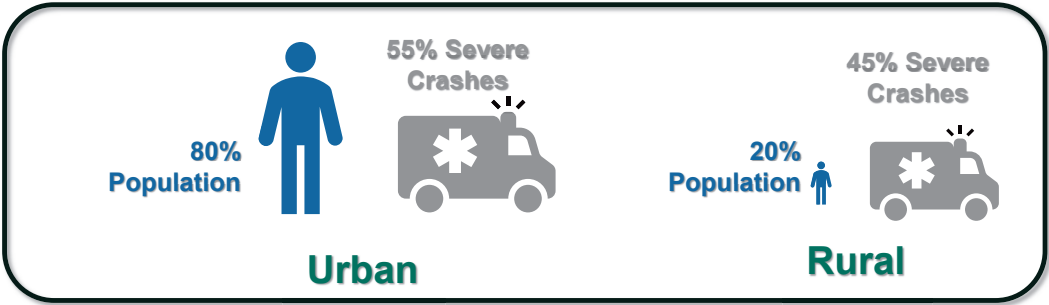
Clackamas County Population Growth: 2%



# Evaluation of 2019 TSAP

## Crash Data Evaluation

2009 – 2015 Data

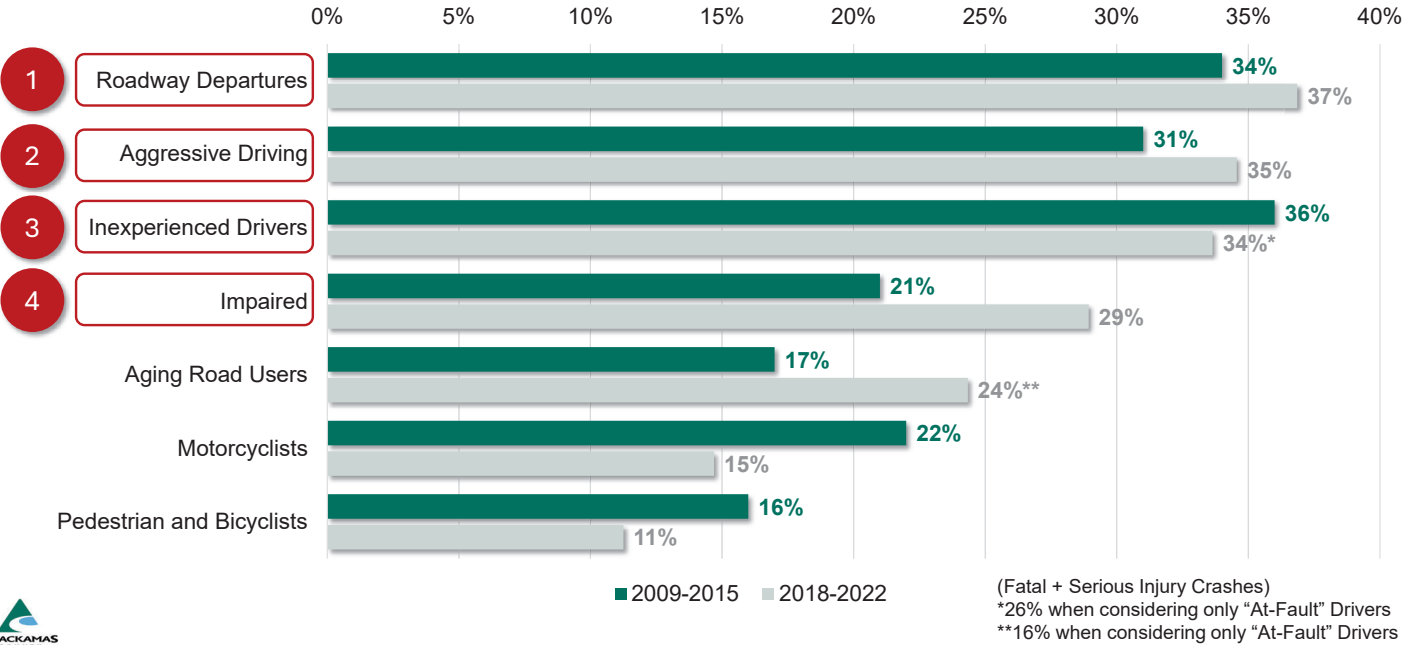


2018 – 2022 Data



# Evaluation of 2019 TSAP

## Crash Data Evaluation



# Overview of the Safe System Approach



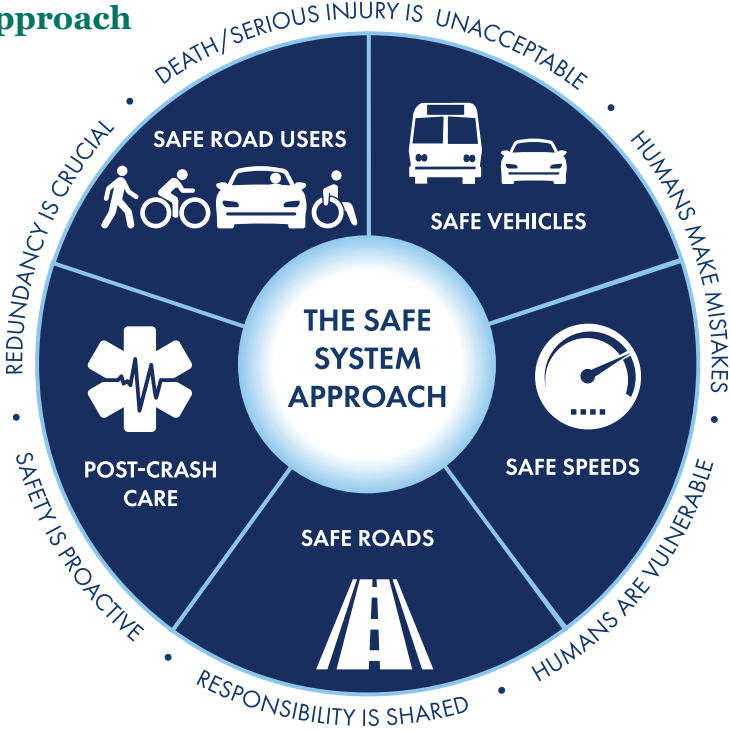


### The Safe System Approach

  
Death/serious injury is unacceptable

  
Humans make mistakes

  
Humans are vulnerable



  
Responsibility is shared

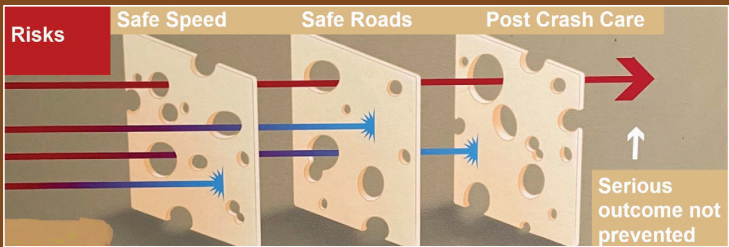
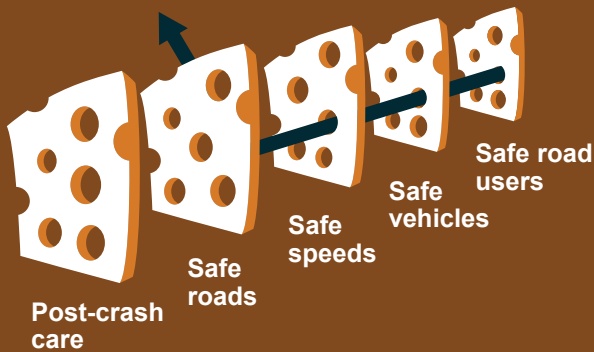
  
Safety is proactive

  
Redundancy is crucial

### Five Safe System Elements Create Redundancy

The "Swiss Cheese Model" of redundancy with Safe System elements as layers of protection

Death and serious injury only occurs when the layers fail to prevent adequate redundancy against the risks



## Safe Speeds

Elements of the Safe System Approach



“Speed is at the heart of a forgiving road transport system. It transcends all aspects of safety: without speed there can be no movement, but with speed comes kinetic energy and with kinetic energy and human error come crashes, injuries, and even deaths.”

Organization for Economic Co-operation and Development

Source: FHWA

## Responsibility is Shared

Principles of the Safe System Approach



Responsibility is shared—All stakeholders (transportation system users and managers, vehicle manufacturers, etc.) must work collaboratively to ensure that crashes don't lead to fatal or serious injuries.

- **System users and behavioral safety experts**
- **Vehicle manufacturers**
- **Legislators and law enforcement**
- **First responders & Traffic Incident Management**
- **Roadway system managers**
  - Transportation planners, designers, and operators

Source: FHWA

# Introduction to Planning Services



## Introduction to Planning Services



# Introduction to Planning Services Community Engagement



## Introduction to Planning Services - Community Engagement

### The Community Engagement Guidebook will Include:



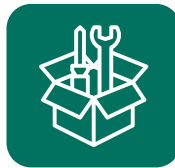
**Methods and practices** for engaging the community on various project types



**Checklist for community engagement** (before, during, and after outreach)



**Inclusive language guide** / glossary of terms



**Resources for CBOs** and other community groups

### Outcomes:

- Activation of community engagement best practices in transportation planning
- Integration of engagement into Clackamas County's transportation, land use and development processes
- Model for other agencies to utilize



# Introduction to Planning Services Triage



## Introduction to Planning Services - Triage

### *Setting the Stage*

#### There is a severe crash reported in Clackamas County

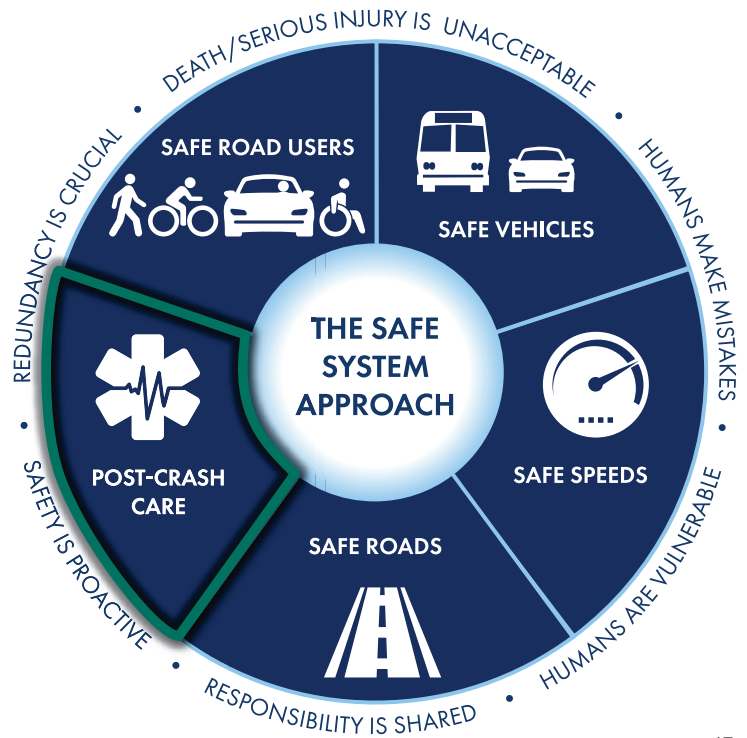
- A Clackamas County maintenance technician is called to the location to maintain traffic. This person is the first on the scene. What traumas result? What processes should be put in place to support this individual post-trauma?
- As a first responder, how do you work with the victims of the crash? With the “at-fault” driver?
- As medical professionals, what assistance do you provide to crash victims to support the traumas they face (loss/severe injury of a loved one, financial implications of the crash, etc.)?
- As engineering professionals, how do we understand the causes of the crash and work together to implement positive culture changes and other countermeasures to prevent these crashes from occurring in the future?



## Introduction to Planning Services - Triage

Objective

Strengthen the Post-Crash Care element of the Safe System Approach in Clackamas County through the development of a Post-Crash Evaluation and Trauma Support Framework



Source: FHWA 17



## Introduction to Planning Services - Triage

Conduct Peer Practice Interviews and Research



### Review of Practices

Review of published peer practices for post-crash








### Peer Interviews

Understand best practices and lessons learned from other agencies for post-crash care



## Introduction to Planning Services - Triage

Document Existing Post-Crash Care Programs Procedures & Responses

 <b>Existing Practices Review</b>	 <b>Online Questionnaire</b>	 <b>Interviews</b>	 <b>Crash Data Review</b>	 <b>Technical Memorandum</b>
Understand existing practices and procedures for post-crash care within Clackamas County	Inform the types of trauma support that will be useful following a crash	Interview local first responders, outreach agencies, and local trauma centers to understand current practices around post-crash care	Identify trends in order to provide recommendations to ultimately eliminate severe crashes in Clackamas County	Document and summarize findings

## Introduction to Planning Services - Triage

Present Findings to Working Group



### Present Findings to Working Group

- Meeting to present findings from the research and interviews to the working group
- Discuss potential methods to improve post-crash for Clackamas County

### Introduction to Planning Services - Triage

Produce Post-Crash Triage Guidebook and Engagement Plan

#### The Post-Crash Triage Guidebook will Include:

- Reference materials to be used during the triage and post-care care processes (both specific to Clackamas County and applicable to other local agencies)
- Approximate budget to carry out efforts
- Method for engaging first responders and health professionals on how to implement the framework

#### Engagement Plan

- Defines how to reach those who will be implementing the guidebook



Guidebook and Engagement Plan

### Introduction to Planning Services – SSA Readiness

Objective

Evaluate the County’s readiness for SSA adoption and roadmap the actions needed to achieve full adoption of the SSA.



Source: FHWA



## Introduction to Planning Services – SSA Readiness

What is “Readiness”?

**WILLINGNESS** or a state  
of being **PREPARED** for  
something

Cambridge Dictionary



## Introduction to Planning Services – SSA Readiness

Who?



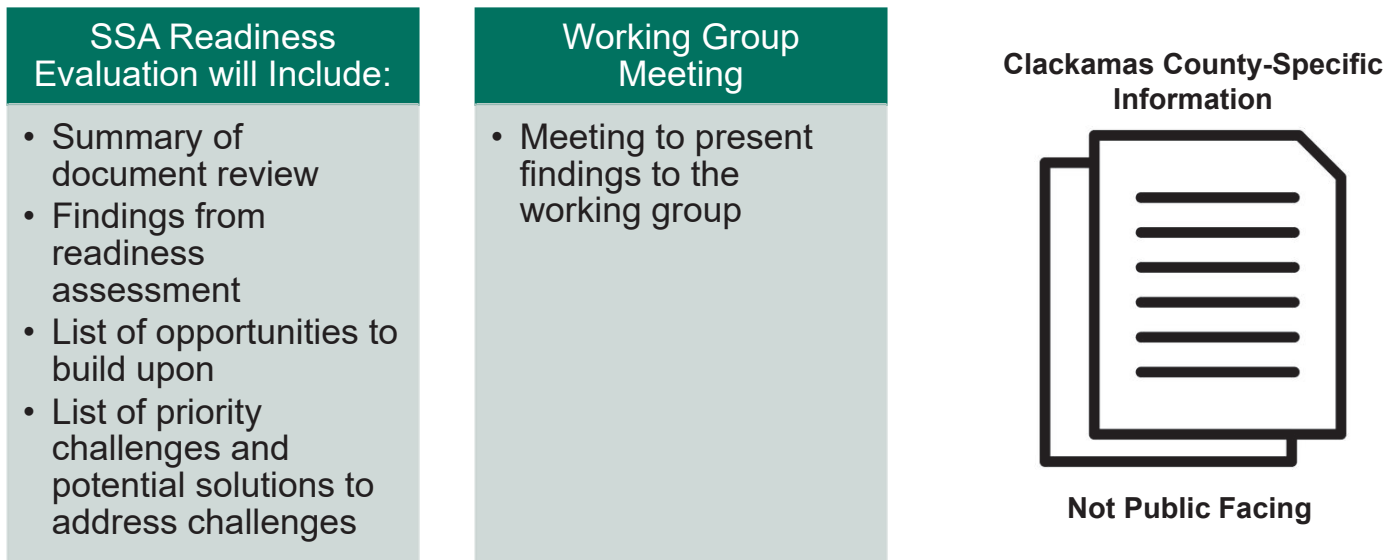
## Introduction to Planning Services – SSA Readiness

Conduct Research and Interviews



## Introduction to Planning Services – SSA Readiness

Produce and Present SSA Readiness Evaluation



# Introduction to Planning Services

## Transportation Safety Action Plan

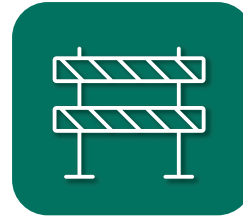


### Introduction to Planning Services – TSAP

What is a TSAP?



Comprehensive plan aimed at reducing and **eliminating** serious injury and fatal crashes **affecting all road users**



Identifies projects and strategies that address the most significant safety risks



Uses data analysis to characterize safety problems



Guided by the Safe System Approach to improve safety culture, increase collaboration, and refocuses on anticipating human mistakes and lessening impact forces

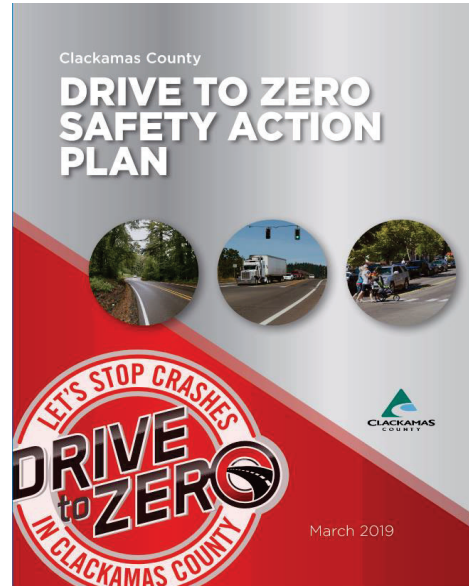


## Introduction to Planning Services – Transportations Safety Action Plan (TSAP)

### Objective

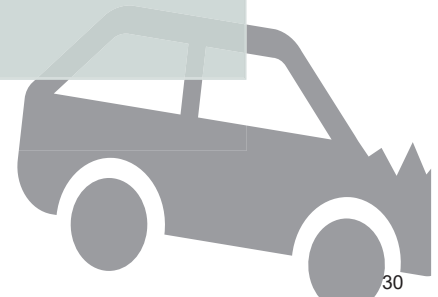
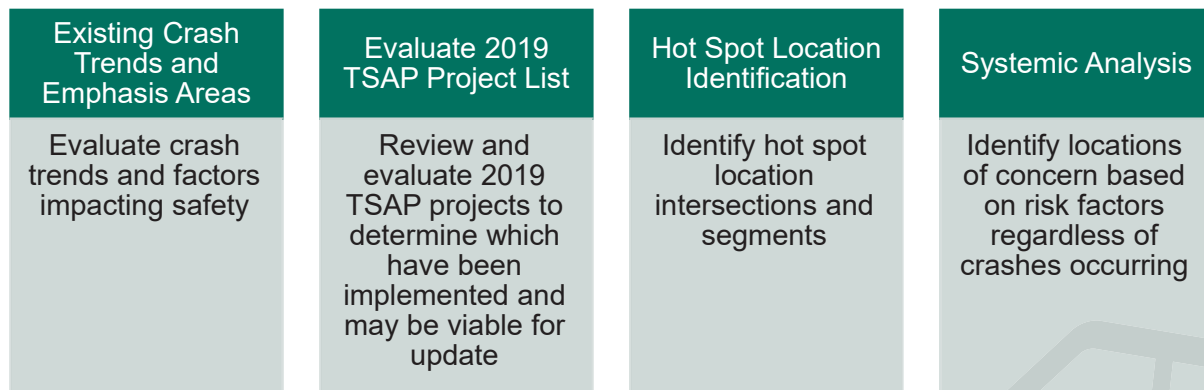
Update the 2019 TSAP

- Reanalyze the data
- Identify new projects and strategies
- Engage additional interested parties
- Incorporate the SSA and Equity



## Introduction to Planning Services – TSAP

### TSAP Process – Data Analysis



## Introduction to Planning Services – TSAP

TSAP Process - Strategies and Actions



Establish a **vision and goals** based on crash data and community outreach



Identify high-level **infrastructure projects** based on hot spot locations and systemic analysis results



Develop **strategies and actions** to be included in the TSAP

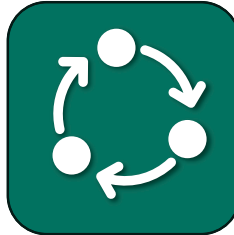


Create a process to **prioritize projects** for implementation

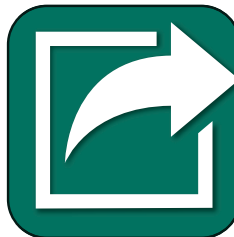
# Summary of Planning Services Entire Package



**Collaborate**



**Review**



**Implement**



**THANK YOU!**

Rob Sadowsky  
503.742.4776  
RSadowsky@Clackamas.us

Joseph Marek  
503-742-4705  
JoeMar@Clackamas.us

# Transportation System Plan (TSP) Update

Project Introduction and Overview

*April 2025*



## Presentation Overview

- What is a TSP?
- Background
- Priority Issue Areas
- Project Tasks and Schedule
- Expected Outcomes
- State Rules and Preparation
- Coordination
- Questions and Discussion



## What is a TSP?

- Transportation System Plan (TSP): Provides policies, guidelines and projects to meet transportation needs for residents, businesses and visitors in unincorporated Clackamas County for the next 20 years.
- Reflects all relevant national, state and regional transportation and planning requirements.
- Addresses both urban and rural areas of the county.
- Chapter 5 of the Clackamas County Comprehensive Plan.





## Background

- Clackamas County adopted its current Transportation System Plan (TSP) in January of 2014.
- Over the past 10+ years, important changes have occurred in the requirements for TSP updates as identified in the Oregon Transportation Planning Rule (TPR), in the plans impacting transportation facilities in the county, and in the populations that live and work in the county.
- In addition, there have been two significant updates to the Metro Regional Transportation Plan (RTP), in 2018 and in 2023 that increased the focus on safety, transportation equity and addressing the impact of climate change.

## Priority Issue Areas

- Lead with safety
- Expand outreach and engagement
- Incorporate outcomes of completed projects and parallel efforts
- Comply with state and regional requirements
- Interagency coordination with ODOT, jurisdictions, and providers
- Address unique needs in urban and rural areas
- Identify and implement strategies to reduce GHG emissions
- Impacts of potential new funding strategies

# Project Tasks and Schedule

## Tasks

## *Draft Milestones:*

1: Project Management	Ongoing
2: Public Engagement Program	Ongoing
3: Policy and Planning Framework	Summer 2025
4: Interagency Coordination	Summer 2025
5: Financial Forecast and Cost Estimating Process	Summer 2025
6: Vision, Goals, Objectives, Performance Standards and Evaluation Criteria	Summer 2025
7: Analysis Methods and Assumptions	Summer 2025
8: Existing Conditions and Needs Analysis	Fall 2025
9: Future Conditions and Project Identification	Spring 2026
10: Prioritization Solutions	Spring 2026
11: Recommendation of Project Lists for All Subareas	Spring 2026
12: Programs and Policy Recommendations	Summer/Fall 2026
13: Draft Transportation System Plan	Summer/Fall 2026
14: Final Transportation System Plan, Public Hearings and Adoption	December 2026

## Outcomes

- The TSP Update will result in two primary products:
  1. A user-friendly online TSP document to access the full information on Clackamas County's analysis and identification of the county's present and future transportation needs as well as its transportation goals, policies, programs and proposed transportation improvements.
  2. An updated version of Comprehensive Plan Chapter 5 – Transportation System Plan that incorporates any changes required for compliance with the Transportation Planning Rule (TPR) and the Metro 2023 Regional Transportation Plan (RTP).

## Outcomes

- Public Engagement Program
  - Online Comment Maps, Virtual Open Houses, Geographic Sub Area (GSA) Workshops, Focus Groups, Community Engagement Liaisons (CELs)
- Financial Forecasting, Cost Estimating, and Prioritizing Projects
  1. Tier 1: Highest Priorities – Needed projects and investments matched with anticipated funding (what we can afford)
  2. Tier 2: Preferred Projects – Needed projects but without identified funding
  3. Tier 3: Long-Term Projects – Beneficial if funds were available
  4. Regional Capital Project List – ODOT facilities beyond our capacity

## State Rules

- The Transportation Planning Rule (TPR) implement Goal 12: Transportation. The TPR specifies what must be included in local planning efforts for transportation, and what must be addressed and included in a transportation system plan.

The screenshot shows the Oregon Planning website page for Goal 12: Transportation. The page header includes the Oregon.gov logo and navigation links. The main content area is titled "Goal 12: Transportation" and features a sidebar with various planning categories. The main text describes the importance of transportation services and the role of the Transportation Planning Rule (TPR) in implementing Goal 12. It also provides contact information for Bill Holmstrom, Transportation Planner, and a link to the Administrative Rules that implement Goal 12.

**OREGON PLANNING**  
Oregon's Statewide Land Use Planning Goals  
History of Land Use Planning  
Get Involved in Local Planning  
Required City and County Reporting  
50th Anniversary of Oregon's Land Use Planning Program  
Climate Change  
Comprehensive Plan Updates  
Farm and Forest  
Housing Program  
Measure 49  
Natural Hazards  
Natural Resources and Renewable Energy  
Oregon Coastal Management Program  
Rural Planning  
Transportation and Growth Management Program  
Urban Planning

People and businesses rely on daily access to the transportation services they need. From public transit to freight delivery, transportation impacts our quality of life, cost of living, environmental quality, and the flow of goods and services that support local and regional economies. Planning for transportation requires coordination between cities and counties, and the [Oregon Department of Transportation](#).

Goal 12 requires cities, counties and the state to create a transportation system plan that takes into account all relevant modes of transportation: mass transit, air, water, rail, highway, bicycle and pedestrian. The resulting plan should support a variety of transportation modes so residents are not limited in the ways they can access the jobs, goods, or services available in different parts of their community. A well designed transportation plan conserves energy while also minimizing adverse social and economic impacts for disadvantaged areas.

The [Transportation Planning Rule \(TPR\)](#) implements Goal 12. The TPR specifies what must be included in local planning efforts for transportation, and what must be addressed and included in a transportation system plan.

Original Adoption: 12/27/74; Effective: 1/25/75  
[Read full text version of Goal 12](#)

**Administrative Rules that implement Goal 12:**  
[OAR 660.012 – Transportation Planning](#)  
[OAR 660.031 – Airport Planning](#)

**Related:**  
[Transportation Planning \(Urban Development\)](#)  
[Transportation and Growth Management Program](#)  
[Oregon Department of Transportation](#)

<https://www.oregon.gov/lcd/OP/Pages/Goal-12.aspx>

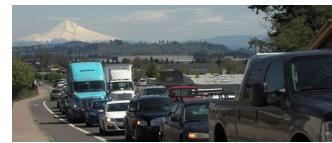
**Contact**  
Bill Holmstrom  
Transportation Planner  
[bill.holmstrom@dot.oregon.gov](mailto:bill.holmstrom@dot.oregon.gov)  
Phone: 971-375-5975

## Preparation

- A grant from the Oregon Department of Land Conservation and Development (DLCD) has allowed some work to begin on an Equitable Engagement Framework. This work begins as an initial step, before the TSP update is significantly underway, and is developed to comply with state law.
- This guidance will be rooted in the required equity analysis and include the TPR required engagement activities that fit the unique needs in unincorporated Clackamas County.
  - Community Profile and Equity Analysis
  - Equitable Engagement Framework
  - Performance Measures

## Preparation

- Community Profile and Equity Analysis
  - Fulfills requirements instituted through the Climate-Friendly and Equitable Communities (CFEC) program, adopted by the Oregon Department of Land Conservation and Development (DLCD) in April 2023.
    1. Reduce transportation-related climate pollution through the promotion of cleaner vehicles, cleaner fuels, and development patterns that require less driving.
    2. Establish standards for more equitable planning processes and outcomes for all Oregonians, but especially those who have been or are currently marginalized by land use and transportation policies.

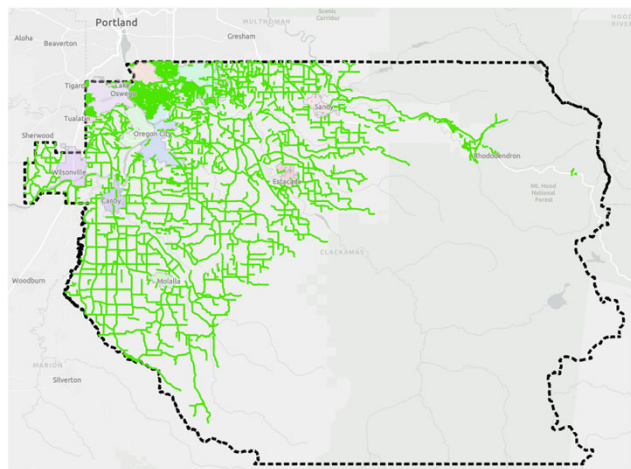


## Coordination

- The focus will be on the transportation system in unincorporated areas—both urban and rural—between cities and are home to a variety of unincorporated communities.
- A major theme throughout the TSP Update is **coordination**:
  - 10 Urban and Suburban Cities within the Metropolitan Planning Area
    - Gladstone, Happy Valley, Johnson City, Lake Oswego, Milwaukie, Oregon City, Rivergrove, Tualatin, West Linn, and Wilsonville.
  - 5 Rural Cities outside the Metropolitan Planning Area
    - Barlow, Canby, Estacada, Molalla and Sandy.
  - Interstates and Oregon Department of Transportation (ODOT) Routes
    - Including I-5 and I-205; US 26, 35, 99E, 211, 212, 213, and 224.

## Questions and Discussion

- What coordination issues are important to you as we move forward with this project?



# Thank You

**Jeff Owen**

Principal Transportation Planner

Transportation & Development: Long-Range Planning

150 Beaver Creek Road, Oregon City, OR 97045

Mobile: 971-429-0813 Desk: 503-742-4696

Email: [JOwen@Clackamas.us](mailto:JOwen@Clackamas.us)





March 20, 2025

Chair Juan Carlos González  
Joint Policy Advisory Committee on Transportation  
Metro Regional Center  
600 NE Grand Ave, Portland, OR 97232

**Re: Bond Proposal Development**

Dear Chair González and members of JPACT,

Thank you for the opportunity to comment on the development of a regional transportation bond as a component of the 2028-2030 Regional Flexible Fund Allocation decision. Our comments represent a unified voice from the Clackamas County Coordinating Committee (C4), which is comprised of the County, its cities, community representatives, and special districts, including but not limited to urban and rural transit providers. On behalf of C4, we urge JPACT to prioritize meaningful investment in the Sunrise Gateway Corridor as part of any proposed bond scenario.

The Sunrise Gateway Corridor is a vital economic and residential area that continues to experience rapid growth, yet remains one of the most unsafe transportation corridors in the region. Adjacent to some of the fastest growing cities in the state, the corridor is expected to support the creation of 14,000 jobs and over 17,000 new homes in coming years but lacks access to transit and basic safety features to be able to support this growth.

Over the last year, thousands of community members have collaborated with Clackamas County, TriMet, Metro, Happy Valley, and ODOT to co-create a vision for this corridor, emphasizing transit accessibility, multimodal infrastructure, and climate resilience. We ask that JPACT seize this opportunity to support that vision through strategic investment in a diverse and growing community.

For over forty years, local jurisdictions have advocated for regional investment in the Sunrise Corridor. However, substantial transit gaps, congestion, and inadequate infrastructure for pedestrians and cyclists remain in the corridor. The resulting safety concerns, frequent crashes, and transportation inefficiencies pose significant challenges to sustainable growth. Addressing these deficits will not only enhance mobility and economic development but also align with the region's climate goals by reducing reliance on single-occupancy vehicles.

Additionally, investing in the Sunrise Gateway Corridor supports critical climate resilience measures. The area experiences extreme heat island effects due to limited tree canopy and expansive impervious surfaces. Strategic investment in green infrastructure, shade structures, and transit-supportive development will help to mitigate these environmental challenges while improving public health outcomes. Furthermore, this corridor serves as a primary evacuation route for the wildfire-prone areas of east Clackamas County. Strengthening road capacity and transit accessibility here is a matter of public safety and climate adaptation.

JPACT has made access to transit a central focus of the bond criteria. As we collectively prepare for future growth, we must ensure that investment keeps pace with the needs of our region. The bond proposal presents a unique opportunity to correct historical underinvestment and provide the infrastructure necessary to support housing production, job access, and economic mobility. Prioritizing the Sunrise Gateway Corridor in this funding package aligns with regional and state transportation goals and will significantly enhance the livability and sustainability of our communities.

Thank you for your leadership and commitment to equitable regional investment. We look forward to continuing our partnership with JPACT to support transportation improvements that benefit the entire Metro area.

Sincerely,



Paul Savas, Commissioner  
Clackamas County  
C4 Co-Chair



Brian Hodson, Mayor  
City of Canby  
C4 Co-Chair