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Để yêu cầu dịch vụ dịch thuật hoặc điều chỉnh liên quan đến tình trạng khuyết tật, vui lòng liên hệ với chúng tôi qua **C4@clackamas.us | 971-469-1468.**



Clackamas County
www.clackamas.us

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

Zoom Link:

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

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

Page 06

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

Presenting: Joe Marek, DTD

Page 08

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

Presenting: Karen Buehrig and Jeff Owen, DTD

Page 25

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 33

8:30 p.m. Adjourn

2025 General Information



Current Voting Membership

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

Current Ex-Officio Membership

MPAC Citizen Rep	Ed Gronke
Metro Council	Councilor Christine Lewis
Port of Portland	Emerald Bogue
Rural Transit	Todd Wood (Canby Area Transit)
Urban Transit	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.

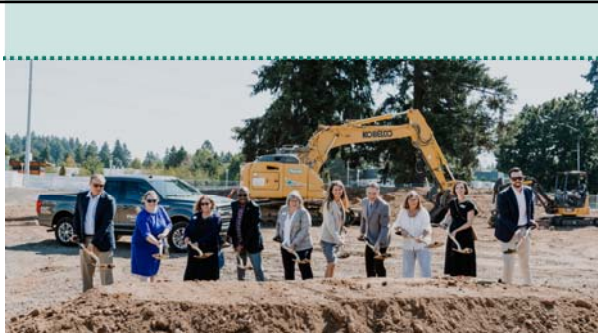
Agenda Item	Action
Approval of February 6, 2025 C4 Minutes	Minutes approved.
C4 Orientation	Mr. Wilson provided a history and orientation to C4. Mr. Savas emphasized the importance of the annual retreat and the work of the C4 Executive Committee. The Executive Committee is open to new topics, and the 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.
Retreat Discussion: Survey Findings	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.
Appointments: Executive Committee & R1ACT	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>
Legislative Updates	<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>
Updates/Other Business	<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

Supportive Housing Services

Program Updates
April 3, 2025



1

Program Outcomes

FY 24-25 to Date

214 units of shelter

Emergency Shelter + Transitional Housing
93% of FY goal (230 shelter units)

965 evictions prevented

96.5% of FY goal (1,000 preventions)

285 households placed

Rapid Rehousing + Permanent Supportive Housing

94% of Rapid Rehousing goal (151 of 160 placements)
49% of Permanent Supportive Housing goal (134 of 275 placements)



Katiana, a resident of Veterans Village, served as a mechanic in the U.S. Marine Corps.

2

System Optimization

Resource Navigators

Health & Housing Integration

Move Forward Initiative



Jamie, Community Paramedic and key partner in coordinated outreach to people experiencing homelessness, assesses a patient's health.

3

New Infrastructure



Designs for the Stabilization Center



Construction of Clackamas Village

Stabilization Center

Short-term behavioral health support and recovery

Clackamas Village

New transitional housing pods

Resource Centers

Oregon City and Molalla

Permanent Housing

Vuela and Hillside Park

4



Comprehensive Safe System Planning Project

October 2024 through December 2026



BURGESS & NIPLE



POINTNORTH

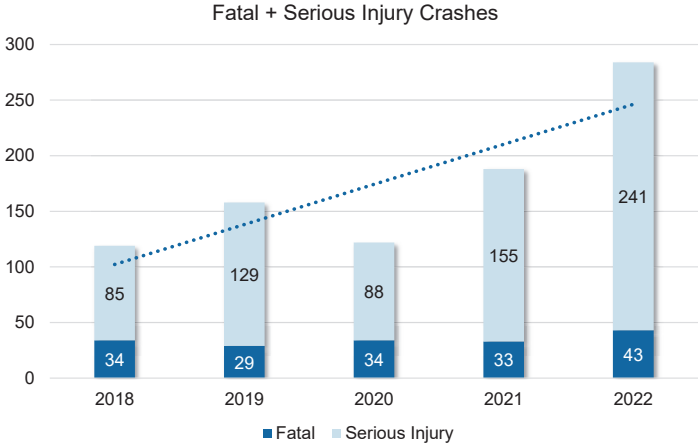
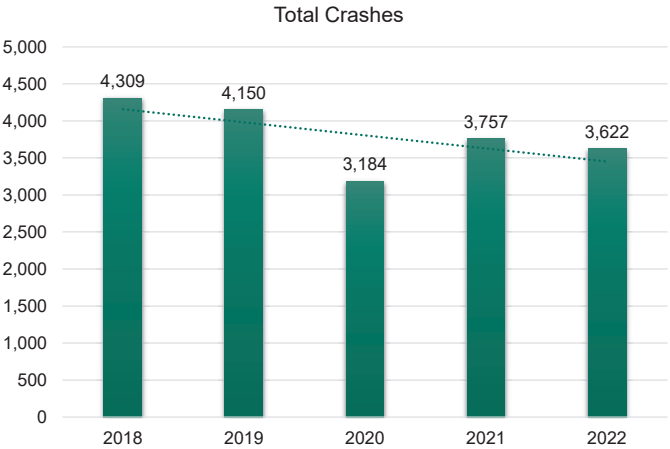


Clackamas County Safe System Advisory Task Force Kickoff

Crash Data Trends: 2009 - 2015 2018-2022

Evaluation of 2019 TSAP

Crash Data Evaluation



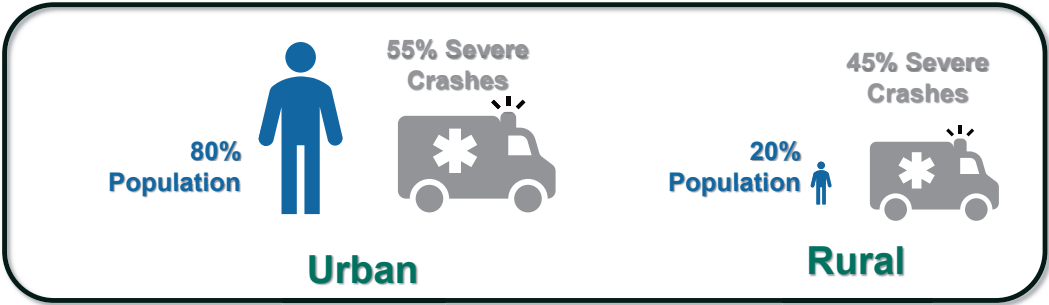
Clackamas County Population Growth: 2%



Evaluation of 2019 TSAP

Crash Data Evaluation

2009 – 2015 Data

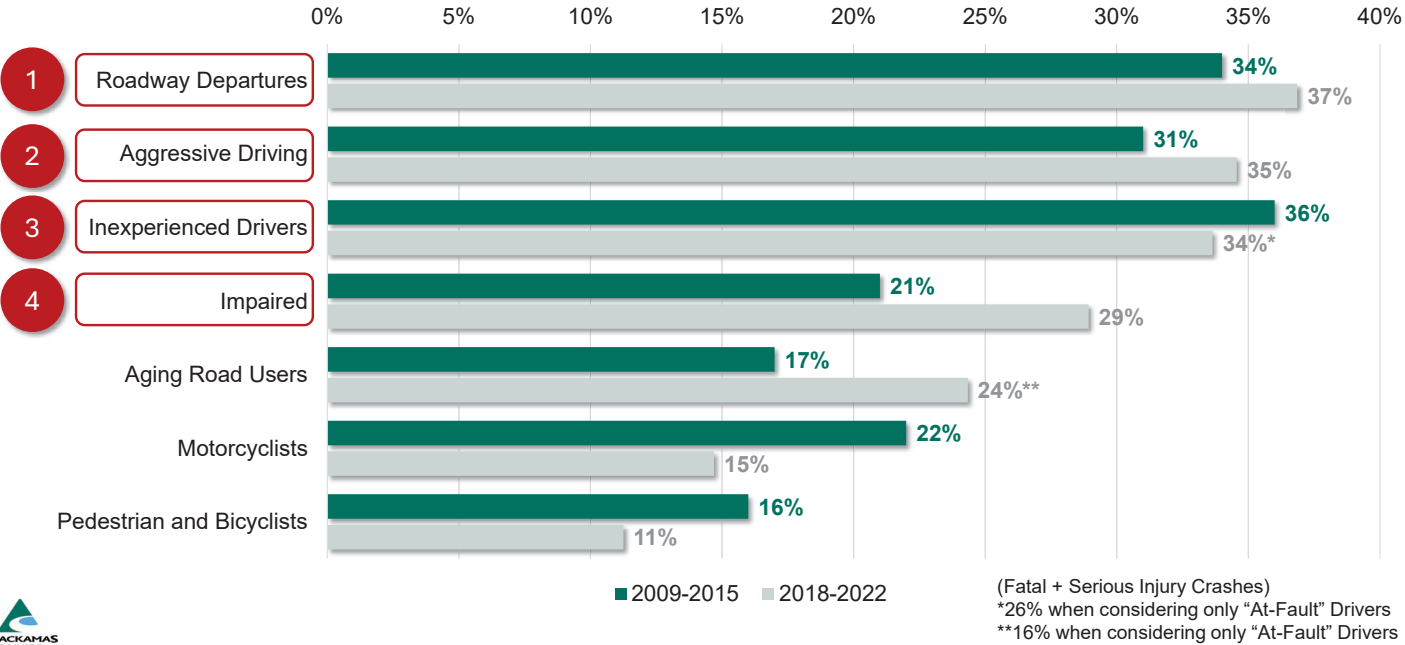


2018 – 2022 Data



Evaluation of 2019 TSAP

Crash Data Evaluation



Overview of the Safe System Approach

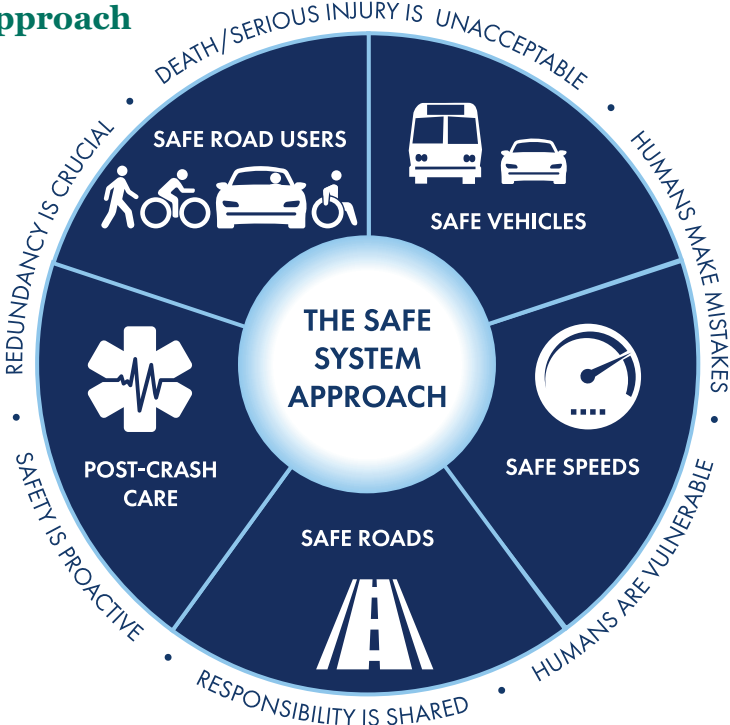


The Safe System Approach


Death/serious injury is unacceptable


Humans make mistakes


Humans are vulnerable




Responsibility is shared

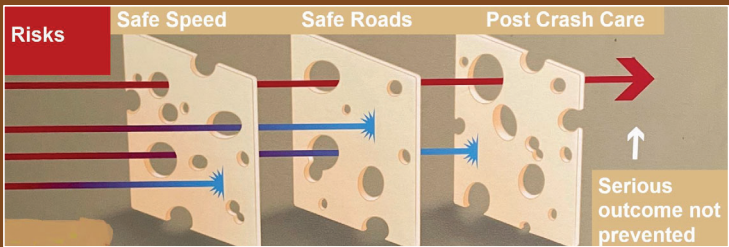
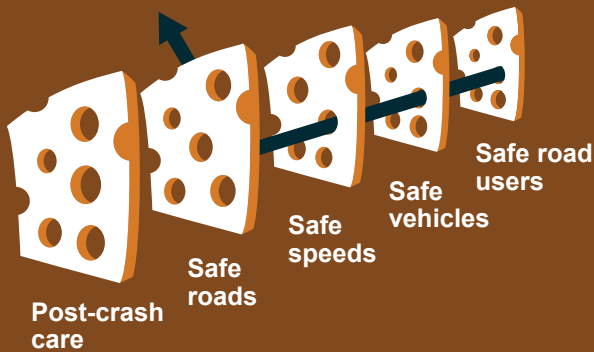

Safety is proactive


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:



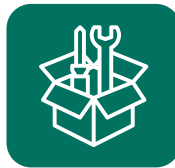
Methods and practices for engaging the community on various project types



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

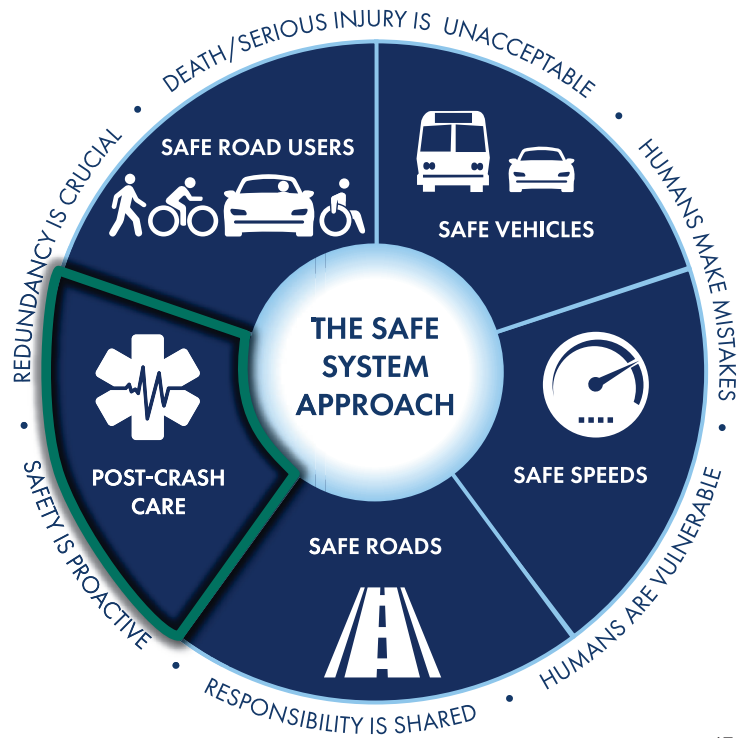
- A Clackamas County maintenance technician is called to the location to maintain traffic. This person is the first on the scene. What traumas result? What processes should be put in place to support this individual post-trauma?
- As a first responder, how do you work with the victims of the crash? With 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

 Existing Practices Review	 Online Questionnaire	 Interviews	 Crash Data Review	 Technical Memorandum
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?



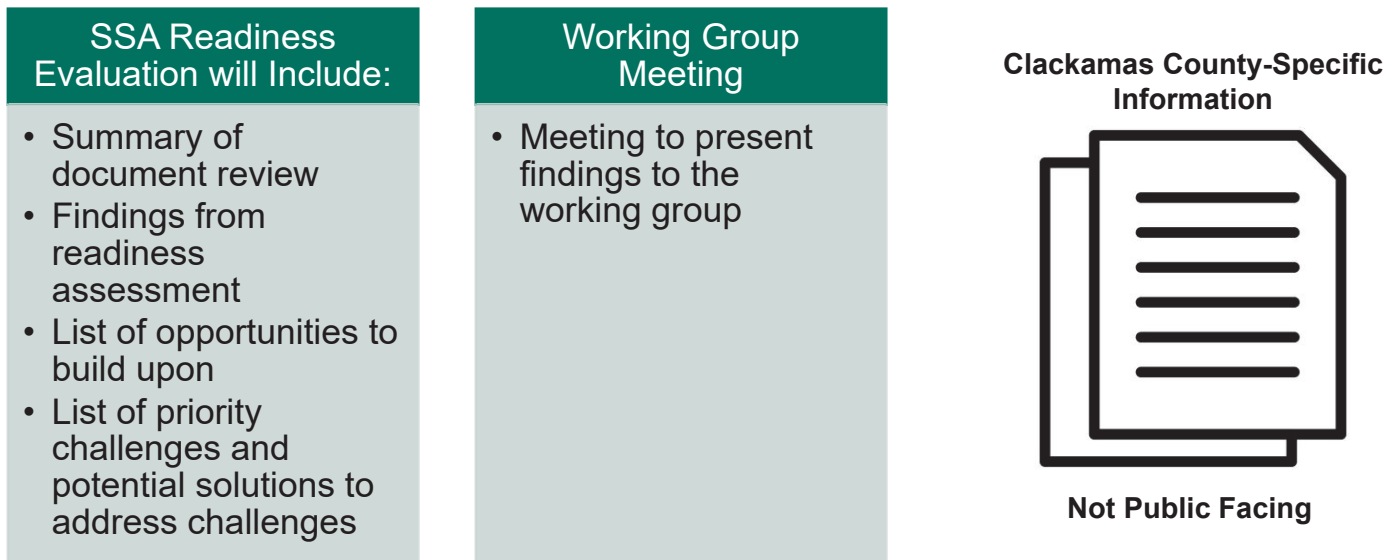
Introduction to Planning Services – SSA Readiness

Conduct Research and Interviews



Introduction to Planning Services – SSA Readiness

Produce and Present SSA Readiness Evaluation



Introduction to Planning Services

Transportation Safety Action Plan

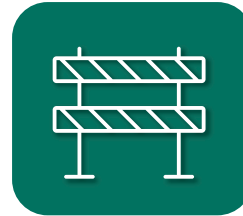


Introduction to Planning Services – TSAP

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

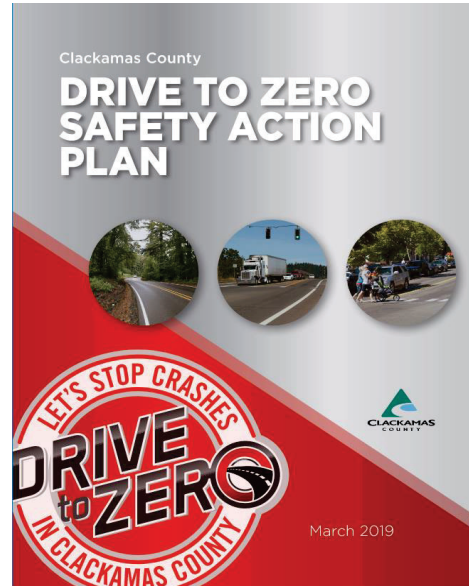


Introduction to Planning Services – Transportations Safety Action Plan (TSAP)

Objective

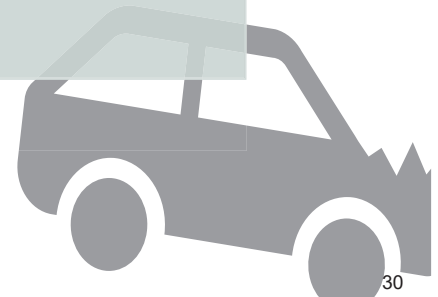
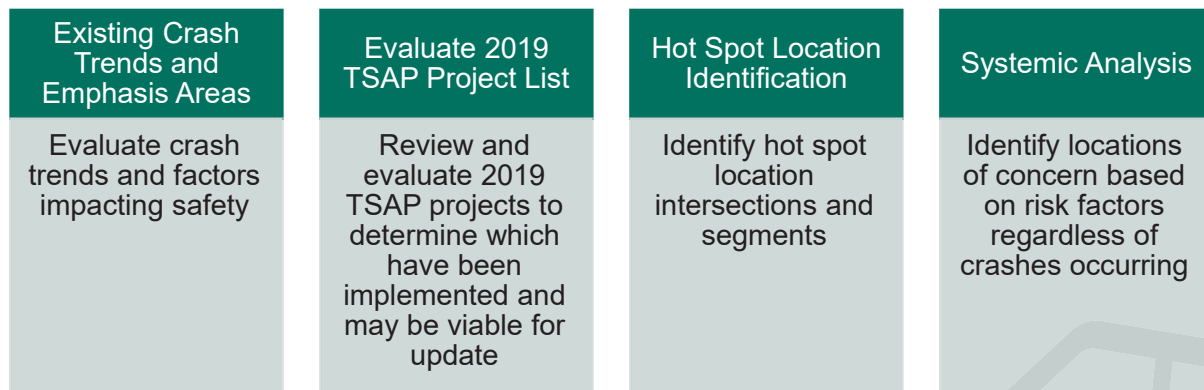
Update the 2019 TSAP

- 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

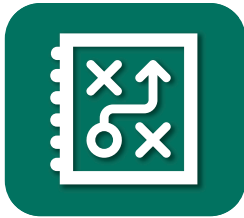
TSAP Process - Strategies and Actions



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

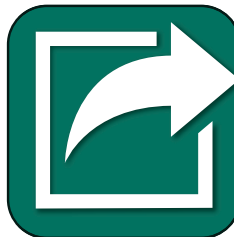
Summary of Planning Services Entire Package



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 Planning logo and navigation links. The main content area is titled "Goal 12: Transportation" and contains the following information:

- OREGON PLANNING** sidebar with links: 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.
- Goal 12: Transportation** main content:
 - Text: "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."
 - Text: "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."
 - Text: "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."
 - Text: "Original Adoption: 12/27/74; Effective: 1/25/75"
 - Text: "Read full text version of Goal 12"
 - Text: "Administrative Rules that implement Goal 12:"
 - Text: "OAR 660.012 – Transportation Planning"
 - Text: "OAR 660.031 – Airport Planning"
 - Text: "Related:"
 - Text: "Transportation Planning (Urban Development)"
 - Text: "Transportation and Growth Management Program"
 - Text: "Oregon Department of Transportation"
 - Contact** sidebar:
 - Text: "Bill Holmstrom"
 - Text: "Transportation Planner"
 - Text: "bill.holmstrom@dot.oregon.gov"
 - Text: "Phone: 971-315-5975"

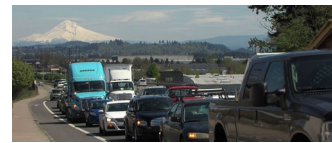
The page footer includes the URL: <https://www.oregon.gov/lcd/OP/Pages/Goal-12.aspx>

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.

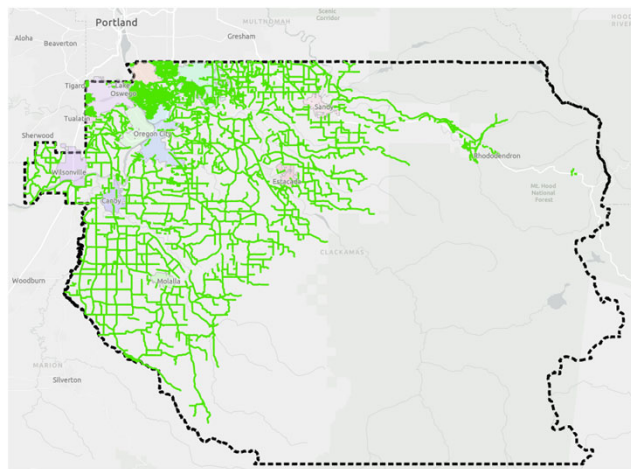


Coordination

- 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

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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