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**Monday, November 06, 2017**

**1:00 PM – 3:00 PM**

**Development Service Building**

Main Floor Auditorium, Room 120

150 Beaver Creek Road, Oregon City, OR 97045

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## **Agenda**

**1:00 p.m. Welcome & Introductions**

**1:05 p.m. Discussion Issues**

*The group will decide collectively at the start of the meeting on which issues to address and how much time to give to each agenda item.*

- **2018 Regional Bond Update**
- **Active Transportation Project Development Funds**
- **C4 Metro Subcommittee Bylaws Discussion continued**

**3:00 p.m. Adjourn**

**Attachments:** JPACT/MPAC Work Programs Page 02  
Memo re Active Transp. Project Development Funds Page 06  
Memo re C4 Metro Subcommittee Bylaws Page 18  
“Issues for Consideration” submitted by Wilsonville Page 20



**2017/2018 JPACT Work Program**  
*As of 10/12/17*

*Items in italics are tentative; **bold** denotes required items*

<b><u>October 19, 2017</u></b>	<b><u>November 16, 2017</u></b>
<ul style="list-style-type: none"> <li>• Chair comments TBD (5+ min)               <ul style="list-style-type: none"> <li>○ 2018 RTP Call for Projects Update</li> <li>○ Air Quality Attainment Status</li> </ul> </li> <li>• <b>Resolution No. 17-4844</b>, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program (MTIP) to Add and Amend Multiple New HB2017 Awarded Projects Plus to Add or Amend 2018 MTIP Projects that Require Implementation Corrections (SP17-02-SEP) (Ken Lobeck, Metro; TBD) – Recommendation to Metro Council (<b>consent</b>)</li> <li>• 2021-2024 State Transportation Improvement Program (STIP) - MPO Comment Letter on ODOT Administered Funds and Program Funding Levels (<b>consent</b>)</li> <li>• Regional Travel Options (RTO) Strategy Update – Information/Discussion (Kaempff, Metro; 10 min)</li> <li>• Regional Transportation Technology Strategy (Eliot Rose, Metro; 30 min)</li> <li>• <b>Resolution No. 17-4848</b>, For the Purpose of Approving an Increased Multi-Year Commitment of Regional Flexible Funds for the Years 2019-34, Funding the Division Transit Project, the Southwest Corridor Transit Project, Arterial Bottleneck Projects, Active Transportation Projects, and Enhanced Transit Projects, and Authorizing Execution of an Amendment to Intergovernmental Agreement with TriMet Regarding the Increased Multi-Year Commitment of Regional Flexible Funds (Ted Leybold, Metro; 30 min)</li> </ul>	<ul style="list-style-type: none"> <li>• Chair comments TBD (5+ min)               <ul style="list-style-type: none"> <li>○ MTIP Project Delivery Update</li> </ul> </li> <li>• Region-wide Programs and MPO Review – Information/Discussion (Ted Leybold, Metro; 20 min)</li> <li>• ODOT Congestion Pricing – Information/Discussion (TBD; 20 min)</li> <li>• Burnside Project Information – Information/Discussion (TBD; 10 min)</li> <li>• MTIP Formal Amendment – Recommendation to Metro Council (Ken Lobeck, Metro; 5 min)</li> </ul> <p><u>November 14 – 17: Association of Oregon Counties Annual Conference, Eugene, OR</u></p>

<p><b><u>December 21, 2017</u></b></p> <ul style="list-style-type: none"> <li>• Chair comments TBD (5+ min) <ul style="list-style-type: none"> <li>○ Volkswagen Settlement Update</li> </ul> </li> <li>• 2018 RTP: Project Update – Information/Discussion (Kim Ellis, Metro; 40 min)</li> <li>• MTIP Formal Amendment – Recommendation to the Metro Council (Ken Lobeck, Metro; 5 min)</li> <li>• TransPort By-Laws – Recommendation to the Metro Council (Caleb Winter; 20 min)</li> </ul>	<p><b><u>January 18, 2018</u></b></p> <ul style="list-style-type: none"> <li>• Chair comments TBD (5+ min)</li> <li>• Regional Travel Options Strategy Public Comment Draft – Information/Discussion (Dan Kaempff, Metro; 20 min)</li> <li>• Draft RTP Findings and Policy Update – Information/Discussion (Kim Ellis, Metro; 25 min)</li> <li>• Regional Transit Strategy (Jamie Snook, Metro; 25 min)</li> <li>• MTIP Formal Amendment – Recommendation to the Metro Council (Ken Lobeck, Metro; 5 min)</li> </ul>
<p><b><u>February 15, 2018</u></b></p>	<p><b><u>March 15, 2018</u></b></p> <p><u>March 14 – 16: PBA Trip to Washington D.C.</u></p>
<p><b><u>April 19, 2018</u></b></p> <ul style="list-style-type: none"> <li>• Regional Travel Options Strategy Draft for Adoption – Action (Dan Kaempff; 30 min)</li> </ul>	<p><b><u>May 17, 2018</u></b></p>

**RTP Regional Leadership Forums:**

- **April 2016:** RTP Regional Leadership Forum #1 (Exploring Big Ideas for Our Transportation Future)
- **September 2016:** RTP Regional Leadership Forum #2 (Building the Future We Want)
- **December 2016:** RTP Regional Leadership Forum #3 (Connecting Our Priorities to Our Vision)
- **February 2018:** RTP Regional Leadership Forum #4 (Finalizing Our Shared Plan for the Region)

**Parking Lot:**

- Southwest Corridor Plan
- Land use & transportation connections
- Prioritization of projects/programs
- Westside Freight Study/ITS improvements
- All Roads Safety Program (ODOT)
- Air Quality program status update
- Washington County Transportation Futures Study (TBD)
- Transportation Resiliency



## 2017/2018 MPAC Work Program

*As of 10/25/17*

*Items in italics are tentative; **bold** denotes required items*

<p><b><u>Wednesday, October 25, 2017</u></b></p> <ul style="list-style-type: none"> <li>• Regional Transportation Technology Strategy (Eliot Rose, Metro; 40 min)</li> <li>• Housing Trends and Policies Around the Region: Wilsonville and Beaverton (3/4) – Information/Discussion (Chris Neamtzu, City of Wilsonville/Anna Slatinsky and Cadence Petros, City of Beaverton; 60 min)</li> </ul>	<p><b><u>Wednesday, November 8, 2017</u></b></p> <ul style="list-style-type: none"> <li>• Metro’s Housing Data Resources (Jeff Frkonja; 30 min)</li> <li>• Greater Portland Pulse Housing Data Hub (Liza Morehead and Sheila Martin, PSU Institute of Portland Metropolitan Studies; 40 min)</li> <li>• City of Portland/PCRI Pathway 1000 Initiative Project Update – Information/Discussion (TBD; 40 min)</li> </ul> <p><i>November 14 – 17: Association of Oregon Counties Annual Conference, Eugene, OR</i></p>
<p><b><u>Wednesday, November 22, 2017</u></b> – cancelled</p>	<p><b><u>Wednesday, December 13, 2017</u></b></p> <ul style="list-style-type: none"> <li>• 2018 RTP: Project Update – Information/Discussion (Kim Ellis, Metro; 15 min)</li> <li>• <i>Anti-Displacement Strategies: Panel Discussion (multiple; 60 min)</i></li> <li>• <i>MPAC in 2018</i></li> </ul>
<p><b><u>Wednesday, December 27, 2017</u></b> – cancelled</p>	<p><b><u>Wednesday, January 10, 2018</u></b></p> <ul style="list-style-type: none"> <li>• <i>2030 Regional Waste Plan (Matt Korot/Marta McGuire, Metro; 30 min)</i></li> </ul>

<p><b><u>Wednesday, January 24, 2018</u></b></p> <ul style="list-style-type: none"> <li>• 2018 RTP Engagement and Regional Leadership Forum #4 – Information/Discussion (Cliff Higgins, Metro; 15 min)</li> <li>• Draft RTP Findings and Policy Update – Information/Discussion (Kim Ellis, Metro; 25 min)</li> </ul>	<p><b><u>Wednesday, February 14, 2018</u></b></p>
<p><b><u>Wednesday, February 28, 2018</u></b></p> <ul style="list-style-type: none"> <li>• Draft RTP Policies – Information/Discussion (Kim Ellis, Metro; 25 min)</li> <li>• Draft RTX Policies and Strategies – Information/Discussion (Eliot Rose, Metro; 20 min)</li> </ul>	<p><b><u>Wednesday, March 14, 2018</u></b></p> <ul style="list-style-type: none"> <li>• Draft Freight Strategy – Information/Discussion (Tim Collins, Metro; 20 min)</li> <li>• Draft Safety Strategy – Information/Discussion (Lake McTighe, Metro; 20 min)</li> </ul>
<p><b><u>Wednesday, March 28, 2018</u></b></p>	<p><b><u>Wednesday, April 11, 2018</u></b></p>
<p><b><u>Wednesday, April 25, 2018</u></b></p>	<p><b><u>Wednesday, May 9, 2018</u></b></p>
<p><b><u>Wednesday, May 23, 2018</u></b></p> <ul style="list-style-type: none"> <li>• Draft RTX – Information/Discussion (Eliot Rose, Metro; 20 min)</li> </ul>	<p><b><u>Wednesday, June 13, 2018</u></b></p>

**Upcoming events:**

- March 2, 2018: RTP Regional Leadership Forum #4 (Finalizing Our Shared Plan for the Region)

**Parking lot:**

- Presentation on health & land use featuring local projects from around the region
- Greater Portland, Inc. update
- “Unsettling Profiles” presentation by Coalition of Communities of Color
- System development charges (SDCs)
- City of Portland inclusionary housing
- Economic Value Atlas
- Transportation Resiliency
- Self-driving cars
- Ridership Analysis (TriMet)
- Washington County Transportation Futures Study

## C4 Metro Subcommittee Staff Memo

**Re: Regional Active Transportation Project Development Funds**

**From: Karen Buehrig, Transportation Planning Supervisor**

**Date: November 2, 2017**

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### Summary

The 2018-2021 Metropolitan Transportation Improvement Program indicates that \$2 Million of the bond proceeds will be spent on project development for the Active Transportation projects. Earlier this year, the region developed the Active Transportation: 10-year Investment Scenario. This document identifies priority Active Transportation projects throughout the region. Each of these projects are at different states of readiness for implementation.

Over the next few months, each sub-region will be recommending a project or projects that would access the Active Transportation funds allocated for their sub-region. The purpose of this item is to introduce the C4 Metro subcommittee members to this program and to receive feedback on the recommendation process moving forward.

**Recommended Action:** Provide input into recommendation process for Metro Active Transportation Project Development Funds

**For additional information, please contact:**

Karen Buehrig, Transportation Planning Supervisor  
karenb@clackamas.us

# Memo



Date: Friday, October 20, 2017  
To: Transportation Policy Alternatives Committee  
From: Lake McTighe, Ted Leybold, Metro  
Subject: Allocation process for RFFA Active Transportation Project Development Funds

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## **Regional Active Transportation Readiness Funds to develop the Region’s 10-year Investment Strategy in Active Transportation**

*Two million dollars in regional bond proceeds are available to support developing a pipeline of active transportation projects that can be competitive for funding opportunities and to ensure completion of the 10-year investment strategy. This document describes the process for allocating the funds.*

Cities, counties, ODOT, TriMet, SMART, Metro, park districts, other agencies and community leaders are committed to making it easy and safe to walk, ride a bicycle and access transit in greater Portland. The passage of House Bill 2017 and a potential regional transportation bond measure provides a historic opportunity to increase investment in active transportation in the region, but a more robust pipeline of projects is needed to be competitive.

Local and state agencies and community partners have already done the hard work of identifying a pool of \$600 million of priority projects to draw from. These projects are identified in the *10-year Investment Active Transportation Scenarios*. These projects provide safe access to schools and fill critical gaps on high injury corridors. The projects are of statewide significance<sup>1</sup> providing access to transit and jobs, supporting the tourism industry and keeping more money circulating in the local economy. The projects are also now identified in the draft project list of the *2018 Regional Transportation Plan*.

With priority projects identified and with \$2 million in bond proceeds to support project development, the region is poised to be extremely competitive for new and potential funding opportunities.

### **PROCESS FOR ALLOCATING FUNDS**

#### **1. Identify Projects for \$1.7 million project development (November 2017-June 2018)**

Along with projects already under project development the projects funded through this process will comprise the region’s near-term pipeline of active transportation projects.

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<sup>1</sup> ConnectOregon Fund in HB 2017 defines projects of statewide significance as projects that “benefit the regional and statewide economy and sustain employment within the community or region in which the transportation project is located beyond the employment associated with construction or implementation of the project.”

October 20, 2017

- a) County Coordinating Committees and the Portland Bureau of Transportation's Regional Partners Committee will identify projects to receive funding for project development.
- b) TriMet, SMART, ODOT, THPRD and other capital agencies will participate in the decision making.
- c) Public involvement including key stakeholders will be achieved through the City and County Coordinating Committees, including involving local bicycle and pedestrian committees and other community and advocacy groups. Metro may also convene the Regional Active Transportation Work Group to provide input.
- d) Funding amounts will be allocated as follows:

	Region	City of Portland	Clackamas County and Cities	Multnomah County and Cities	Washington County and Cities
% POP	100%	39.25%	17.6%	9.89%	33.26%
% of \$1.7 M		\$663,000	\$306,000	\$170,000	\$561,000

- e) Projects must:
  - Help complete the regional active transportation network.
  - Be drawn from the projects identified in the *10-year Investment Active Transportation Scenarios*.
  - Be on the *2018 RTP* project list.
- f) City and County Coordinating committees will use the following self-evaluation criteria to identify the best projects to receive project development funding.<sup>2</sup>
  - Leverages additional local project development funds.
  - Feasibility - has a high probability completion in reasonable time frame.
  - Equity – project serves communities that have higher than average low-income, low-English proficiency, non-white, elderly and young, and persons with disabilities populations, or project serves Title 1 school(s).
  - Safe Routes to School - project provides safe access to school (1/4 mile).
  - Jobs and Transit- Project provides safe access to transit (1/4 mile).
  - Project provides access to park(s) or natural area(s) (1/4 mile).
  - Safety - project is on a regional high injury corridor or intersection, or high crash or risk location identified in a local safety plan, and/or removes conflicts with freight or other vehicles.
  - Design – project provides high degree of separation from motor vehicle traffic, increases level of comfort, ease and perception of safety (refer to 2014 ATP design guidance).
  - Congestion – project serves a congested corridor and provides travel options to jobs, school and other destinations.

<sup>2</sup> These criteria were developed by the Regional Active Transportation Work Group to select projects for the *10-year Investment Active Transportation Scenarios*. The criteria are also consistent with regional policy objectives and RFFA project selection criteria.



- a) Funds used for project development may count towards the local match for state Safe Routes to School and ConnectOregon grants (*to be confirmed with ODOT*).<sup>3</sup>
- b) If needed, Metro can consolidate and coordinate project development activities through a consultant for smaller jurisdictions. Counties may also decide to do this.
- c) JPACT and the Metro Council will be briefed on the projects identified to receive funding.
- d) Metro will provide guidance outlining the specific information that must be identified/developed/provided through the project development.

**2. High Return on Investment Analysis - \$150,000 (April 2018-August2018)**

A return on investment analysis will describe the multiple benefits provided by the region’s 10-year investment strategy in active transportation.

- a) Which projects to include in the analysis is to be determined. Possibilities include one or both of the scenarios in the *10-year Investment Active Transportation Scenarios*, all projects in the *2018 RTP*, and/or active transportation projects identified for a potential regional transportation bond. Ultimately the ROI should evaluate the region’s 10-year investment strategy in active transportation.
- b) Metro will hire a consultant to conduct the analysis.
- c) Metro will work with the consultant, City and Coordinating Committees, and the Regional Active Transportation Work Group to establish which basic ROI evaluation metrics to use. The evaluation metrics will be informed by the performance measures discussion of the 2018 RTP.
- d) Metro will coordinate production of a document describing the “10-Year Active Transportation Investment Strategy” illustrating the economic, social and environmental benefits of the active transportation projects.
- e) Metro will work with the consultant to package the projects and ROI information into a set of materials that can be used by agencies and partners for use in grant applications, etc, including maps, information on the projects, outcomes, & benefits.

**3. Baseline Development for all projects - \$150,000 (February - August 2018)**

Bring all projects in the first 10-years of the *2018 RTP*, and/or the *10-year Investment Active Transportation Scenarios* to a consistent baseline level of “readiness.”

- a) Metro will hire a consultant to manage the baseline assessment.
- b) This information will support the ROI evaluation.
- c) Information provided in the 2018 RTP project solicitation form filled out for each project will serve as a starting place.
- d) The baseline assessment will include small group interviews with County Coordinating staff, Portland staff, Metro, ODOT, and TriMet and any other staff needed.

ATTACHED: *10-year Investment Active Transportation Scenarios*

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<sup>3</sup> The new Safe Routes to School funding requires a 40% local match generally, and a 20% match for cities with a population of less than 5,000, project reduces hazards in safety corridor, or school qualifies as a Title 1 school. ConnectOregon funding requires a 40% local match.



Photo: Jonathan Maus



April 2017

## Active Transportation: 10-Year Investment Scenarios for Connected Centers and Corridors

Economic prosperity and quality of life depend on a transportation system that provides every person and business with access to safe, reliable, affordable and healthy travel options. Over the past several decades, greater Portland has invested in making it easier, cheaper and safer for people to walk, roll and bike to work, school, transit and daily activities. These investments have paid off many times over. People in our region are healthier, spend less on transportation (freeing up money to be spent locally) and spend less time sitting in traffic. Our air and water is cleaner, our roads are less congested, our children are more independent and our economy is stronger.

Demand for more travel choices is at an all time high. Parents want safety improvements so their children can safely walk and bike to school. Employers want better connections to transit so their employees can easily access jobs. Businesses want the economic benefits that come with customers who walk and bike. Hotels and tourism-oriented business want the visitors who are attracted to our region's sustainability.

Our region needs more investment in active transportation to meet this growing demand and reap the social, economic and environmental benefits. Local, regional and state leaders have identified priority regional active transportation projects that will strategically position the region to achieve ambitious safety and greenhouse gas reduction goals, safeguarding our environment and expanding travel options. Investments in critical connections, including regional trails, regional arterials, and pedestrian and bicycle bridges; projects that create Safe Routes to Schools, including protected crossings of busy arterials, wide sidewalks, and protected bikeways; and first-last mile connections that link people to transit, jobs and opportunity are all part of greater Portland's connected centers and corridors strategy to achieve regional goals and outcomes.

These priority projects complete critical gaps in the regional transportation system, thereby improving access to schools for thousands of students, increasing safety on high injury corridors, improving access to transit and jobs for people with low incomes, and providing competitive travel options in the region's most congested corridors.

# Regional Benefits of Active Transportation

Investing in active transportation provides a high return on investment. It attracts a talented workforce and generates jobs. It maintains mobility in congested areas. It improves access to jobs, schools and opportunity. It supports the local economy and reduces costs to the region. Investing in critical connections, access to jobs and transit and safe routes to school is a sound investment plan for the region and the future.

## Critical Connections

Critical Connections provide bikeways, trails and bridges connecting centers and filling critical gaps. These projects provide seamless bikeways in the region’s most congested areas, making bicycling competitive to driving with shorter commutes and more reliable travel times. They support statewide tourism goals and provide residents with increased access to centers, employment areas, parks and natural recreation areas.

## Safe Routes to School

Safe Routes to School projects improve access within a quarter-mile of schools for thousands of students, focusing on Title 1 schools and those with more bicycle and pedestrian crashes. Safety is a top priority on the region’s busiest arterials, many of which are high injury corridors. Investing in safe routes to school helps ease congestion as up to 14% of morning traffic is due to school trips. Starting early, children learn to use the transportation system safely and continue to walk and bike as adults.

## Access to Jobs and Transit

Completing first and last mile connections to transit makes all the difference for access to jobs and opportunity, especially for people with lower incomes and in historically marginalized communities. Access to transit projects connect people to major job centers. They address safety on high injury corridors, making it easier and safer to cross busy arterials and walk and bike to transit. And, they increase connectivity to and access within centers.



## 10-Year Investment Scenarios

At current levels of federal, state and regional funding it could take the region over 200 years to fill sidewalk, trail and bikeway gaps on the regional transportation system. To begin to address this deficit, regional partners have proposed two investment scenarios. The investment scenarios represent potential levels of investment and the types of projects that could be developed within a ten year time frame to achieve regional outcomes. Scenario I represents a funding scenario of \$30 million annually, totaling \$300 million over ten years. Scenario II represents \$60 million a year, totaling \$600 million.

**Status Quo - \$100 million**  
 Current annual level of federal, state and regional funding  
 \$10 million annually

**Scenario I - \$300 million**  
 \$20 million additional annual increase in investment  
 \$30 million annually  
 Assumes \$100 million regional, \$100 million state and \$100 million federal

**Scenario II - \$600 million**  
 \$50 million additional annual increase in investment  
 \$60 million annually  
 Assumes \$400 million regional, \$100 million state and \$100 million federal

# City of Portland - \$117M (Scenario I)/ \$234M (Scenario II)

Bicycling in Portland has nearly quadrupled over the last decade. It is the region's fastest growing mode and a key reason why traffic is still moving on the busiest arterials. Portland has identified a set of active transportation investments that create complete and connected centers corridors. These strategic investments will help Portland and the region achieve ambitious mode share and safety targets.

## Critical Connections

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| <p><b>01 42nd/47th Ave Bridge - \$10.0m</b><br/>Replacement Bridge Over NE Portland HWY Provides Multi-Modal Connections.</p> <p><b>02 NE Broadway AT Corridor- \$9.0m</b><br/>Access to Businesses and Jobs with Protected Bikeway, Pedestrian Crossings.</p> <p><b>03 82nd Ave - \$3.0m</b><br/>Multi-Modal Safety Investments to Increase Connectivity and Transit Access on a High Injury Corridor and State Highway.</p> <p><b>04 Beaverton-Hillsdale Hwy - \$3.0m</b><br/>Sidewalk Infill, Bike Facilities, and Crossings to Improve Safety and Access to Transit.</p> <p><b>05 SE Foster Corridor - \$2.0m</b><br/>Phase 2 Pedestrian Walkways and Protected Bikeways Link Jobs and Schools.</p> <p><b>06 Hillsdale Town Center - BH Hwy- \$3.1m</b><br/>Streetscape Enhancements Providing Sidewalk Infill and Safe Pedestrian Crossings to Transit and the Town Center.</p> <p><b>07 Outer Alberta Greenway - \$2.0m</b><br/>Neighborhood Greenway Provides a Connection to the I-205 Trail.</p> <p><b>08 Outer Powell Blvd - \$15.0m</b><br/>Segment 2 Roadway Reconfiguration, Protected Bike Facilities, and Pedestrian Safety Improvements on State Highway.</p> <p><b>09 Outer Stark Safety &amp; Access - \$3.0m</b><br/>Pedestrian Crossings, Bicycle Facilities, and Transit Priority Treatments to Address Safety Concerns and Remove Barriers to Transit.</p> <p><b>10 Willamette Blvd Bikeway - \$5.5m</b><br/>Connects North Portland Neighborhoods to Downtown and High Capacity Transit.</p> <p><b>11 Terwilliger Bikeway - \$1.0m</b><br/>Fill Critical Bikeway Gaps in the Active Transportation Network.</p> <p><b>12 North Lombard St - \$2.0m*</b><br/>"Main St." Streetscape Enhancements and University Park Neighborhood Greenway.</p> <p><b>13 Lombard I-5 Crossing - \$3.0m*</b><br/>Safety Improvements for Pedestrian and Bicycle Bridge Crossing I-5 along a Regional Corridor.</p> <p><b>14 Gideon St Bike/Ped Bridge- \$10.0m*</b><br/>Bicycle &amp; Pedestrian Bridge Crossing MAX Orange Line Tracks Improving Access to Transit and Trails.</p> | <p><b>15 North Portland Greenway - \$7.5m*</b><br/>Segments 1 &amp; 2 Multi-Use Trail Connection to Jobs, Transit Services and Natural Recreation Areas.</p> <p><b>16 I-84 Multi-Use Path Extension - \$5.0m*</b><br/>Provides a Connection to Gateway Green and the I-205 Multi-Use Path.</p> <p><b>17 Outer Powell Blvd - \$15.0m*</b><br/>Segment 3 Roadway Reconfiguration, Protected Bike Facilities and Pedestrian Safety Improvements on State Highway.</p> | <p><b>28 TriMet Bike &amp; Ride - \$3.0m*</b><br/>Bicycle Parking at Hollywood, Rose Quarter, and Barbur Blvd Station Area.</p> <p><b>29 60th Ave Station Area- \$4.0m*</b><br/>Multi-Modal Safety and Access Improvements.</p> <p><b>30 82nd Ave Station Area- \$3.0m*</b><br/>Multi-Modal Safety and Access Improvements.</p> <p><b>31 Lents Connected Centers (2) - \$10.0m*</b><br/>Priority Investments Connect Lents and Neighborhoods.</p> <p><b>32 Portland Central City - \$10.0m*</b><br/>Various Multi-Modal Safety Projects and Investments in the Central City (Phase 3).</p> <p><b>33 Airport Way Safety &amp; Access - \$3.0m*</b><br/>Multi-Modal Safety Improvements Address Last-Mile Connections to Jobs and Transit.</p> <p><b>34 Alderwood Bikeway - \$2.5m*</b><br/>Phase 2 Multi-Use Path Providing Increased Connectivity to Industrial and Natural Areas.</p> <p><b>35 Capitol Hwy &amp; SW Vermont - \$2.0m*</b><br/>Intersection Safety and Connectivity Improvements - Phase 1 &amp; 2.</p> <p><b>36 Cully Blvd Corridor - \$5.0m*</b><br/>Sidewalk Infill, Enhanced Bikeway and Safe Pedestrian Crossings.</p> <p><b>37 St Johns Connected Centers - \$5.0m*</b><br/>Priority Bicycle and Pedestrian Network Connecting Town Center to Neighborhoods.</p> <p><b>38 West Portland Connected Centers - \$5.0m*</b><br/>Priority Bicycle and Pedestrian Network Connecting Town Center to Neighborhoods.</p> <p><b>39 NW District Connected Centers - \$5.0m*</b><br/>Priority Bicycle and Pedestrian Network Connecting Town Center to Neighborhoods.</p> <p><b>40 Killingsworth / Interstate - \$10.0m*</b><br/>Priority Bicycle and Pedestrian Network Connecting Town Center to Neighborhoods.</p> <p><b>41 Division-Midway Connected - \$10m*</b><br/>Priority Bicycle and Pedestrian Network Connecting Town Center to Neighborhoods.</p> |
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## Access to Jobs and Transit

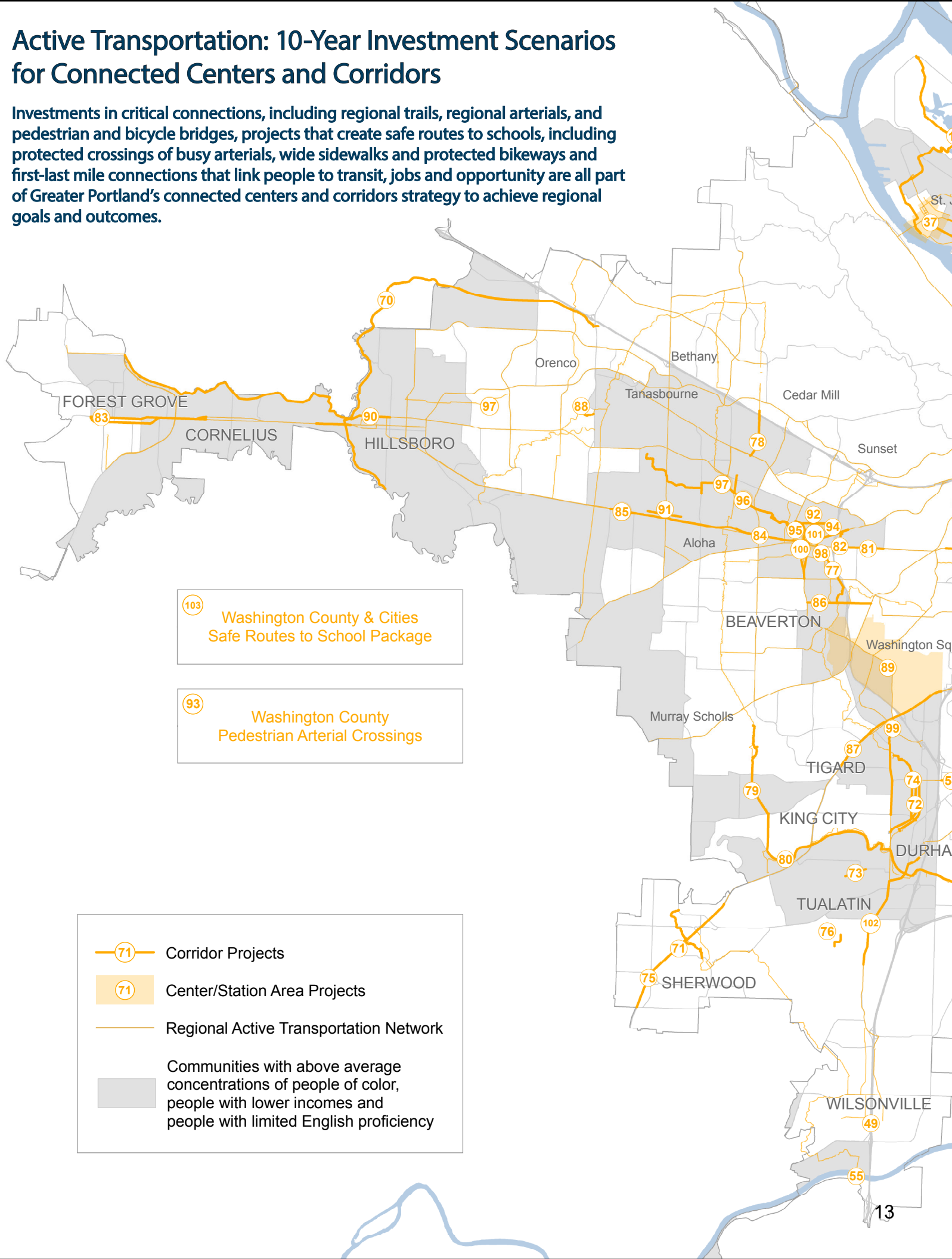
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| <p><b>18 Flanders Neighborhood Greenway- \$2.0m</b><br/>Regional Bikeway and Crossings Connecting NW Portland to the Willamette River.</p> <p><b>19 Cornfoot Rd Multi-Use Path - \$3.7m</b><br/>Trail Connection Providing Access to Industrial Jobs and Natural Areas.</p> <p><b>20 Halsey / Weidler Safety &amp; Access - \$5.0m</b><br/>Addresses Safety Concerns Along a High Injury Corridors and Increases Access to Transit.</p> <p><b>21 Division-Midway Town Center - \$10.0m</b><br/>Phase 1 of Multi-Modal Improvements within Division-Midway Town Center. and Surrounding Neighborhoods.</p> <p><b>22 Inner Hawthorne Blvd - \$2.0m</b><br/>Protected Bikeways, Pedestrian Refuge for Safe Crossings, and Increased Transit Efficiency.</p> <p><b>23 Naito Parkway - \$3.7m</b><br/>Traffic Separated Bikeway and Walkways Along Tom McCall Waterfront Park.</p> <p><b>24 Stark / Washington St- \$4.0m</b><br/>Protected Bikeways Safe Crossings, Increase Access in a Regional Center.</p> <p><b>25 Lents Connected Centers - \$10.0m</b><br/>Priority Investments Connect Lents to and Surrounding Neighborhoods (Phase 1).</p> <p><b>26 Portland Central City - \$10.0m</b><br/>Multi-Modal Safety and Access Investments in the Central City (Phase 2).</p> <p><b>27 TriMet Bike &amp; Ride - \$2.0m</b><br/>Bicycle Parking at Gateway &amp; Goose Hollow Station Areas.</p> | <p><b>42 Portland SRTS - \$10.0m</b><br/>Projects Supporting Safe Routes to School Including Complete Sidewalks and Safe Crossings.</p> |
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## Safe Routes to School

\* Priorities in Scenario II - \$600 million




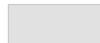
# Active Transportation: 10-Year Investment Scenarios for Connected Centers and Corridors

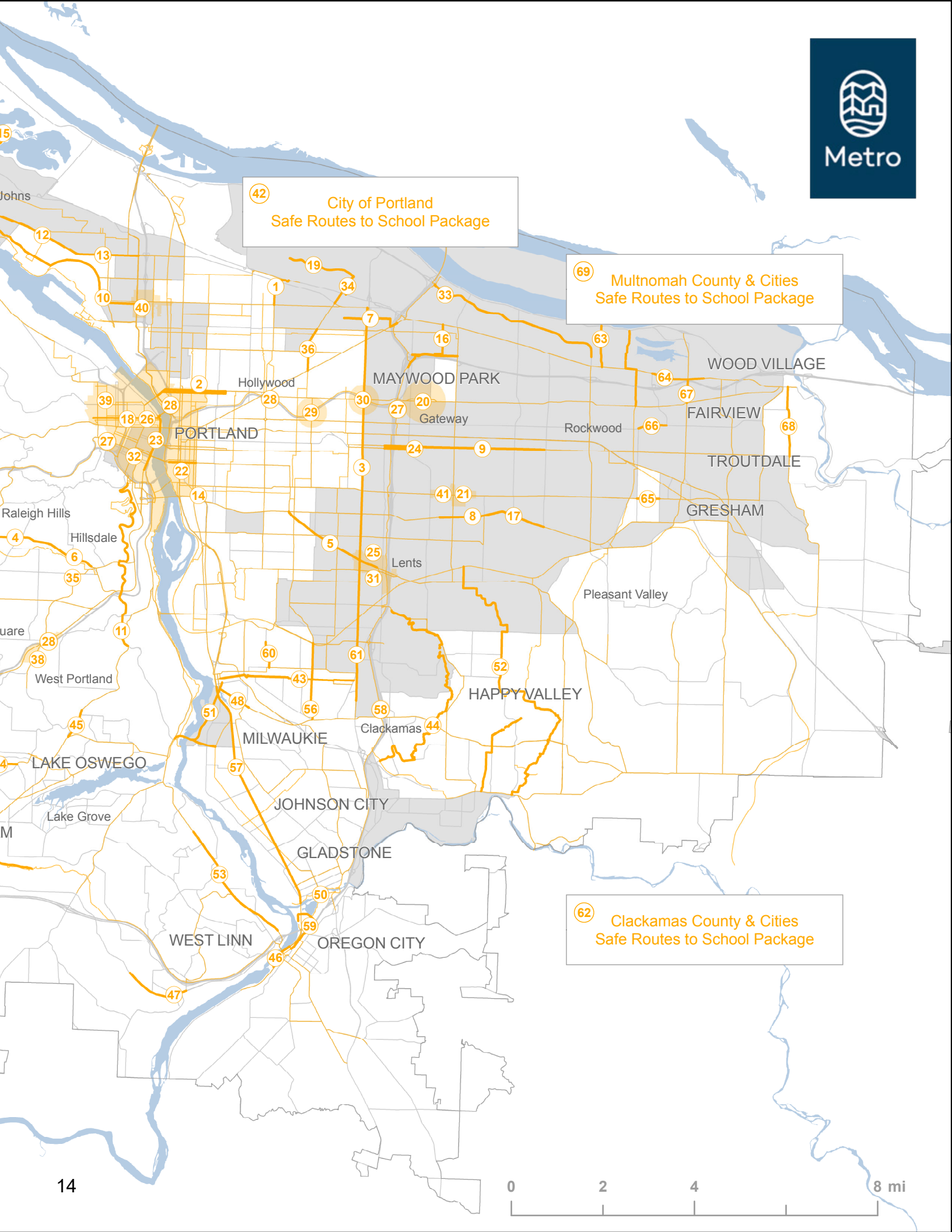
Investments in critical connections, including regional trails, regional arterials, and pedestrian and bicycle bridges, projects that create safe routes to schools, including protected crossings of busy arterials, wide sidewalks and protected bikeways and first-last mile connections that link people to transit, jobs and opportunity are all part of Greater Portland's connected centers and corridors strategy to achieve regional goals and outcomes.



103 Washington County & Cities Safe Routes to School Package

93 Washington County Pedestrian Arterial Crossings

-  Corridor Projects
-  Center/Station Area Projects
-  Regional Active Transportation Network
-  Communities with above average concentrations of people of color, people with lower incomes and people with limited English proficiency



42 City of Portland  
Safe Routes to School Package

69 Multnomah County & Cities  
Safe Routes to School Package

62 Clackamas County & Cities  
Safe Routes to School Package

## Clackamas County & Cities - \$51M (Scenario I)/ \$102M (Scenario II)

Clackamas County and its cities have identified a set of active transportation projects that capitalize on recent investments in transit, dramatically increase safe access to schools, connect people to job centers and educational opportunities, and improve arterials to provide travel options in highly traveled corridors.

### Critical Connections

**43 Monroe Street Corridor- \$7.8m**  
Neighborhood Greenway Provides a Safe Multi-Modal Connection Between Milwaukie and Clackamas Town Center.

**44 Mt. Scott/Scouters Mtn. Loop - \$6.4m**  
Phase 1 of an East/West Multi-Use Path Connecting the Springwater Corridor to the Clackamas River Through Happy Valley.

**45 Boones Ferry Road - \$9.9m**  
Sidewalk Infill and Bikeways Provide a Critical Connection Between Lake Oswego and Portland.

**46 Willamette Falls Shared Use Path - \$5.0m**  
Shared Use Path Along the South Side of the Willamette River in Oregon City.

**47 Willamette Falls Drive - \$5.3m**  
Complete Active Transportation Corridor Along the North Side of the Willamette River in West Linn.

**48 Lake Road - \$3.4m**  
Bikeway Provides Improved Access to Downtown Milwaukie.

**49 Barber St. Bike/Ped Bridge - \$7.0m**  
Removes Major Barrier Providing Safe Bicycle and Pedestrian Access Over I-5 Connecting Wilsonville Town Center to West Neighborhoods and Local and WES Transit.

**50 Trolley Trail Bike/Ped Bridge - \$7.5m**  
Connection over the Clackamas River Extending the Trolley Trail, Connecting Gladstone and Oregon City.

**51 Lake Oswego/Milwaukie Bridge -\$10.1m\***  
Bicycle and Pedestrian Bridge Over the Willamette Connecting Two Regional Centers, Improves Access to Downtown Milwaukie via the Trolley Trail.

**52 Mt. Scott/Scouters Mtn. Loop - \$7.6m\***  
Phase 2 of an East/West Multi-Use Path Connecting the Springwater Corridor to the Clackamas River Through Happy Valley.

**53 Hwy 43 Multi-Modal Corridor - \$20.0m\***  
Complete Multi-Modal Active Travel Corridor on a State Highway Connects West Linn to Lake Oswego.

**54 Bonita Road - \$5.1m\***  
Completes Regional Bikeway in Lake Oswego.

**55 French Prairie Bike/Ped Bridge - \$15.0m\***  
Bicycle, Pedestrian, and Emergency Access Bridge Over the Willamette River Connecting Regional Trails, Recreation Areas, and Wilsonville Businesses.

**56 Linwood Ave - \$4.8m\***  
Completes Bicycle and Pedestrian

### Access to Jobs and Transit

**57 McLoughlin Access to Transit - \$7.9m**  
Sidewalk Upgrades, Buffered Bike Lanes, Median Enhancements, Safe Crossings and Pedestrian Refuges in the McLoughlin Area.

**58 TriMet Bike & Ride- \$1.0m\***  
Bike & Ride at Clackamas Town Center MAX Station.

**59 Main Street Access to Transit- \$4.5m\***  
Completes Bikeways and Walkways Through Downtown Oregon City Connecting to Transit and Businesses.

**60 43rd Ave Bikeway- \$1.1m\***  
Fills Critical Bikeway Gap in System Providing Safe Access to Transit.

**61 82nd Ave - \$2.0m\***  
Multi-Modal Safety Investments on State Highway Connecting Portland and Clackamas County.

### Safe Routes to School

**62 Clackamas Co & Cities SRTS - \$7.0m**  
Fills Critical Sidewalk and Bikeway Gaps and Pedestrian Crossings for Safe Access to Schools in Clackamas County.

## Multnomah County & Cities - \$30M (Scenario I)/ \$60M (Scenario II)

Multnomah County and its cities have identified critical connections on regional trails and arterials that close gaps, addressing safety and access to jobs, transit and schools. Major investments in safe routes to school will make it easier and safer for children to walk and bike to school.

### Critical Connections

**63 Gresham Fairview Trail - \$5.7m**  
Completes Final Critical Segments of the Gresham Fairview Multi-Use Trail Improving Access to Employment, Schools and Nature.

**64 Sandy Blvd AT Corridor- \$6.0m**  
Bikeways and Pedestrian Walkways Improve Access to Jobs, Transit and Businesses Connecting Fairview and Wood Village.

**65 Division St AT Corridor - \$7.0m**  
Boulevard Design Including Wider Sidewalks, Safe Crossings and Transit Access.

**66 Glisan St Multi-Modal Corridor- \$11.5m\***  
Critical Connection Between Gresham Fairview Trail and Salish Ponds Natural Area.

**68 Troutdale Road AT Corridor- \$3.1m\***  
Separated Bikeway and Enhanced Pedestrian Corridor to Troutdale and Schools.

### Access to Jobs and Transit

**67 223rd Ave Bike/Ped Corridor - \$12.0m**  
Phase 1 - Reconfigure Major Arterial, Improve Access to Businesses in Downtown Fairview with Bikeways and Pedestrian Walkways.

**67 223rd Ave Bike/Ped Corridor - \$18.4m\***  
Phase 2 - Improve Access to Businesses in Downtown Fairview and Address a Dangerous Pinch-point

### Safe Routes to School

**69 Multnomah Co S& Cities SRTS - \$13.0m**  
Completes Critical Sidewalk and Bikeway Gaps, Provides Pedestrian Crossings for Safe Access to Schools in Multnomah County.

\* Priorities in Scenario II - \$600 million

# Washington County & Cities - \$99M (Scenario I)/ \$198M (Scenario II)

Washington County and its cities have strategically combined regional trails, sidewalks and bikeways on regional arterials to complete major north-south and east-west travel corridors drastically increasing safe and convenient access to transit, jobs, education and opportunity. Investments in centers and station area create dense walkable and bikeable areas.

## Critical Connections

**70 Crescent Park Greenway Trail - \$3.0m**  
Multi-Use Path Surrounding the City of Hillsboro Providing Access to Employment and Recreation Areas.

**71 Cedar Creek Trail - \$6.0m**  
Multi-Use Trail Increasing Connectivity Within Sherwood Through Natural Areas.

**72 Fanno Creek Trail - \$6.3m**  
Completing the Final Gap Connecting Beaverton and Tigard to the Tualatin River.

**73 Herman Road - \$5.3m**  
Sidewalks and Bikeways Complete Gaps to Jobs and Industrial Areas.

**74 Crescent Connection - \$3.6m**  
Sidewalks and Bikeways Complete Gaps to Jobs and Industrial Areas.

**75 Highway 99 (Sherwood) - \$2.5m**  
Sidewalks and Pedestrian Network Upgrades to Complete Gaps and Address Safety Concerns in Sherwood.

**76 Garden Corner Curves - \$3.5m**  
Sidewalk Infill, Bicycle Facilities, Improved Wayfinding and Lighting.

**77 Beaverton Creek Trail - \$4.6m**  
Multi-Use Trail Connecting Frequent Transit Services and Existing Trail Investments.

**78 Westside Trail & Bridge - \$13.0m**  
Multi-Use Bicycle and Pedestrian Bridge Over Highway 26 Overcoming a Major Barrier.

**79 Westside Trail Extension - \$14.3m\***  
Phases 1-3 of the Westside Trail Extension Providing an Multi-Use Path Connecting Beaverton to Tigard.

**80 Tualatin River Greenway - \$1.0m\***  
Shared Use Path Completing a Gap in the Active Transportation Network.

**81 Beaverton Hillsdale Highway - \$2.0m\***  
Bikeway Connecting to Downtown Beaverton, Jobs and Transit.

**82 Canyon Road & 110th Ave - \$2.5m\***  
Addition of Bicycle Lanes Providing a Connection to Downtown Beaverton.

**83 TV Highway Street Retrofit - \$9.6m\***  
Street Retrofit to Boulevard Design Standards Including Wider Sidewalks, Safe Crossings, and Transit Amenities in Forest Grove.

**84 TV Highway Access- \$13.0m\***  
Street Retrofit to Boulevard Design Standards Including Wider Sidewalks, Safe Crossings, and Transit Amenities in Forest Grove.

**85 TV Highway Multi-Use Plan - \$1.0m\***  
Street Retrofit to Boulevard Design Standards Including Wider Sidewalks, Safe Crossings, and Transit Amenities in Forest Grove.

**86 Denney Road Bikeway - \$6.3m\***  
Bicycle Lanes, Sidewalks and Roadway Reconfiguration on a Major Arterial.

**87 Highway 99 (Tigard/King City)- \$5.0m\***  
Sidewalk Infill and Bicycle Lanes to Complete Gaps in the Active Transportation Network.

**88 Rock Creek Greenway Trail - \$15.0m\***  
Off-Street Multi-Use Trail Connecting Employment Areas and Outdoor Recreation.

## Access to Jobs and Transit

**89 Metzger / Washington Square - \$4.0m**  
Sidewalk Infill, Pedestrian Crossings, Bicycle Facilities to Increase Access to SW Corridor Transit Improvements.

**90 Council Creek Regional Trail - \$24.0m**  
East/West Segment of a Regional Trail System Connecting Forest Grove and Cornelius to Downtown Hillsboro Jobs and MAX Stations.

**91 Alexander Street- \$9.3m**  
Streetscape Enhancements Including Sidewalk Infill, Bicycle Facilities, Lighting, and Transit Amenities.

**92 Center Street & 113th Ave - \$5.8m**  
Bikeway and Sidewalk Infill to Improve Access to Downtown Beaverton Jobs and Transit Services.

**93 Wash Co Arterial Crossings - \$4.0m**  
Enhanced At-Grade Pedestrian Crossings of Major Arterials Addressing

**94 Watson Ave Bikeway - \$4.5m**  
Bicycle Facilities Providing a Connection to Downtown Beaverton.

**95 Hall Blvd & Watson Ave - \$2.4m**  
Pedestrian Streetscape Enhancements Including Lighting and Public Space.

**96 TriMet Bike & Ride - \$1.0m**  
Bicycle Parking at Beaverton Creek MAX Station.

**97 TriMet Bike & Ride - \$2.0m\***  
Bicycle Parking at Merlo Road and Fair Complex MAX Stations.

**98 Hall Blvd Bikeway - \$2.4m\***  
Addition of Bikeway Providing a Vital North-South Connection Through Downtown Beaverton.

**99 Hall Blvd Complete Streets - \$20.0m\***  
Safe Crossings, Sidewalk Infill, Bicycle Facilities and Lane Reconfiguration.

**100 Downtown Beaverton Access - \$15m\***  
Pedestrian Safety and Connectivity Investments to Improve Access to Light Rail and MAX Station Areas.

**101 Downtown Connectivity- \$2.0m\***  
Pedestrian Connectivity Improvements on Milikan Way in Downtown Beaverton.

**102 Boones Ferry Road Gaps - \$1.0m\***  
Sidewalk Infill to Close Gaps in the Pedestrian Network and Improve Access to Bridgeport Village Jobs and Transit.

## Safe Routes to School

**103 Washington Co. SRTS Package - \$10.0m**  
Fills Critical Sidewalk and Bikeway Gaps, Provides Pedestrian Crossings for Safe Access to Schools in Washington County.

\* Priorities in Scenario II - \$600 million



# Return on Investment - At a Glance

The two investment scenarios have the potential to increase safe routes to school, access to transit, jobs and opportunity and connections to parks and natural areas, and, they have the potential to reduce traffic deaths and severe injury crashes on the region's high injury corridors. Projects in the investment scenarios often provide multiple benefits.



## Safe Routes to School

Safe bicycle and pedestrian access is improved for 40% of public schools in the region. Over 76% of all projects in both scenarios make it safer to walk or bike to school.

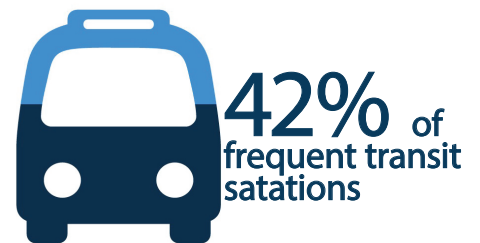
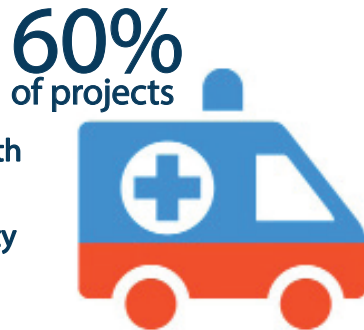


## Access to Parks and Nature

Over 92% of projects in both scenarios increase access to a park or natural area.

## Increased Safety

Nearly 60% of all projects in both scenarios intersect a high injury corridor, addressing traffic safety issues for people walking and bicycling.



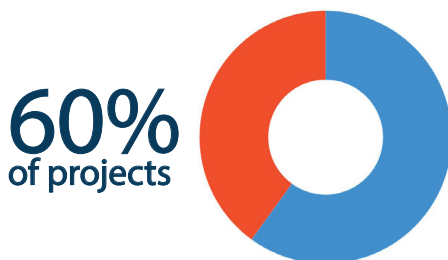
## Access to Transit

Pedestrian and bicycle access is improved to 42% of all frequent transit stops. Nearly 65% of projects in the two scenarios increase access to transit.



## Access to Jobs and Opportunity

Access to 67% of jobs in the region is increased by projects in the two scenarios.



## Addressing Equity

More than 60% of the projects in the two scenarios are located in areas with higher concentrations of people of color, people with low incomes and people with low English proficiency.

## MEMORANDUM

**To:** C4 Metro Subcommittee  
**From:** Trent Wilson, Clackamas County Government Affairs Specialist  
**Date:** November 2, 2017

**Subject:** C4 Bylaws Update – C4 Metro Subcommittee Discussion

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### Overview:

As part of a larger effort to update the C4 Bylaws, the C4 Metro Subcommittee has been asked to review, discuss, and propose new language to the C4 Bylaws pertaining to the C4 Metro Subcommittee (Section 6, A).

Current language in the C4 Bylaws for C4 Metro Subcommittee:

*C-4 members who are within the Metro jurisdiction shall be a subcommittee of C-4 named Metro subcommittee. This subcommittee shall at a minimum be the body which nominates and elects cities' representatives to: Joint Policy Advisory Committee on Transportation (JPACT); Metro Policy Advisory Committee (MPAC) and associated technical committees: Transportation Policy Advisory Committee (TPAC); and Metro Technical Advisory Committee (MTAC) respectively. These nominations and elections shall occur in November of each even numbered year in accordance with Metro Charter requirements.*

Previously proposed recommendations clarifying the bylaws for the C4 Metro Subcommittee include:

- Role: Clarify the role and primary discussion topics for C4 Metro Subcommittee. Resolution to this issue should also address the “authority” of C4 Metro Subcommittee to act on issues related specific to members of this group.
- Leadership: Clarify how chairs are chosen for the C4 Metro Subcommittee, and their roles.
- Agenda setting: Clarify how agendas are set for monthly meetings.

At the October 18 C4 Metro Subcommittee, members had limited time to discuss bylaws, but did agree to the following “principles”:

- C4 Metro Subcommittee should continue serving the need to discuss “pre-MPAC and pre-JPACT” issues.
- The MPAC-Special Districts of Clackamas County member should attend the C4 Metro Subcommittee as a non-voting member
- The MPAC-Clackamas Citizen members should attend C4 Metro Subcommittee as a non-voting member.

Members also requested a doodle poll be sent to all C4 Metro Subcommittee members to find an agreed upon date to work through this particular topic. However, with the early date of the C4 Metro Subcommittee meeting in November, that poll has not been sent yet.

When C4 Metro Subcommittee has a finalized recommendation, it will be shared with C4 at the next available C4 meeting for discussion with the larger C4 body.

**Recommendation:**

Staff recommends C4 Metro Subcommittee continue discussing the proposals to clarify the role, leadership, and agenda setting of C4 Metro Subcommittee.

Wilsonville Mayor Tim Knapp, Metro Cities Rep to JPACT: 503-896-0048, knapp@ci.wilsonville.or.us

### **1. Issue of Leadership: *Selection/Election of Chairs Not Defined***

*Metro Cities Proposal from Sept. 2016:* C4 Metro Subcommittee elects Chairs of Subcommittee

### **2. Issue of Control: *Agenda Setting and Placing Item on Agenda***

*Metro Cities Proposal from Sept. 2016:* Clarify specifically that any member may request to place an item on the agenda and any member may move for modification of the agenda, with a vote to occur for a duly seconded motion.

### **3. Issue of Authority: *Power of Metro-specific Recommendations***

*Metro Cities Proposal from Sept. 2016:* Clarify that Metro Subcommittee has authority for all Metro-related decisions on formal recommendations to Metro. Metro-specific issues should be in domain for decisions by jurisdictions impacted by the Metro Subcommittee.

Suggest clarifying that C4 as a whole has authority for County-wide related decisions impacting all jurisdictions on formal recommendations to ODOT regarding Region 1 ACT.

### **4. Membership of C4 Metro Subcommittee: *Role of Districts***

- a. At one point County sought to “clarify” that the three Special Districts (Fire, Water, Wastewater) are members of the Metro Subcom. Note that the districts are represented at MPAC, but not JPACT.
  - Should they be members of the Metro Subcom?
  - Do they want to be members of the Metro Subcom?
  - If yes, are they voting members?
- b. Should North Clackamas Parks Dist (board is composed of County BCC) be a member of C4 Districts body? Note that the Parks Dist. is not a member of either JPACT or MPAC, but qualifies for receiving JPACT-allocated funds.
- c. Should the non-voting C4 member Citizen Rep to MPAC (“Clackamas Citizen from MPAC” per C4 Bylaws) be on the Metro Subcom?
  - If yes, presumably the position would be non-voting like C4 status.