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Thursday, February 02, 2023

6:45 PM – 8:30 PM

Zoom Link:

<https://clackamascounty.zoom.us/j/84845311199?pwd=bndnWC9sK3poR3paeUIHRkgzQ0VNZz09>

Telephone: 1 (346) 248-7799

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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 January 05, 2023 C4 Minutes

**Page 03**

6: 50 p.m.     **Legislative Update**

*Presenting: Chris Lyons, ClackCo Government Affairs Manager*

7:15 p.m.     **RTP Call for Projects Update**

*Introducing: Trent Wilson, C4 | County Government Affairs*

- Materials

**Page 05**

7:25 p.m.     **R1ACT and RTAC City Appointments (Cities Caucus)**

*Facilitating: Trent Wilson, C4 | ClackCo Government Affairs*

- Appointments Memos

**Page 28**

7:35 p.m.     **I-205 Tolling Update and Upcoming Milestones**

*Introducing: Jamie Stasny, Transportation and Land Use Policy Coordinator*

8:05 p.m.     **C4 Retreat Update and Brainstorm**

8:15 p.m.     **Updates/Other Business**

- JPACT/MPAC Updates
- Climate Action Plan Task Force Update
- Other Business

- C4 Copied on a Letter from TriMet to SMART (FYI) **Page 30**

8:30 p.m.     **Adjourn**

# General Information



## Current Voting Membership

		C4 Exec	C4 Metro	C4 Rural	JPACT	MPAC	R1ACT
<b>Clackamas County</b>	Commissioner Paul Savas	●	●	●	●		●
<b>Clackamas County</b>	Commissioner Mark Shull		●	●		●	
<b>Canby</b>	Mayor Brian Hodson	●		●			●
<b>CPOs</b>	Martin Meyers (Redland CPO)	●	●	●			
<b>Estacada</b>	Mayor Sean Drinkwine			●			
<b>Fire Districts</b>	Matthew Silva (Estacada Fire District)	●					
<b>Gladstone</b>	TBD	●	●				
<b>Hamlets</b>	Kenny Sernach (Beavercreek Hamlet)			●			
<b>Happy Valley</b>	Council Brett Sherman		●			●	
<b>Johnson City</b>	Vacant						
<b>Lake Oswego</b>	Mayor Joe Buck		●			●	
<b>Milwaukie</b>	TBD		●		●	●	
<b>Molalla</b>	Mayor Scott Keyser			●			
<b>Oregon City</b>	Commissioner Adam Marl		●			●	
<b>Portland</b>	Vacant						
<b>Rivergrove</b>	TBD		●				
<b>Sandy</b>	Mayor Stan Pulliam			●			
<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 Julie Fitzgerald		●				

## 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>	Tom Markgraf (TriMet)

## Frequently Referenced Committees:

- CTAC:** Clackamas Transportation Advisory Committee (C4 Transportation TAC)
- JPACT:** Joint Policy Advisory Committee on Transportation (Metro)
- MPAC:** Metro Policy Advisory Committee (Metro)
- MTAC:** Metro Technical Advisory Committee (MPAC TAC)
- R1ACT:** Region 1 Advisory Committee on Transportation (ODOT)
- TPAC:** Transportation Policy Advisory Committee (JPACT TAC)

**Thursday, January 05, 2023**  
**Development Services Building**  
 Main Floor Auditorium, Room 115  
 150 Beaver Creek Road, Oregon City, OR 97045

**Attendance:**

**Members:**      **Canby:** Brian Hodson; **Clackamas County:** Paul Savas, Mark Shull; **CPOs:** Martin Meyers; **Estacada:** Sean Drinkwine; **Gladstone:** Mindy Garlington; **Happy Valley:** Brett Sherman; **Lake Oswego:** Joe Buck; **Metro:** Christine Lewis; **Milwaukie:** Rebecca Stavenjord; **Molalla:** Scott Keyser; **MPAC Citizen:** Ed Gronke; **Oregon City:** Adam Marl; **Sandy:** Stan Pulliam; **Sewer District:** Paul Gornick; **Transit:** Todd Woods (Canby, Rural Transit); **Water District:** Sherry French (CRW); **West Linn:** Rory Bialostosky;

**Staff:**            Trent Wilson (PGA)

**Guests:**         Jamie Stasny (DTD); Neelam Dorman (ODOT); Dayna Webb (Oregon City); Jaimie Lorenzini (Happy Valley); Mike Milch (Gladstone); Doug McLean (Community)

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

<b>Agenda Item</b>	<b>Action</b>
<b>Approval of November 03, 2022 C4 Minutes</b>	Approved
<b>Housekeeping: Urban City Representative on C4 Executive Committee</b>	Happy Valley Councilor Ben Sherman was selected to represent the urban cities on the C4 Executive Committee. This appointment fills the remainder of the term through February 2023. C4 members will discuss their executive committee representation at the March 2023 meeting.
<b>C4 Comments to the Regional Mobility Pricing Plan (RMPP)</b>	Members discussed the draft comment letter included in the packet. Staff noted the letter was drafted based on comments from the December C4 Metro Subcommittee meeting, and a completion of discussion threads throughout the year when tolling topics have been discussed at C4 venues.  Letter approved.
<b>Regional Appointments</b>	Staff shared a flyer that highlighted the known Clackamas vacancies on regional committees, and C4 members approved the process for appointing new members.

	R1ACT and RTAC will be decided at the Feb 2 C4 meeting. JPACT Cities and MPAC Other Cities will be decided at the February 15 C4 Metro Subcommittee meeting.
<b>C4 Retreat and Year Ahead (discussion)</b>	C4 staff shared the C4 calendar and target months to host a C4 retreat. Staff invited ideas for topics to broach at the retreat.
<b>Updates/Other Business</b> <ul style="list-style-type: none"> <li>• <b>JPACT/MPAC Updates</b></li> <li>• <b>Climate Action Plan Task Force Update</b></li> <li>• <b>Other Business</b></li> </ul>	<p>JPACT/MPAC: JPACT reviewed the RTP framework in December, noted discussions about regional balance. MPAC received updates from the supportive housing services tri-county planning body.</p> <p>Climate Action Plan Task Force Update – Two meetings remain for the task force, one in January.</p> <p>Other business – Additional discussions about project Turnkey, and the experience of other agencies where other housing projects exist. Commissioner Savas noted the distinction between project types.</p>

Adjourned at 8:30 p.m.

To: Clackamas Transportation Advisory Committee  
From: Karen Buehrig and Steve Williams, Clackamas County  
Date: December 7, 2022

Subject: 2023 Regional Transportation Plan Project Solicitation Process

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As was discussed at the December CTAC meeting, Metro is issuing a “call for projects” to update the region’s near-term and long-term investment priorities for the 2023 Regional Transportation Plan (RTP) update. Metro expects a coordinated project list from each Coordinating Committee in the region. Staff from Clackamas County localities will be coordinating through CTAC to compile a comprehensive project list for endorsement by C4 Metro on February 15<sup>th</sup> and then for the official endorsement by C4 on March 2<sup>nd</sup>.

The project list must meet the financial constraints identified by the revenue forecasts to be included in the 2023 RTP. The forecasts for local, regional, state and federal revenue are under development. The revenue forecasts may continue to be revised as additional information becomes available throughout the development of the 2023 RTP. Metro staff will allocate a portion of the regional revenue forecast to each coordinating committee as their cost target to work within.

The cost targets will be divided into three sub-targets:

- 1) Cost constrained projects to be implemented between 2023-2030,
- 2) Cost constrained projects to be implemented between 2031-2045, and
- 3) Projects that are not cost constrained, referred to as strategic projects, are proposed to be implemented in the 2031-2045 time period. The total cost of the unconstrained projects is 1.5 times the constrained target for the 2031-45 time period.

As a reminder, to be included in the RTP, projects must:

- 1) Be located on the designated regional transportation system.
- 2) Help achieve regional vision, goals and policies for the transportation system.
- 3) Cost at least \$2 million or be bundled with similar projects to meet the cost threshold.
- 4) Come from adopted plans or strategies developed through a planning process that identified the project to address a transportation need on the regional transportation system.
- 5) Have been identified through a public planning process that met the appropriate requirements for public involvement, including having provided opportunities for public comment, with specific efforts to engage communities of color, people with low-incomes and people with limited English proficiency.

Next Steps and CTAC meetings over the next few months

Each jurisdiction should be reviewing the projects they submitted for the 2018 RTP to help determine if they should be carried over and what updates are needed. This should include reviewing projects for the appropriate timeframes.

When the cost targets are provided by Metro, jurisdictions can begin to assess which projects are within the cost targets. Below are the discussion items for the next three CTAC meetings for the Call for Projects

**December 1<sup>st</sup>** – At the meeting Metro staff made a presentation about the Call for Projects. Discussion occurred related to questions the jurisdictions had about coordination. ODOT and TriMet providing information about the processes they will be using to determine their RTP projects.

**January 5<sup>th</sup>** – At the meeting there will be a discussion of projects where there may be overlapping jurisdictional involvement. In addition, there will be an opportunity for further questions from jurisdictions regarding the financial forecast. Additional information will be provided by ODOT and Trimet about their project lists.

**February 2<sup>nd</sup>** – At the meeting the comprehensive Clackamas County project list will be presented for recommendation for approval.

Since we have a two-step process for coordination in Clackamas County, we anticipate that we will be taking the comprehensive list to the **C4 Metro Subcommittee** on **February 15<sup>th</sup>**, and then get receive the official approval from **C4** at their **March 2<sup>nd</sup>** meeting.

It should be noted that in addition to official approval by C4, all agencies that who are sponsoring a project for consideration in the RTP must have their Board or Council endorse those projects by providing a letter of endorsement to Metro by **May 1**.

#### **Metro Evaluation, March to June**

Once the Call for Projects closes, Metro will complete an outcomes-based technical analysis of how the draft project list advances the RTP vision, goals and policies. This analysis consists of two phases: 1) In the first phase a high-level assessment of the individual projects based on information provided in the call for projects and the project's location will be conducted. 2) In the second phase a system analysis will be used to assess how the overall package of projects advance regional goals and make progress towards the regional performance targets. This phase includes detailed equity and climate analyses that are required by the federal and state regulations that govern the RTP. The system analysis accounts not only for the projects and policies in the RTP, but also for factors such as projected population and job growth.

#### **Refinement and Public Comment, April - Aug**

Stakeholders and policymakers will be asked to review and comment on draft priority projects and the high-level project assessment starting in April 2023. Metro will also host an online survey that provides an opportunity for the public to provide input on the draft project list. Input on the assessment of projects, along with public input on the system analysis findings will inform decision-makers and regional partners as they continue to work together to finalize the draft RTP and project priorities for public review in Summer 2023.

A 45-day comment period on the draft plan is planned from July 1 to Aug. 14, 2023. JPACT and the Metro Council will consider adoption of the 2023 RTP (and updated project and program priorities) in November 2023.



# 2023 Regional Transportation Plan call for projects

## An overview of the policy framework and approach

*The 2023 Regional Transportation Plan is an opportunity to bring together city, county, regional and state priority transportation projects to create a coordinated list of priority projects and programs for the period from 2023 to 2045. It is a key step for these projects to qualify for regional, state and federal funding.*

### Purpose

A major update to the Regional Transportation Plan (RTP) is underway. The RTP is the blueprint for transportation in our region and a key tool for implementing the region’s [2040 Growth Concept](#) and [Climate Smart Strategy](#). Together, these plans will help ensure that greater Portland thrives by connecting people to their jobs, families, schools and other important destinations and by allowing business and industry to create jobs and move goods to market.

This document describes the policy framework and approach for updating, assessing, and refining the list of projects and programs for the 2023 RTP. The policy framework reflects the culmination of more than two years of work by regional and community partners to identify transportation needs and develop a vision, goals, objectives, targets and a financial plan. The 2023 RTP call for projects responds to this direction as agency partners work together and with communities to update the investment priorities of the plan.



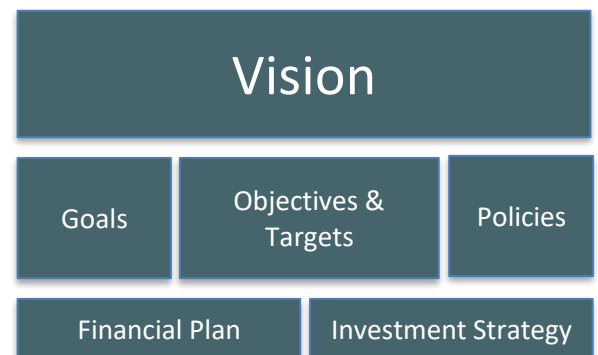
### An outcomes-based approach

An outcomes-based approach means the RTP is guided by a vision and goals that describe what our communities want greater Portland to be in the future. This approach identifies policies and investments that will achieve the vision and goals within a financially achievable budget.

Measurable objectives and performance targets are used to evaluate performance over time of the investments recommended in the plan and to monitor how the transportation system is performing between scheduled plan updates, which occur every five years.

Figure 1 shows the elements of this outcomes-based approach.

**Figure 1. 2023 RTP outcomes-based planning framework**



## Vision and goals

The people of greater Portland have said they want a better transportation future, no matter where they live, where they go each day, or how they get there. The vision and goals, shown in Figure 2, describe what people have said is most important to achieve with the updated RTP – more equitable transportation, a safer system, a focus on climate action and resilience, a thriving economy and options for mobility.

Dramatic changes have unfolded since the RTP was last updated five years ago, many documented in the 2018 RTP [Emerging Transportation Trends Study](#). As greater Portland continues to emerge from the disruptions of the pandemic and respond to other urgent trends and challenges, the 2023 Regional Transportation Plan allows all levels of government to work together to deliver a better transportation future.

Figure 2. 2023 RTP vision and goals



## A policy framework for the call for projects

In addition to the vision and goals, the call for projects is informed by public engagement, adopted regional plans, strategies, policies, federal and state requirements, the RTP needs assessment, the revenue forecast, and other elements as illustrated in Figure 3.

Many of these elements have been under development since the adoption of the 2018 RTP.

Figure 3. Elements informing the 2023 RTP call for projects





These elements come together to form the policy framework for the call for projects and provide additional information to guide how investments in roads, bridges, bikeways, sidewalks, transit service and other needs are addressed and prioritized. The elements contributing to the call for projects policy framework reflect extensive engagement with local elected officials, public agencies, Tribal governments, community-based organizations, business groups and the community at large.

### Revenue forecast for the 2023 RTP financially constrained project list

The region has limited transportation funding, which must be used strategically to meet the extensive needs of the people who live and work here. The RTP revenue forecast is an important part of the call for projects process, providing an estimate of how much funding can be reasonably expected to be available during the life of the plan (2023-2045) both for capital projects and for maintaining and operating the existing transportation system.

Financial assumptions for the RTP revenue forecast are developed in cooperation with transportation agencies. Development of the revenue forecast is underway and will be finalized by the end of the year. Table 1 is a placeholder to illustrate the revenue information that will be available for the call for projects. Project lead agencies will be given targets based on available funding for the constrained project list (projects that can be funded with the revenues that are expected to be available in the region), the strategic project list (projects that can be funded with additional revenues should they become available), and for the first seven years of the constrained list, which typically includes high-priority projects meeting regional goals that are ready to be implemented.

**Table 1: Draft 2023 RTP financially constrained revenue forecast** (*under development*)

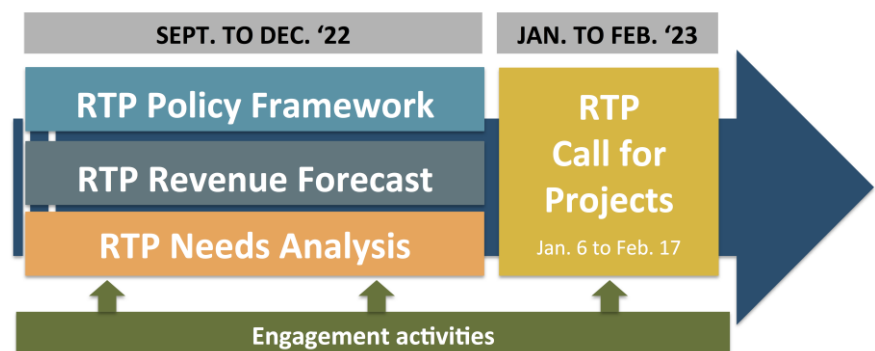
<b>Agency/coordinating committee</b>	<b>Constrained List cost target for 2023-2030</b> (billions, 2023 dollars)	<b>Constrained List cost target for 2031-2045</b> (billions, 2023 dollars)	<b>Strategic List cost target for 2031-2045</b> (billions, 2023 dollars)	<b>Total RTP List cost target for 2023-2045</b> (billions, 2023 dollars)
City of Portland	\$0.000	\$0.000	\$0.000	\$0.000
Clackamas County, Cities, & NCPRD	\$0.000	\$0.000	\$0.000	\$0.000
Multnomah County and Cities	\$0.000	\$0.000	\$0.000	\$0.000
Washington County, Cities & THPRD	\$0.000	\$0.000	\$0.000	\$0.000
Oregon Dept. of Transportation	\$0.000	\$0.000	\$0.000	\$0.000
TriMet & SMART (Transit Capital)	\$0.000	\$0.000	\$0.000	\$0.000
Metro	\$0.000	\$0.000	\$0.000	\$0.000
Port of Portland	\$0.000	\$0.000	\$0.000	\$0.000

### Call for projects

The call for projects kicks off the window of time for transportation agencies to update existing projects and add new priority projects to the RTP. Updating the list of priority projects and programs in the RTP is more than just a housekeeping exercise; priorities in the RTP are updated to reflect changing transportation needs and trends – such as those

documented in the 2023 RTP Emerging Transportation Trends Study and 2023 RTP needs assessment – and respond to the policy framework. Figure 4 shows the timeline and steps leading up to the call for projects.

**Figure 4. Development of the call for projects**



The list of projects and programs in the 2018 RTP is the starting place for the call for projects. Many of the projects and programs in the 2018 RTP will be carried forward, with updated costs and, sometimes, refinements to project details. Some projects may no longer be needed, while new projects identified in local transportation system plan updates and other public planning processes may be added.

Over many years of planning, local, regional and state partners have identified and refined projects to meet the transportation needs of the region. These projects are primarily identified in local transportation system plans, but also in transit service and master plans, park and trail plans, corridor plans, and other transportation studies. Engaging the public and affected communities is a core part of identifying transportation needs and developing the list of projects to address those needs.

During the call for projects, transportation agencies are asked to update the projects and programs in the RTP that will implement the regional vision, advance regional goals, and address the transportation needs of the region.

Communities across the region contribute to the development of plans and studies from which RTP projects are drawn from. Cities, counties, transit agencies, park and trail providers, the Port of Portland, ODOT and other agencies are responsible for compiling and submitting the list of priority projects recommended for the RTP.

Agencies updating or submitting new projects to the RTP will provide information that will be used to organize, summarize and conduct analysis of the projects. Information collected will include:

- agency information
- general project information
- summary of public engagement
- estimated project cost in 2023 dollars
- time period for completion
- project type and investment category
- modeling assumptions
- spatial data.

Project list updates and supporting information is due February 17. For all projects submitted to the RTP, agencies will provide documentation of public engagement conducted during the planning and development of projects. Additionally, agencies must include a letter of endorsement from the agency's governing body. This engagement information may be provided after the projects have been submitted in the call for projects but must be submitted by May 1. Metro will use the information provided to describe the array of public engagement opportunities that contributed to the development of the 2023 RTP.

### **Project list updates and supporting information due February 17**

The call for projects starts Jan. 6 and closes on Feb.17, 2023. Over the past two years, the update of the RTP has focused on understanding the region's transportation challenges and priorities for investment and updating the region's vision for the transportation system.

Now it is time to pull the pieces together in the call for projects to address these challenges, reflect public priorities and make progress toward our shared vision and goals for the future transportation system.

### **Project list endorsements due May 1**

New for the 2023 RTP, agencies will be asked to submit a letter from their governing body, such as a city council, board or commission, endorsing the list of projects that they are recommending for the RTP.

This step supports transparency and awareness of the process and projects for the public, community partners and elected and appointed officials responsible for implementing the projects.

### **Community led engagement in 2023**

During the call for projects, decision-makers will have the opportunity to learn from and include perspectives of the region's diverse communities in shaping 2023 RTP policies and investment priorities.

Metro is partnering with community-based organizations to engage communities of color and culturally specific communities from across the region.

The process is designed to grow the capacity of the organizations that serve these communities to engage in regional and local transportation decisions more broadly, including future decisions beyond the 2023 RTP.

Metro will also host an online survey that provides an opportunity for the public to provide input on the draft project list.

Learn more about engagement for the 2023 RTP update, including business, community, and agency partner forums and surveys at [oregonmetro.gov/rtp](http://oregonmetro.gov/rtp)

## Assessing the List of Projects and Programs

Metro will complete an outcomes-based technical analysis on how the draft project list advances the RTP vision, goals and policies. This analysis consists of two phases. The first phase is a high-level assessment of the individual projects based on information provided in the call for projects and the location of the project's location. The assessment will be used to show how individual projects advance regional goals. In addition to reporting on the questions shown in Table 2, the high-level assessment will report on the share of funding prioritized for each of the investment categories.

The second phase is a system analysis of how the RTP performs with respect to performance measures and targets that reflect RTP goals. This analysis will be used to assess how the overall package of projects advance regional goals and make progress towards the regional performance targets. This phase includes detailed equity and climate analyses that are required by the federal and state regulations that govern the RTP. The system analysis uses Metro's travel model and other analytical tools, as well as the information from the high-level assessment. The system analysis accounts not only for the projects and policies in the RTP, but also for factors such as projected population and job growth. Table 2 summarizes the key questions that the assessment and analysis will look to answer for each of the five RTP goals.

**Table 2: Measuring progress towards RTP goals**

RTP goal	High-level project assessment	System analysis
<b>Equitable transportation:</b> Transportation system disparities experienced by Black, Indigenous and other people of color and people with low incomes are eliminated. The disproportionate barriers people of color, people with low incomes, people with disabilities, older adults, youth and other marginalized communities face in meeting their travel needs are removed.	Is the project located in an Equity Focus Area?	Does the RTP benefit Equity Focus Areas at least as much, if not more, than other communities in the region?
<b>Climate action and resilience:</b> People, communities and ecosystems are protected, healthier and more resilient and carbon emissions and other pollution are substantially reduced as more people travel by transit, walking and bicycling and people travel shorter distances to get where they need to go.	Does the project have a high or medium greenhouse gas reduction potential? <sup>1</sup> Is the project located in a designated center?	Does the RTP meet vehicle miles traveled per capita reduction targets? Does the RTP meet transit, bicycle and pedestrian mode share targets?
<b>Safe system:</b> Traffic deaths and serious crashes are eliminated, and all people are safe and secure when traveling in the region.	Is the project identified as safety project? <sup>2</sup> Is the safety project on a high injury corridor?	Does the RTP meet regional safety targets?
<b>Mobility options:</b> People and businesses can reach the jobs, goods, services and opportunities they need by well-connected, low-carbon travel options that are safe, affordable, convenient, reliable, efficient, accessible and welcoming.	Does the project complete a gap in the region's pedestrian, bicycle or transit networks?	Does the RTP meet targets for completing the multimodal transportation system? Does the RTP meet vehicle miles traveled per capita reduction targets? Does the RTP meet targets for reliable travel on throughways? <sup>3</sup>
<b>Thriving economy:</b> An economically vibrant greater Portland region includes centers, ports, industrial areas, employment areas and other regional destinations that are accessible through a variety of multimodal connections that help people, communities and businesses thrive and prosper.	Does the project improve access to destinations within centers and industrial and employment areas?	Does the RTP improve freight, transit, bicycle and pedestrian access that serve centers and industrial and employment areas? Does the RTP increase access by auto and transit to destinations?

<sup>1</sup> As defined in the 2014 Climate Smart Strategy <https://www.oregonmetro.gov/climate-smart-strategy>

<sup>2</sup> Identified as a safety project through a state or local process.

<sup>3</sup> As defined in the draft Regional Mobility Policy developed to test and refine through the 2023 RTP update.

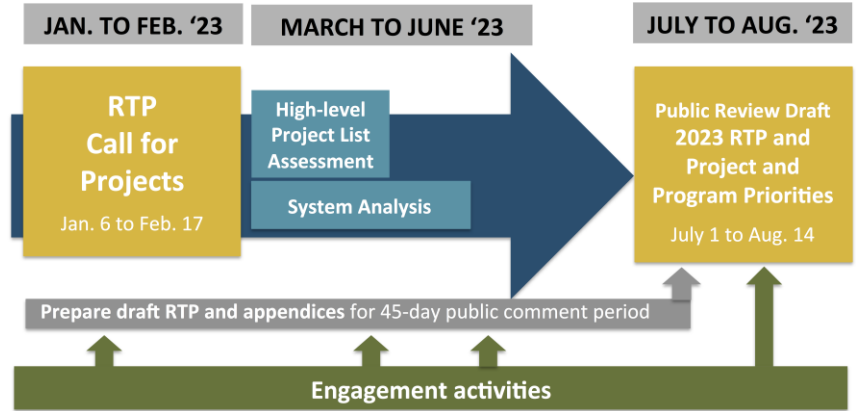
## Refining project and program priorities for the 2023 RTP public review draft

Stakeholders and policymakers will be asked to review and comment on draft priority projects and the high-level project assessment starting in April 2023. Input on the assessment of projects, along with public input on the system analyses findings will inform decision-makers and regional partners as they continue to work together to finalize the draft RTP and project and program priorities for public review in Summer 2023.

Figure 5 illustrates the timeline and process for the call for projects and the development of the public review draft of the RTP.

A 45-day comment period on the draft plan is planned from July 1 to Aug. 14, 2023. JPACT and the Metro Council will consider adoption of the 2023 RTP (and updated project and program priorities) in November 2023.

Figure 5. Call for projects timeline and process





# ODOT 2023 RTP Project List

For C4 Packet  
February 2, 2023

# ODOT RTP Project Types

- Capital Projects
  - Specific design solutions
  - Mostly large scale efforts (I-205, Rose Quarter, Interstate Bridge, etc.)
- Corridor-Wide Project
  - Up to concept level solutions
  - Rely on future studies to identify specific solutions
- Region-Wide
  - Operational programs
    - Bridge, Culvert, Pavement, Safety & Ops
  - Specific and conceptual solutions
  - Examples:
    - Lombard Safety Project
    - 82<sup>nd</sup> Ave. Upgrades
    - RRFBs on OR 8
    - New pavement, sidewalks and bike lanes on 99W in Tigard



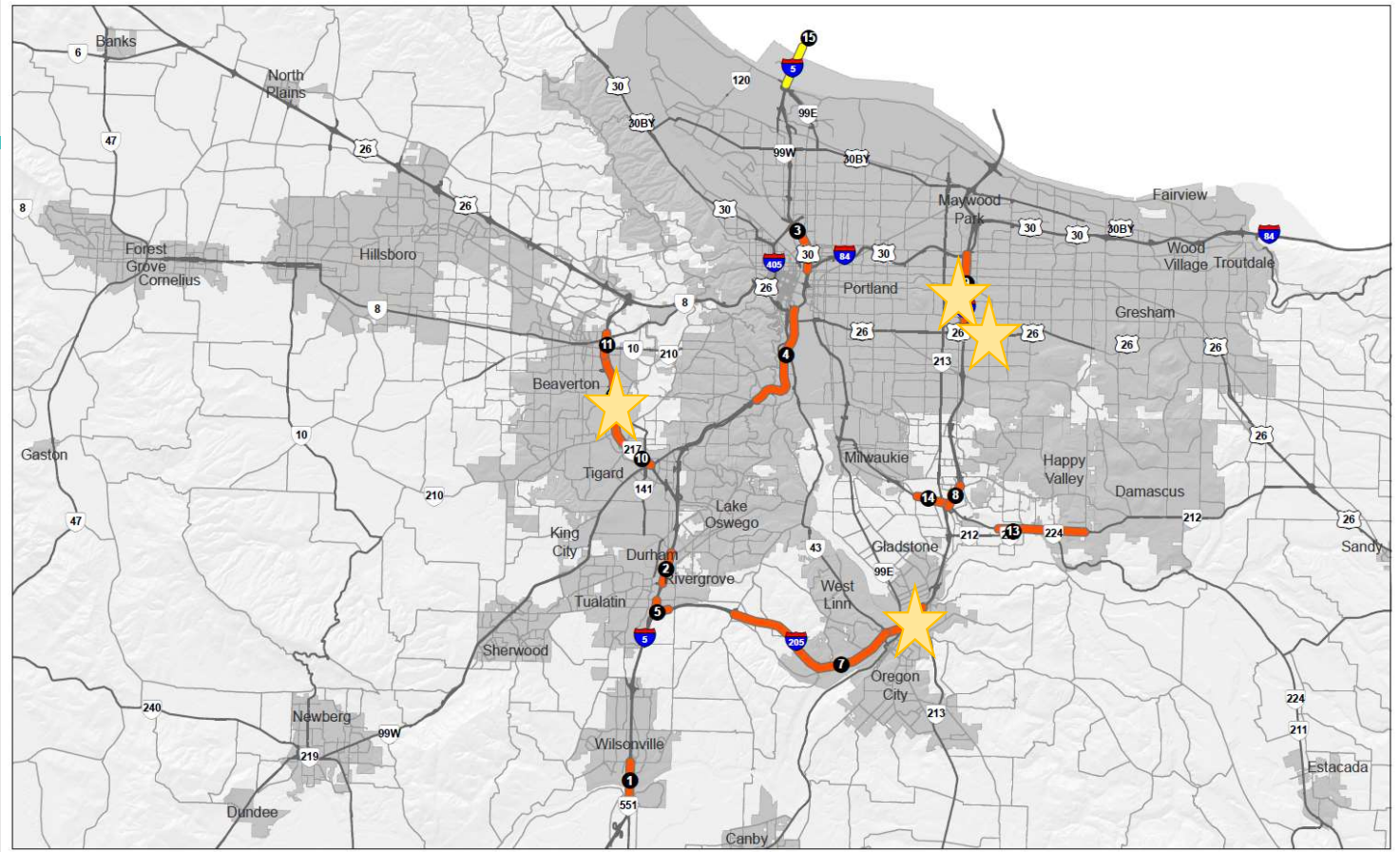
## 2023 RTP Capital Projects

- Removing completed projects
- Retaining all other projects
- Not changing near/later designations except IBR will be in 2023-30
- Moving 4 corridor “operations” projects from Strategic List to Constrained
- New:
  - *Regional Mobility Pricing Project*
  - *I-205 Construction – now includes tolling*
  - *Jordan Road Trail*



# Completed Projects

- HWY 217 Aux Lanes (3 projects)
- I-205 Aux Lanes (2 projects)
- Outer Powell Blvd\*
- Abernethy Bridge\*

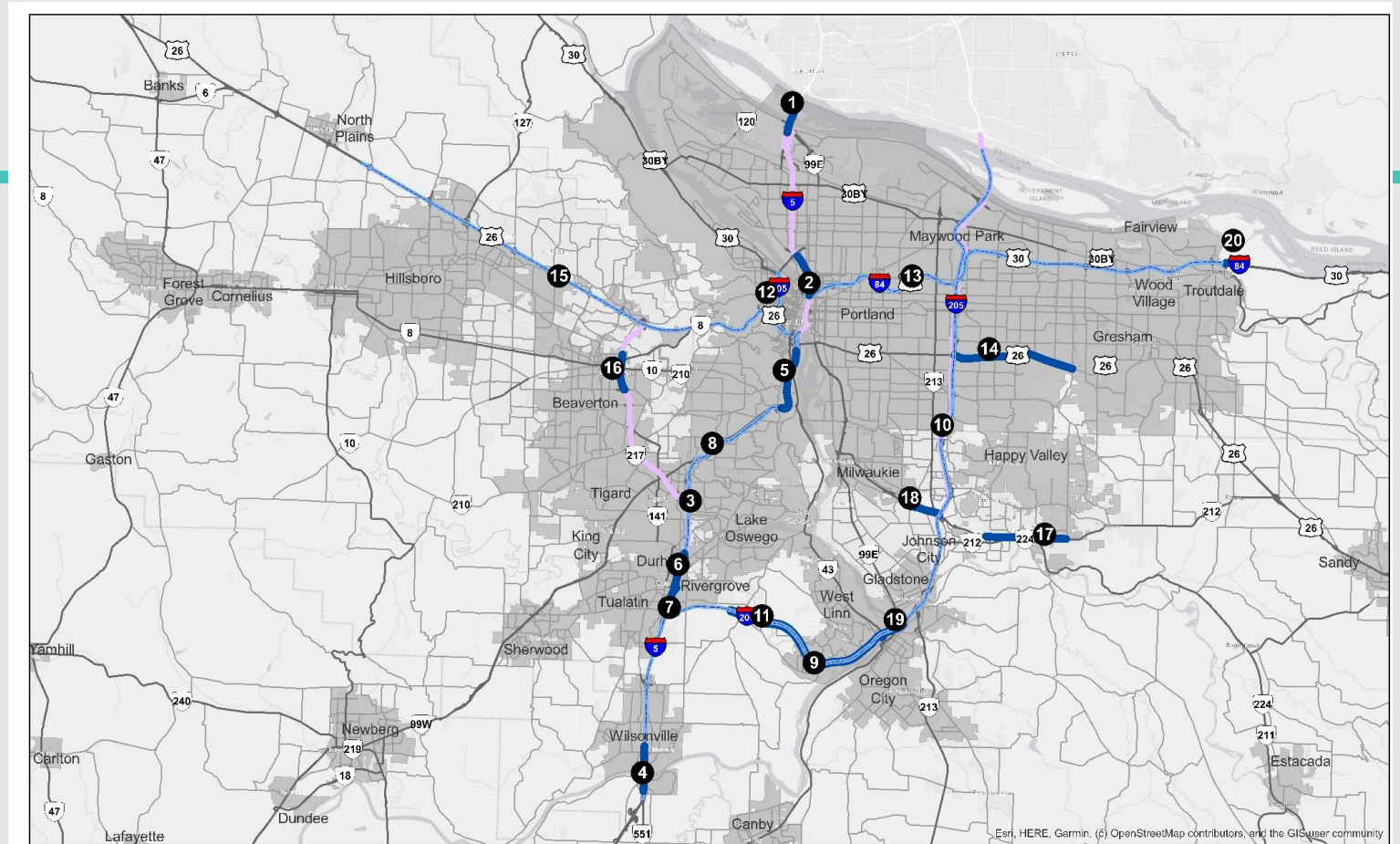




# Constrained Projects

## Project Type

- Capital
- Corridor-wide
- Strategic List



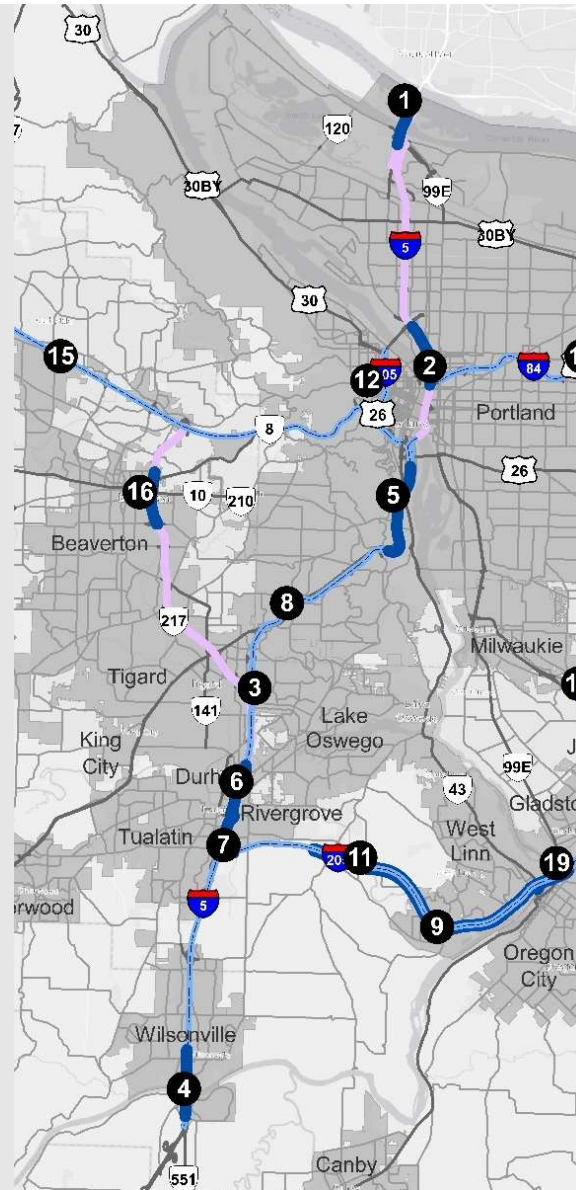
## 2023 RTP Region-wide Programs

- Bridge Rehabilitation and Repair
- Culvert Replacement and Repair
- Highway Pavement Maintenance
- Safety and Operations



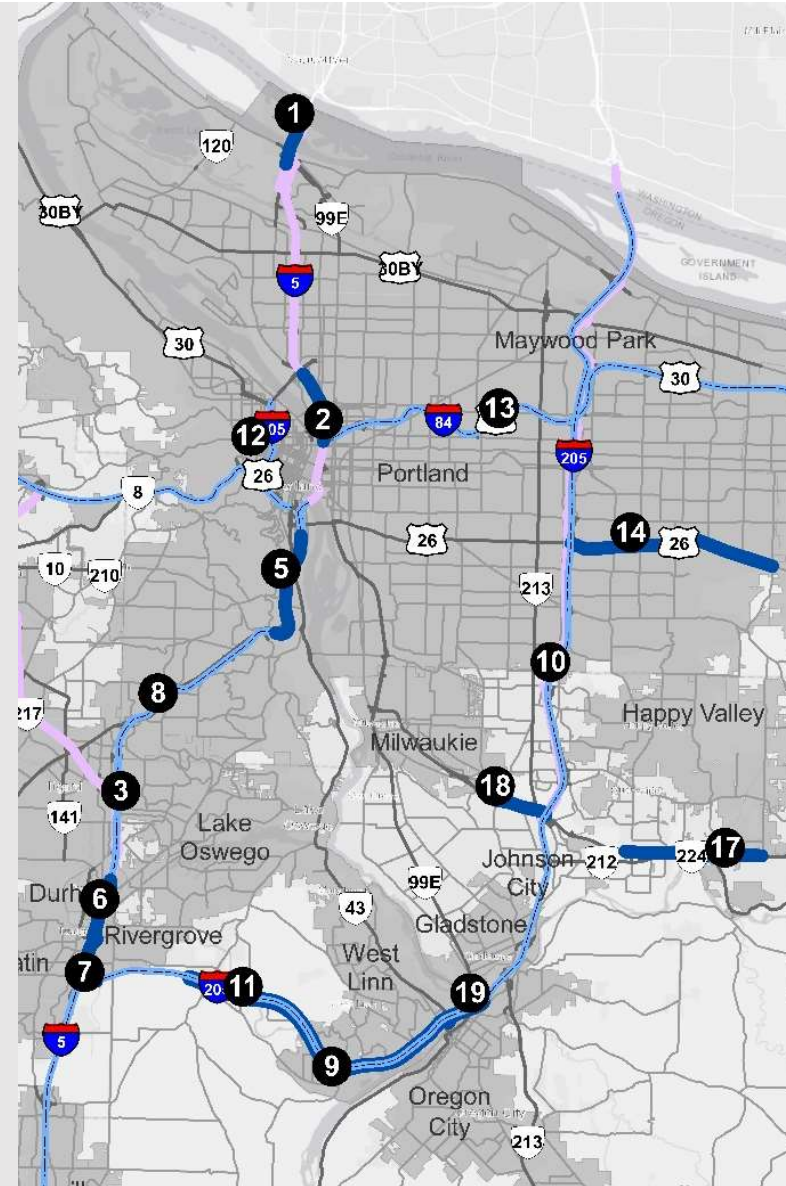
# I-5 Corridor

1. I-5 Columbia River Bridge (10893)
2. I-5 from I-405 to I-84 (Rose Quarter/Lloyd District) (10867 + 11176)
3. I-5 South Operational Improvements (Marquam Bridge to Region Boundary) (11304)
4. I-5 SB: Wilsonville Rd to Wilsonville-Hubbard Hwy (11990)
5. I-5 SB Truck Climbing Lane (Marquam Bridge to Multnomah Blvd) (11984)
6. I-5 NB: Aux Lane Extension Nyberg to Lower Boones Ferry ( 11402)
7. I-5 NB Braided Ramps I-205 to Nyberg (11989)
8. *I-5 Freight Operational Improvements (11911) - NEW*



# I-205 Corridor

- 9. I-205 SB and NB Widening (Oswego Hwy to Stafford Rd) (11586 + 11904) *Toll CN added*
- 10. I-205 Active Traffic Management (11305)
- 11. I-205 Tolling [PE]
- 19. Abernethy Bridge (11969)



# I-405 Corridor

12. I-405 Operational Improvements  
(11974) - NEW



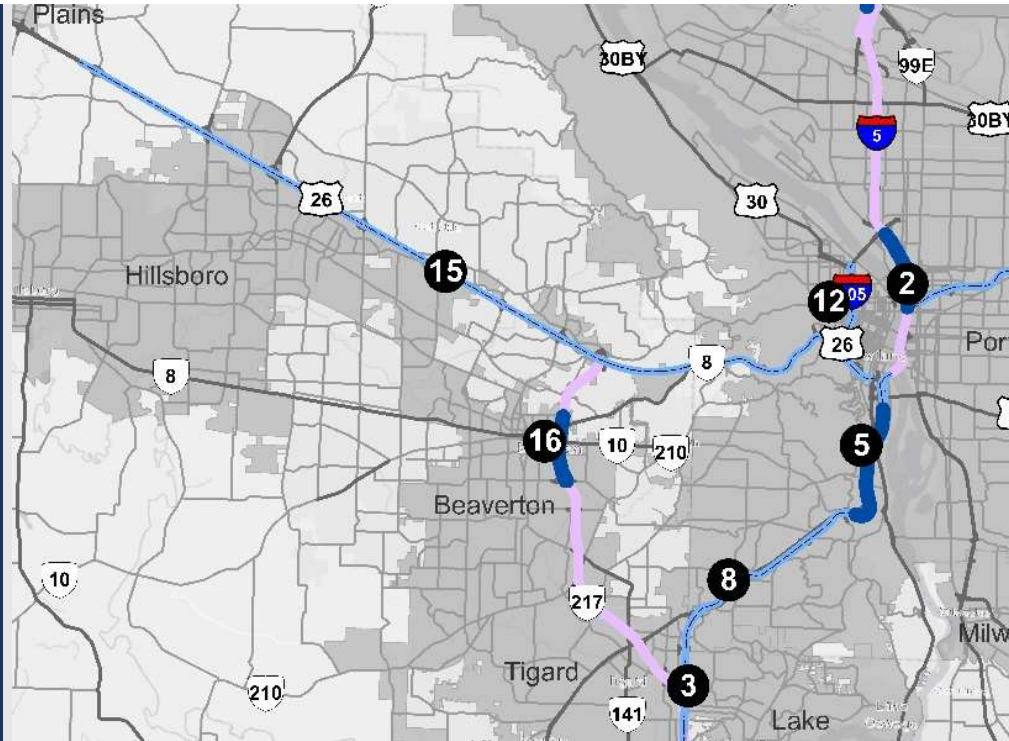
# I-84 Corridor

- 13. I-84 Operational Improvements (11993) - NEW
- 14. Outer Powell (11742)
- 20. Jordan Road - NEW



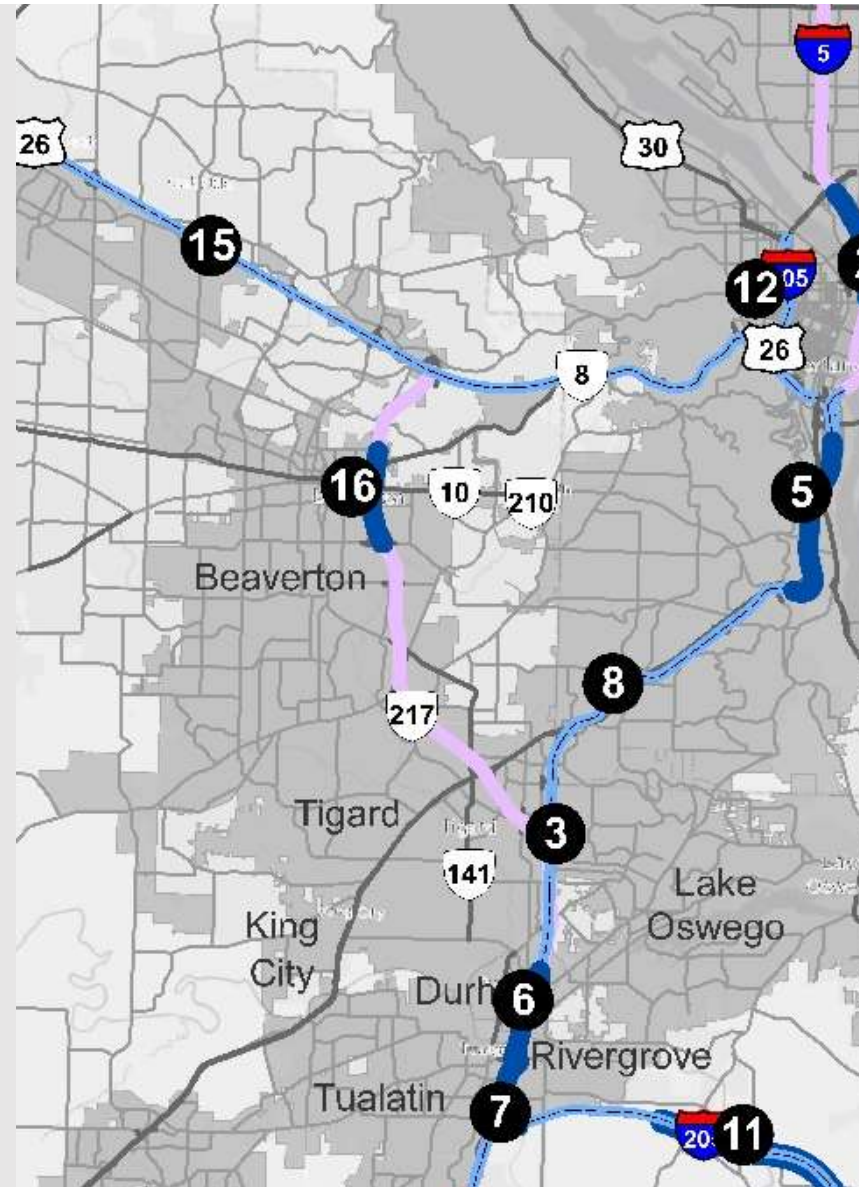
# US-26 Corridor

- 14. Powell, SE (I-205 to 174<sup>th</sup>) Multi-Modal Improvements, Phase 2 (11742)
- 15. US 26 (Sunset Highway) Operational Improvements - NEW



# OR-217 Corridor

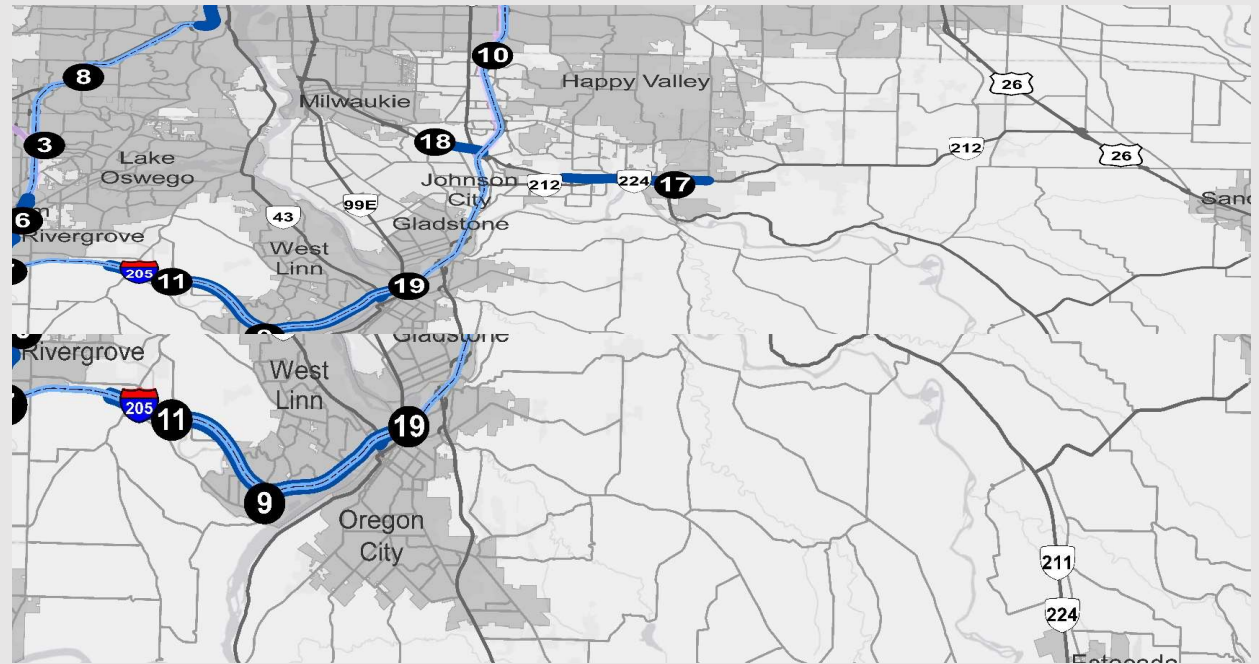
16. OR-217 SB Braided Ramps Beaverton-Hillsdale Hwy to Allen Blvd (11988)





# OR-212/214 Corridor

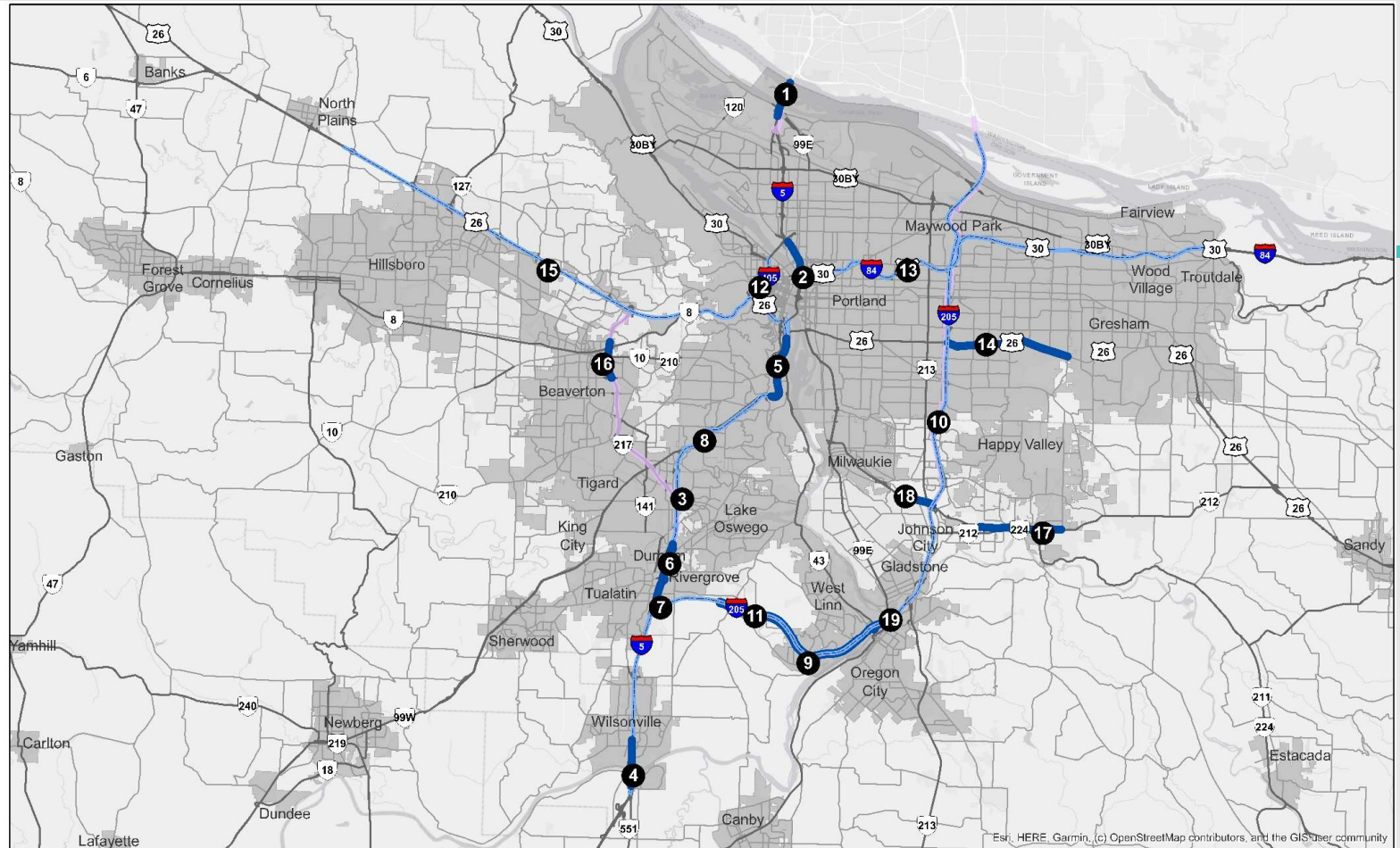
- 17. OR-212/224 Sunrise Hwy Phase 2: SE 122<sup>nd</sup> to SE 172<sup>nd</sup> (10890 + 11301)
- 18. OR-224 Milwaukie Expressway Improvements (11350)



# Constrained Projects

## Project Type

- Corridor
- Project
- Strategic List



1:200,000  
**Oregon**  
 DEPARTMENT OF TRANSPORTATION



## Next Steps

- Populating Portal...



## Memorandum

**To:** Clackamas County Coordinating Committee (C4)  
**From:** Trent Wilson, C4 | County Government Affairs  
**Date:** January 27, 2023  
**Re:** Regional Appointments

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### Overview

With the election cycle and change of C4 membership, several appointments on regional bodies are due for updates. Those appointments and recommendations will take place in various C4 venues, and a summary of them and proposed timelines can be seen below.

### Region 1 Area Commission on Transportation – R1ACT

Positions	2 – Previously held by Mayor Gamba (Milw.) and Councilor Drake (HV)
Seat Type	Metro area cities - elected
Term Remainder	<ul style="list-style-type: none"><li>• June 30, 2023</li><li>• June 30, 2025</li></ul>
Process (proposed)	January 25 – Nominations due Feb 2 C4 Meeting – C4 Decisions/recommendations to R1ACT
More details	<ul style="list-style-type: none"><li>• <a href="#">R1ACT</a></li><li>• <a href="#">Advisory committee guidance</a></li></ul>

The R1ACT has a moderate engagement threshold, serving as an advisory body to ODOT on transportation issues within ODOT Region 1 – includes Clackamas, Multnomah, and parts of Washington and Hood River Counties. R1ACT meetings occur in the late afternoons of the 1<sup>st</sup> Monday of every other month. The next meeting is April 3. Historically, C4 has requested that the R1ACT cities member(s) attend or be a member at C4.

### Regional Toll Advisory Committee - RTAC

Positions	Member – <b>Vacant</b> Alternate – Rory Bialostosky (West Linn)
Seat Type	Cities
Process (proposed)	Jan 5 C4 Meeting – First discussion Jan 5 to Jan 25 – Nomination period Feb 2 C4 Meeting – Vote

RTAC has a high engagement threshold, and is very public and often in the news. RTAC meetings occur in the morning of the 4<sup>th</sup> Mondays of each month. RTAC is still very much in its infancy as new toll programs begin to take shape in Oregon. Expectations are high for selected members who need to stay on top of developing toll program initiatives. County staff includes city partners in preparing for RTAC meetings, where capacity allows.

[RTAC Webpage](#)

## Memorandum

**To:** Clackamas County Coordinating Committee (C4)  
**From:** Trent Wilson, C4 | County Government Affairs  
**Date:** January 12, 2023  
**Re:** Regional Appointments

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### Overview

Each year the C4 Metro Subcommittee serves as a forum for city members to re-evaluate the JPACT Cities and MPAC-Other Cities seats. Further, there are two vacancies on each of those committees stemming from the 2022 elections.

At the January 18 C4 Metro Subcommittee meeting, the membership will discuss how they want to approach the nomination process, with a recommendation from C4 staff that cities make a final appointment at the February 15 C4 Metro Subcommittee. Details of programs below.

### Joint Policy Advisory Committee on Transportation (JPACT) – Clackamas Cities

Positions	Member – <b>Vacant</b> Alternate – Mayor Tom Ellis
Seat Type	Metro area cities
Term	2 years (Though C4 has historically requested annual check ins)
Process (proposed)	Jan 18 C4 Metro Subcommittee – First discussion Jan 18 to Feb 8 – Nomination period Feb 15 C4 Metro Subcommittee - Vote

JPACT has a moderate to high engagement threshold, navigating issues, policies, and funding related to transportation. JPACT meetings occur in the morning of the 3<sup>rd</sup> Thursday of each month, and have historically included additional meetings and workshops through the year. JPACT includes staff support from the Technical Policy Advisory Committee (TPAC), and many JPACT members have attended or listened into those meetings, as well. Historically, C4 has requested that the JPACT Cities member attend or be a member on C4 Metro Subcommittee.

[JPACT Homepage](#)

[JPACT Bylaws](#)

### Metro Policy Advisory Committee (MPAC) – Clackamas Other Cities

Positions	Member – Councilor Brett Sherman (HV) Alternate – <b>Vacant</b>
Seat Type	Metro area cities (Lake Oswego and Oregon City excluded)
Term	2 years (Though C4 has historically requested annual check ins)
Process (proposed)	Jan 18 C4 Metro Subcommittee – First discussion Jan 18 to Feb 8 – Nomination period Feb 15 C4 Metro Subcommittee - Vote

MPAC has a moderate to high engagement threshold, navigating issues and policies related to regional land use and planning. MPAC meetings occur during the evening of the 4<sup>th</sup> Wednesday of each month, and have historically included additional meetings as needed. MPAC includes staff support from the Metro Technical Advisory Committee (MTAC), and many MTAC members have attended or listened into those meetings, as well. Historically, C4 has requested that the MPAC Other Cities member attend or be a member on C4 Metro Subcommittee.

[MPAC Homepage](#)

[MPAC Bylaws](#)

January 9, 2023

Mayor Julie Fitzgerald  
City of Wilsonville  
29799 SW Town Center Loop E  
Wilsonville, OR 97070

Dear Mayor Fitzgerald,

Thank you for your letter dated November 8, 2022 to Board President Linda Simmons about recommendations to improve collaborative, and coordinated planning with other regional public transit providers for Forward Together. After conferring with President Simmons, I'm responding to you on behalf of President Simmons and the Board. You raised several important points and I want to address them each below.

**Collaborative, coordinated planning**

We agree that collaborative and coordinated planning is important to meet the transit needs of our region. Together, we have already taken multiple steps to support such planning. TriMet convenes a monthly coordination meeting with all the Clackamas, Washington, and Multnomah public transportation provider staff. Called the Regional Coordination Technical Committee, the group meets to discuss Statewide Transportation Improvement Funds, State Special Transportation Funds, Federal 5310 funding and other issues of coordination. SMART staff regularly participates in these meetings. Additionally, we conduct a monthly meeting to review the JPACT and MPAC policy agendas with the Clackamas transportation providers. Both meetings have facilitated meaningful communication between our organizations.

**JPACT representation**

Of course, representation at the JPACT table is important, and I take my role there very seriously. The JPACT bylaws, managed by Metro staff, articulate the balance of representation on the committee. As you probably know, in recent years, Wilsonville admirably represented the cities of Clackamas County. TriMet supports continued discussion between Wilsonville and Metro staff about representation at JPACT. I understand you feel there may be additional topics or processes we should be considering to represent the transit needs of the entire region. We would be happy to continue to discuss how our coordination efforts can be improved or other ideas you have. Please feel free to contact JC Vannatta, Executive Director of Public Affairs, to continue conversations along these lines.

**Engagement for Forward Together and service changes**

TriMet conducted two major engagement efforts during Forward Together. First was a focus on goals for service restoration and growth, which included a month-long comment period and a survey with over 5,500 responses. The second round was public review of the draft service concept which included a month-long comment period and a survey with over 4,500 responses and open houses with over 500 total people attending.

In addition, as we approach each annual service plan process, we will be coordinating with the City and SMART and other stakeholders on proposed changes stemming from Forward Together concepts that are actually proposed for that year. Our annual service change process (in accordance with Chapter 18 of the TriMet Code) typically involves two rounds of public engagement and coordination with all impacted jurisdictional partners. This means riders, the public, jurisdictions, and other transit providers all get additional opportunity to coordinate and comment before any final decisions are made about what service changes actually go into effect.

### **Changes in demand and service reflected in Forward Together**

As you know, the COVID-19 pandemic has had an enormous impact on transit ridership. Nowhere in the region has there been more ridership decline than downtown Portland, especially during the weekday peak commute times. In response to these changes in demand, TriMet is looking to reallocate service from bus lines that were primarily designed to serve the rush hour commute to downtown Portland where demand has dropped significantly and instead dedicate that service to bus lines serving areas with stronger transit markets and on a broader range of hours and days.

### **TriMet service connecting Wilsonville**

Line 96-Tualatin/I-5 is one example of a downtown Portland oriented line that has experienced a significant ridership drop. Between Fall 2019 and Fall 2022, Line 96 experienced a 66% decrease in ridership. With the proliferation of tele-commuting, it is likely that this trend will continue. Because of this, the Forward Together Service Concept envisions a reallocation of service away from Line 96 to other bus lines serving the Wilsonville, Tualatin, Lake Oswego areas. Under the service concept, the destinations that would be served from Wilsonville include Bridgeport Village, Tualatin, Lake Grove, PCC Sylvania, Barbur Transit Center, and downtown Portland. Moreover, the service concept adds weekend service on Line 44 to Wilsonville, which isn't currently available on Line 96.

Due to TriMet's operator shortage, we are unlikely to make the service changes referenced above in FY2024, but we may be able to do it in FY2025. As with every significant service change, prior to implementation, we will conduct additional outreach and engage with you and other jurisdictions and stakeholders as part of our annual service planning process and make refinements to the proposal, if needed.

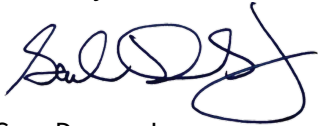
There are challenges to extending TriMet service to the Wilsonville Transit Center including the state law that enables us to provide service but comes with limitations on service outside our district. I have asked our service planning team to work with SMART staff to see where we can better coordinate service between Wilsonville and the TriMet district.

### **Forward Together and the TriMet Board**

The TriMet Board did not take formal adoption action on the overall concept, we have worked to make sure the Forward Together concept now reflects their policy expectations. The Board will take formal actions on each actual service change, giving them the ability to review and revise individual service changes in the light of new information available at the time of each service change ordinance.

Thank you again for your letter. I look forward to our continued cooperation.

Sincerely,

A handwritten signature in black ink, appearing to read "Sam Desue, Jr.", with a stylized, cursive script.

Sam Desue, Jr.  
TriMet General Manager

Cc: Dr. Linda Simmons, Board President, TriMet Board of Directors  
Kimberly Angove, Executive/Board Administrator, TriMet  
Lynn Peterson, President, Metro Council  
Dwight Brashear, Transit Director, SMART  
JPACT members  
Clackamas County Coordinating Committee  
Washington County Coordinating Committee  
East Multnomah County Transportation Committee