
Thursday, November 05, 2020
6:45 PM – 8:30 PM

Zoom Link: https://clackamascounty.zoom.us/webinar/register/WN_s2U2FNyUSO-EEOsSxAN_SQ
Webinar ID: 820 6843 6462
Password: 625241
Telephone: 1-408-638-0968

AGENDA

6:45 p.m. Pledge of Allegiance

Welcome & Introductions

Chair Jim Bernard & Mayor Brian Hodson, Co-Chairs

Housekeeping

- Approval of September 03, 2020 C4 Minutes **Page 03**
- Notice of STIF Discretionary Fund Letter approved **Page 05**

6:50 p.m. Update on 2024-2027 State Transportation Improvement Plan (STIP)

Presenting: Travis Brouwer, ODOT Assistant Director

- ODOT Presentation **Page 07**
- Memo for DRAFT Comment Letter (**Action Item**) **Page 25**
Introduced by Chris Lyons, Clackamas Government Affairs

7:30 p.m. Update on the State Transportation Improvement Fund (STIF)

Presenting: Kristina Babcock, Clackamas Mt Hood Express

- Memo and Presentation **Page 28**

7:50 p.m. Comprehensive Congestion Management Plan (CCMP)

Presenting: Chris Lyons, Clackamas Government Affairs

- **CCMP Map** **Page 39**

8:00 p.m. Election Results

Presenting: Chris Lyons, Clackamas Government Affairs, and Jamie Stasny, Clackamas Transportation

8:15 p.m. Updates/Other Business

- JPACT/MPAC Updates
- R1ACT Update
- Other Business

8:30 p.m. Adjourn

General Information



Current Voting Membership

		C4 Exec	C4 Metro	C4 Rural	JPACT	MPAC	R1ACT
Clackamas County	Chair Jim Bernard	●	●	●			
Clackamas County	Commissioner Paul Savas		●	●	●		●
Canby	Mayor Brian Hodson	●		●			●
CPOs	Martin Meyers (Redland CPO)	●	●	●			
Estacada	Mayor Sean Drinkwine			●			
Fire Districts	Matthew Silva (Estacada Fire District)	●					
Gladstone	Mayor Tammy Stempel		●				
Hamlets	John Keith (Stafford Hamlet)			●			
Happy Valley	Council President Brett Sherman		●		●	●	
Johnson City	Vacant						
Lake Oswego	Councilor Theresa Kohlhoff	●	●		●	●	●
Milwaukie	Councilor Kathy Hyzy		●			●	
Molalla	Mayor Keith Swigart			●			
Oregon City	Mayor Dan Holladay		●				
Portland	Vacant						
Rivergrove	Mayor Walt Williams		●				
Sandy	Mayor Stan Pulliam			●			
Sanitary Districts	Paul Gornick (Oak Lodge Water Services)	●					
Tualatin	Councilor Paul Morrison		●				
Water Districts	Hugh Kalani (Clackamas River Water)						
West Linn	Mayor Russ Axelrod		●				
Wilsonville	Mayor Tim Knapp		●		●		

Current Ex-Officio Membership

MPAC Citizen Rep	Ed Gronke (Alt.)
Metro Council	Councilor Christine Lewis
Port of Portland	Emerald Bogue
Rural Transit	Tom Strader
Urban Transit	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, September 03, 2020
Development Services Building
 Main Floor Auditorium, Room 115
 150 Beaver Creek Road, Oregon City, OR 97045

Attendance:

Members: **Clackamas County:** Paul Savas; **Canby:** Brian Hodson; **CPOs:** Martin Meyers (Redland-Viola-Fischers Mill), Marge Stewart (Alt.); **Estacada:** Katy Dunsmuir (Alt.); **Fire Districts:** Matthew Silva; **Gladstone:** Tammy Stempel; **Happy Valley:** Brett Sherman; **Lake Oswego:** Theresa Kohlhoff; **Metro:** Christine Lewis; **Milwaukie:** Kathy Hyzy; **Molalla:** Keith Swigart; **MPAC Citizen:** Ed Gronke (Alt.); **Oregon City:** Rachel Lyles Smith (Alt.); **Sanitary Districts:** Paul Gornick; **Sandy:** Stan Pulliam, Jan Lee (Alt.); **Transit:** Tom Markgraf (TriMet); Tom Strader (SCTD); **Tualatin:** Paul Morrison; **Water District:** Hugh Kalani; **West Linn:** Russ Axelrod; **Wilsonville:** Tim Knapp

Staff: Trent Wilson (PGA); Chris Lyons (PGA)

Guests: Ethan Stuckmayer (DLCD); Jaimie Huff (Happy Valley); Mike Bezner (DTD); Mark Ottenad (Wilsonville/SMART); Dayna Webb (Oregon City); Jamie Stasny (DTD); Karen Buehrig (DTD); Garet Prior (Tualatin); Martha Fritzie (DTD)

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

Agenda Item	Action
Approval of August 06, 2020 C4 Minutes	Approved.
HB 2001 Rulemaking Update	Ethan Stuckmayer from Department of Land Conservation and Development presented on the findings of the Rulemaking Committee assigned to HB 2001 (2019). The intent of the legislation was notably to "provide a mix of housing" across the state, and in urban areas specifically. More information on the rulemaking process and history of meetings can be found at https://www.oregon.gov/lcd/LAR/Pages/Housing.aspx
Letter to the Oregon Transportation Commission	Members considered a draft letter responding to the Oregon Transportation Commission's request for comment about where potential tolling revenue should be spent.

	<p>This draft letter supported the concept discussed by the OTC to spend potential revenue in the areas where it is generated. Committee members requested the letter be broadened into a fuller comment on tolling in general, and to mention that C4 was not endorsing tolling by supporting a concept within the tolling discussion.</p> <p>Additions to the final letter included clarifications around the types and goals of tolling, as well as reinforcing concerns about diversion.</p> <p>The draft letter would be updated per recommendations at C4, reviewed by the C4 Executive Committee at their September meeting, and approved there if the updates were sufficient.</p>
<p>Updates/Other Business</p> <ul style="list-style-type: none"> • JPACT/MPAC Updates • R1ACT • Other Business 	<p>JPACT/MPAC – No updates from JPACT or MPAC</p> <p>R1ACT: Note about next committee meeting, but no news.</p> <p>Other Business: Paul Morrison reminded the members of the elected leaders call to end violence.</p>

Adjourned at 8:28 p.m.



Public Services Building
2051 Kaen Road
Oregon City, OR 97045
503-655-8581

October 15, 2020

Commission Chair Bob Van Brocklin
Oregon Transportation Commission
Oregon Department of Transportation
355 Capitol Street NE, MS11
Salem, OR 97301-3871

RE: Support of STIF Discretionary Application for Shuttle between Tualatin and Oregon City

Dear Chair Van Brocklin

The Clackamas County Coordinating Committee is writing in support of the STIF Discretionary Application associated with the I205 / Borland Rd / Bridgeport Village Transit Service.

This project is a great example of the type of collaborative multifaceted projects that were intended to be funded through HB2017. Through development of Clackamas County's Transit Development Plan the lack of transit connectivity in this area has become very clear and we are excited to see the service proposal within this grant application

Clackamas County is excited to be working collaboratively with Washington County and public transit service providers (Ride Connection and SMART) to advance a pilot transit service that provides a much needed connection between Tualatin Bridgeport Village and Clackamas Town Center.

This project, as envisioned, would expand on the currently operating Tualatin Shuttle (operated by Ride Connection) to provide access to Meridian Park Hospital and services along Borland Rd. in Tualatin. Additionally, it would build on SMART's desire to provide service along I-205 (bus on shoulder), from Wilsonville to Clackamas Town Center. This project would improve access to jobs and essential services in Tualatin, Wilsonville, West Linn, Oregon City, and Clackamas for all income levels, but especially low-income and minority populations.

The connections in Oregon City and Clackamas will tie into to the current Last Mile shuttle efforts that are being studied and implemented in Clackamas County (Oregon City Last Mile Shuttle and Clackamas Industrial Shuttle). This proposed project supports the OTP goal to address accessibility and connectivity, by enhancing and identifying new public transportation connections and services. It also addresses strategies identified in the local Coordinated

Transportation Plan for Seniors and Persons with Disabilities, to pursue innovative partnerships and collaboration.

C4 supports this exciting proposal which would bring critical connections to this part of the region.

Sincerely,



Chair Jim Bernard
C4 Co-chair



Mayor Brian Hodson
C4 Co-chair

C4 Membership: Clackamas County; the Clackamas Cities of Canby, Estacada, Gladstone, Happy Valley, Lake Oswego, Milwaukie, Molalla, Oregon City, Rivergrove, Sandy, Tualatin, West Linn, Wilsonville; Clackamas County CPOs, Hamlets, and Special Districts; Ex Officio Members including Metro Council, Metro MPAC Community Representative, Port of Portland, and Urban and Rural Transit Agencies

Development of the 2024-2027 Statewide Transportation Improvement Program

November 2020

STIP Public Engagement and Input Opportunities

- Advisory committee discussions on funding scenarios
- Online open house for public comment on funding scenarios
- Webinar on November 2nd for public comment opportunity
- Encouraging stakeholders to weigh in through letters to the OTC



STIP Online Open House

- Go to <https://odotopenhouse.org/stip-investment-priorities-1> to provide input on funding categories and STIP scenarios
- Open until November 16



2024 – 2027 Program Funding Categories

Enhance Highway

Highway projects that expand or enhance the transportation system

Fix-it

Projects that maintain or fix the state highway system

Safety

Projects focused on reducing fatal and serious injury crashes on Oregon's roads

Non-Highway

Bicycle, pedestrian, public transportation and transportation options projects & programs

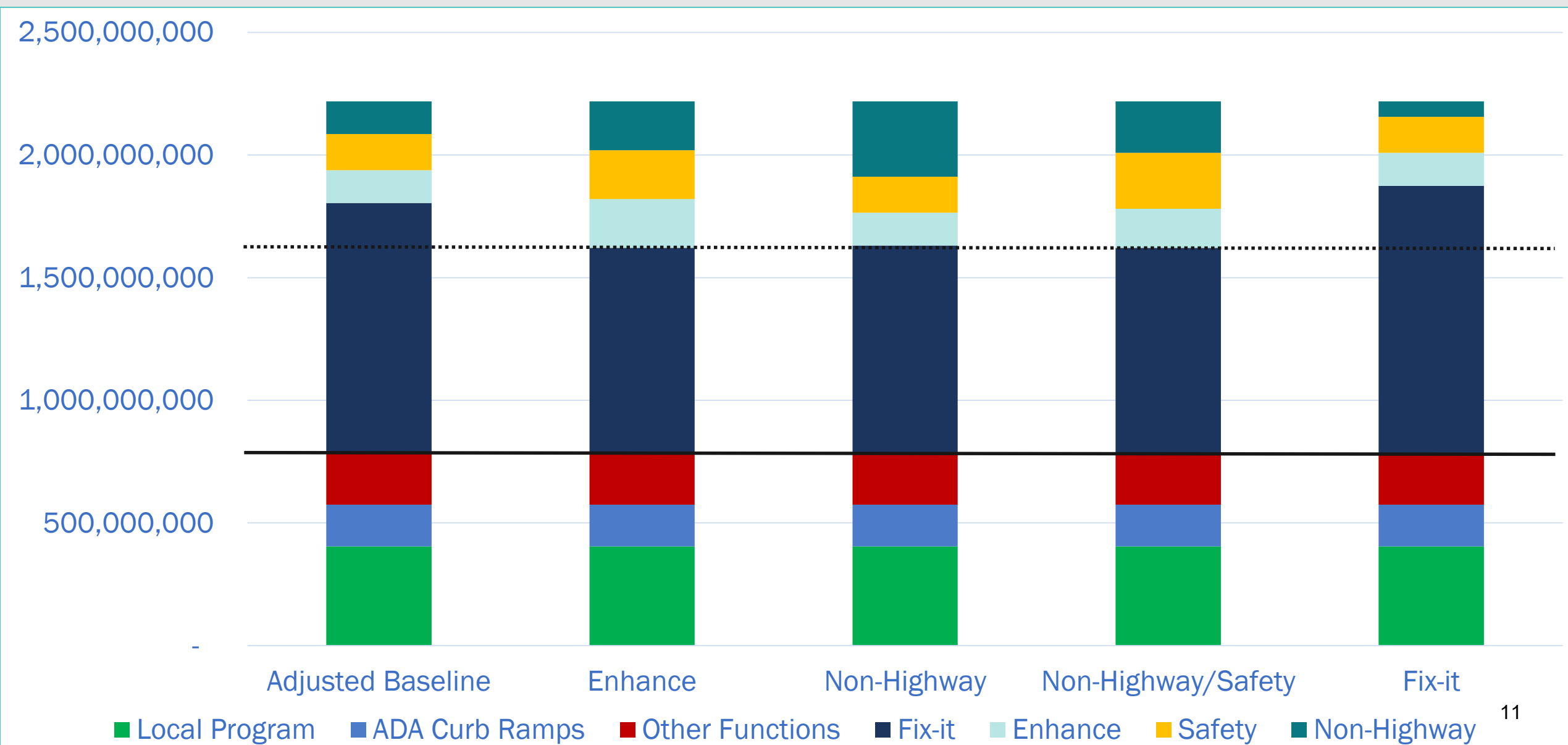
Local Programs

Funding to local governments for priority projects

Other Functions

Workforce development, planning and data collection and administrative programs using federal resources

2024-2027 STIP Scenarios



OTC/ODOT Strategic Action Plan Priorities



Equity

Prioritize diversity, equity, and inclusion by identifying and addressing systemic barriers to ensure all Oregonians benefit from transportation services and investments.



Modern Transportation System

Build, maintain, and operate a modern, multimodal transportation system to serve all Oregonians, address climate change, and help Oregon communities and economies thrive.



Sufficient and Reliable Funding

Seek sufficient and reliable funding to support a modern transportation system and a fiscally sound ODOT.



Modern Transportation System

Build, maintain, and operate a modern, multimodal transportation system to serve all Oregonians, address climate change, and help Oregon communities and economies thrive.

- **Preservation and Stewardship:** Preserve, maintain, and operate Oregon's multimodal transportation system and achieve a cleaner environment.
- **Safety:** Prevent traffic fatalities and serious injuries and ensure the safety of system users and transportation workers.
- **Accessibility, Mobility and Climate Change:** Provide greater transportation access and a broader range of mobility options for Oregonians and address climate change.
- **Congestion Relief:** Invest in a comprehensive congestion management strategy for the Portland metropolitan region to benefit all Oregonians. Implement system and operational innovations to reduce traffic congestion throughout Oregon.
- **Project Delivery:** Develop practical solutions to transportation problems in order to address community needs and ensure system reliability and resiliency.
- **Innovative Technologies:** Invest in and integrate technologies to improve transportation services and operations throughout Oregon.

Developed a Tradeoff Evaluation Framework

Based on Strategic Action Plan Goals and Priorities

OTC Strategic Action Plan

3. Reduce Our Carbon Footprint

We will select and build cleaner projects to help reach Oregon's climate goals.

Oregon's climate is drastically changing with more frequent and severe wildfires, flooding, and landslides. These events can lead to road closures that impact freight, the economy, and people's ability to obtain critical services. Cars, trucks, and other transportation sources significantly contribute to air pollution and are the largest source of GHG emissions in Oregon, constituting some forty percent of the total. We must take substantial and swift action to reduce carbon in order to achieve a cleaner and more sustainable future. ODOT is consolidating efforts and pursuing strategic actions to reduce transportation emissions.

The Oregon Statewide Transportation Strategy: A 2050 Vision for GHG Reduction is the state's roadmap for reducing carbon emissions from the transportation sector. Key actions include cleaner vehicles and fuels (e.g. electric vehicles), low carbon modes (transit, bike, walk, etc.), close proximity of housing to jobs (and uses), pricing (e.g. vehicle miles traveled charge), and demand management strategies (e.g. telecommuting).

ODOT is pursuing efforts within each of these categories by implementing the Governor's direction in Executive Order 20 04 and through multi agency efforts (Every Mile Counts). Additional efforts are needed and will be identified in an ODOT Statewide Transportation Strategy Mid Term Action Plan.

Cleaner Investments and Projects

Underpinning all of these efforts is determining how we spend money and how we build our projects. Most of Oregon's transportation dollars flow to or through ODOT and can be better targeted to low carbon investments. ODOT will consider GHG emission impacts and investment programs in selecting major capital projects. ODOT will support allocation to low carbon emission projects. Historic spending will be compared to future spending to calculate emission savings.

After projects are selected, emissions from building the project must also be considered. ODOT will pursue low carbon construction techniques where possible, relying on low carbon fuels and materials. We will inventory emissions, identify lower carbon options, and develop and pursue a transition plan with our construction partners.

Implementing Actions

Year	Actions
2021	Establish a carbon baseline for emissions from the construction of transportation projects.
2021	Identify alternative lower carbon materials and fuels and set emission reduction targets.
2021	Apply GHG emission standards in making ODOT investment decisions.
2022	Phase in lower carbon materials, fuels, and construction practices; monitor and adjust.
2022	Adjust investment programs to invest in lower emission projects (e.g. bike, walk, transit).

Metric:
By the end of 2023, begin to reduce greenhouse gas emissions from ODOT activities.




Climate-Mitigation

Reduces emissions per mile and supports VMT reduction, improves health/AQ



Climate Adaptation/
Resilience

Proactive investment that increases resilience to extreme weather events and climate change



Congestion

Ease of Roadway movement, ease congestion



Social Equity

Supports all user needs and exposure equitably, targets disadvantaged populations and frontline communities



Multi-Modal Mobility

Multi-modal access, resilient set of modal options



Safety

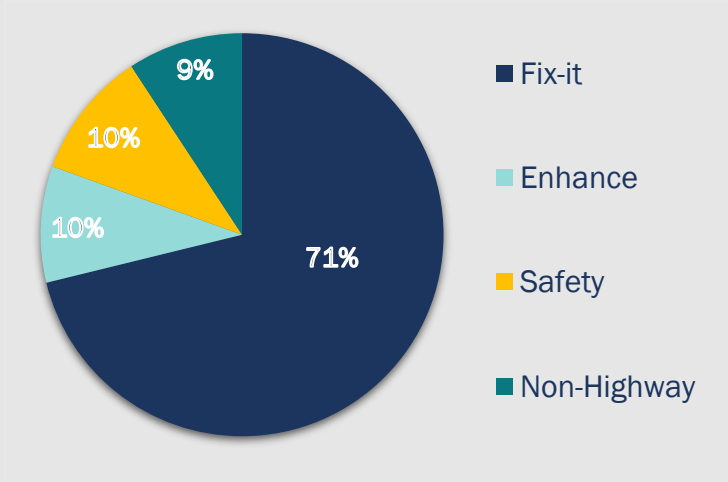
Prioritize the safety of system users and transportation workers



State of Good Repair
(SOGR)

Cost-effectively preserve and maintain our assets

Adjusted Baseline



Baseline

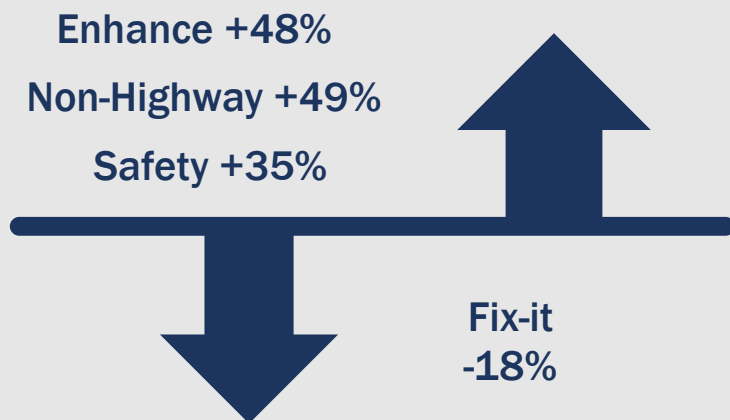
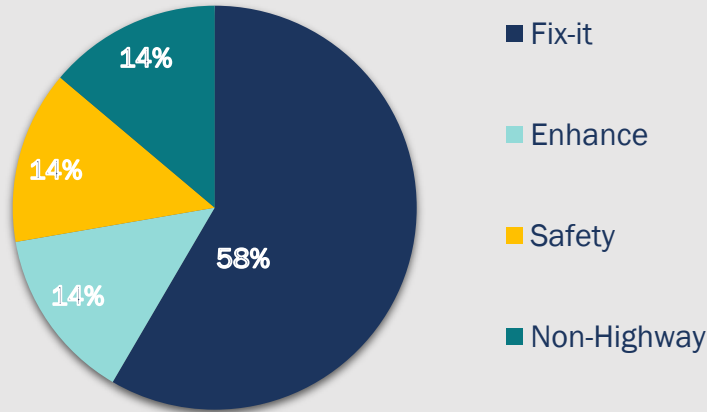
Funding splits unchanged

Outcome Areas		System Impacts and Implications
 Climate – GHG Mitigation	D -	Most trips drive alone & in low MPG cars
 Climate – Adaptation/ Resilience	C -	Slow progress with preservation projects
 Congestion Relief	B -	Select bottleneck projects in development
 Social Equity	C -	Few low cost travel options
 Multimodal Mobility	D	Connectivity gaps
 Safety	B	Focus on fatalities and serious injuries
 State of Good Repair	C	Several assets and areas deteriorating

**Note, grades reflect progress toward meeting identified needs, and are not the same as level of service*

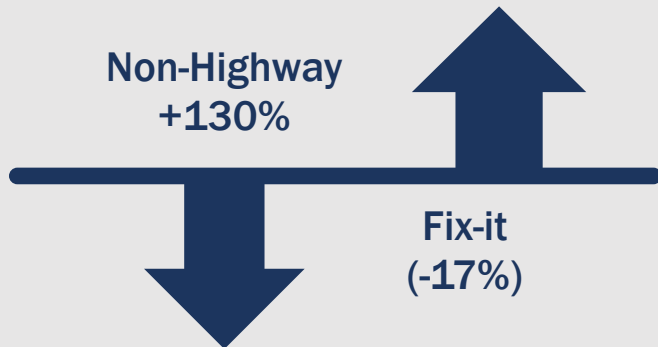
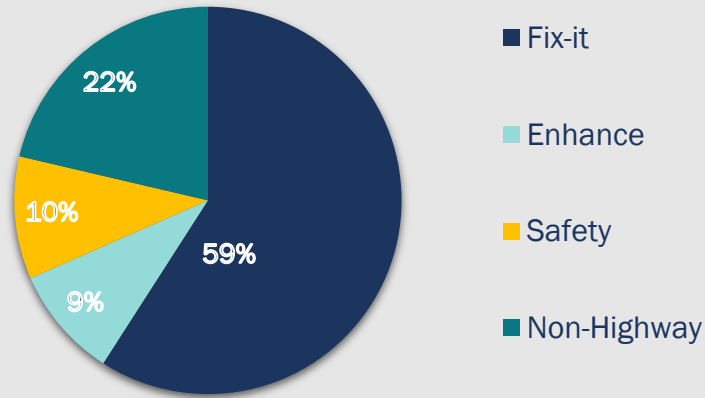
S1 – Enhance

Changes from Baseline



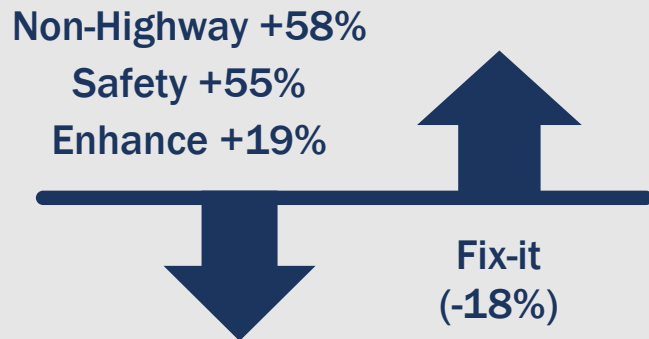
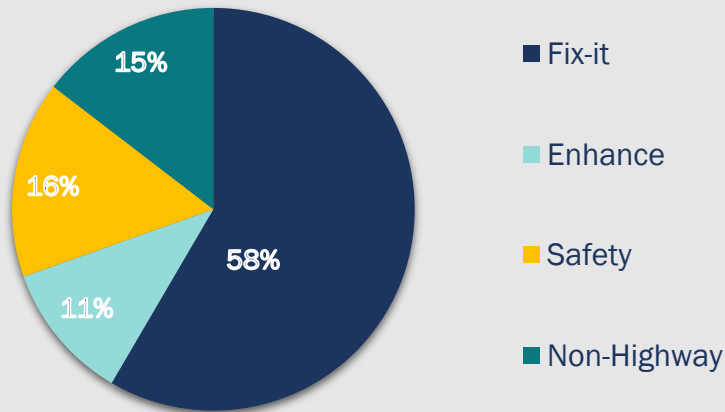
Outcome Areas		System Impacts and Implications
Climate – GHG Mitigation	=	Increased investments in bike, ped, transit, help to off-set capacity increases
Climate – Adaptation/Resilience	↓	Less funding to fix the system hampers ability to upgrade vulnerable infrastructure
Congestion Relief	↑	Starts to address a few critical bottlenecks
Social Equity	↑	Increased accessibility for highest need users to low cost, low carbon modes
Multimodal Mobility	↑	More strategic investments can be made to help complete critical connections
Safety	↑	Safety co-benefits of fix-it programs decline but more targeted safety investments stretch ability to address highest priority needs
State of Good Repair	↓	Pavement and bridge condition declines system-wide, including priority routes

S2 – Non-highway Changes from Baseline



Outcome Areas	System Impacts and Implications
Climate – GHG Mitigation	Increased low carbon transportation options
Climate – Adaptation/Resilience	Less funding to fix the system hampers ability to upgrade vulnerable infrastructure
Congestion Relief	Slightly less funding impacts resources for bottleneck projects but is offset some by multimodal projects
Social Equity	Increased access for all users to low cost, low carbon modes
Multimodal Mobility	Cut timeframe to complete the biking and walking system in half; increased transit fleet replacement
Safety	Funding same as baseline; vulnerable user safety improved by non-highway funding increase
State of Good Repair	Pavement and bridge condition declines system-wide, including priority routes

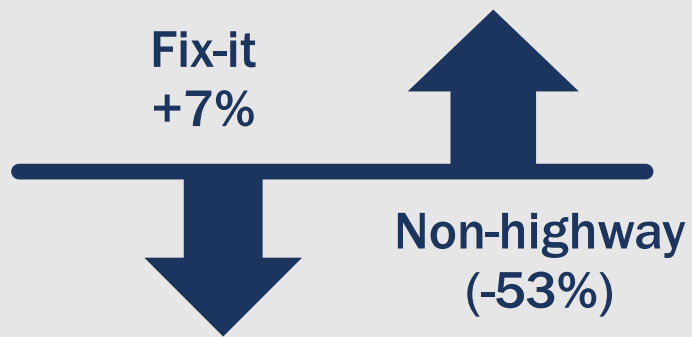
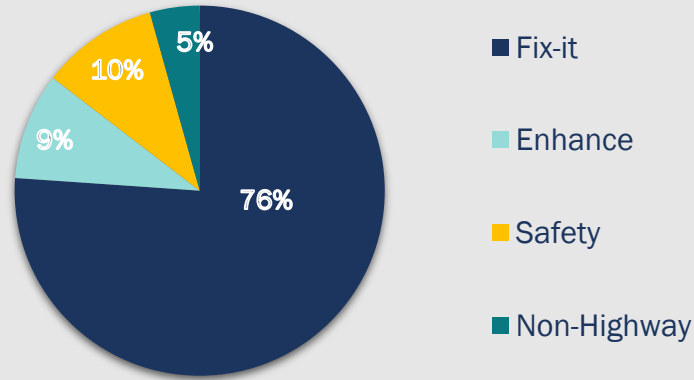
S3 – Safety/ Non-highway Changes from Baseline



Outcome Areas		System Impacts and Implications
 Climate – GHG Mitigation		Fewer crashes and some more low carbon options
 Climate – Adaptation/Resilience		Less funding to fix the system hampers ability to upgrade vulnerable infrastructure
 Congestion Relief		Some funding for critical bottlenecks
 Social Equity		Starting to increase access for all users to low cost, low carbon modes
 Multimodal Mobility		Make strategic investments to help complete critical connections and start to fill gaps
 Safety		Targeted safety investments stretch ability to address highest priority needs; vulnerable user safety improves
 State of Good Repair		Pavement and bridge condition declines system-wide, including priority routes

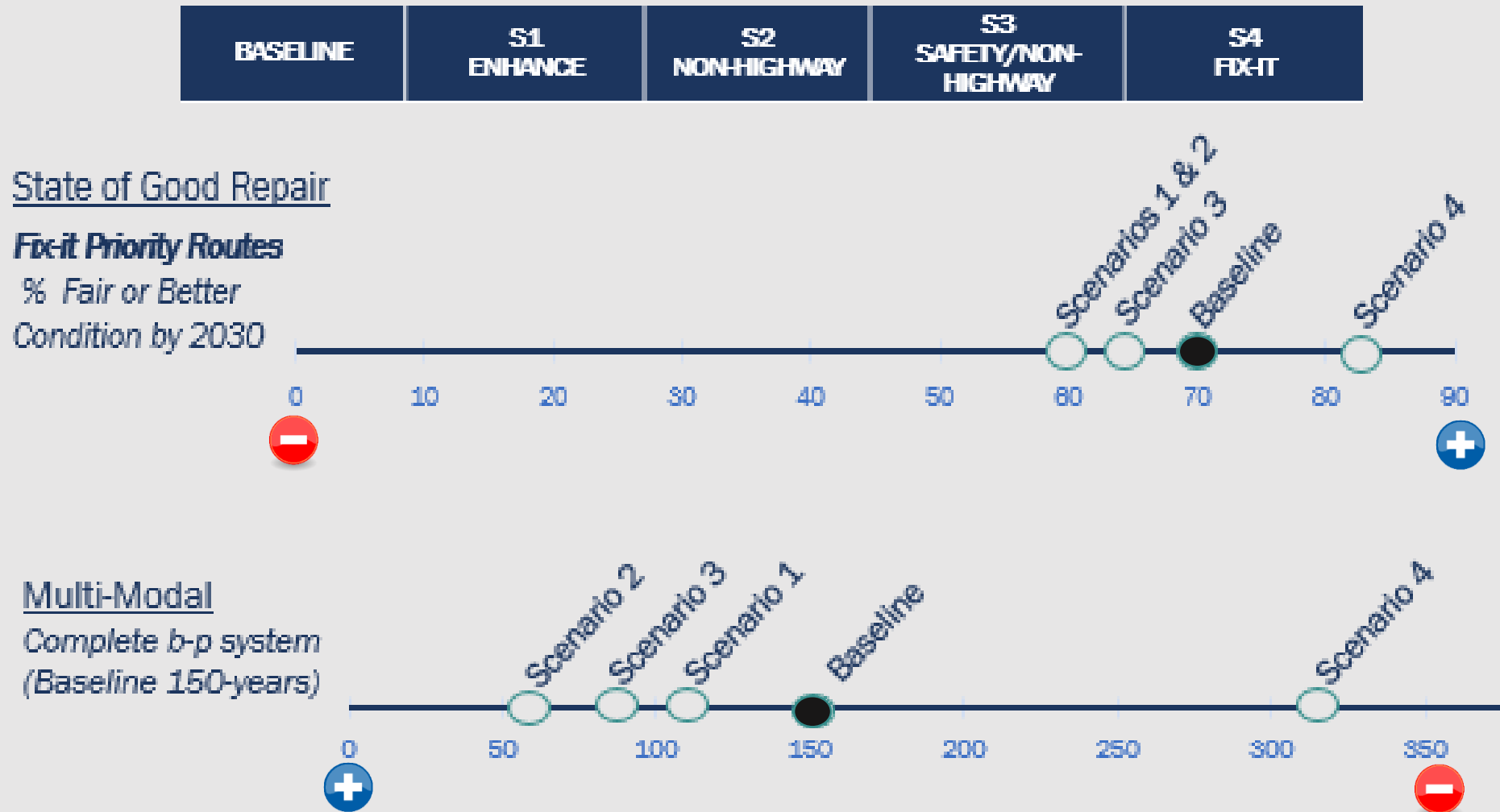
S4 – Fix-it

Changes from Baseline



Outcome Areas			System Impacts and Implications
	Climate – GHG Mitigation	↓	Driving remains predominate travel option
	Climate – Adaptation/Resilience	↑	Start to address locations or infrastructure that is most vulnerable
	Congestion Relief	↓	Slightly less funding impacts resources for bottleneck projects
	Social Equity	↓	Auto accessibility high while access to non-auto travel does not improve
	Multimodal Mobility	↓	Strips funding down to only min requirements, doubling the time to fill gaps and leaving the system disconnected
	Safety	=	Funding same as baseline; many safety co-benefits of fix-it projects
	State of Good Repair	↑	Bridge and pavement conditions improve in the near-term but still continue to decline overall in the next decade

Tradeoffs: Indicators across Scenarios



Tradeoffs

Changes from Baseline

SCENARIOS	S1 ENHANCE	S2 NON-HIGHWAY	S3 SAFETY/ NON-HIGHWAY	S4 FIX-IT
CLIMATE - GHG MITIGATION		Green diagonal lines	Green dotted pattern	Red solid
CLIMATE - ADAPTATION/RESILIENCE	Red solid	Red solid	Red solid	
CONGESTION RELIEF	Green diagonal lines		Green dotted pattern	
SOCIAL EQUITY	Green dotted pattern	Green diagonal lines	Green dotted pattern	Red solid
MULTIMODAL MOBILITY	Green dotted pattern	Green diagonal lines	Green dotted pattern	Red solid
SAFETY			Green dotted pattern	
STATE OF GOOD REPAIR	Red solid	Red solid	Red solid	

Summary of Scenarios

Performance Relative to One Another

SCENARIOS	BASELINE	S1 ENHANCE	S2 NON-HIGHWAY	S3 SAFETY/ NON-HIGHWAY	S4 FIX-IT
CLIMATE - GHG MITIGATION			++	+	--
CLIMATE - ADAPTATION/RESILIENCE	+	-	--	-	++
CONGESTION RELIEF		++		+	=
SOCIAL EQUITY			++	+	--
MULTIMODAL MOBILITY			++	+	--
SAFETY	=	++	+		
STATE OF GOOD REPAIR	+	-	--	-	++



Next Steps for STIP Funding Allocation

October

- ODOT shares scenarios and results of analysis
- OTC provides feedback on refining scenarios

December

- OTC selects funding allocation option

January

- ODOT presents program allocations
- OTC direction to ODOT on how to use any additional federal funds



Discussion

Memo:

To: Clackamas County Coordinating Committee (C4)
From: Trent Wilson, Clackamas Government Affairs
Date: October 29, 2020
Re: C4 Comment Letter to R1ACT re 2024-2027 STIP

Overview

The 2024-2027 State Transportation Improvement Programs (STIP) process is being launched by ODOT, with decision points by a variety of entities in the near future. The next decision point for the STIP is a comment period on the proposed 2024-2027 STIP by the Region 1 Area Commission on Transportation (R1ACT), which ends on November 9th.

The R1ACT will submit comments and recommendations to the Oregon Transportation Commission after receiving feedback from the comment period.

Draft Letter

Because the R1ACT comment period ends so quickly after the November 5 C4 meeting, staff felt it was important to provide a template letter for C4 members to react to – or not – in the event C4 wanted to provide comments on the 2024-2027 STIP process following ODOT’s presentation at the November 5 C4 meeting.

The draft letter included in the C4 packet was drafted by county government affairs and transportation staff, using historical comments and projects about past STIP processes as a foundation. It was not drafted with any direction, and therefore is subject to change with discussion and direction by C4 members.

Options for C4:

- Review the draft letter, and approve as written
- Review the draft letter, amend with discussion at the C4 meeting
- Decide not to comment at this time (i.e. not send a letter).

November **DRAFT**, 2020

Region 1 Area Commission on Transportation
123 NW Flanders Street
Portland, OR 97209

Re: 2024-2027 State Transportation Improve Plan (STIP) Comments to R1ACT

Dear Chair Rogers and Members of the Commission:

On behalf of the Clackamas County Coordinating Committee (C4), we are providing comment on the 2024-2027 State Transportation Improvement Plan (STIP) with the intent to provide you with context on the value of STIP funding to our communities and overview of priorities that are important to the members of C4.

The STIP is an important tool for our rural communities to access federal funding for essential improvements to the transportation system. The STIP has brought much needed investment to both the urban and rural communities of Clackamas County, improving safety, creating multi-modal options and performing critical maintenance functions on existing infrastructure including paving and bridge replacements. Such as the roundabout installation on Highway 213 at Toliver, planning and development for pedestrian crossings on 99E, culvert replacements on HWY 26 and installation on HWY 211, the addition of a signal on HWY 224 at Monroe and the bridge replacement along Knights Bridge Road over the Molalla River. Without this critical funding from the state, these projects would not likely have been completed within this timeframe.

As housing prices inside the Metro UGB continue to rise families are being pushed to move further out in order to obtain housing, yet are still working at jobs located inside the urban area. This takes a toll on the rural state and local roads that now are carrying additional traffic created by this jobs housing imbalance. The Safety, Enhance and Fix-it programs are critical for supporting these vital urban rural connections.

C4 shares the Strategic Action Plan goals and priorities of Climate-GHG Mitigation, Climate Adaptation/Resilience, Congestion Relief, Social Equity, Multimodal Mobility, Safety and State of Good Repair as presented to the Oregon Transportation Commission on October 22nd, 2020.

Balancing investments that support our region in reaching these shared goals and priorities while still taking into consideration the varying needs of our diverse state is challenging and complicated.

C4 recognizes that there is no “one size fits all” approach to transportation infrastructure funding and appreciates the nuanced approach that ODOT is working toward to provide a strong, connected, modern transportation system.

We ask that you keep in mind that funding the **Fix-it** program is essential to improving Climate Adaptation/Resilience, which is especially important to our rural communities. The need for a climate resilient transportation system became very visible during the recent fires in our communities. We must keep these facilities accessible and safe for all to use in case of emergency.

Funding for the **Enhance** program is also critical to keeping our residents safe in case of emergency. The fires showed us again the challenges and danger that congestion causes when trying to evacuate an emergency area.

In addition to **Safety** improvements, C4 would place increased emphasis on **Social Equity and Multimodal** programming. However, we assert that this programming might look different for some jurisdictions than others. For example, it's easy to perceive the value of transit station improvements in dense urban areas where transit already exists. However, some transit programming may require road improvement or lane additions to accommodate increased transit services, which is the case in many Clackamas County communities where transit infrastructure may not yet exist.

Thank you for your thoughtful consideration of these comments. We look forward to participating further in this discussion as the STIP process advances.

Sincerely,

Draft

MEMO

To: Clackamas County Coordinating Committee
From: Kristina Babcock – Transit Coordinator, Clackamas County
Date: October 28, 2020
Re: Updates on State Transportation Improvement Fund (STIF)

Overview

This memo includes a more detailed description of the Transit Projects under HB 2017 that have been completed by the providers in Clackamas County in the FY19-21 biennium and projects planned for the FY22-23 biennium. Under HB 2017 rules, each of the Transit Providers is to create a list of projects that outlines expenditures of the State Transportation Improvement Funds (STIF); these projects must be previously identified in a local plan (i.e. Transit Master Plan, Service Enhancement Plan, Transit Development Plan, etc.) and ensure that they are meeting the goals of the STIF program. Below is a list of each providers FY19-21 STIF Impact and a brief description of planned projects for FY22-23.

Clackamas County FY 19-21

- Expansion of transit service in Clackamas County using Regional Coordination Dollars
 - Oregon City Last mile shuttle and Clackamas Industrial shuttle to being operation in early 2021
 - Clackamas Community College Xpress Shuttle added additional operating hours in 2019
- New vehicles for the Mt Hood Express and Village Shuttle
- Increased coordination of services between transit providers (fare integration study)
- Increased service on the Mt Hood Express and Village Shuttle services
- Staff support for transit related projects
- Transit Hub study

Clackamas County FY22-23

- Continued funding for added service in FY19-21
- Provided increased demand response service for Seniors and Persons with disabilities
- Provide match fund for purchase of additional vehicles
 - One for Village Shuttle Service
 - One for Transportation Reaching People (TRP) program
- Transit Hub planning
- Capital purchase of one large bus for the Mt Hood Express service
- Address missing connections identified in the Transit Development Plan (TDP)
- Continued funding for Last Mile Shuttles added in FY19-21

SMART FY19-21

- Added route 2x to Tualatin Park and Ride
- Added midday service to Salem and in-town services
- Added Medical Shuttle to Meridian Park Medical Center
- Eliminated fares on most routes
- Acquired alternative fueled vehicles (electric and CNG) and infrastructure

SMART FY22-23

- Clackamas Town Center Express Route (new)
- Continue coordination through the Regional Coordination Program of SMART's Route 2x to Tualatin Park and Ride
- Continue service to Salem midday and in-town services
- Continue service for Medial Shuttle to Meridian Park Medical Center
- Acquire alternative fueled vehicles (electric and CNG) and infrastructure
- Match funding to update SMART's Transit Master Plan (new)
- Eliminate fares of Route 3x (new)

Canby Area Transit FY19-21

- Added Saturday Services:
 - Began September 2019
 - Includes fixed route from Woodburn to Oregon City
 - Includes demand response and paratransit services
- Bus Purchases:
 - Two new buses ordered for future circulator
- Technology
 - On hold due to lower than expected STIF revenue

Canby Area Transit FY22-23

- Continuation of Saturday services at current levels
 - Route 99X
 - Demand response and Paratransit
- Add local Canby Circulator Route
 - Monday through Friday
 - May not start until 2023 depending on funding
 - One route to start with potential expansion in the future

South Clackamas Transit District FY19-21

- Added more service
 - Clackamas Community College – more service during morning commute
 - Molalla – new Saturday service, 9:30am – 4pm
 - Canby – extended service morning and evening
- Improved rider safety and comfort with updated amenities and services, making transit more convenient
- Updated long-range Transit Master Plan

South Clackamas Transit District FY22-23

- Preserve current service levels from initial STIF cycle
 - Clackamas Community College – morning peak service
 - Molalla – Saturday service
 - Canby – morning and evening
- Purchase new vehicles
- Continue to improve rider safety and comfort and update amenities and services
 - Infrastructure - Passenger amenities & stop enhancements

- Rider tools – Real-time vehicle arrival information

Sandy Area Metro FY19-21

- Added Service:
 - Expanded hours on 3 routes:
 - SAM Gresham (1 hour/Mon-Friday)
 - SAM Estacada (1 hour/Mon-Friday)
 - SAM Shopper (2 hours/Mon-Friday)
 - CAPACITY PLANNING/CONSTRUCTION PROJECT
- Funding set aside for future expansion planning and construction of driver training and break area in Sandy Operations Center
- Capital Improvements:
 - New Dispatch and Administration Computers/Monitors
 - New Transit Tax Software
 - New Dispatch Software
 - Bus Stop Improvements
 - New Branded Bus Stop Signs
 - Updated Solar Panels for Lighting
 - New Garbage Receptacles
 - WIFI on SAM Gresham route

Sandy Area Metro FY22-23

- Service Preservation
 - Preserve service enhancements implemented in FY 19 – 21.
 - Preserve current service hours on all services.
- School Bus Stop Improvements
 - Contribute \$5,000 to Safe Routes to School bus stop improvements in collaboration with Sandy Planning Department.
- Capacity Planning/Construction Project
 - Continue to save for the planning and construction of Operations Center enhancements.
- Route Expansion
 - Addition of 1 hour to SAM Estacada, funding dependent

Clackamas County HB 2017

HB 2017 - Keep Oregon Moving - Transit

- ▶ State Transportation Improvement Funds (STIF) Formula program
- ▶ Funding activities include:
 - ▶ Service enhancements or improvements
 - ▶ Planning efforts to improve public transit
- ▶ Project priorities include:
 - ▶ Improving public transit for low income households or students
 - ▶ Low or no-emissions buses
 - ▶ Improving connections between communities
 - ▶ Reduce fragmentation between transit providers
- ▶ Projects must be identified in a local planning process

HB 2017 - FY22/23 Changes

- ▶ Changes made during last legislative session:
 - ▶ Preservation of existing service
 - ▶ Funds can be used to maintain service that already exists
 - ▶ With COVID and economic downturn maintain existing service is critical
 - ▶ STF Stabilization
 - ▶ STIF and STF programs combine
 - ▶ STF no longer supported by general fund dollars (approximately \$10M)
 - ▶ STIF funding used to backfill shortfall in STF (approximately \$10M)

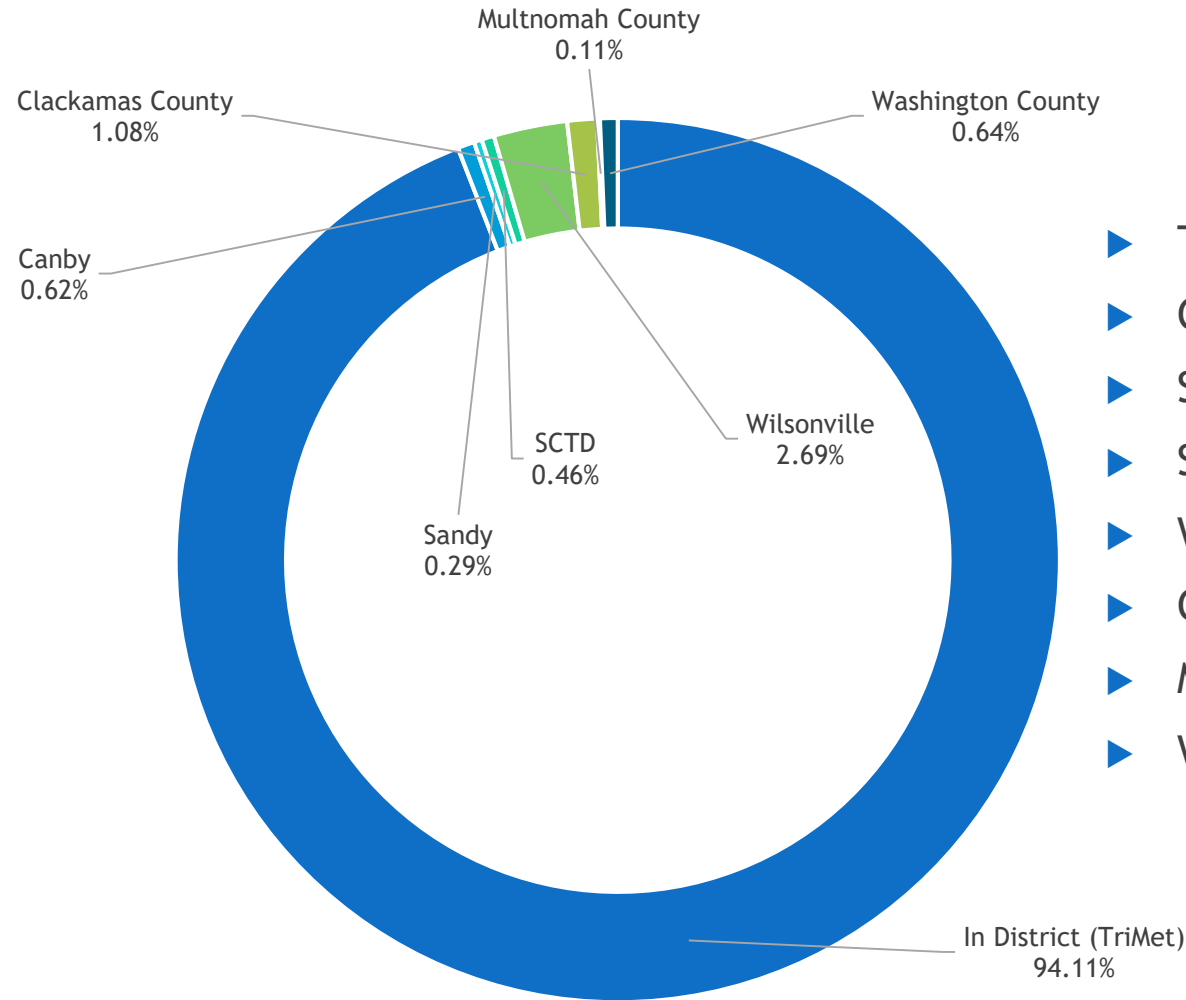
STIF Funding

- ▶ ODOT will release funds to the “Qualified Entity” in each county in Oregon
- ▶ TriMet is the “Qualified Entity” in the three-county area
- ▶ To access the funding, the “Qualified Entity” submits a plan with a list of projects requested to be funded and what plans they are derived from. Plans must be submitted to ODOT by November 2020.
- ▶ TriMet has asked the transit providers in Clackamas County to work together to recommend the projects to be included in the overall plan

Clackamas County Advisory Committee

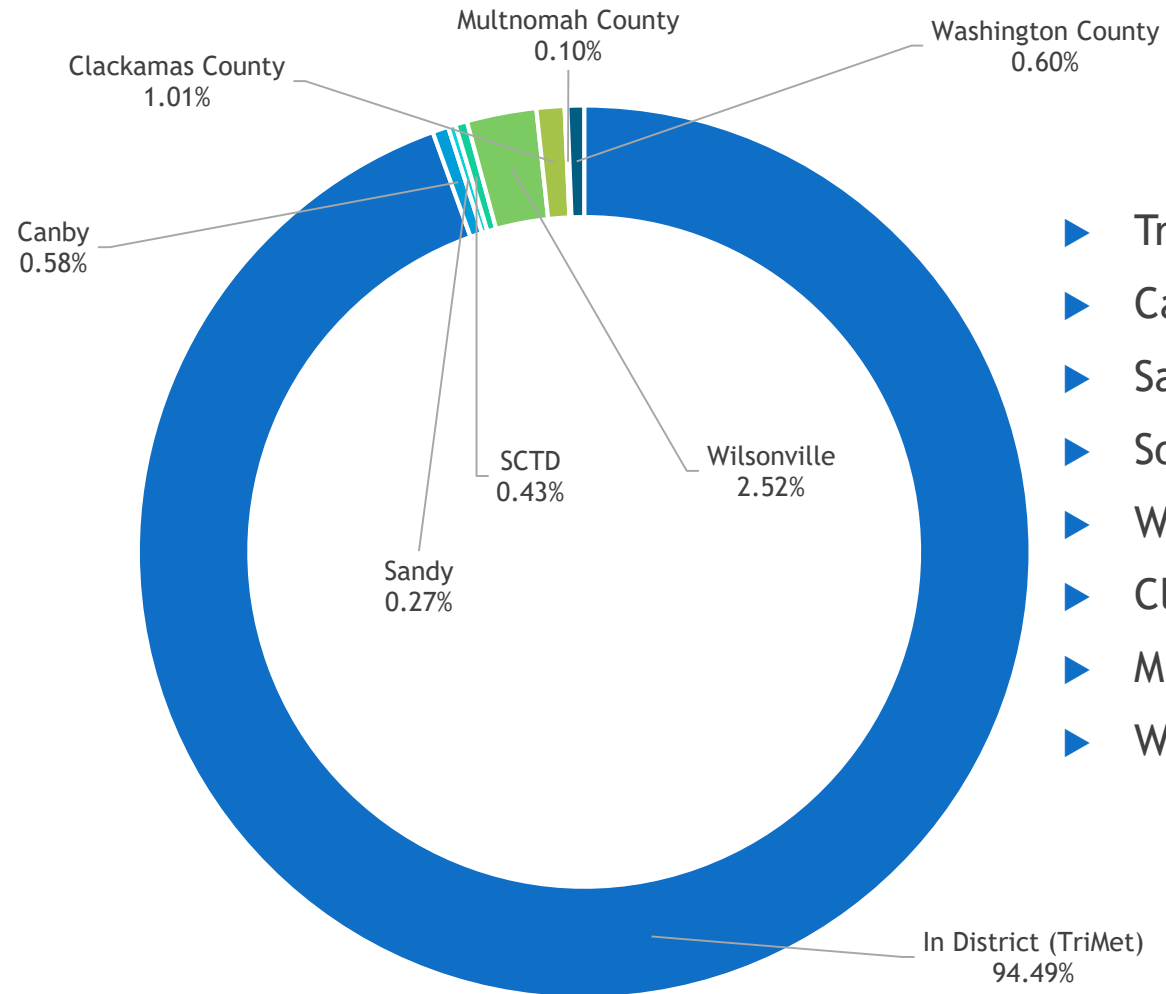
- ▶ Small transit providers:
 - ▶ Canby (CAT)
 - ▶ Clackamas County
 - ▶ Sandy (SAM)
 - ▶ South Clackamas Transit District (SCTD)
 - ▶ Wilsonville (SMART)
- ▶ Developed IGA
 - ▶ Committee to review and recommend projects to present to the Technical Advisory Committee for the Qualified Entity (TriMet)
 - ▶ Committee includes representation from seniors, persons with disabilities, low income households, educational institutions and a transit provider outside of Clackamas County

Anticipated Funding FY22



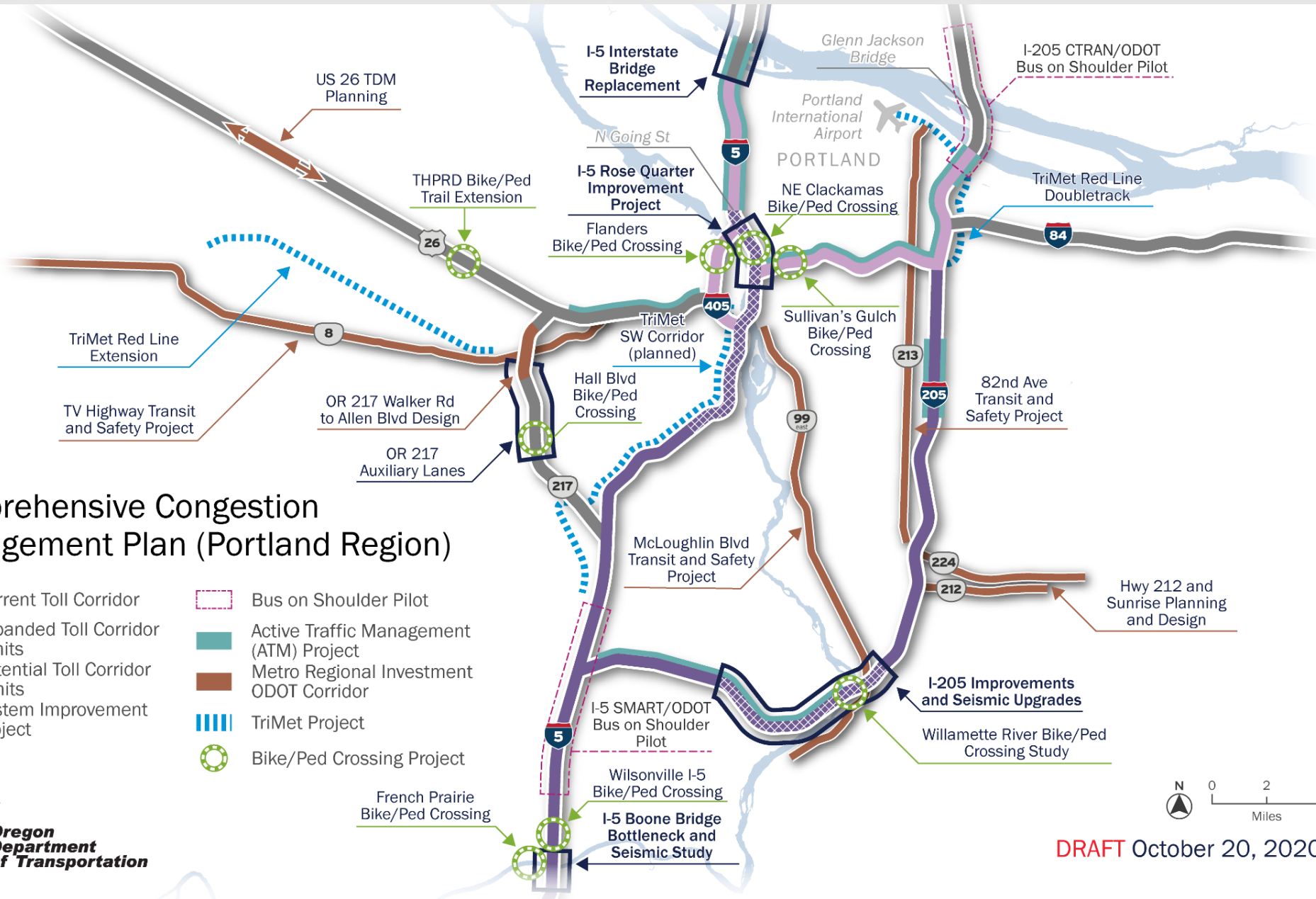
- ▶ TriMet: \$41,264,254
- ▶ Canby: \$270,426
- ▶ Sandy: \$127,486
- ▶ South Clackamas: \$200,891
- ▶ Wilsonville: \$1,179,905
- ▶ Clackamas County: \$474,451
- ▶ Multnomah County: \$46,047
- ▶ Washington County: \$282,434

Anticipated Funding FY23



- ▶ TriMet: \$48,414,837
- ▶ Canby: \$295,783
- ▶ Sandy: \$139,440
- ▶ South Clackamas: \$219,729
- ▶ Wilsonville: \$1,290,542
- ▶ Clackamas County: \$518,940
- ▶ Multnomah County: \$50,365
- ▶ Washington County: \$308,917

Questions / Comments?



Comprehensive Congestion Management Plan (Portland Region)

- Current Toll Corridor
- Expanded Toll Corridor Limits
- Potential Toll Corridor Limits
- System Improvement Project
- Bus on Shoulder Pilot
- Active Traffic Management (ATM) Project
- Metro Regional Investment ODOT Corridor
- TriMet Project
- Bike/Ped Crossing Project



DRAFT October 20, 2020