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Clackamas County
www.clackamas.us

Thursday, February 06, 2025
6:45 PM – 8:30 PM

Zoom Link:

<https://clackamascounty.zoom.us/j/89034290131?pwd=LfdCCaEN0e0NoXlnqtTCmlRYa5ZUa.1>

AGENDA

6:45 p.m. Pledge of Allegiance

Welcome & Introductions

Chair Paul Savas & Mayor Brian Hodson, Co-Chairs

Housekeeping

- Approval of February 6, 2025 C4 Minutes
- **March meeting in-person**

Page 04

6:50 p.m. Library District Task Force

Presenting: Commissioner Savas, BCC

- Supporting Materials

Page 06

7:10 p.m. 2025 Strategic Investment Fund Update

Presenting: Mike Bezner, ClackCo, DTD

- Supporting Materials

Page 08

7:40 p.m. State Legislative Updates

Presenting: Trent Wilson, ClackCo Government Affairs

- Supporting Materials

Page 11

8:10 p.m. Updates/Other Business

- JPACT/MPAC Updates
- Annual Retreat – Date setting
- Other Business

8:30 p.m. Adjourn

2025 General Information



Current Voting Membership

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

Current Ex-Officio Membership

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

Frequently Referenced Acronyms and Short-forms:

Related to the Clackamas County Coordinating Committee (C4)

C4 Metro Subcommittee

C4 I-205 Diversion Subcommittee

CTAC: Clackamas Transportation Advisory Committee (C4 Transportation TAC)

Related to Metro and Metro Committees

JPACT: Joint Policy Advisory Committee on Transportation (Metro)

MPAC: Metro Policy Advisory Committee (Metro)

TPAC: Transportation Policy Advisory Committee (JPACT TAC)

MTAC: Metro Technical Advisory Committee (MPAC TAC)

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

OTC Oregon Transportation Commission (ODOT policy decision body)

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

R1ACT: ODOT Region 1 Advisory Committee on Transportation

UMO: ODOT's Urban Mobility Office

RTAC: ODOT's Regional Tolling Advisory Committee

STRAC: ODOT's State Tolling Rules Advisory Committee

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

General Transportation Acronyms

STIP: State Transportation Improvement Plan (ODOT)

RTP: Regional Transportation Plan (Metro)

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

HCT: High Capacity Transit

UPWP: Urban Planning Work Program

General Housing and Land Use Acronyms

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

HACC: Housing Authority of Clackamas County

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

OHCS: Oregon Housing and Community Services

LCDC: Land Conservation and Development Commission

DLCD: Department of Land Conservation and Development

UGB: Urban Growth Boundary

UGMA: Urban Growth Management Agreement

Thursday, January 09, 2025
Virtual Meeting via Zoom

Attendance:

Members: **Canby:** Brian Hodson, Traci Hensley (Alt.); **Clackamas County:** Paul Savas; Ben West; **CPOs:** Pamela Burbach (Alt.); **Gladstone:** Michael Milch; **Hamlets:** Mark Hillyard; **Happy Valley:** Brett Sherman; **Lake Oswego:** Joe Buck; **Metro:** Christine Lewis; **Milwaukie:** Will Anderson; **Molalla:** Scott Keyser; Eric Vermillion; **Oregon City:** Adam Marl; **Sanitary District:** Paul Gornick; **Transit:** John Serra (TriMet, Urban); **Tualatin:** Valerie Pratt

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

Guests: Adam Brown (Clackamas); Will Farley (Lake Oswego); Jamie Stasny (Clackamas); Kevin McGrane (Happy Valley); Dayna Webb (Oregon City); Marge Stewart; Mark Ottenad (Wilsonville)

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

Agenda Item	Action
Approval of November 07, 2024 C4 Minutes	Minutes approved
Approval of TPAC nominations	TPAC nominations approved.
Housekeeping	Information was shared about the 2025 C4 meeting schedule and appointment process. The March meeting is planned to be in-person.
Updates/Other Business	JPACT – Discussed potential Regional Flexible Fund Allocation (RFFA) bond. MPAC – Discussed Supportive Housing Services update and Montgomery Park. Councilor Sherman (Happy Valley) will be new MPAC chair.
Transit Updates and Next Steps	Mr. Wilson provided an update on recent transit initiatives and discussions. Members were invited to identify topics of interest. C4 members wish to discuss ideas for how to more aggressively expand transit coverage in Clackamas County. C4 moved to reconvene the C4 Clackamas Transit Providers Subcommittee with a request that the Subcommittee explore ideas and options.
Supportive Housing Services Reform Discussion	Commissioner West provided information about the Supportive Housing Services program and outlined concerns about potential program changes. Mr. Brown (ClackCo staff) provided information about budget and revenue impacts. Commissioner West asked that cities or mayor come together with a letter in support of the county’s recent letter of concern.

State Legislative Updates/Discussion	Mr. Wilson provided a preview of the 2025 state legislative session. In 2024, C4 worked on a joint Values and Outcomes statement to inform advocacy on a 2025 state transportation funding package. Pursuant to the elections, C4 member agencies are asked to reconfirm agency participation in the joint statement prior to the February meeting.
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Adjourned at 8:38 pm

Library District Task Force – Proposed Issues and Structure

Issues Identified for the Task Force to Address

Services:

- Minimum standards
 - Service level study
 - State standards vs. those in the Master Order/IGA
- Management and cost of digital services (ebooks)
- Local vs. centralized services
 - Funding mechanisms
 - LINCC
 - For example: books by mail, book lockers, bookmobiles

Funding:

- Costs to provide services
 - Rising rapidly
 - Allocated cost methodology differs between library cities
- Adequacy of O&M funding
 - Inequities across library cities – ask Mayors/City Managers if they feel their funding is adequate compared to others
- Update to Master Order – use of Library District revenue for capital
 - Adequacy of capital reserves
- Tax rate (in place for 16 years)

Governance:

- Role of County/BCC in library system/LINCC
- Role of County as a library city
- Service area boundaries
 - Process to potentially revise
- District revenue distribution formula
- Role/purpose of LDAC (budget oversight)
- Hoodland library (future, representation separate from City of Sandy)
- District structure (ORS 451 vs. 357 with a separate elected board)

Task Force Structure and Selection Process

- All representatives to be from different jurisdictions
- Maintain a split of urban and rural representatives

Representative	Quantity	Selection Process
Library District Director	1	Library District Board appoints
Mayor	2	C4 recommends four (4) nominees, BCC appoints two (2)
District Administrator	1	
City Manager	2	City Managers recommend four (4) nominees, BCC appoints two (2)
Library Director	2	LINCC staff solicits four (4) nominees, BCC appoints two (2)
Public Members	2	County staff and LDAC Chair recommend nominees from LDAC and Library Advisory Boards, BCC appoints two (2)
<i>Ex-Officio</i> LINCC	1	LINCC Manager
<i>Professional Facilitator</i>	1	County contracts
	10 voting, 1 ex-officio	

TO: Clackamas County Coordinating Committee (C4)
FROM: Mike Bezner, Assistant Director of Transportation, DTD
DATE: February 6, 2025
SUBJECT: 2025 Strategic Investment Fund Update and Proposal

Requested Action: Concurrence on the DRAFT 2025 Strategic Investment Plan.

Background:

When the Board of County Commissioners (BCC) enacted the county's local vehicle registration fee (VRF), 60% of the revenue was designated for Clackamas County use, and 40% was designated to be split by the Cities of Clackamas County (per State law). The BCC designated a portion of the County's share (10% of the total) to create a Strategic Investment Fund (SIF) to be used for jurisdictional road transfers and multi-jurisdictional projects (i.e. projects of mutual concern between the County and a City).

In 2020, the BCC approved a list of projects and road transfers to be funded by the SIF. The potential projects and road transfers were identified during earlier meetings between County and City staff. Since then, progress has been made on the initial project list. Attachment A, titled "SIF Expenditures Expected through June 2025", provides a summary of all funds budgeted to be spent using SIF funds through June of this year. Using SIF funds the County has completed the 362nd road project outside of Sandy, started design of 2 more (Duus/Eagle Creek intersection near Estacada and Bear Creek Bridge replacement near Molalla), and completed several jurisdictional road transfers with cities (Canby, Oregon City, Wilsonville). Some cities declined to complete the original proposed road transfers, and one planned project was cancelled due to the cost estimate being too high (Borland Road multi-use path outside of Tualatin).

Attachment B, titled "Strategic Investment Fund – Possible 5 year Funding Plan" is a new DRAFT 5-year plan. County staff is scheduled to present it to the BCC in late February for approval. The expenditures would then be included in our upcoming budget and the County will continue to work with the appropriate Cities to complete the projects and jurisdictional transfers.

ATTACHMENT A - SIF Expenditures Expected through June 2025

City	Road / Project	Original 2020 Estimate \$ (SIF only)	Current 2025 Estimate \$ (SIF only)	Status
Canby	Jurisdictional Transfer - Maple, Redwood, 13th, Pine, Locust, 1st (includes 86 ADA ramps), IVY in 23/24	\$1,400,000	\$840,000	Partially completed
Estacada	Duus, Eagle Creek intersection relocation and turn lanes, River Mill transfer	\$450,000	\$790,000	In final design
Estacada	Jurisdictional Transfer	\$0	\$228,000	COMPLETE
Gladstone	Jurisdictional Transfer - Glen Echo, 82nd Dr, Kirkwood, Portland (6 ADA ramps)	\$250,000	\$0	CANCELLED- City declined
Happy Valley	Jurisdictional Transfer - Monner, Hagen, Sager, 162nd, Callahan, Idleman (5 ADA ramps)	\$580,000	\$0	CANCELLED- City declined
Lake Oswego	Jurisdictional Transfer - 20 roads (1 ADA ramp)	\$350,000	\$350,000	In progress
Milwaukie	Jurisdictional Transfer - Lake (0 ADA ramps)	\$210,000	\$0	CANCELLED- City declined
Molalla	Bear Creek Bridge replacement and Molalla Ave shoulders (gravel) from Sawtell to Molalla City limits	\$909,000	\$908,000	In design
Oregon City	Jurisdictional Transfer - Beaver Creek Road (includes 25 ADA ramps), Caufield (2023)	\$700,000	\$850,000	In progress
Sandy	362nd: Paved shoulders from Skogan to OR 211	\$900,000	\$1,146,000	COMPLETE
Tualatin	Borland (sidewalks, multi-use path to Rolling Hills Church)	\$1,230,000	\$0	CANCELLED- not feasible
West Linn	Project tbd (or contribution to Hwy 43)	\$1,000,000	\$0	Nothing identified
Wilsonville	Jurisdictional Transfer - Stafford, Frog Pond, 53rd (0 ADA ramps)	\$150,000	\$45,000	Partially completed

TOTAL: \$8,129,000 \$5,157,000

ATTACHMENT B - Strategic Investment Fund - Possible 5 year funding plan (DRAFT!!!)

City	Road / Project	Total Estimate SIF \$ Required	Previous Years	2025/26	2026/27	2027/28	2028/29	2029/30
Canby	Jurisdictional Transfer - Pine***	\$500,000	\$500,000					
Estacada	Duus, Eagle Creek intersection relocation and turn lanes	\$800,000	\$520,000	\$280,000				
Gladstone	tbd	\$750,000					\$750,000	
Happy Valley	tbd	\$750,000						\$750,000
Lake Oswego	Jurisdictional Transfer -several roads	\$350,000		\$350,000				
Milwaukie	tbd	\$750,000					\$750,000	
Molalla	Bear Creek Bridge replacement and Molalla Ave shoulders (gravel) from Sawtell to Molalla City limits	\$910,000	\$260,000	\$260,000	\$390,000			
Oregon City	Jurisdictional Transfer - Beavercreek Road***	\$850,000	\$850,000					
Rivergrove	Dawn/Pilkington RRFB	\$200,000		\$200,000				
Sandy	Jurisdictional Transfer - Ten Eyck	\$30,000		\$30,000				
Tualatin	tbd	\$750,000			\$750,000			
West Linn	tbd	\$750,000				\$750,000		
		Annual Total:		\$ 1,120,000	\$ 1,140,000	\$ 750,000	\$ 1,500,000	\$ 750,000
	Estimated Annual Revenue = \$1.1 million	Estimated Balance:	\$ 1,650,000	\$ 1,630,000	\$ 1,590,000	\$ 1,940,000	\$ 1,540,000	\$ 1,890,000

2025 Clackamas County

State Legislative Policy Agenda



Clackamas County is urban, suburban, rural, and wild. We are dedicated to welcoming new residents and businesses and committed to delivering community services that are dependable, accessible, and equitable to the public.



Clackamas County Board of Commissioners

Craig Roberts – Chair

Melissa Fireside

Paul Savas

Martha Schrader

Ben West

COUNTY INITIATIVES



Clackamas County Recovery Campus

Secure \$20 million in additional funding to support the development and construction of the Clackamas County recovery campus, which will increase the number of beds available for substance abuse treatment. In line with our planned recovery-oriented system of care (ROSC), the recovery campus will offer person-centered support, treatment, and resources to help achieve and sustain long-term recovery for individuals overcoming substance use disorders. The county purchased a property for the campus in 2024, and community engagement is underway.



2025 Transportation Package

Advocate for long-term transportation funding that protects the 50/30/20 distribution in the State Highway Fund, funds the projects committed by the state legislature in 2017 without burdening local communities, addresses safety and deferred maintenance projects, and supports housing and job growth. Transportation priorities in 2025 include:

- Completing the HB 2017 commitments, including the entire I-205 Improvements Project
- Supporting infrastructure investments like the Sunrise Corridor to promote housing and job growth for our fastest-growing cities
- Improving transit ridership and rider connections between urban and rural providers
- Advancing safety improvements in rural communities, including Mt. Hood

COUNTY PRIORITIES

- Advocate for legislation that provides **full cost, predictable revenue, and reasonable liability protection** for local governments providing state-mandated and contracted services. Oppose unfunded or partially funded mandates from the state.
- Advance policies and funding to **address the housing and homelessness crisis** and to meet housing and employment growth goals. Ensure a **balanced approach to land use planning** and oppose legislation that limits or erodes local land use authority. Prioritize infrastructure investments that **rapidly advance housing production goals**.
- Support action to address Measure 110's impact on public safety, homelessness, and our communities and pursue funding for a **recovery-oriented system of care**, including legislation that separates the deflection program formula from the M110 Oversight and Accountability Council and reconfigures the formula to meet the needs and size of the communities being served.
- Support legislation to clarify **the thresholds for civil commitment** for essential mental health treatment and provide **adequate funding** for such care.
- Support legislation and funding to **reduce PFAS* in the environment and water systems and protect the county from undue liability from pass-through chemicals**. Clackamas County is dedicated to protecting public health and the environment.
* Per- and Polyfluoroalkyl Substances (PFAS)
- Support policies and funding to make homes, businesses, communities more resilient to natural hazards and disasters. Ensure the responsible and sustainable **management of forestlands** for **wildfire prevention and predictable revenue to counties**.
- Support legislation that creates a **standard statewide process** for county foreclosure surplus claims in response to the Supreme Court decision Tyler v. Hennepin County.



LEGISLATIVE PRINCIPLES

Clackamas County's policy positions will be guided by the five strategic goals below.



Build a Strong Infrastructure

The county supports legislation that encourages long-term investments in major infrastructure projects to improve the quality of life of county residents. Successful legislation will ease congestion, expand travel options, enhance seismic and climate resiliency, spur economic growth, stimulate employment opportunities, increase housing inventory, broaden telecommunication access, and promote science-based and ratepayer-minded water quality protections.



Ensure Safe, Healthy, and Secure Communities

The county supports legislation that improves the health, safety, and well-being of all county residents and communities. Successful legislation will support access to community assets, such as parks and libraries, and assist vulnerable populations, including residents who are facing homelessness, substance abuse and addictions, behavioral health challenges, and public health threats. Legislation also should help to reduce the rate of crime and recidivism, promote and sustain best practices for justice-involved individuals, improve emergency communications and disaster preparedness, and protect survivors of domestic violence and child abuse.



Grow a Vibrant Economy

The county supports legislation that incentivizes businesses to grow and prosper. Successful legislation will ensure the county has dedicated resources for attracting and growing industries, workforce, and childcare, and has access to an adequate supply of shovel-ready employment lands to expand economic development opportunities.



Honor, Utilize, Promote & Invest in our Natural Resources

The county supports legislation that ensures effective and sustainable management and conservation of our abundant natural and agricultural resources. Successful legislation will stimulate and preserve the integrity of our natural resource-based economy, reduce and sequester carbon emissions and enhance wildfire and natural hazard resiliency.



Build Public Trust through Good Government

The county supports legislation that enhances the county's ability to deliver effective, reliable, and equitable services to residents. Successful legislation will maintain the county's financial sustainability, allocate sufficient resources, preserve state and county shared revenue agreements, support county efforts to attract and retain qualified employees, and ensure adequate community engagement. Legislation should not impose unfunded mandates, preempt local tax sources, or restrict local government authority.

Clackamas County Recovery Campus



Clackamas County is seeking \$20 million in state legislative funding to advance construction of a recovery campus to meet the rising needs of people suffering from substance use disorders (addictions).

The campus will bridge the path between crisis and long-term recovery ensuring that people struggling with substance use receive timely, person-centered support, treatment, and resources to help them achieve and sustain recovery. Services will be provided by community-based organizations with deep experience in this field.



Funding at a Glance

Funding in 2025 will address a critical need and ensure the county can launch the recovery campus by 2027, transforming lives and communities for years to come.



6.3-acre site

\$3.5m invested for campus



70

additional beds



1000

people served annually

Projected estimate

\$40 million

Legislative request

\$20 million*

Committed funds (so far)

\$18.2 million

*Includes the \$10 million request to OHA for increased treatment capacity.

The Clackamas County Recovery Campus will help to...

- Address existing gaps in adult substance use treatment beds
- Reduce wait times which may reduce drug induced fatalities that have doubled since 2019
- Leverage partnerships with law enforcement, emergency services, and the medical community to divert individuals from inappropriate jail or emergency room placements

One location, multiple services, when it matters most

Clackamas County established a **recovery-oriented system of care** which uses a coordinated network of services that builds on the strengths and resiliencies of individuals, families, and communities. **Peer support will be foundational** to all aspects of a person's journey.

Funding will be used for development and construction of the campus which will include at least one clinical building, one or more housing structures and outdoor space, supportive housing and detox.



Services will be **trauma-informed and person-centered** and will include:

- Immediate access
- Detox/withdrawal
- Peer support
- Post recovery support
- Recovery housing
- Care coordination
- On-site transitional housing
- Residential and outpatient services
- Medication assisted treatment

Measuring Success

Clackamas County envisions recovery for all people struggling with substance use.



Addiction



Mental health



Housing

Metrics will be results-focused for both individuals and the campus. Measures such as abstinence, decreased criminal involvement, housing stability, and job retention are key factors for individuals while coordination of services, timely access, and cost effectiveness will be important metrics for the system.

Supporters include the medical, public safety and recovery communities



2025 Transportation Initiatives



I-205 Improvements Project

In 2017, the Oregon Legislature voted to improve I-205 by seismically strengthening Abernethy Bridge and correcting a dangerous, six-mile bottleneck between Stafford Rd and Oregon City. Though Abernethy Bridge is under construction, the bottleneck improvements identified in House Bill 2017 remain unfunded and must proceed to address traffic safety and to ensure that Abernethy Bridge does not become a stranded seismic investment.



+100k

daily trips in corridor



+538

crashes since HB 2017¹



14

hours daily congestion

Why Tolling Failed

- Insufficient funding for I-205 Improvements Project
- Inadequate funding for vital safety mitigations
- Projected +40% of revenue for program administration
- Shifted additional traffic and crashes onto local roads

Sunrise Corridor Visioning Project

In 2021, the Oregon Legislature granted Clackamas County \$4 million to develop a vision for the Sunrise Corridor. The corridor will support over 17,000 new housing units in east Clackamas County², but strategic investments are needed to serve growth and create livable communities.

Over the last two years, Clackamas County has conducted robust community engagement, built relationships, and worked with neighbors to co-create an equitable plan for development. The final Vision Action Plan to be released in early 2025 will identify actions and investments to expedite housing and job growth, focusing on **anti-displacement strategies, transit options, open spaces and more.**

Project Partners

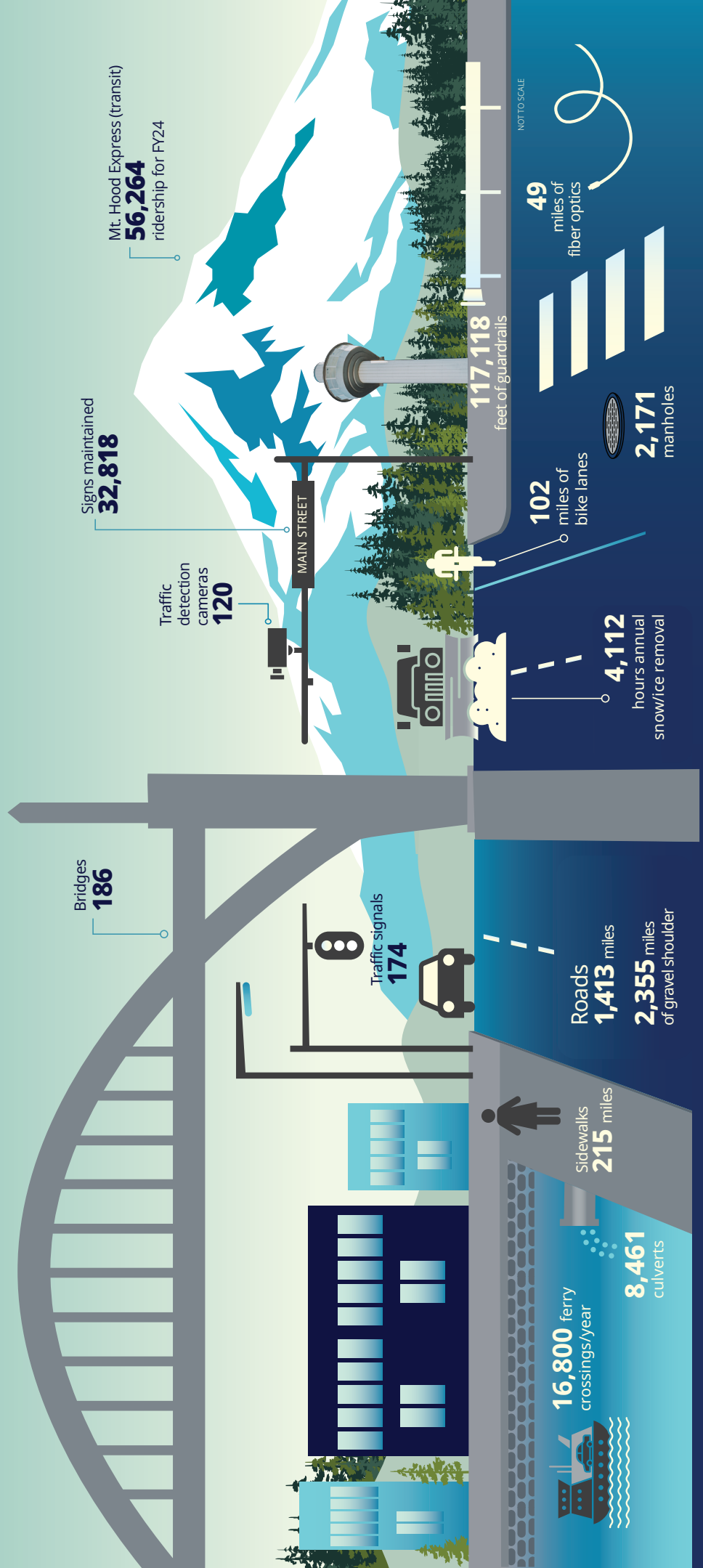


¹ State Highway Crash Report, MP 2.73 – 8.80, including mainline, frontage roads, and connections, from the effective date of HB 2017 (10/7/2017) to 12/31/2022.

² Metro 2045 Distributed Forecast, published Aug. 2, 2023

Operations & Maintenance

From sidewalks to snowplows, Clackamas County keeps Oregon on the move.



To preserve our system, Clackamas County supports revenue options that are balanced among all users, improve safety without causing diversion, are efficient to administer, and preserve revenue sharing with local jurisdictions.

Joint Values and Outcomes
for the 2025 State Legislative Transportation Package
by the Communities of Clackamas County

Approved on August 1, 2024

The jurisdictions named here support a seamless, functional transportation system that prioritizes safety and the reliable movement of people and goods.

We acknowledge that without adequate transportation funding to address maintenance and capital projects in our communities, our collective transportation system will continue to struggle, maintenance projects will become capital projects, and our transportation systems will fail to meet public expectations and uses. As the state legislature considers funding solutions to address state and local needs, the values and outcomes named here will be the foundation of our advocacy.

These values are not an endorsement of any collective or particular funding proposal.

To ensure an equitable, balanced, and seamless system for all, a transportation package should...

- Develop in collaboration with local voices and jurisdictions
- Protect and retain the 50/30/20 revenue formula from the State Highway Fund
- Secure operations and maintenance funding for state and local partners
- Increase safety for all travel modes and reduce diversion from highways onto local roads

To ensure maximum and efficient utilization of public dollars, a transportation package should...

- Provide local jurisdictions with the resources to implement state requirements
- Build trust through budget transparency, implement cost saving measures, and limit administrative costs
- Maximize our opportunity to leverage federal funds for local and state projects of significance
- Secure varied revenue sources to diversify funding tools for local and state agencies

To advance projects that build public trust and accountability, a transportation package should...

- Finish what was promised in HB 2017 and HB 3055, including the I-205 widening and bridge improvements between Stafford Rd and Abernethy Bridge.
- Formulate a list of additional, high-priority projects for future funding, such as Sunrise Corridor and other investments addressing growth in urban, suburban, and rural communities

To provide accessibility and funding to multimodal facilities and services, a transportation package should...

- Complete gaps in transit service, sidewalks, and bike lanes
- Improve transit operations, including regional coordination and equitable access to transit
- Invest in transit and paratransit so that it is a convenient, reliable, and safe travel option
- Provide sustainable long-term funding for first- and last-mile transit solutions
- Consider investments that improve safety for commuters reliant on bicycles, scooters, and other non-traditional transportation options

To support housing production and economic opportunities, a transportation package should...

- Accelerate transportation networks supporting developing areas
- Improve the operations of regional freight routes, bridges and arterials
- Improve safety and reduce congestion on roads that connect urban and rural communities

Supporting Logos for the Clackamas Joint Values and Outcomes

