
Thursday, July 07, 2022

6:45 PM – 8:30 PM

Zoom Link:

<https://clackamascounty.zoom.us/j/87680679528?pwd=xm2Qii8C5A2QOS8nV4hISn7Z2Mhh4R.1>

Telephone: 1 (408) 638-0968

AGENDA

6:45 p.m. **Pledge of Allegiance**

Welcome & Introductions

Chair Paul Savas & Mayor Brian Hodson, Co-Chairs

Housekeeping

- Approval of June 02, 2022 C4 Minutes **Page 03**

6:50 p.m. **Regional Flexible Funds Allocation (RFFA) Recommendation Letter
(ACTION ITEM)**

Introducing: Trent Wilson, C4 Staff

Available for questions: Project Sponsor Staff

- DRAFT-Proposed Letter from C4 Metro Subcommittee **Page 05**
- Projects Memo and Descriptions **Page 07**

7:10 p.m. **Oregon Highway Plan Policy Amendment – Congestion Pricing**

- [Policy Amendment Webpage](#)

8:00 p.m. **C4 Housing Shelter Field Trip Planning Update**

Introducing: Trent Wilson, C4, ClackCo Staff

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

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

8:30 p.m. **Adjourn**

General Information



Current Voting Membership

		C4 Exec	C4 Metro	C4 Rural	JPACT	MPAC	R1ACT
Clackamas County	Commissioner Paul Savas	●	●	●	●		●
Clackamas County	Commissioner Mark Shull		●	●		●	
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	Kenny Sernach (Beavercreek Hamlet)			●			
Happy Valley	Council Brett Sherman		●			●	
Johnson City	Vacant						
Lake Oswego	Mayor Joe Buck		●			●	
Milwaukie	Councilor Kathy Hyzy		●		●	●	
Molalla	Mayor Scott Keyser			●			
Oregon City	Commissioner Adam Marl		●			●	
Portland	Vacant						
Rivergrove	Mayor Walt Williams		●				
Sandy	Mayor Stan Pulliam			●			
Sanitary Districts	Paul Gornick (Oak Lodge Water Services)	●					
Tualatin	Councilor Valerie Pratt		●				
Water Districts	Jim Johnson (Rivergrove Water District)						
West Linn	Mayor Jules Walters		●				
Wilsonville	Mayor Julie Fitzgerald		●				

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	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, June 02, 2022
Development Services Building
 Main Floor Auditorium, Room 115
 150 Beaver Creek Road, Oregon City, OR 97045

Attendance:

Members: **Canby:** Brian Hodson, Traci Hensley; **Clackamas County:** Paul Savas; Mark Shull; **CPOs:** Martin Meyers, Marjorie Stewart (alt); **Estacada:** Charity Hughes; **Hamlets:** Derrick Cherrico; **Happy Valley:** Brett Sherman; **Lake Oswego:** Rachel Verdick; **Metro:** Shirley Craddick (Alt.); **Milwaukie:** Kathy Hyzy; **MPAC Citizen:** Ed Gronke; **Oregon City:** Adam Marl; **Sanitation District:** Paul Gornick; **Transit:** Tom Markgraf (TriMet), Teresa Christopherson (Rural Transit); **Tualatin:** Valerie Pratt; **Water District:** Sherry French (CRW); **West Linn,** Jules Walters;

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

Guests: Luke Norman (TriMet), Grant O’Connell (TriMet); Mike Bezner (DTD); Jamie Stasny (DTD); Dayna Webb (OC); John Lewis (OC); Jaimie Lorenzini (Happy Valley); Scott Turnoy (ODOT); Joseph Walters (Community); Steve Davis (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.

<u>Agenda Item</u>	<u>Action</u>
Approval of May 05, 2022 C4 Minutes	Approved.
Forward Together Update, TriMet	TriMet staff shared information from a recent “existing conditions report” that provided analysis on service impacts leading up to and throughout the pandemic. Though the pandemic is still ongoing, TriMet is conducting work to reevaluate service enhancements. There will be new information, public outreach and input opportunities later in the summer. Staff noted work to address toll mitigation, and a federal earmark request via Congressman Schrader for \$5m to enhance the Oregon City Transit Center.
Survey Results, Potential C4 Housing Field Trip	Staff shared survey results assessing C4 member interest to attend a field trip to Eugene to learn about various shelter models in the community. Outlook was generally positive, and staff will proceed with planning a one-day trip in late

	summer – August or September – for C4.
<p>Updates/Other Business</p> <ul style="list-style-type: none"> • JPACT/MPAC Updates • Climate Action Plan Task Force Update • Supportive Housing Services Update • Fireworks Ban Update • Other Business 	<p>JPACT/MPAC: JPACT approved cost adjustments required meet the increased cost of the project, based on the bid. The RFFA process is underway and projects are in. C4 staff noted this work would appear at the C4 Metro Subcommittee and the July C4 meeting. MPAC topics were addressing shelter siting.</p> <p>Climate Action Plan Task Force: No update.</p> <p>Supportive Housing Services: SHS revenue increased dramatically following the tax deadline. Current revenue exceeds \$28 million.</p> <p>Fireworks Ban: The BCC made a decision to NOT ban fireworks for 4th of July, due to wildfire concerns. The BCC will revisit the topic if wildfire conditions worsen closer to the “season.”</p>

Adjourned at 8:25 p.m.

DRAFT – Recommended to C4 on JUNE 15 by the C4 METRO SUBCOMMITTEE

Joint Policy Advisory Committee
c/o JPACT Chair Shirley Craddick
600 NE Grand Ave.
Portland, OR 97232

Re: Prioritization of the Regional Flexible Funds Allocation (RFFA) and Metro Parks Trail Bonds

Dear Chair Craddick and members of JPACT:

On behalf of the Clackamas County Coordinating Committee (C4), we submit the following prioritization and comments related to the Regional Flexible Funds Allocation (RFFA) and Metro Parks Trail Bond (Bond) process. We recognize the decision process for these funds is dynamic, and will happen at multiple tables, and that final decisions will not occur until the fall of 2022.

We appreciate being involved in shaping the process for selecting the RFFA projects and that we are given the opportunity to provide recommendations to JPACT on the projects that best reflect our communities' local priorities.

In this round, only three Clackamas County jurisdictions submitted requests for RFFA funding. Local participation was influenced by a variety of factors, such as staff capacity limitations in smaller communities and the desire for various jurisdictions to have the opportunity to receive RFFA dollars. In total, the amount of RFFA dollars requested by Clackamas County jurisdictions represents only 10.7% of available funds. **Knowing that the first 2025-2027 RFFA Program Guidance objective is to fund projects from throughout the region, we recommend that all three of the RFFA project proposals receive approval for funding.**

In addition to the RFFA process, three local projects were submitted for Trails Bond consideration. Like the RFFA process, local Bond projects requested a very small portion of available funds. In total, funding requested by the three Clackamas County projects constitutes only 6.9% of the available Trail Bond dollars. **For these reasons – and given the significant need for additional multimodal and trail investments in our communities where few exist today – we urge that all projects submitted from the communities in Clackamas County receive funding from the Trail Bond at their requested amount.**

Thank you for soliciting coordinating committee priorities to inform final project selection. While our position is that all Clackamas projects be funded this cycle, we recognize the depth of need across the region and Metro's process to objectively analyze and score projects. In support of Metro's process, we have also ranked our local projects within each funding category, seen here with 1 being the highest ranking:

RFFA Projects by Priority:

1. Clackamas County I-205 Multi-use Path Gap Plan
2. West Linn Willamette Falls Drive
3. Lake Oswego Lakeview Blvd

Trails Bond Projects by Priority:

1. NCPRD Trolley Trail Milwaukie Bay Park
2. Happy Valley Scott Creek Trail Development
3. Happy Valley Clackamas River Trail

In closing, please accept these final comments:

First, thank you for including a competitive process to access funds from the Metro Parks and Nature Bond. While it may not make sense for these two funding programs to be included in the same process in the future, we appreciate that communities can access these funds through a public process that also tried to balance regional needs.

Second, we urge you to find ways to invest in suburban communities, such as Lake Oswego, where there has not been RFFA investment in the recent past. While suburban communities may not score as highly as other, more dense neighborhoods, their proposals address program objectives and provide infrastructure where there are no alternatives in order to fill critical gaps in the active transportation system. With a number of relatively small cities and communities throughout Clackamas, we think our communities experience greater barriers to accessing funds than perhaps larger communities throughout the region. While there are many good criteria to guide how projects are scored and selected, we also encourage Metro to elevate the prioritization of projects that add multimodal, trail, or transit capacity where none exists today.

Last, given the early nature of when these comments were requested and the absence of detail about how projects across the region will score, we reserve the right to share additional feedback, prioritization, or comment as the process continues.

Thank you for your consideration.

Sincerely,

DRAFT

Commissioner Paul Savas
Clackamas County
C4 Co-Chair
R1ACT Vice Chair

DRAFT

Mayor Brian Hodson
City of Canby
C4 Co-Chair
R1ACT Member

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 CPOs, Hamlets, and Special Districts; Ex Officio Members including Metro, MPAC Citizen Port of Portland, Urban and Rural Transit

Memorandum

To: C4
From: Steve Williams, Clackamas County Department of Transportation and Development
Date: June 30, 2022
Re: Regional Flexible Fund Allocation for 2021 Funding Cycle

Every three years Metro makes funds available through the Regional Flexible Funds Allocation (RFFA) program funds that can be used for a very broad group of transportation system improvements. Regional flexible funds provide federal funding for investments in sidewalks, trails and roadways in communities across the region.

RFFA is not a federal requirement but a special funding program that Metro has established to provide funding for non-traditional transportation projects. RFFA is one of the largest sources of funding for projects in the Portland Metropolitan area.

Up until 2015 Metro sub-allocated RFFA funds to the three counties and Portland, and asked that those 4 sub-regions identify projects up to the level of funding that was provided. Starting in 2015, Metro was directed by Federal Highway Administration (FHWA) to conduct an open process on a region-wide basis to distribute the RFFA funds to ensure that the best projects were funded, no matter where those projects were located in the region.

In this RFFA cycle Metro made available \$67.3 million in grant funds from two funding programs: \$47.3 million in Metro federal funds set-aside for RFFA, and \$20 million from the funds that result from the issuance of the Metro Parks and Trails Bonds. Funds from these two sources have different requirements and uses. In the application proposers were allowed to specify the funding source for which they were applying – RFFA Federal Funds or Metro Parks and Trails Bond Funds. RFFA Funding can be awarded for any combination of project phases: Planning, Project Development, Right-of-way, or Construction.

This cycle there were 27 total applications for RFFA or Trails Bond funding from throughout the region. Six applications were submitted by jurisdictions in Clackamas County: Three for RFFA funds and three for the Trails Bond program, as shown below.

▪ Clackamas County	RFFA	\$935,884
▪ Happy Valley Clackamas River Trail	Trails Bond	\$661,175
▪ Happy Valley Scott Creek Trail	Trails Bond	\$89,562
▪ Lake Oswego	RFFA	\$450,036
▪ North Clackamas Parks and Recreation District	Trails Bond	\$624,250
▪ West Linn	RFFA	<u>\$3,497,580</u>
		\$6,258,487

Attached to this memo are 1 page summary sheets for each of the 6 projects from Clackamas County localities.

Total funding requested by all 27 projects was \$115,915,108, slightly less than twice the funding available. RFFA funding requests for \$79,777,484, Trails Bond funding requests for \$9,611,009 and

\$26,526,615 submitted for either RFFA or Trails Bonds funding. The total requested by all six projects from Clackamas County is 5.4% of the total RFFA funding available.

At their June meeting, CTAC received presentations on the 6 proposals. Twelve of the 15 CTAC members were present. After the presentations were completed the CTAC members each prioritized all six projects with their highest priority receiving 6 points, their 2nd high receiving 5 points, their 3rd highest receiving 4 points, their 4th highest receiving 3 points, their 5th highest receiving 2 points and the 6th highest receiving 1. Using that approach the six projects were prioritized as follows:

▪ Clackamas County	59	Overall Priority #1
▪ NCPRD	46	Overall Priority #2
▪ West Linn	43	Overall Priority #3
▪ Happy Valley Scott Creek Trail	36	Overall Priority #4
▪ Lake Oswego	24	Overall Priority #5
▪ Happy Valley Clackamas River Trail	23	Overall Priority #6

RFFA Projects:

Clackamas County I-205 Multi-use Path Gap Plan (RFFA Priority #1)

West Linn Willamette Falls Drive (RFFA Priority #2)

Lake Oswego Lakeview Blvd (RFFA Priority #3)

Trails Bond Projects:

NCPRD Trolley Trail Milwaukie Bay Park (Bond Priority #1)

Happy Valley Scott Creek Trail Development (Bond Priority #2)

Happy Valley Clackamas River Trail (Bond Priority #3)

Recommendations:

Each county coordination committee and the City of Portland will have the opportunity to provide recommendations to decision-makers on which projects submitted from their jurisdictions best reflect local priorities. At their meeting on June 15, 2022 C4 Metro subcommittee received a report on the RFFA applications and CTAC recommendations and unanimously advanced those recommendations C4. Once C4 takes action on the C4 Metro recommendation, the recommendation will be provided to JPACT and Metro staff via a letter from C4.

After reviewing the prioritization C4 Metro made two recommendations for consideration by C4:

1. C4 Metro recommended prioritization of the Clackamas County projects as shown above.
2. C4 Metro recommended that due to the very small percentage of total funding proposed for Clackamas County and the objective of the Regional Flexible Fund program to “invest around the region” that all six projects should be recommended for funding.

RFFA/Bond Applications Submitted from Clackamas County Localities:

RFFA Funding	Phases	Request
Clackamas Co: I-205 MUP Gap Refinement Plan	Planning / Project Dev	\$935,884
Lake Oswego: Lakeview Blvd – Jean Rd to McEwan Rd	Plan/PD/ROW	\$583,245
West Linn: Willamette Falls Drive Multimodal Improvement Project	PD/ROW/Constr	\$3,497,580
Trails Bond Funding		
Happy Valley: Clackamas River Trail	PD/ROW/Const	\$366,396
Happy Valley: Scott Creek Trail	PD/ROW	\$89,562
NCPRD: Trolley Trail Multiuse Path – Milwaukie Bay Park	PD/ROW/Const	\$624,250

Project Name: Clackamas Co: I-205 MUP Gap Refinement Plan

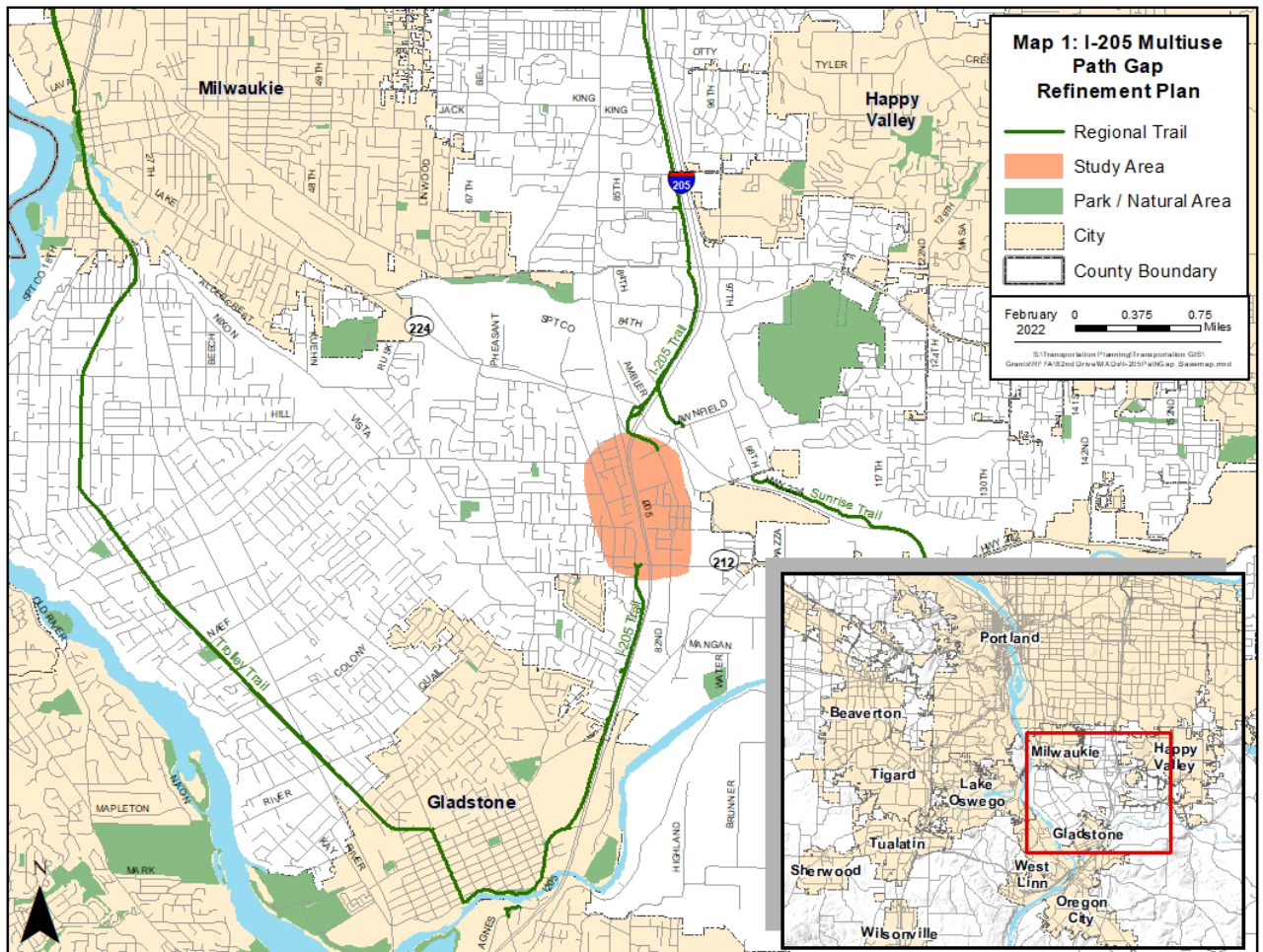
Total Project Cost: \$1,032,000

Funding Request (RFFA): \$935,884

Project Description:

The purpose of I-205 Multiuse Path Gap Refinement Plan (Project) is to develop a community-backed design solution for a preferred route within the I-205 path gap study area to facilitate non-vehicle transportation and improve safety and accessibility. Currently the area between Hwy. 224 and Hwy. 212 is uncomfortable for bicyclists and unaccommodating for those walking. The existing conditions photographs attached as Exhibit 2 show the pedestrian and cycling barriers, including substandard sidewalks without ADA compliant curb ramps; uneven, cracked sidewalks which force pedestrians to walk in bike lanes; narrow bike lanes with periodic depressed storm grates and freeway on-ramp crossings. Developing design solutions that target the “interested but concerned” will remove active travel barriers in this part of the region.

The gap in the I-205 MUP is a barrier to accessing area destinations, including schools, employment and transit by active modes. “Filling the gap” would provide safe routes to school to and from Cascade Heights School, located one block east of SE 82nd Dr. at SE Tolbert St. Cascade Heights is a public charter school within the North Clackamas School District, enrolling an average of 225 students – Kindergarten through 8th grade. Currently students and families must navigate discontinuous, uncomfortable facilities that pose a barrier to walking or biking to school. Cascade Heights will be a partner during project development. When this project is constructed, students and families will be able to access school and other destinations by walking or bicycling.



Project Funding:

Project Phase	RFFA/Trails Bond Funds	Required local match	Other funds
Project Development: Planning	\$424,461.00	\$47,396.00	NA
Project Development: Pre-NEPA Scoping	\$318,514.50	\$36,485.50	NA
Project Development: Preliminary Engineering	\$71,774.00	\$8,226.00	NA
Right-of-way	NA	NA	NA
Utilities	NA	NA	NA
Construction	NA	NA	NA
Other	\$121,135.50	\$13,864.50	NA
TOTAL	\$935,884.00	\$96,116.00	NA

Metro Score:

Project name:	I-205 Multiuse Path
Applicant:	Clackamas County
Amount requested:	\$935,884
Source requested:	RFFA
Project phase(s):	Planning, Project Development
Evaluation notes:	Analysis of three potential alignments to replace current on-street section of regional multi-use path between Highways 224 and 212 (approx. 4,000 ft. straight line distance). Project will complete gap on regional trails network. Identified in Regional Investment Measure. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential.
Outcomes ratings:	RFFA
<i>Equity</i>	BEST
<i>Safety</i>	BEST
<i>Climate</i>	BETTER
<i>Congestion</i>	BEST
<i>Overall</i>	BEST

CTAC Recommended Priority: RFFA #1

RFFA Transportation Project Summary

Locality: Lake Oswego

Project Name: Lake Oswego: Lakeview Blvd – Jean Rd to McEwan Rd

Total Project Cost: \$650,000

Funding Request (RFFA): \$583,245

Project Description:

Lakeview Boulevard between Jean Road and McEwan Road serves as an access to the nearby Rosewood Neighborhood as well as the Southwest Employment Area. A significant portion of Lakeview Boulevard lacks sidewalks and has narrow travel lanes, creating barriers for active transportation for residents and access for employment or freight.

The City would like to reduce barriers by improving access and connectivity for all users of the right-of-way wishing to travel to and from the employment area and the neighborhood. The City would like to begin planning, starting outreach, and designing a better street that includes a separated pedestrian pathway and improved access to enhance connectivity on Lakeview Boulevard. This connectivity can provide a safer connection to the transit lines on Jean Road or to the nearby elementary school on McEwan Road. A new pathway can also provide connectivity to a pedestrian system that reaches services and commercial uses on Boones Ferry Road.

Without a separated facility, currently residents in the Rosewood Neighborhood wishing to walk or bike must share the roadway with freight traffic and motor vehicles. The City wishes to begin design on a project that would make active transportation a more viable option for residents wishing to walk to destinations on Boones Ferry Road or employees wishing to use transit to reach the Southwest Employment Area.

An improved street network and improved access to the commercial areas from Interstate 5 may attract more businesses to the employment area and could possibly increase economic outcomes, such as the creation of more jobs. The Southwest Employment Area is home to several large employers including Biotroniks, Lake Oswego's largest private sector employer that has approximately 500 employees.

The City will also have a goal to improve intersections such that they discourage truck traffic from using local residential streets. The reduction in freight trucks on neighborhood streets will increase livability for the nearby residents.

In 2019, the City realigned the Lakeview Boulevard/Jean Road intersection at the northern terminus of the project area in accordance with the Southwest Employment Area Plan. The planning and design of the Lakeview Boulevard improvements will connect and continue these improvements to enhance connectivity and livability of the neighborhood and employment area.



Project Funding:

Project name:	Lakeview Blvd
Applicant:	Lake Oswego
Amount requested:	\$450,036
Source requested:	RFFA
Project phase(s):	Project Development
Evaluation notes:	Analysis and planning for road improvements. Indicated initial project design would widen .7 mile of Lakeview Blvd. (Jean Rd to McEwan Rd) to 14' travel lanes with bicycle sharrows, and upgrade sidewalk on one side of street. The street has single-family homes on the south side and industrial uses on the north, presenting a challenge to meet both purposes. Analysis and outreach are needed to design a facility that will serve the needs of businesses and residents while increasing the livability of the streets in the area. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential.
Outcomes ratings:	RFFA
<i>Equity</i>	BETTER
<i>Safety</i>	GOOD
<i>Climate</i>	BETTER
<i>Congestion</i>	GOOD
<i>Overall</i>	GOOD

Metro Score:

Project Phase	RFFA/Trails Bond Funds	Required local match	Other funds
Project Development: Planning	NA	NA	NA
Project Development: Pre-NEPA Scoping	NA	NA	NA
Project Development: Preliminary Engineering	NA	NA	NA
Right-of-way	NA	NA	NA
Utilities	NA	NA	NA
Construction	NA	NA	NA
Other	NA	NA	NA
TOTAL	\$583,245.00	\$66,755.00	NA

CTAC Recommended Priority: RFFA #3

Project Name: Willamette Falls Drive Multimodal Improvement Project

Total Project Cost: \$4,097,893.48

Funding Request (RFFA): \$3,362,984.82

Project Description:

- The current bike and pedestrian network within the proposed project area is intermittent with entire sections missing any constructed facilities. Consistent bike and pedestrian facilities are necessary to ensure multi-modal access between residential and commercial areas which surround the project boundaries. The project builds upon the City's active investments in grade separated bike and pedestrian facilities promoting and enhancing economic activity within one of the City's busiest commercial areas.
- Pedestrian and bike facilities in the area are defined as substandard or lacking within Metro's Regional Transportation System Plan. The project proposes grade separated bike lanes to clearly delineate the various travel modes along the corridor. The proposed design will increase safety of both bicyclists and pedestrians by vertically and horizontally separating facilities.
- The proposed plan will largely fill a gap between existing and under construction bike and pedestrian facilities improving connections in the corridor. This significant reduction in the current gap of multi-modal facilities will allow increased non-vehicular access to Field's Bridge Park, the Tualatin River recreational area, the Main Street commercial district, as well as the new middle school under construction.
- The proposed plan will address substandard intersections at 16th St. /Willamette Falls Dr., 19th St. /Willamette Falls Dr., and at Ostman Rd. /Willamette Falls Dr. These improvements will improve handicap accessibility, safety, and access for all users. Improvements will utilize access management techniques in order to reduce the number of potential conflict points between vehicles, pedestrians, and bicyclists.
- The overarching goal of the proposed project is to design a multimodal transportation network for regional travel which will prioritize mobility and access for people with a range of needs and physical abilities.



Project Funding:

Project Phase	RFFA/Trails Bond Funds	Required local match	Other funds
Project Development: Planning			Completed with local funding
Project Development: Pre-NEPA Scoping			Completed with local funding
Project Development: Preliminary Engineering	\$581,153.38	\$66,515.60	\$350,000.00 30% design previously completed with local funding
Right-of-way	\$358,920.00	\$41,080.00	
Utilities			
Construction	\$2,422,911.44	\$277,313.06	
Other			
TOTAL	\$3,362,984.82	\$384,908.66	\$350,000.00

Metro Score:

Project name:	Willamette Falls Drive
Applicant:	West Linn
Amount requested:	\$3,497,580
Source requested:	RFFA
Project phase(s):	Construction
Evaluation notes:	Project continues complete street improvements for .4 mile between 16 th and Ostman Streets. High level of design detailed in application; concern is that available right-of-way may not be sufficient along the entire length to include all identified project elements.
Outcomes ratings:	RFFA
<i>Equity</i>	GOOD
<i>Safety</i>	BETTER
<i>Climate</i>	BETTER
<i>Congestion</i>	GOOD
<i>Overall</i>	GOOD

CTAC Recommended Priority: RFFA #2

Project Name: Clackamas River Trail

Total Project Cost: \$2,316,396.03

Funding Request (Trails Bond): \$366,396.03

Project Description:

In 2017, Metro awarded the City of Happy Valley a 2040 Planning and Development Grant to perform comprehensive planning for the Pleasant Valley/North Carver (PVNC) area. Following a rigorous public engagement process, hearings are now underway to finalize and adopt the PVNC Comprehensive Plan.

The PVNC Comprehensive Plan contemplates a bright and equitable future for OR 224 north of Springwater Road. This area is envisioned to become a river-oriented, mixed-use district with a villagelike scale and character that is both a desirable place to live and an attractive destination for Happy Valley residents and visitors.

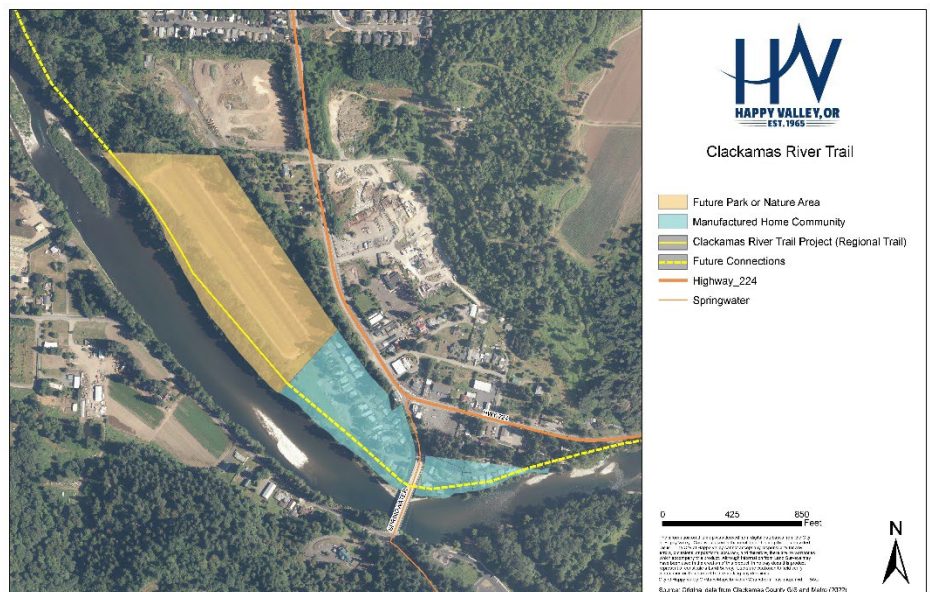
In support of the community vision, the City has purchased a large property on the historic Clackamas riverfront and adjacent to the bike/ped system gap on OR 224. With this acquisition, the City hopes to develop a new public park/nature area around the Clackamas River Trail.

If trail bond dollars are awarded, then the City will construct a 1,450-foot segment of the Clackamas River Trail along the west side of the new park property, following the existing tree line of the Clackamas riverfront. This segment of the Clackamas River Trail will eventually extend further north and south, providing off-street access to residential, industrial, and other significant land uses.

As envisioned, the Clackamas River Trail will function as regional trail and a multiuse path, separated from motor vehicle traffic and connecting regional destinations. Consistent with the Happy Valley Parks, Recreation & Open Space Plan, the City seeks to design this facility to offer universal accessibility for residents of all physical capabilities, skill levels and age as appropriate. The Trail will include a minimum 20-ft temporary construction easement width to accommodate a 12-ft, paved trail and two-foot shoulders. Trail width may narrow to 10-ft where needed to protect sensitive habitats along the Clackamas River. Moreover, artificial lighting will be limited to essential locations to minimize disruptions to the habitat.

To enhance the user experience along the trail, the City proposes to evaluate options for separating pedestrians and bicyclists in busier areas, such as through paint or other surface materials. Trail amenities will include but are not limited to easily visible access points, wayfinding, and placemaking elements to honor the community's history and unique landscape. Potential types of placemaking could include art-based features, creative seating alternatives, and lookout points.

Whereas the City seeks to construct the Clackamas River Trail quickly, this investment is not siloed. The City proposes to use a portion of project dollars to explore an easement connection to Carver Mobile Home Ranch immediately south of the project site. Development of the new riverfront park around the Clackamas River Trail is also expected in the next 3 – 5 years. The riverfront park is anticipated to include parking, restrooms, and a playground.



Source: City of Happy Valley, Clackamas County GIS and Public Works

Project Funding:

Project Phase	RFFA/Trails Bond Funds	Local match	Other funds
Project Development: Planning	\$,6063.75	\$4,961.25	
Project Development: Pre-NEPA Scoping	\$29,712.38	\$24,310.13	
Project Development: Preliminary Engineering	\$33,350.63	\$27,286.88	
Right-of-way	\$6,063.75	\$4,961.25	
Utilities	\$6,063.75	\$4,961.25	
Construction	\$180,457.20	\$147,646.80	
Other	\$104,684.58	\$85,651.02	
TOTAL	\$366,396.03	\$299,778.57	\$1,650,221.43

Metro Score:

Project name:	Clackamas River Trail
Applicant:	Happy Valley
Amount requested:	\$666,175
Source requested:	Bond
Project phase(s):	Construction
Evaluation notes:	Project would build a 1,450 foot multi-use trail along the Clackamas River in Carver. The property adjacent is undeveloped and difficult to plan / build without knowing what will be going there. Many unknowns regarding facility design and construction – major access issues - accessible likely and issue. Not currently filling a gap. The city would bring considerable overmatch, providing 75% of the overall project cost. Improves access to tracts with high residential development potential. Improves regional freight network.
Outcomes ratings:	Trails Bond
<i>Equity</i>	GOOD
<i>Safety</i>	GOOD
<i>Climate</i>	GOOD
<i>Trails</i>	GOOD
<i>Overall</i>	GOOD

CTAC Recommended Priority: Trails Bond #3

RFFA Transportation Project Summary

Locality: NCPRD

Project Name: Trolley Trail – Milwaukie Bay Park

Total Project Cost: \$1,135,000

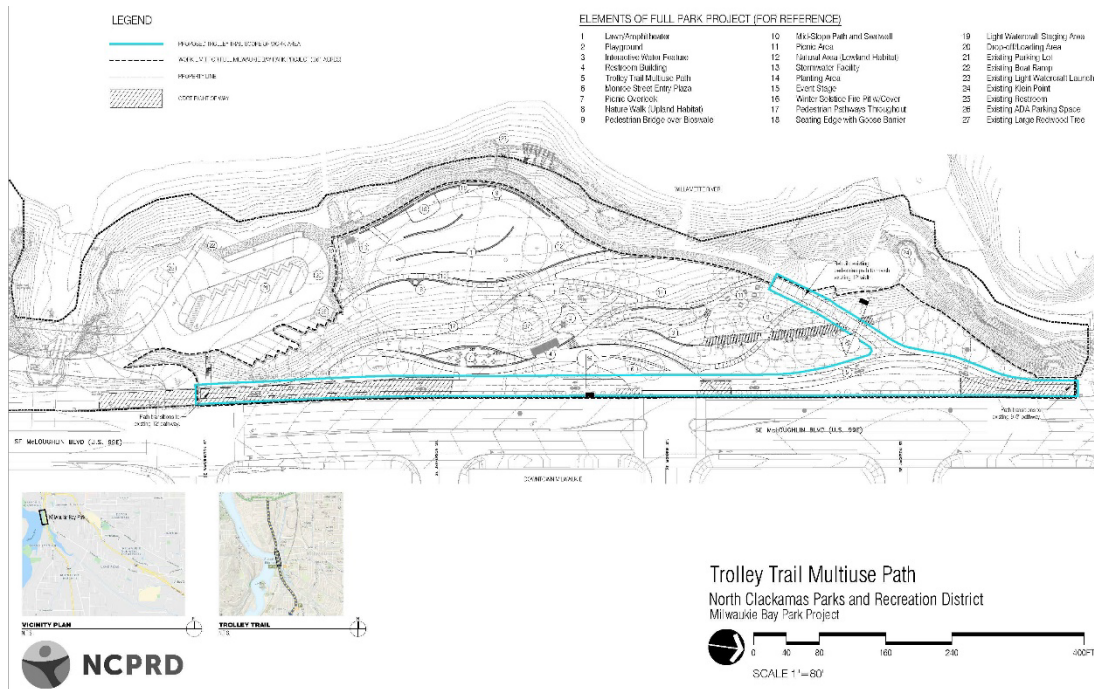
Funding Request (Trails Bond): \$624,250

Project Description:

The problem in the proposed work area of the Trolley Trail today is that it is a deficiency gap at the most prominent and connective node and rest stop along the well-used six-mile regional trail. It is a sub-standard section of the Trolley Trail today that is not as safe, welcoming or accessible to users as it needs to be to support both higher trail volumes, the diversity of people who should feel welcome to access the site/trail, and the array of amenities and connections at this location.

The opportunity is to improve this segment by providing a continuous pedestrian/bike (or other active transportation/mobility device mode) option fully separated from the state road, providing a wider continuous multiuse path, providing seamless connection to the park’s pedestrian riverside path and overall park, removing awkward and unsafe turns, delineating bicycling and pedestrian zones, mitigating potential crossing conflicts associated with park access, providing uniform new paving, and improving queuing areas for existing crossings at SE McLoughlin Boulevard/OR99E.

- Trails bond funding is an excellent fit for this project and provides great leverage for NCPRD, the City and partners to maximize contributions to the trail and park projects. The project aligns with the Trails Bond Performance Measures:



- Provides physical access to the Willamette River and visual access to Kellogg Creek and Johnson Creek within 100-200'
- Closes a deficiency gap, and connects to the existing network on both ends for a high level of connectivity
- Demonstrates a high level of readiness
- Leverages other public and non-profit investments in the park adjacent to trail and is likely to encourage related investments in the downtown due to improved access to the regional trail via this multiuse path and node
- Has already been designed and will be refined by public input, including historically marginalized communities.
- Is proximate to affordable housing and transit, and directly connects to Milwaukie Bay Park, Willamette River and creeks
- Achieves a high level of universal design

Project Funding:

Project Phase	RFFA/Trails Bond Funds	Required local match	Other funds
Project Development: Planning			
Project Development: Pre-NEPA Scoping			
Project Development: Preliminary Engineering	\$62,975	\$51,525	Local match to be provided with NCPRD System Development Charges
Right-of-way	\$72,600	\$59,400	"
Utilities	\$5,500	\$4,500	"
Construction	\$428,175	\$350,325	"
Other	\$55,000	45,000	"
TOTAL	\$624,250	\$510,750	"

Metro Score:

Project name:	Trolley Trail
Applicant:	North Clackamas Parks & Recreation District
Amount requested:	\$624,250
Source requested:	Trails Bond
Project phase(s):	Construction
Evaluation notes:	Realigns and improves an existing 1,065 foot substandard section of the regional trail along McLoughlin Blvd, within the park. The design will create a 14-ft paved multi-use path and will remove tight turns, delineate bike and ped zones, mitigate potential crossing conflict, and provide more uniform paving. This segment connects people from the regional trail network to the park and the river as well as from the transit stops, housing, and commercial areas in the adjacent downtown and neighboring communities. Identified in Regional Investment Measure. Improves access to tracts with high residential development potential. Improves regional freight network.
Outcomes ratings:	Trails Bond
<i>Equity</i>	BEST
<i>Safety</i>	BEST
<i>Climate</i>	BEST
<i>Trails</i>	BEST
<i>Overall</i>	BEST

CTAC Recommended Priority: Trails Bond #1

Project Name: Scott Creek Trail Development

Total Project Cost: \$162,839.25

Funding Request (Trails Bond): \$89,561.59

Project Description:

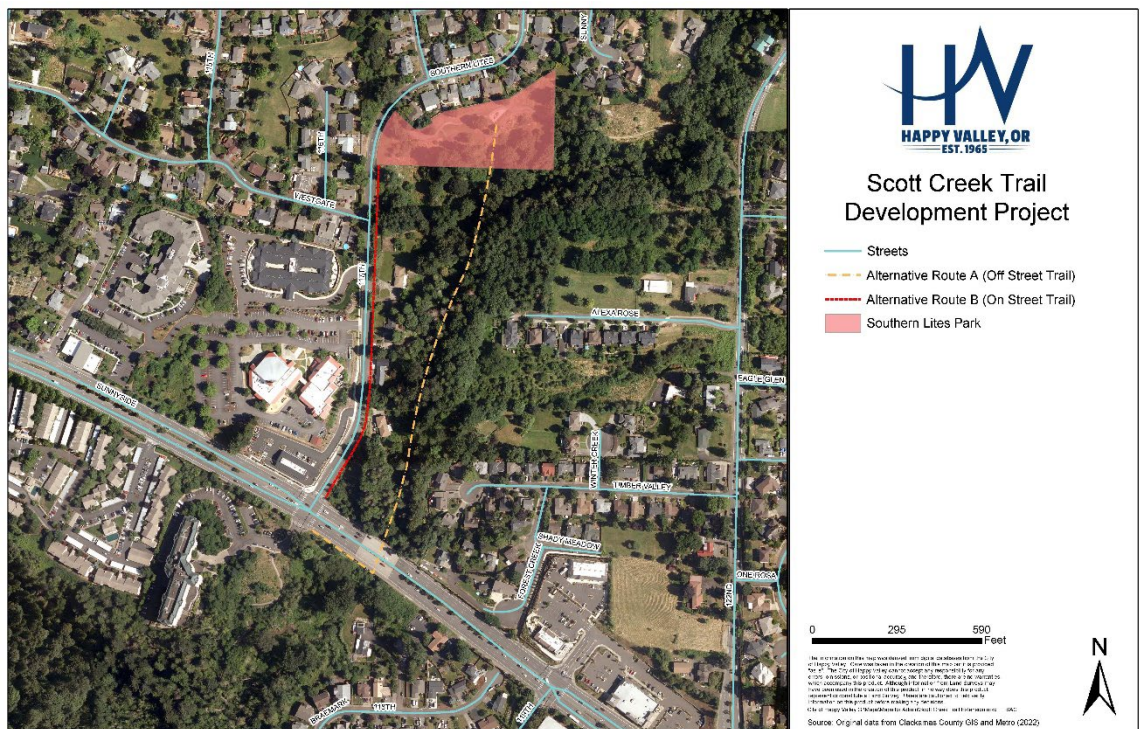
The Scott Creek Trail Development Project will perform an alternatives analysis and preliminary engineering to close the bike and pedestrian system gap between Metro’s Mount Talbert Nature Park south of Sunnyside Road and Southern Lites Park north of Sunnyside Road.

The alternatives analysis will contemplate two potential trail alignments. Route A (off-street) extends parallel to Mt. Scott Creek for approximately 1,800 feet and would cross below Sunnyside Rd via culvert. Route B (on-street) extends along the east side of 117th Ave for approximately 1,400 feet. Both alternatives are over 5,000 square feet in area, and some minor stormwater treatment/detention may be required.

The development of a Scott Creek Trail alignment will contribute to last mile transit connectivity between Happy Valley’s northern residential "bowl" and Sunnyside Road, the community's primary east-west transportation route and commercial corridor. Project improvements will enhance access to regional parks and trail system. Other high need locations in proximity to improvements include Spring Mountain Elementary School, Miramont Pointe Senior Living Community, Sunnyside Meadows Memory Care, a robust medical sector, grocery shops and other retail.

From a broader perspective, the Scott Creek Trail Development Project addresses a trail gap within the proposed 37.5-mile Mount Scott Scouters Mountain Trail Loop Master Plan (the Plan). The Plan was adopted in 2014 by Metro Council and Happy Valley City Council as an element of the City’s Transportation System Plan. The Trail Loop will provide Clackamas County, Happy Valley, and Portland residents with non-motorized recreation and transportation connections to regional destinations and facilities, including the Springwater Corridor, the Clackamas River, Mount Talbert Nature Park, and Scouters Mountain Nature Park.

Section 6 of the Plan, which includes the Scott Creek Trail, was identified as a priority for implementation because it will connect a regional park to neighbors and improve gaps within the existing system. Planning and further construction of the Scott Creek Trail will build on the momentum and community support of the Plan completed in 2014, and more recently, an Oregon State Community Paths Program grant to reconstruct and make accessible the northern segments of Southern Lites trail and Scott Creek Trail.



Project Funding:

Project Phase	RFFA/Trails Bond Funds	Required local match	Other funds
Project Development: Planning	\$6,063.75	\$4,961.25	
Project Development: Pre-NEPA Scoping	\$21,223.13	\$17,364.38	
Project Development: Preliminary Engineering	\$24,558.19	\$20,093.06	
Right-of-way	\$6,063.75	\$4,961.25	
Utilities	\$6,063.75	\$4,961.25	
Construction			
Other	\$25,589.03	\$20,936.48	
TOTAL	\$89,561.59	\$73,277.66	

Metro Score:

Project name:	Scott Creek Trail
Applicant:	Happy Valley
Amount requested:	\$89,562
Source requested:	Trails Bond
Project phase(s):	Planning, Project Development
Evaluation notes:	Project would complete 30% design for a regional trail gap in an equity focus area, providing a grade-separated crossing of Sunnyside Road and a connection to Mt. Talbert Nature Park. They have reached out to Tribes about the grant request and project. The project would address a network gap and has both a Preferred A) off street option and a Backup B) On Street alignment. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential.
Outcomes ratings:	Trails Bond
<i>Equity</i>	BEST
<i>Safety</i>	BEST
<i>Climate</i>	BETTER
<i>Trails</i>	GOOD
<i>Overall</i>	BETTER

CTAC Recommended Priority: Trails Bond #2