

# CLACKAMAS COUNTY BOARD OF COUNTY COMMISSIONERS

## Policy Session Worksheet

**Presentation Date:** 6.30.20 **Approximate Start Time:** 2:15 PM **Approximate Length:** 60min

**Presentation Title:** Metro Transportation Investment Measure: Get Moving 2020 – Revised Letter of Commitment, Memorandums of Understanding & Project Description Sheets

**Department:** Transportation & Development

**Presenters:** Dan Johnson, Director; Mike Bezner, Assistant-Director; Jamie Stasny, Policy Coordinator

**Other Invitees:** Stephen Williams, DTD; Karen Buehrig, DTD; Ellen Rogalin, PGA

### WHAT ACTION ARE YOU REQUESTING FROM THE BOARD?

Review revised draft Letter of Commitment, Memorandums of Understanding (MOUs) and project description sheets for projects anticipated for inclusion in Metro's proposed November transportation investment measure. Provide feedback and give staff direction on next steps.

### EXECUTIVE SUMMARY (why and why now):

Metro Council is preparing to consider referral of the Get Moving 2020 Transportation Measure at their meeting on July 16<sup>th</sup>. As we shared with you at your policy session on June 16<sup>th</sup>, Metro has asked that each jurisdiction with a project in the measure sign non-binding agreements to commit to supporting and coordinating on the efforts necessary to implement the projects. In most cases, Clackamas County will function in a supportive role. For a few projects, Clackamas County will function as the delivery agency. Copies of the updated drafts of these agreements are included with these materials.

Per your direction, Staff has coordinated with county counsel to update the draft letter of commitment to emphasize that it is non-binding. This has been shared with Metro.

The timeline of other upcoming Metro actions is as follows:

- June 23<sup>rd</sup> & 30<sup>th</sup> – Metro Council considers package refinements & reconciliation resulting in final project & program recommendations
- June 30<sup>th</sup> – Metro Council Listening Session for Clackamas County
- First week of July – Metro Council Listening Sessions
- July 16<sup>th</sup> – Metro Council target date for Referral

### FINANCIAL IMPLICATIONS (current year and ongoing):

Is this item in your current budget?  YES  NO

What is the cost? \$  
funded 100% by the measure.

What is the funding source? Projects will be

### STRATEGIC PLAN ALIGNMENT:

How does this item align with your Department's Strategic Business Plan goals?

- This aligns with DTD's mission to provide services so that future generations can experience and invest in a healthy, safe and livable community. This also aligns with the long-range planning goals of securing outside funding for projects and adding projects to the 5-year Capital Improvement Plan.

How does this item align with the County's Performance Clackamas goals?

- This aligns with the County's goals building a strong infrastructure by obtaining funding for projects including Sunrise Phase II.

**LEGAL/POLICY REQUIREMENTS:**

n/a

**PUBLIC/GOVERNMENTAL PARTICIPATION:**

Clackamas County had representation on the task force that made the recommendation to the Metro Council for Get Moving 2020. We have also been working closely with other Clackamas County jurisdictions, partners, community members and others to support the Clackamas County projects.

**OPTIONS:**

1. Approve the revised drafts as written and direct staff to submit the documents for formal approval at the business meeting on July 9<sup>th</sup>.
2. Provide comments to modify the draft letter of commitment and/or MOUs and direct staff to submit the revised documents for formal approval at the business meeting on July 9<sup>th</sup>.
3. Provide comments and/or give staff a different direction regarding formal approval.

**RECOMMENDATION:**

Staff respectfully recommends Option #1- Approve the revised drafts as written and direct staff to submit the documents for formal approval at the business meeting on July 9<sup>th</sup>.

**ATTACHMENTS:**

- Attachment A: Revised Draft Letter of Commitment
- Attachment B: Draft McLoughlin MOU
- Attachment C: Draft 82<sup>nd</sup> MOU
- Attachment D: Project Description Sheets
- Attachment E: Presentation Slides

**SUBMITTED BY:**

Division Director/Head Approval Mike Bezner  
Department Director/Head Approval Dan Johnson  
County Administrator Approval \_\_\_\_\_

For information on this issue or copies of attachments, please contact Mike Bezner @ 503-742-4651.
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ATTACHMENT A:

Dear President Peterson & Metro Councilors,

Clackamas County is committed to doing our part for Get Moving 2020. As an agency that owns, maintains and operates pieces of the regional transportation system, we appreciate the importance of working together with our regional partners to build a complete system that serves our collective community.

The context for each project is unique. Upon voter passage of the measure, we commit to working with you to further document project delivery roles and responsibilities through intergovernmental agreements that will provide more detail regarding agency roles, risks and oversight, as well as the community engagement, planning, design and construction needs for the projects within available budget allocations.

Through this non-binding letter of commitment\*, we also express our intent to operate within the project delivery guidelines Metro establishes for:

- Participation in program oversight structures and procedures
- Adherence to conditions on project delivery for funding eligibility
- Following the process for managing project changes during project development
- Fostering inclusive public engagement in project planning, design and construction.

Clackamas County will work with Metro and other project delivery agencies to support delivery of projects within the corridors listed below and described in the proposed project definition sheets (attached).

- **82<sup>nd</sup> Avenue**
- **Sunrise & Hwy 212 Complete Streets & Local Connections Project Planning & Design**
- **Hwy 212 Complete Streets & Local Connections Project**
- **Clackamas to Columbia Corridor (C2C)**
- **McLoughlin Blvd**

Pending Metro Council action on the package, the final project definition sheets will be included as an Exhibit to the Metro resolution that will refer the funding measure to the region's voters.

Clackamas County continues to be committed to working with Metro and the region to identify transportation solutions that serve all of the citizens of our county and our region.

Thank you for leadership in this effort.

Sincerely,

Chair Jim Bernard

*\*Metro and Clackamas County acknowledge that this letter shall be non-binding and that no party will be bound to an agreement unless and until they review, approve, execute and deliver a final and definitive written agreement related to Get Moving 2020. Until such time that a final and definitive written agreement has been executed, any party may terminate further negotiation and participation at their sole discretion.*

6/2/20 DRAFT

## MEMORANDUM OF UNDERSTANDING FOR DELIVERY OF PROJECTS ON MCLOUGHLIN CORRIDOR

This memorandum of understanding (MOU) between Clackamas County, ODOT, TriMet, and Metro demonstrates project partner support for and commitment to deliver projects within the McLoughlin Corridor upon passage of the Regional Transportation Investment Measure.

### Background

The Metro Council and regional partners are seeking to make travel in the Portland metropolitan region safer and easier for everyone. The Metro Council is considering whether to ask voters to approve a bold plan of regional transportation investments in 2020 (Regional Funding Measure). Built on a solid foundation of community and stakeholder engagement and partnership, the plan would invest to improve safety, reliability and transportation options on many of the busiest travel corridors in the region, making the transportation system work more equitably for everyone. The plan also advances key regional policies and goals for transportation, land use, racial equity, climate and job creation.

This plan calls for many of the solutions to be delivered by partner agencies who own, maintain and operate portions of the transportation system within the region. To help ensure transparency and accountability to the region's voters, Metro is working with these agencies to commit to delivering key elements and outcomes of investments proposed in the plan.

This MOU documents and describes the steps that each agency commits to take for successful development and delivery of investments on the McLoughlin Corridor. The current Get Moving 2020 Funding Measure proposal for the McLoughlin Corridor could make significant improvements for safety, transit and travel for all modes.

### Agency Roles

- ODOT is the owner of Hwy 99E (McLoughlin Boulevard).
- Metro is the Agency referring the funding measure and will be responsible for disbursing funds. Metro also generally leads planning and federal environmental review under the National Environmental Policy Act (NEPA) phases for transit projects funded through the Federal Transit Administration (FTA). Metro generally leads planning for high capacity transit corridor planning in investment areas that require coordination with multiple agencies and community groups.
- TriMet is the region's transit agency and is responsible for operating buses and maintaining bus stops and shelters on McLoughlin Boulevard and is the grantee for funds received from the FTA for the construction of New and Small Start projects.

- Clackamas County has road authority for many major and minor arterials crossing McLoughlin and has land use authority for the unincorporated areas along McLoughlin, between Milwaukie and Gladstone.

Clackamas County agrees to:

- Support ODOT, as needed, in the design and construction of road elements, including sidewalks, illumination, pedestrian crossings, bike lanes, water quality.
- Support TriMet, as needed, in the design and construction of the transit elements, such as transit priority treatments, transit signal priority, stations, facility improvements and the Park Ave Park and Ride expansion.
- Coordinate related County construction projects with a coordinated delivery plan for McLoughlin and, if needed, coordinate with Tri-Met on roadway improvements to Park Ave between SE Oatfield and SE McLoughlin Blvd.

ODOT agrees to:

- Lead in design, permitting and delivery of road elements for the McLoughlin Corridor.
- Coordinate with TriMet in the design and construction of the transit elements, such as transit priority treatments, transit signal priority, stations and facility improvements assuming a non-Capital Investment Grant funded project.
- Coordinate, to the degree possible, to design currently funded STIP projects in the corridor to align with projects included in the funding measure.
- Plan and develop conceptual design through a master designer that coordinates roadway and transit conceptual designs to 15%.

TriMet agrees to:

- Coordinate design and construction of transit elements, including Park Ave park and ride expansion.
- Purchase alternative fuel buses for operation on McLoughlin Blvd.
- If funded in part by competitive Capital Investment Grant funds awarded by the Federal Transit Administration (FTA), deliver the transit elements of projects in segments subject to FTA approval after completion of the master design
- Support Metro in the high capacity transit corridor planning.

Metro agrees to:

- Lead high capacity transit corridor planning
- Fund and coordinate community strengthening elements to reduce potential for displacement and increase equitable economic growth
- Coordinate and support local jurisdiction public engagement efforts during the design and construction to establish a consistent message framework
- Facilitate timely review for any oversight needed for the regional funding measure process

Partners agree to coordinate with jurisdictions with land use authority in the McLoughlin Corridor, including the following:

- Coordinated public and stakeholder engagement process through the design and construction and the associated Corridor Planning effort.
- Work with TriMet, as needed, in the design and construction of the transit elements, such as transit priority treatments, transit signal priority, stations and facility improvements.
- Potential amendments to local plans, including TSPs to seek dedication of right of way needed to implement the plan and transit supportive policy changes
- Consider expedited design review, land use review and permitting approval process
- Facilitate stormwater management mitigation associated with McLoughlin Corridor projects

### Investment Package Funding and Project Description

Agency partners agree to work together to deliver the McLoughlin Corridor projects as described in the Get Moving 2020 Investment Package and in accordance with the Expenditure Plan, both to be adopted by the Metro Council prior to the measure's referral. The investment package recommendation for the McLoughlin Corridor covered in this MOU includes:

- \$113M for transit (Harrison St in Milwaukie to 10th St. in Oregon City)
- \$50M for safety (Harrison St in Milwaukie to 10th St. in Oregon City)
- \$7M for I-205 Ramp Improvements at McLoughlin
- \$16M for Park Ave Park & Ride Expansion
- \$5M for corridor planning

The investment package also includes the following projects that are not part of this MOU:

- \$12.2M for the Trolley Trail Bridge
- \$1M Willamette Falls Bike/Ped Plan
- \$5M Portland Ave Streetscape improvements in Gladstone

### Project Delivery with Passage of Get Moving 2020 (Regional Funding Measure)

Further project delivery coordination is needed on the corridor. The parties have agreed to move forward to coordinate the project delivery, guided by shared principles that include:

- Support the project descriptions developed for the McLoughlin Corridor as attached and included in the regional transportation funding measure.
- Project delivery partners will use one design contract that will include the scope of work for both the safety and transit projects' design to get to 15% design cost to complete, to ensure that the designs are coordinated and maximize benefits in keeping with the guiding principles of safety, transit reliability and transit travel time improvements.
- A commitment to community outreach and engagement.

Partners will continue to refine some project elements to determine the scope of work that can be accomplished with the funding from the investment package. Some of the elements that require better definition include:

- Coordinated designs to improve transit travel times and safety
- Stormwater management, including coordination with all water districts
- Right-of-Way needs
- Paving/resurfacing needs
- Roadway widening
- Pedestrian crossings
- Intersection design and signal operation for safe and efficient use by multiple modes
- Access management

*Cost risks*

- TriMet will be responsible for managing the project budget for delivery of the transit project elements if the project is partially funded through the Federal Capital Investment Grant program. If projected project costs exceed the project budget, TriMet will work with regional partners to identify and implement changes to the scope or to leverage other funding.
- ODOT will be responsible for managing the project budget within the funds allocated by Metro for the project. If those funds are exceeded, ODOT would work with partners to identify and implement changes to the scope or to leverage other funding.
- Clackamas County will work with partners to make best efforts to manage project scope and community engagement.
- A coordinated conceptual design (15%), potentially delivered through a master design process, will be approved by the project steering committee as defined in the Expenditure Plan and will serve as the basis for project delivery agreements including cost of project elements.

**Agreed Next Steps**

The partners agree to work on the following next steps in advance of November 2020. If the ballot measure passes, the partners would undertake additional steps to develop and deliver a project or series of projects.

<b>Step</b>	<b>Lead/partner agencies</b>	<b>Due Date</b>
Refine project elements and project delivery approach	Metro/Clackamas County/TriMet/ODOT	December 2020
Consider Small Start project strategy and concept	Metro/TriMet	January 2021
Coordinated Conceptual Design (15%) IGA	Metro	July 2021
Project delivery IGA(s)	Metro	December 2023

## MEMORANDUM OF UNDERSTANDING FOR COORDINATED DELIVERY OF PROJECTS ON 82<sup>ND</sup> AVENUE IN CLACKAMAS COUNTY

This memorandum of understanding (MOU) between Clackamas County, ODOT, TriMet, and Metro demonstrates project partner support for and commitment to deliver projects within the 82<sup>nd</sup> Avenue Corridor in Clackamas County and outlines the agreed to conditions of investment upon passage of the Regional Transportation Investment Measure.

### Background

The Metro Council and regional partners are seeking to make travel in the Portland metropolitan region safer and easier for everyone. The Metro Council is considering whether to ask voters to approve a bold plan of regional transportation investments in 2020 (Regional Funding Measure). Built on a solid foundation of community and stakeholder engagement and partnership, the plan would invest to improve safety, reliability and transportation options on many of the busiest travel corridors in the region, making the transportation system work better for everyone. The plan also advances key regional policies and goals for transportation, land use, racial equity, climate and job creation.

This plan calls for many of the solutions to be delivered by partner agencies who own, maintain and operate portions of the transportation system within the region. To help ensure transparency and accountability to the region's voters, Metro is working with these agencies to commit to delivering key elements and outcomes of investments proposed in the plan.

This MOU documents and describes the steps that each agency commits to take for successful development and delivery of investments on the 82<sup>nd</sup> Avenue Corridor in Clackamas County. The current Get Moving 2020 Funding Measure proposal could make significant improvements for safety, transit and travel for all modes.

There is a separate MOU focused on project delivery for the projects in the section of the 82<sup>nd</sup> Avenue Corridor within the City of Portland jurisdictional boundary.

### Agency Roles

- ODOT is the current owner and responsible for the operations and maintenance of the 82<sup>nd</sup> Avenue roadway.
- Metro is the Agency referring the funding measure and will be responsible for disbursing funds. Metro also generally leads planning and federal environmental review under the National Environmental Policy Act (NEPA) phases for transit projects funded through the Federal Transit Administration (FTA). Metro generally leads planning for high capacity



transit corridors in investment areas that require coordination with multiple agencies and community groups.

- TriMet is the region's transit agency and is responsible for operating buses on 82<sup>nd</sup> Avenue and is typically the grantee for federal funds received from the FTA.
- The segment of 82<sup>nd</sup> Avenue from SE Clatsop to Sunnybrook is in Clackamas County. The county has road authority for many major arterials crossing 82<sup>nd</sup> Ave and has land use authority for the unincorporated areas along 82<sup>nd</sup> Ave.

Clackamas County agrees to:

- Support ODOT, as needed, in the design and construction of road elements, including sidewalks, illumination, pedestrian crossings, bike lanes, water quality subject to risk and liability agreements with ODOT for specific segments within available funding.
- Support TriMet, as needed, in the design and construction of the transit elements, such as transit priority treatments, transit signal priority, stations and facility improvements.
- Align related construction projects with a coordinated delivery plan for 82nd Ave, if needed.

ODOT agrees to:

- Lead in design, permitting and delivery of road elements for the 82nd Ave Corridor in Clackamas County.
- Coordinate with TriMet in the design and construction of the transit elements, such as transit priority treatments, transit signal priority, stations and facility improvements.
- Coordinate, to the degree possible, to design currently funded STIP projects in the corridor to align with projects included in the funding measure.
- Plan and develop conceptual design through a master designer that coordinates roadway and transit conceptual designs to 15%.

TriMet agrees to:

- Coordinate design and construction of transit elements, for a coordinated single project from Killingsworth to Clackamas Transit Center.
- If funded in part by competitive Capital Investment Grant funds awarded by the Federal Transit Administration (FTA), deliver the transit elements of projects in segments subject to FTA approval after completion of the master design.

Metro agrees to:

- Lead environmental review for the transit project
- Fund and coordinate community strengthening elements to reduce potential for displacement and increase economic growth
- Coordinate and support local jurisdiction public engagement efforts to establish a consistent message framework
- Facilitate timely review for any oversight needed for the regional funding measure process

## Investment Package Funding and Project Description

Agency partners agree to work together to deliver the 82nd Ave Corridor project as described in the Investment Package and in accordance with the Expenditure Plan, both to be adopted by the Metro Council prior to the measure's referral. The investment package recommendation for 82<sup>nd</sup> Avenue covered in this MOU includes:

- \$200M for transit (NE Cully/Killingsworth to Clackamas Transit Center)
- \$55M for safety improvements (Clatsop to Sunnybrook)

The investment package also includes the following projects that are not part of this MOU:

- \$30M for state of good repair in Portland (Killingsworth to Clatsop)
- \$140M for safety in Portland (Killingsworth to Clatsop)
- \$1M for MAX Station Access Planning – 82<sup>nd</sup> Ave Station
- \$35M for Airport Way intersection with 82<sup>nd</sup> Avenue
- \$.5M Alderwood-Killingsworth Path Planning

## Project Delivery with Passage of Get Moving 2020 (Regional Funding Measure)

Further project delivery coordination is needed on the corridor. The parties have agreed to move forward to coordinate the project delivery, guided by shared principles that include:

- Support the project descriptions developed for the 82nd Avenue Corridor as attached and included in the regional transportation funding measure
- Project delivery partners will aim to use one design contract that will include the scope of work for both the safety and transit projects' design to get to 15% design cost to complete, to ensure that the designs are coordinated and maximize benefits in keeping with the guiding principles of safety, transit reliability and transit travel time improvements.
- A commitment to community outreach and engagement

Partners will continue to refine some project elements to determine the scope of work that can be accomplished with the funding from the investment package. Some of the elements that require better definition include:

- Amount of sidewalk rebuild and widening (including right-of-way)

- Amount of full reconstruction of outer lane and material used
- Addressing the bike bill requirements, if needed
- Extent of changes to stormwater system
- Reallocation of existing roadway space rather than widening
- Transit priority improvements
- NextGen transit signal priority (TSP)
- Number of stations and locations
- Service Frequency
- Vehicle procurement (number of buses, technology and other requirements)
- Transit Center/Layover space and on route charging infrastructure
- Maintenance facility improvements
- Other improvements not currently identified

*Cost risks*

- TriMet will be responsible for managing the project budget for delivery of the transit project elements. If projected project costs exceed the project budget, TriMet will work with regional partners to identify and implement changes to the scope or to leverage other funding.
- ODOT will be responsible for managing the project budget within the funds allocated by Metro for the project. If those funds are exceeded, ODOT would work with partners to identify and implement changes to the scope or to leverage other funding.
- Clackamas County will work with partners to make best efforts to manage project scope and community engagement.
- A coordinated conceptual design (15%), potentially delivered through a master design process, will be approved by the project steering committee as defined in the Expenditure Plan and will serve as the basis for project delivery agreements including cost of project elements.

**Agreed Next Steps**

The partners agree to work on the following next steps in advance of November 2020. If the ballot measure passes, the partners would undertake additional steps to develop and deliver a project or series of projects.

<b>Step</b>	<b>Lead/partner agencies</b>	<b>Due Date</b>
Refine project elements and project delivery approach	Metro/Clackamas County/TriMet/ODOT	December 2020
Consider Small Start project strategy and concept	Metro/TriMet	January 2021
Coordinated Conceptual Design (15%) IGA	Metro	July 2021
Project delivery IGA (s)	Metro	December 2023

**CORRIDOR: 82nd Ave****1. Enhanced Transit/Bus Rapid Transit** (RTP 11863, 12029)

PROJECT EXTENTS: Killingsworth to Clackamas Town Center (Monterrey), 9 miles

DELIVERY AGENCIES: Metro (Planning phase), TriMet

BUDGET (YOES): \$205M (Includes \$5M for planning phase. Assumes additional federal match of \$100M.)

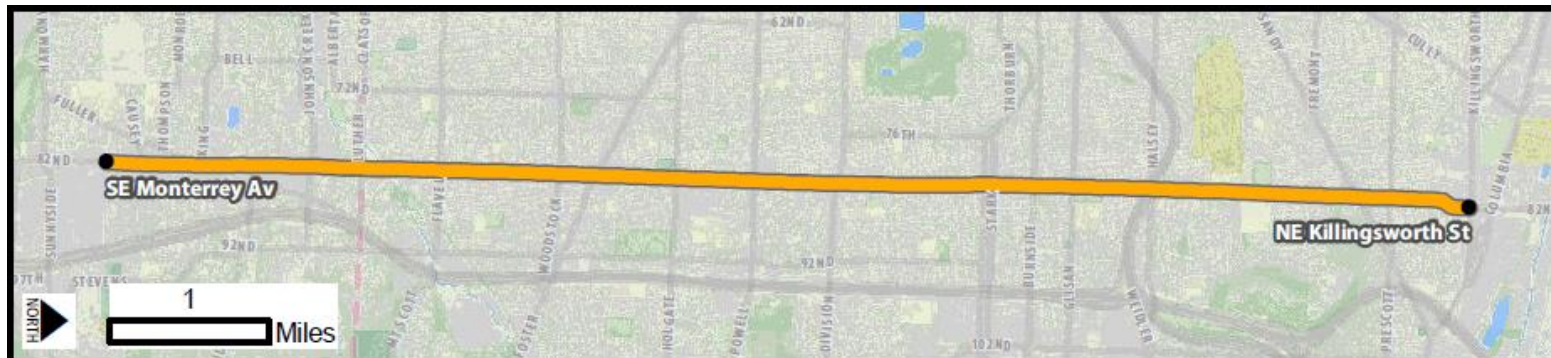
PROJECT TIMEFRAME: 2022-2028 (Planning through Construction)

**Project Intent and Context:**

- Improvements along 82<sup>nd</sup> Avenue to improve transit (Line 72) speed, reliability, station access, amenities, and rider experience; including bus priority/queue bypass lanes, enhancements to transit stops, and upgraded transit signal priority systems. These improvements will be implemented in coordination with other improvements along 82nd that will be undertaken by PBOT and ODOT.
- In Multnomah County, design parameters and target speed in accordance with Metro's Designing Livable Streets and Trails Guidelines as a Regional Boulevard from Sandy to Clinton and Raymond to Martins; Regional Street otherwise.
- In Clackamas County, the project will be delivered consistent with ODOT's Blueprint for Urban Design (BUD). The Corridor Contexts for this corridor are Commercial Corridor and / or Urban Mix. The target speed will be consistent with the Blueprint for Urban Design.

**Project Expectations:**

- 2 or more miles of bus priority (BAT) lanes/queue bypass lanes added.
- 20 or more traffic signals upgraded with NextGen transit signal priority.
- Approximately 35 major stations and approximately 30 minor stations, with enhancements such as wider platforms, bus pads, improved shelters, real time traveler information displays and lighting.
- 20 or more new enhanced, marked pedestrian crossings of 82nd at transit stations (beacon or signal).
- Approximately 32 new electric articulated buses and associated charging infrastructure.
- Fiber optic communications added along 82nd Avenue for transit signal priority and to support station amenities.
- Improvements to bus layover facilities at both ends of the corridor.



**CORRIDOR: McLoughlin Blvd****2. Safety** (RTP 10024, 10098)

PROJECT EXTENTS: Milwaukie to Oregon City, 6.5 miles

DELIVERY AGENCY: Oregon Department of Transportation

BUDGET (2019\$/YOE\$): \$70M/\$92.6M

PROJECT TIMEFRAME: 2022-2027 (Planning through Construction)

**Project Intent and Context:**

- Add/improve sidewalks, crossings, lighting, and other safety features to reduce severe injury and fatal crashes. Sidewalk and bike facility design will be based on recommendations of McLoughlin Corridor Design Plan where appropriate. These improvements will be implemented in coordination with other improvements along McLoughlin that will be undertaken by TriMet.
- The project will be delivered consistent with ODOT's Blueprint for Urban Design (BUD). The Corridor Contexts for this corridor are Commercial Corridor and/or Urban Mix. The target speed will be consistent with the Blueprint for Urban Design.
- Reduction Review Route clear width dimensions will be maintained per ORS 366.215.
- Memorandum of understanding outlines additional commitments related to project delivery and refers to a refined scope, schedule and budget to be developed at 15% design. If budget limitations occur, safety scope elements including crossings, lighting, sidewalk gap filling, and access management will be prioritized for delivery.

**Project Expectations:**

- Project to strive to deliver 6 new enhanced marked pedestrian crossings on McLoughlin to provide more crossing frequency in the corridor. Transit project is also expected to deliver crossings in this corridor. Strive to provide safe, marked crossings at all transit stops.
- Consider at-grade crossing improvements for the Trolley Trail (Jennings) and Kronberg Park Trail (Bluebird).
- Project to deliver pedestrian refuge islands to prevent illegal use of center lane at marked pedestrian crossings consistent with ORS 366.215. May not apply where intersection turn lane is in conflict.
- Project to consider medians and driveway modifications for access management.
- Provide pedestrian scale street lighting at intersections, crosswalks, transit stops and trail crossings to enhance pedestrian safety.
- Provide Americans with Disabilities Act (ADA) accessible sidewalks where sidewalk infill and sidewalk widening occurs. Intent is for minimum typical sidewalk width of 8 feet which includes buffer.
- Minimize curb radii where possible where corners are modified to provide a pedestrian friendly design.
- Provide separated, buffered bikeways with consideration for curb protected bikeways adjacent to bus priority (BAT) lanes and bus stop treatments. Intent is for minimum typical bikeway width of 8 feet which includes buffer.
- Provide stormwater management facilities as required.
- Include pavement and resurfacing as required.
- Consider enhanced pavement and pavement markings where lanes are substantially shifted (more than 2 feet) or as required by pavement design.



**CORRIDOR: Hwy 212/Sunrise Corridor**

### 3. Hwy 212 & Sunrise Planning and Design (RTP 10890, 11301, 11668)

PROJECT EXTENTS: 122nd to 172nd, 3 miles

DELIVERY AGENCIES: Clackamas County, Oregon Department of Transportation

BUDGET (2019\$/YOES): \$28M/\$34M

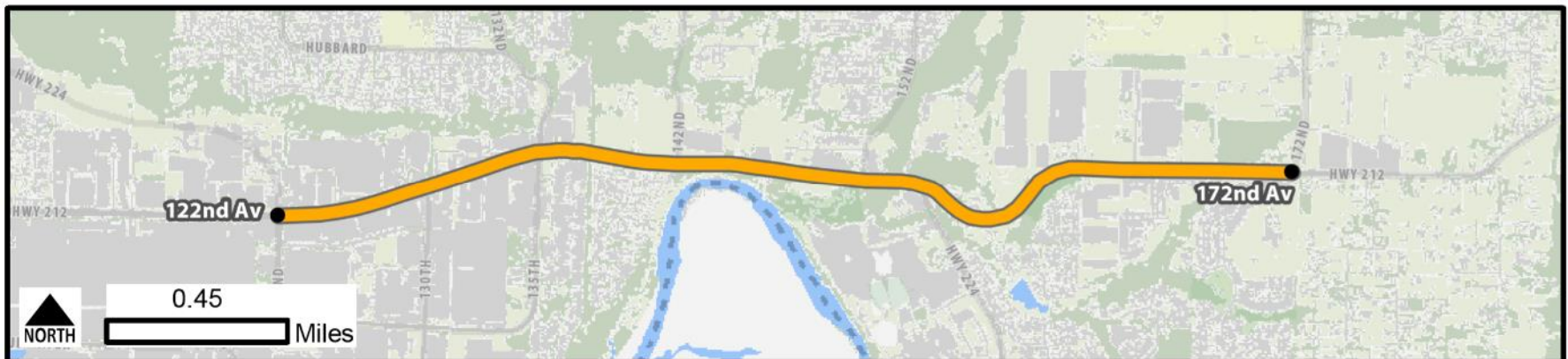
PROJECT TIMEFRAME: 2022-2025 (Planning through Design)

**Project Intent and Context:**

- Design for Hwy 212 Complete Street Local Connections project and Sunrise limited access roadway with parallel multi-use path to serve future development.
- The project will be designed consistent with ODOT’s Blueprint for Urban Design (BUD). The Corridor Contexts for Hwy 212 are Commercial Corridor and/or Residential Corridor. The target speed will be consistent with the Blueprint for Urban Design.
- Reduction Review Route clear width dimensions will be maintained in design for Hwy 212 per ORS 366.215.

**Project Expectations:**

- Updated Environmental Impact Statement, design and engineering for Hwy 212 complete street, local connections, and new east-west roadway connection between 122nd and 172nd comprised of a 2 or 4 lane section with limited access and opportunity for bus on shoulder or dedicated bus lanes.
- Design for full build out will include Americans with Disabilities Act (ADA) accessible sidewalks and/or path(s) along Hwy 212.
- Design for full build out will include continuous parallel multi-use path from 122nd to 172nd following regional trail design guidelines including landscaped buffer (where feasible) from roadway.
- Follow best practices for natural resource protection, including consideration of opportunities for wildlife passage.
- Consider the possibility of improving natural resource connection between Forest Creek Natural Area and Clackamas River, adding a vegetated corridor for wildlife connectivity on the south side of Hwy 212 near 142nd, and enhancing wildlife connectivity with vegetation enhancements at Rock Creek crossing.



**CORRIDOR: Hwy 212/Sunrise Corridor**

## **4. Hwy 212 Complete Street & Right-of-Way** (RTP 10890, 11301, 11668)

PROJECT EXTENTS: 122nd to 172nd, 3 miles

DELIVERY AGENCIES: Oregon Department of Transportation, Clackamas County

BUDGET (2019\$/YOE\$): \$152M/\$204.1M

PROJECT TIMEFRAME: 2025-2028 (Right-of-way through Construction)

### **Project Intent and Context:**

- Reconstruct portions of Highway 212 roadway including sidewalks, bicycle facilities and crossings to improve access and safety. Grade-separate intersection with 142nd and realign 135th to build local connections. Acquire right-of-way per revised corridor concept.
- The project will be delivered consistent with ODOT's Blueprint for Urban Design (BUD). The Corridor Contexts for this corridor are Commercial Corridor and/or Residential Corridor. The target speed will be consistent with the Blueprint for Urban Design.
- Reduction Review Route clear width dimensions will be maintained per ORS 366.215.
- Project will be further developed in planning and design phase and may include refinement of these project expectations.

### **Project Expectations:**

- Intent is to deliver safe, marked pedestrian crossings of Highway 212 (likely beacon or signal) with pedestrian refuge islands near transit stops at 142nd and 152nd. Consider crossings at other transit stops.
- Continuous Americans with Disabilities Act accessible sidewalks from 135th to 152nd, intent to provide minimum 12-foot total width including sidewalk and buffer from street.
- Provide separated bikeways from 122nd to 152nd, minimum 8-foot total width including buffer, with consideration for protected treatments at bus stops and intersection.
- Auto lane width selection will maintain preferred design widths for bike facilities and sidewalks.
- Realigned street connections with sidewalks and bicycle facilities.
- Pedestrian scale street lighting at intersections, crosswalks and transit stops from 122nd to 172nd.
- Addition of shelters at all transit stops between 122nd and 152nd where right-of-way is not needed to accomplish.
- Stormwater management as required.
- Provide medians for access management where possible.
- Project to consider driveway modifications for access management.
- Consider environmental connectivity and enhancements to vegetation where possible.





**CORRIDOR: C2C/181<sup>st</sup> Ave**

## 5. New Connector Road (RTP 10033, 12071)

PROJECT EXTENTS: 172nd to 190th, 1.25 miles

DELIVERY AGENCY: Clackamas County

BUDGET (2019\$/YOE\$): \$48.5M/\$61.5M

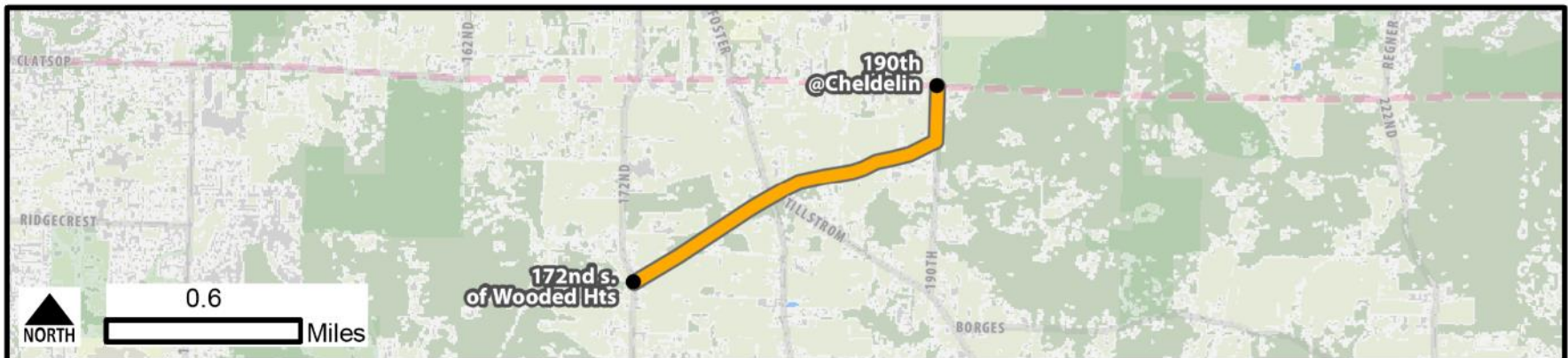
PROJECT TIMEFRAME: 2023-2027 (Design through Construction)

### Project Intent and Context:

- Construct new roadway with sidewalks, bike facilities, and roundabouts to create a continuous Clackamas to Columbia corridor.
- Design parameters and target speed in accordance with Metro’s Designing Livable Streets and Trails Guidelines as a Regional Street.

### Project Expectations:

- New 2-lane road, with right-of-way acquired for 4-lane cross-section.
- Design will be based on Chapter 7 of the 172nd Ave – 190th Drive Corridor Management Plan.
- Design for full build out of roadway should consider future bus stop locations. Intent is no added right-of-way would be needed.
- Americans with Disabilities Act accessible sidewalks and buffer from street, minimum 10-foot total width of sidewalk including buffer.
- Continuous separated bikeways, minimum 8-foot total width of facility including buffer (at buildout; interim bikeway design for 2-lane first phase may be narrower). Consider protected bike intersection and bus stop treatments.
- Auto lane width selection will maintain preferred design widths for bike facilities and sidewalks.
- Pedestrian scale street lighting at intersections and crosswalks.
- Safe, marked pedestrian crossings will be included at all intersections and roundabouts. Additional crossings will be considered in full build out. Pedestrian refuge islands will be included at roundabouts and considered at other crossings.
- Design will include street trees.
- Consider adding signage and markings to warn drivers of wildlife at Foster/Tillstrom.
- Consider wildlife culvert with fencing under road at Foster/Tillstrom.



**CORRIDOR: McLoughlin Blvd**

## 5. Trolley Trail (RTP 10151)

PROJECT EXTENTS: Arlington (Gladstone) to Main Street (Oregon City)

DELIVERY AGENCIES: Clackamas County, City of Oregon City

BUDGET (2019\$/YOES): \$12.2M/\$14.4M (11.5% Oregon City and 88.5% Clackamas County)

PROJECT TIMEFRAME: 2022-2024 (Design through Construction)

**Project Intent:**

Design and construction to extend Trolley Trail over Clackamas River to create a more direct trail connection between Gladstone and Oregon City.

**Project Expectations:**

- Bicycle and pedestrian bridge following regional trail design guidelines and guidance from the Trolley Trail Bridge: Gladstone to Oregon City Feasibility Study.
- Consideration of wildlife crossing elements along riverbank.
- Consider interaction with Gladstone main street plan.
- Wayfinding signage in Gladstone and Oregon City.
- Trail lighting from Main Street to new bridge.
- Construction of the missing sidewalk sections on Main Street between I-205 underpass and 17th Street.



**CORRIDOR: 82nd Ave****6. Safety (Clackamas)** (RTP 10014, 10018)

PROJECT EXTENTS: Clatsop to Sunnybrook, 2 miles

DELIVERY AGENCY: Oregon Department of Transportation

BUDGET (2019\$/YOE\$): \$53M/\$70.1M

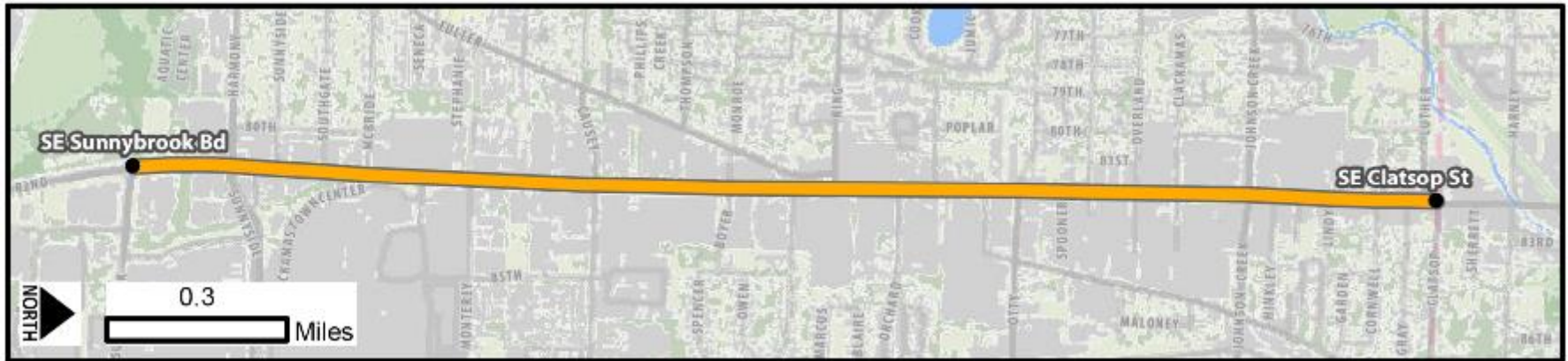
PROJECT TIMEFRAME: 2024-2027 (Design through Construction)

**Project Intent and Context:**

- Add/improve sidewalks, crossings, lighting to reduce severe injury and fatal crashes. These improvements will be implemented in coordination with other improvements along 82nd that will be undertaken by TriMet.
- The project will be delivered consistent with ODOT's Blueprint for Urban Design (BUD). The Corridor Contexts for this corridor are Commercial Corridor and / or Urban Mix. The target speed will be consistent with the Blueprint for Urban Design.
- Memorandum of understanding outlines additional commitments related to project delivery and refers to a refined scope, schedule and budget to be developed at 15% design. Expectations may be refined at that milestone. If budget limitations occur, safety scope elements including crossings, lighting, sidewalk/bikeway gap filling, and access management will be prioritized for delivery.

**Project Expectations:**

- Project to deliver 2 new safe, marked pedestrian crossings of 82nd to provide more crossing frequency in the corridor. Together the safety and transit project strive to provide marked crossings at all transit stops.
- Provide Americans with Disabilities Act (ADA) accessible sidewalks ~~with an 8-foot minimum [TS1][AB2] total width of sidewalk plus buffer from roadway~~ where sidewalk infill and sidewalk widening occurs. Project includes widening very narrow walkways between Cornwell and Clatsop.
- Provide pedestrian scale street lighting to enhance pedestrian safety at intersections, crosswalks and transit stops.
- Provide bikeways south of Johnson Creek Boulevard, with consideration for curb protected bikeways adjacent to bus priority/BAT lanes and bus stop treatments. Strive for 7-foot minimum typical bikeway width, with minimum width of 5 feet in constrained locations.
- Project to consider median islands and driveway modifications for access management where feasible.
- Minimize curb radii where possible where corners are modified to provide a pedestrian friendly design.
- Provide stormwater management facilities as required.



# Get Moving 2020: Review - Letter Of Commitment & MOU's

**Board of Commissioners Policy Session**

**June 30, 2020**



**CLACKAMAS**  
COUNTY

# Requested Commitment

**Metro is requesting that partners sign non-binding agreements to affirm our commitment to support implementation of investments in our county.**

- Letter of Commitment
- MOU – 82<sup>nd</sup>
- MOU – McLoughlin

**Referencing the Project Description Sheets**



# Letter of Commitment & MOU's

Affirm our intent to be a good partner and support implementation of the projects within the measure upon voter passage

Reference Project Description Sheets that outline improvements in each corridor



CLACKAMAS  
COUNTY



# Corridor Information McLoughlin



## 1 Park & Ride expansion for MAX Orange Line

### 2 Bus Rapid Transit

- electric buses
- bus priority lanes
- new bus stations with realtime arrival info

### 3 Safety for all

- street lighting
- crosswalks and signals
- sidewalk improvements
- buffered bike lanes

### 4 Traffic signal improvements

## 5 Planning for future needs

### 6 Community stability

- preventing displacement of families and businesses

### 7 Portland Ave streetscape

- street trees
- street lighting
- improved Trolley Trail connection

### 8 Trolley Trail bridge

- new bridge over Clackamas River

### 9 I-205 ramp improvements

### 10 Willamette Falls Bike/Ped Plan

# Project Description Sheets (Example)

**CORRIDOR: McLoughlin Blvd**

## 5. Trolley Trail (RTP 10151)

PROJECT EXTENTS: Arlington (Gladstone) to Main Street (Oregon City)

DELIVERY AGENCIES: Clackamas County, City of Oregon City

BUDGET (2019\$/YOES\$): \$12.2M/\$14.4M (11.5% Oregon City and 88.5% Clackamas County)

PROJECT TIMEFRAME: 2022-2024 (Design through Construction)

### Project Intent:

Design and construction to extend Trolley Trail over Clackamas River to create a more direct trail connection between Gladstone and Oregon City.

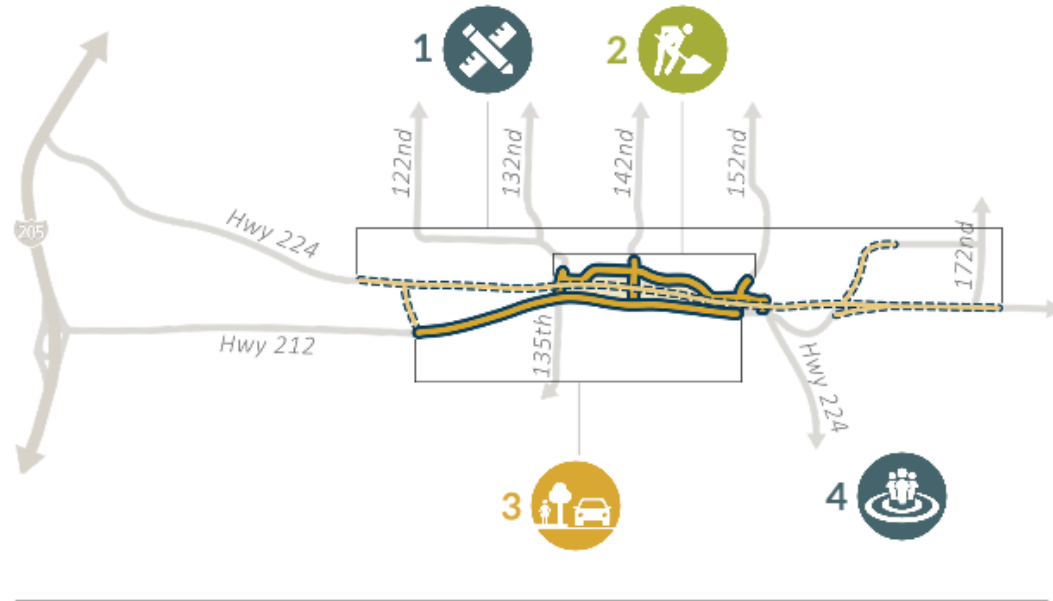
### Project Expectations:

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- Consideration of wildlife crossing elements along riverbank.
- Consider interaction with Gladstone main street plan.
- Wayfinding signage in Gladstone and Oregon City.
- Trail lighting from Main Street to new bridge.
- Construction of the missing sidewalk sections on Main Street between I-205 underpass and 17th Street.



# Corridor Information

## Sunrise



### 1 Sunrise planning and design

- future road and parallel trail from 122nd to 172nd

### 2 Local street connections

- realignment of streets for connectivity

### 3 Hwy 212 Complete Street

- sidewalk improvements
- transit shelters
- street lights
- buffered bike lanes
- safety medians

### 4 Community Stability

- preventing displacement of families and businesses

# Corridor Information

C2C



## 1 Safety for all

- sidewalks
- crosswalks and signals
- street lighting
- buffered bike lanes

## 2 Better Bus

- bus priority lanes
- new bus shelters
- better lighting at stops

## 3 Traffic signal improvements

## 4 72nd & Foster Roundabout

## 5 I-84 Path connections

## 6 190th/Highland Bridge Improvements

- over Johnson Creek and Springwater Corridor trail

## 7 New Connector Road

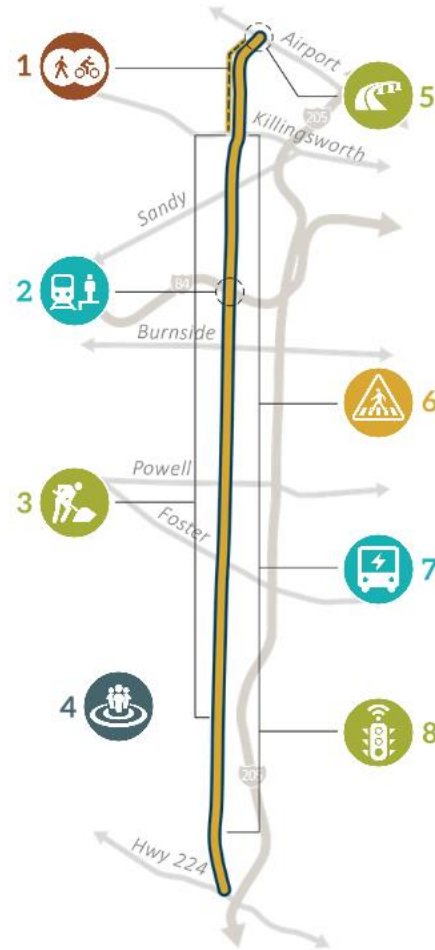
- connects 172nd and 190th
- "complete street" design

## 8 Community Stability

- preventing displacement of families and businesses

# Corridor Information

## 82<sup>nd</sup> Ave



### 1 Safer walking and biking

- planning for Alderwood-to-Killingsworth Path

### 2 Planning for better pedestrian access to 82nd Ave MAX station

### 3 Roadway rebuild

### 4 Community stability

- preventing displacement of families and businesses

### 5 Easier airport access

- Airport Way overcrossing at 82nd Ave

### 6 Safety for all

- sidewalks
- safer, marked crossings
- street lighting
- buffered bike lanes and neighborhood greenways

### 7 Bus Rapid Transit

- electric buses
- bus priority lanes
- new bus stations with realtime arrival info

### 8 Traffic signal improvements

# Discussion

- **Questions**
- **Discussion of the draft MOU's & Letter of Commitment**



**CLACKAMAS**  
COUNTY

ATTACHMENT A:

Dear President Peterson & Metro Councilors,

Clackamas County is committed to doing our part for Get Moving 2020. As an agency that owns, maintains and operates pieces of the regional transportation system, we appreciate the importance of working together with our regional partners to build a complete system that serves our collective community.

The context for each project is unique. Upon voter passage of the measure, we commit to working with you to further document project delivery roles and responsibilities through intergovernmental agreements that will provide more detail regarding agency roles, risks and oversight, as well as the community engagement, planning, design and construction needs for the projects within available budget allocations.

Through this non-binding letter of commitment\*, we also express our intent to operate within the project delivery guidelines Metro establishes for:

- Participation in program oversight structures and procedures
- Adherence to conditions on project delivery for funding eligibility
- Following the process for managing project changes during project development
- Fostering inclusive public engagement in project planning, design and construction.

Clackamas County will work with Metro and other project delivery agencies to support delivery of projects within the corridors listed below and described in the proposed project definition sheets (attached).

- **82<sup>nd</sup> Avenue**
- **Sunrise & Hwy 212 Complete Streets & Local Connections Project Planning & Design**
- **Hwy 212 Complete Streets & Local Connections Project**
- **Clackamas to Columbia Corridor (C2C)**
- **McLoughlin Blvd**

Pending Metro Council action on the package, the final project definition sheets will be included as an Exhibit to the Metro resolution that will refer the funding measure to the region's voters.

Clackamas County continues to be committed to working with Metro and the region to identify transportation solutions that serve all of the citizens of our county and our region.

Thank you for leadership in this effort.

Sincerely,

Chair Jim Bernard

*\*Metro and Clackamas County acknowledge that this letter shall be non-binding and that no party will be bound to an agreement unless and until they review, approve, execute and deliver a final and definitive written agreement related to Get Moving 2020. Until such time that a final and definitive written agreement has been executed, any party may terminate further negotiation and participation at their sole discretion.*