
Wednesday, October 14, 2020
7:30 AM – 9:00 AM

Digital Meeting:

<https://clackamascounty.zoom.us/j/82063722863?pwd=QmdpSkpzUDJudXI0NWZPOTRYTHixUT09>

Meeting ID: 820 6372 2863

Password: 961488

Telephone option: 1-346-248-7799

Agenda

7:30 a.m. Welcome & Introductions

7:35 a.m. MPAC Issues

- October MPAC Agenda Topics
MTAC Staff

8:00 a.m. JPACT Issues

- MPO Comment Letter for 2024-27 State Transportation Improvement Program (STIP)
Presented by Karen Buehrig, Clackamas County TPAC
- October JPACT Agenda Topics
Presented by TPAC Staff

8:30 a.m. Other Issues

- Comprehensive Congestion Management Plan (CCMP)
Presented by Chris Lyons, Clackamas County Government Affairs
- Letter of Support for STIF Discretionary Funding Shuttle Project
Presented by Trent Wilson, Clackamas County Government Affairs and Jamie Stasny, Clackamas County Transportation

9:00 a.m. Adjourn

Attachments:	JPACT/MPAC Work Programs	Page 02
	Metro Memo for MPO Comments on STIP	Page 06
	TPAC Staff Memo	Page 10
	CCMP Map	Page 14
	DRAFT Letter for STIF Funding	Page 15



2020 JPACT Work Program

As of 8/17/20

Items in italics are tentative

<p><u>August 20, 2020</u> – cancelled</p>	<p><u>September 17, 2020</u></p> <ul style="list-style-type: none"> • Resolution 20-5124, For the Purpose of Amending the FY 2020-21 Unified Planning Work Program (UPWP) to add an ODOT Project to Study and New Willamette River Bike and Pedestrian Bridge Between Oregon City and West Linn in the Vicinity of I-205 (consent) • For the Purpose of Completing Required Technical Corrections Through the First of Two Formal Transition Amendments to the 2021-2024 Metropolitan Transportation Improvement Program to Add New Projects Or Correct and Update Current Project Programming Involving Phase Slips, Cost Adjustments, Delivery Timing Updates, and/or Fund Swaps Impacting Various Projects and Agencies (AG21-01-AUG) (consent) • For the Purpose of Completing Required Final Corrections to the 2018-2021 Metropolitan Transportation Improvement Program (MTIP) Plus Amend, Complete Technical Corrections, and Add New Projects as Part of the Transition Formal Amendment to the 2021-24 MTIP (SP21-02-SEP) (consent) • Metro Jurisdictional Transfer Project Update (John Mermin/Margi Bradway, Metro) 20 min • ODOT Tolling & Congestion Pricing Project update (Lucinda Broussard & Elizabeth Mros-Ohara, ODOT) 20 min
<p><u>October 15, 2020</u></p> <ul style="list-style-type: none"> • <i>Mobility Policy Update (Kim Ellis, Metro) 20 min</i> • <i>Burnside Bridge Update (20 min)</i> <p><u>October 15-17</u>: League of Oregon Cities Conference, Salem</p> <p><u>October 15</u>: Oregon Mayor’s Association Meeting, Salem</p>	<p><u>November 19, 2020</u></p> <ul style="list-style-type: none"> • <i>Jurisdictional Transfer Assessment – Draft Recommendations (20 min)</i> • <i>Interstate Bridge Replacement Program Partner Resolution (Margi Bradway, Metro; 45 min; Information/Discussion)</i>

December 17, 2020

- *Metro Jurisdictional Transfer Project Action to accept Final Report for inclusion in 2023 RTP Technical Appendix(John Mermin, Metro) (consent)*
- *Emergency Transportation Routes Update (20 min)*

Parking Lot:

- *TSMO Plan Update (Ted Leybold/Caleb Winter, Metro)*
- *Emerging Technology (Ted Leybold/Eliot Rose, Metro)*



2020 MPAC Work Program

as of 09/09/20

Items in italics are tentative

<p><u>Wednesday, September 9, 2020 - cancelled</u></p>	<p><u>Wednesday, September 23, 2020</u></p> <ul style="list-style-type: none"> • MTAC Nominations for MPAC consideration (consent) • State housing legislation rulemaking update (DLCD; 5 min)- during Chair comments • Building Blocks Workshop (Sasha Pollack, Metro; 45 min) • Regional Waste Plan code update (Jennifer Erickson, 20 min) • Federal Agenda item for Affordable Housing (Jes Larson, Metro; 45 minutes)
<p><u>Wednesday, October 14, 2020</u></p> <ul style="list-style-type: none"> • <i>Metro's role in planning and investing in our economic future (Jeff Raker, Metro; 30 min)</i> • MPAC discussion of its role and composition (Commissioner Jayapal & Vice Chair Callaway; Facilitated by Eryn Kehe Metro; 90 min) <p><u>October 15-17: League of Oregon Cities Annual Conference, Salem, OR</u></p>	<p><u>Wednesday, October 28, 2020 - cancelled</u></p>
<p><u>Wednesday, November 11, 2020- Veteran's Day- cancelled</u></p>	<p><u>Wednesday, November 25, 2020 - cancelled (day before thanksgiving)</u></p>

<p><u>Wednesday, December 9, 2020</u></p> <ul style="list-style-type: none"> • <i>Regional Mobility Policy Update: Case Studies and Policy Approaches (Kim Ellis, Metro/Lidwien Rahman, ODOT; 40 min)</i> • <i>Regional Emergency Transportation Routes Update: Draft Map and Recommendations for Future Work (Kim Ellis, Metro/ Laura Hanson, RDPO40 min)</i> 	<p><u>Wednesday, December 23, 2020 – cancelled</u></p>
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Parking Lot & notes:

- 2020 Census Follow Up
- Regional forecast distribution (Metro staff TBD; 30 min)
- Community Partnerships Program
- Regional Data Strategy
- 2040 Planning and Development Grants: Tigard Triangle Urban Renewal Implementation Project (TBD; 45 min)
- Regional supportive housing services program update (Jes Larson, Metro; 30 min)
- Regional Site Readiness Toolkit (Alex Joyce, Cascadia Partners/ Lise Glancy, Port of Portland /Brittany Bagent or Matt Miller, GPI/ Jeff Raker, Metro, TBD)

Date: Friday, September 24, 2020
To: Transportation Policy Alternatives Committee and Interested Parties
From: Grace Cho, Senior Transportation Planner
Subject: 2024-2027 STIP – Portland MPO Comments – Proposed Draft Comments and Input

Purpose

Request input from TPAC on the key messages to include in a comment letter from the Portland metropolitan region on the 2024-2027 State Transportation Improvement Program (STIP) and the allocation of ODOT administered funding.

Questions for TPAC Input

- Do the proposed key messages reflect the regions adopted values for the transportation system? Are there recommended refinements to the messages? (Please focus on the statements in bold.)
- Are there additional messages TPAC members would like to see integrated into a comment letter to move forward to JPACT?
 - Specifically for TPAC jurisdictional/public sector representatives: Based on the experiences with the previous ODOT funding allocation cycles (2021-2024 STIP, 2018-2021 STIP, etc.) Are there process, procedures, policy considerations or administrative comments members would like to see integrated into a comment letter? (Please consider comments relevant at a regional scale and consistent with adopted regional policy.)
 - Specifically for TPAC community representatives: Are there additional messages to convey in the comment letter which reflects your community input? To help provide context and inform comments, attached are the funding levels for the different investment categories in the 2021-2024 STIP.

Background

At the September 2020 TPAC meeting, members received a presentation by ODOT staff on the development of the 2024-2027 STIP. The development of the 2024-2027 STIP is conducted in three main steps (as quoted from ODOT 2024-2027 STIP factsheet):

- **Dividing up the money:** *Based on the Commission's policies, priorities and goals, the Oregon Transportation Commission (OTC) – the entity to approve the STIP – divides the money among programs that fix roads and bridges, address safety problems, provide more options to get around and improve our transportation system— both state highways and local roads. The OTC will decide how to divide up the money by the end of 2020.*
- **Picking projects:** *Once we know how much money each program has to spend we start picking projects. We use data on conditions, safety and congestion to come up with a list of the highest priority projects that help us make progress toward meeting our goals. We figure out how much each project will cost and when we could deliver them. We also work with advisory committees made up of local elected officials and citizens to help understand which projects are most important to our communities. They help us come up with a list of the best projects that fit within our budget and help us meet our goals. This list is the draft STIP.*
- **Public review and approval:** *The draft STIP will go out for public review in early 2023 so you can comment on the list of projects.*

As presented by ODOT staff, the development of the 2024-2027 STIP is currently in step 1. As part of step 1, the Oregon Transportation Commission seeks input on allocation of forecasted revenues for federal fiscal years 2025-2027 across six funding categories, as listed. The estimated revenue total for the 2024-2027 is \$2.1 billion.

- **Enhance Highway:** Highway projects that expand or enhance the transportation system.
- **Fix-it:** Projects that maintain or fix the state highway system.
- **Safety:** Projects focused on reducing fatal and serious injury crashes on Oregon's roads.
- **Non-Highway:** Bicycle, pedestrian, public transportation and transportation options projects and programs.
- **Local Programs:** Funding to local governments for priority projects.
- **Other Functions:** Workforce development, planning and data collection and administrative resources using federal funds.

In particular, the Oregon Transportation Commission has interest in hearing feedback on the allocation of revenues between four funding categories: Enhance Highway, Fix-it, Safety, and Non-Highway.

Following the 2024-2027 STIP presentation, TPAC members opened a discussion about whether the Portland metropolitan region plans to submit a comment letter. Based on the discussion, TPAC members recommended to Metro staff to add the 2024-2027 STIP comment discussion as an agenda item at an upcoming meeting. This memorandum is a follow up to the TPAC recommendation.

2024-2027 STIP – Update on Funding Discussion

Since the September TPAC meeting, the Oregon Transportation Commission met on September 17th and outlined potential funding scenarios which looked at different funding levels across the investment categories (i.e. Fix-it, Safety, Non-Highway, etc.). These scenarios are being evaluated by ODOT staff to understand how well they will address ODOT key performance measures and the OTC's strategic action plans goals. Attached are the materials from the September Oregon Transportation Commission meeting for reference.

Proposed MPO Comments – Messages for the 2024-2027 STIP – Step 1 Development Process

To help facilitate the discussion of the content for the comment letter, Metro staff has developed a set of proposed key messages/themes to incorporate into a draft comment letter to take forward to JPACT. The following are the proposed key messages and a brief explanation of the message.

Message 1: Focus on a transparent 2024-2027 STIP process that engages across all stakeholders throughout the development.

The region wants to encourage the Commission to continue to carry out a transparent process throughout the development of the 2024-2027 STIP. While ODOT staff has already deployed numerous communications, surveys, and virtual workshops to inform and involve stakeholders in the 2024-2027 STIP development, the public involvement relies heavily on the area commissions on transportation (ACTs) and statewide modal committees to gather input. Recognizing the federal rules governing transportation planning require ODOT and the MPOs to identify investment priorities in the metropolitan areas under a continuous, cooperative, and comprehensive process (known as the "3C" process) the region requests additional proactive engagement with Metro, as the Portland region MPO, as well as with other stakeholder. This wider reaching engagement helps to ensure state consideration of investments in urban areas

in the 2024-2027 STIP gather a fuller picture of transportation needs, local concerns, and priorities, as identified in adopted regional plans.

Message 2: Focus the state’s transportation investments to advance mutually shared goals by the Commission and the Portland metropolitan region. More specifically, state investments should focus on safety, equity, managing congestion, and reducing greenhouse gases.

The Commission has recently developed a strategic action plan, which is intended to better link the different goals of statewide transportation plans and the Commission’s priorities with the investments identified in the 2024-2027 STIP. The region supports the strategic action plan focus on equity, modern transportation system, and sustainable and reliable funding.¹ The Portland region has adopted similar goals and values – safety, equity, climate, and managing traffic congestion – in the regional transportation plan (RTP) and is actively working to implement transportation projects which advance these values. The region wants to encourage working together and convey that the state should focus efforts to address those shared goals and values.

Message 3: The current funding structure of the STIP is not addressing significant transportation needs in the Portland metropolitan region.

Through the development of the Portland metropolitan regional transportation plan, the transportation blueprint identified a \$42 billion dollars of necessary maintenance and capital investments to address the existing and future needs of the transportation system across all modes. The large price tag of the RTP illustrates there remains significant need across all parts of the system.

The current funding structure of the State Transportation Improvement Program (STIP) limits the ability to address the array of transportation needs in the Portland metropolitan region. The existing funding categories the STIP (i.e. fix-it, enhance, non-highway, safety, etc.) and the funding allocations from each of these categories does not allow for the large multifaceted multimodal transportation investments needed on the region’s roadways. Many of the Portland region’s state-owned arterials as well as the three freeway bottleneck projects need coordinated investments from fix-it, enhance highway, safety, and non-highway in a way that meets the outcomes of safety, equity, managing congestion, and reducing greenhouse gases. With the current STIP structure, the incremental amount of funding provided through the funding categories is not enough to address significant transportation needs on these facilities in the metropolitan region. Mechanisms to allow for larger-scale and meaningful investments are necessary in the STIP to address the transportation needs of the system, especially in the Portland metropolitan region.

Message 4: To best meet the goals and objectives in the Commission’s Strategic Action Plan, focus the investments in the 2024-2027 STIP towards the state’s urban arterials.

Investing in the urban arterials provides the best opportunity to address shared goals. The urban arterials have significant transportation needs, whether that is deteriorating pavement or outdated signals, let alone these same arterials are the most unsafe and some of the busiest roadways in the region. The Commission should assess the barriers posed by the existing STIP funding allocation categories in order to make meaningful investment in the state-owned urban arterials instead of small incremental investments.

¹ Modern transportation system is defined as “build, maintain, and operate a modern, multimodal transportation system to serve all Oregonians, address climate change, and help Oregon communities and economies thrive.”

Message 5: Partnerships are necessary to achieve the Commission's goals. Provide direction to pursue partnerships and leverage ODOT administered funding to achieve shared goals between the state and the region.

To achieve the lofty goals set forth in the Commission's strategic action plan, partnerships will be a necessity as no one agency can accomplish the goals alone. The Portland region has a desire to partner with the state to achieve mutually shared goals. At this stage of the 2024-2027 STIP development, the Commission has significant discretion to take actions which best address shared goals and strategic outcomes. One action within the purview of the Commission is to provide direction to partner and leverage investments in the 2024-2027 STIP. This provides opportunities for the state and local partners to work together collectively, combine resources and see shared goals be achieved.

Feedback and Discussion

As outlined in the request, Metro seeks feedback from TPAC on these key messages. Based on the feedback provided, Metro is open to submitting two comment letters: 1) one which addresses key themes, policies, and/or values; and 2) a staff-to-staff comment letter to address procedural and administrative types of comments which are more specific to how ODOT Region 1 or other divisions/sections of ODOT operationalize the funding allocation direction from the Commission.

Next Steps

Based on the feedback provided at the October TPAC meeting, Metro staff will develop a comment letter incorporating the feedback from TPAC. The draft comment letter will be brought forward for discussion at the October JPACT meeting. Metro will seek to submit the comment letter to the Commission during the public open house meetings on the STIP scheduled for late autumn/early winter.

Memorandum

To: C4 Metro Subcommittee
From: Dayna Webb, City of Oregon City
Jaimie Huff, City of Happy Valley
Cities of Clackamas County TPAC Representatives
Re: October 2, 2020 TPAC Meeting
Date: October 2, 2020

Overview

Following is a brief summary of the October 2, 2020 TPAC Meeting. The TPAC packet, as well as the full TPAC Work Program can be found [here](#).

General Updates

- Metro and ODOT selected a consultant team to support the Mobility Policy Update, and the [Regional Mobility Policy Background Report](#) is completed. The latter report reviews existing mobility policy and summarizes best practices in measuring multimodal mobility. On October 21, TPAC and MTAC will hold a joint workshop on the Mobility Policy Update.
- The 2021-2024 Metropolitan Transportation Improvement Program (MTIP) is now approved.

Fatal Crash Briefing

- As of September 24, data suggests there have been 75 crash fatalities in the tri-county area year-to-date, with the greatest number of neighbors lost in July (13). Moreover, there has been three additional fatalities *since* September 24. Traffic fatalities have returned to pre-COVID levels.
- Including fatalities since September 24 data, there are 11 fatalities attributed to September:
 - Nathaniel, 30, motorcycling, Mult Co, 9/28/20
 - Timothy, 52, walking, Mult Co, 9/24/20
 - Unknown, driving, Wash Co, 9/23/20
 - Damian, 45, driving, Mult Co, 9/22/20
 - Dakota, 20, motorcycling, Clack Co, 9/16/20
 - Christopher, 36, walking, Mult Co, 9/11/20
 - Alberto, 35, walking, Mult Co, 9/11/20
 - Nicholas, 16, driving, Clack Co, 9/6/20
 - Jessica, 46, walking, Mult Co, 9/4/20
 - Martin, 81, bicycling, Mult Co, 9/3/20
 - Alijah, driving, Mult Co, 9/1/20
- To-date, available data suggests at least nine fatalities in 2020 have involved youth under the age of 21:
 - Dakota, 20, motorcycling, Clack Co, 9/16/20
 - Nicholas, 16, driving, Clack Co, 9/6/20
 - Sarah, 1, killed while walking, Mult Co, 7/30/20
 - Udell killed in a single motor vehicle crash, NE Lombard Street, Mult Co, 7/18/20; speed appears to be a contributing factor
 - Jack, 2, killed in a hit and run in front of his home, Milwaukie, Clack Co, 7/20/20; the police determined that speed was not a factor and that the driver may not have been aware of what happened
 - Unknown, 7, Clack Co, SE Platz and 362nd, killed in a head-on crash with a semi-truck, (it is possible that speed was a contributing factor in the crash), 4/13/20
 - Cornwell, 19, Mult Co, Columbia River Highways, killed in multi-vehicle crash involving 2 motor vehicles and 3 commercial vehicles, 3/24/20
 - Charles Anthony, 16, Clack Co, killed in single vehicle crash, 1/29/20 (death attributed to suicide)
 - Luis, 11, Mult Co, killed while walking, 1/6/20
- The Cities of Clackamas County TPAC Representatives wish to recognize and honor Lake McTighe, Metro Regional Planner, for producing TPAC's monthly safety briefing and conveying such material with great compassion. *Thank you, Lake.*

Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 20-5130

Purpose: Amending or adding new projects to the 2021-24 Metropolitan Transportation Improvement Program (MTIP) which involves five projects impacting ODOT and TriMet (OC21-03-OCT)

- This item was advanced to JPACT.

Local Project Highlights		
ODOT Project No.	Project Name	Amendment
21218	I-5: Boone (Willamette River) Bridge	On I-5 at the Boone Bridge over the Willamette River, project place driving surface overlay on the Boone Bridge to remove ruts and provide a safe and even travel surface. Project amendment splits construction phase and funding off from Key 21218 and combines it into Key 20411.
20411	I-5: I-205 Interchange - Boone (Willamette River) Bridge	Project seeks to remove and replace asphalt surface to repair pavement ruts and damage from vehicles. This includes the driving surface of seven bridges. Upgrade rail on two bridges to gain acceptable rail height and improve safety. Project amendment combines construction phase and funding of K21218 (\$3.2M) into K20411. Construction phase is further increased by an additional \$180K to fund a rail retrofit on bridges 09743B and 09743C for a net construction phase increase of \$3,380,000. Key 20411's name, description and mile points are updated to reflect the added scope from K21218 and the rail retrofit on the two bridges. Overall, although the amendment is primarily a combination action, there is a significant scope change present to require a full/formal amendment to the MTIP.

MPO 2024-2027 State Transportation Improvement Program (STIP) comment letter

Purpose: Providing an overview and gather feedback on potential comments to include in a MPO comment letter on the 2024-2027 STIP.

- The STIP is ODOT’s capital improvement plan for state and federally-funded projects. The OTC is preparing to identify how anticipated STIP dollars may be divided between various STIP-funded program categories, such as Enhance Highway, Fix-It, Safety and Local Programs. A determination on the revenue distribution between programs is anticipated around December. At that time, the OTC is also anticipated give direction on how any federal dollars received in excess of assumed funding levels should be used.
- At its October meeting, JPACT will discuss a draft MPO letter of comment on the STIP allocation conversation. JPACT approval will be sought to submit the comment letter.
- Leading into the October JPACT meeting, TPAC received conceptual messaging that could be incorporated into a draft MPO letter. TPAC did not review or make recommendations on draft letter language.

Message 1: Focus on a transparent 2024-2027 STIP process that engages across all stakeholders throughout the development;

Message 2: Focus the state’s transportation investments to advance mutually shared goals by the Commission and the Portland metropolitan region. More specifically, state investments should focus on safety, equity, managing congestion, and reducing greenhouse gases;

Message 3: The current funding structure of the STIP is not addressing significant transportation needs in the Portland metropolitan region.

Message 4: To best meet the goals and objectives in the Commission’s Strategic Action Plan, focus the investments in the 2024-2027 STIP towards the state’s urban arterials.

Message 5: Partnerships are necessary to achieve the Commission’s goals. Provide direction to pursue partnerships and leverage ODOT administered funding to achieve shared goals between the state and the region.

- TPAC held a robust conversation around messaging concepts, including some wordsmithing and technical suggestions. Provided below are some generalized discussion themes observed by City staff:

- A letter should take a more sensitive approach, thanking ODOT for their work while encouraging continued good work.
- Examples of regional values, measurements, and gaps should be provided, however regional priorities should not be generalized to the entire statewide system.
 - Note: Within discussion, TPAC was made aware of Clackamas County’s special urban/rural representation, and the importance of STIP funding for rural areas.
- Clarification is needed on the intent and needs addressed by certain messaging themes.
- Within partnerships opportunities, ODOT should not only invest where leverage dollars are readily available, as some communities may not have those resources.
- The OTC recently received some possible program scenarios. It may be impactful to speak to the scenarios and trade-offs relative to regional values.

Oregon Passenger Rail Program and Corridor Investment Plan

Purpose: Providing an overview of the Amtrak Cascades service and planning efforts to improve the service to improve reliability and increase frequency between Portland and Eugene.

- ODOT is [studying](#) options for improved passenger rail service between Eugene-Springfield and Portland, part of the Pacific Northwest Rail Corridor. The Preferred Alternative follows the *existing* Amtrak Cascades passenger rail route and proposes track, signal and communication improvements.
- Analysis results are documented in a [Draft Tier 1 Environmental Impact Statement \(EIS\)](#) reviewed by the Federal Railroad Administration. The FEIS and related Service Development Plan will be finalized in early 2021.
- Concurrently, there is a [study](#) underway to explore high-speed connections between Portland, Seattle, and Vancouver BC. For scale, these high speeds may exceed 200 mph and result in travel times of one hour between each city. A 2020 study is in process to evaluate governance structures, funding and financing options, and outreach activities. This report will be completed in December 2020. Some stakeholders have raised interest in extending the project terminus to Eugene, however such extensions may need to be added to later phases.

Active Transportation Return on Investment Study: Preliminary Findings

Purpose: Discuss preliminary research findings with TPAC.

- An Active Transportation Return on Investment (ATROI) study was recommended by JPACT and Metro Council in 2018. The recommendation was made along with the approval of project development funding to help prepare a pipeline of active transportation projects and better position the region for future funding opportunities.
- PSU and Metro Research Center continue to analyze projects and may complete work by January 2021. The study will be considered during future policy discussions for Regional Flexible Funding Allocations.
- The Study considers both “2040 catalyst projects” (retrofitting commercial streets; aimed at catalyzing economic development) and “longer gap-filling projects” (network completion; potential to increase bicycle mode share). Some jurisdictions with projects included in the study include Milwaukie, Oregon City, Tualatin, NCPRD and THPRD.

Upcoming Agenda Highlights

- October 7, 2020
 - TPAC workshop on Regional Congestion Pricing Study
- October 21, 2020
 - TPAC/MTAC workshop on Regional Mobility Policy Update
- November 6
 - Regional Mobility Policy Update: Case Studies & Policy Approaches – Information/Discussion
 - 2024-27 MTIP Update










- *Transportation for America Smart Cities Collaborative program updates – Information/Discussion (Tentative)*
- December 4
 - Recommendation to JPACT on jurisdictional transfer – Recommendation to JPACT
 - 2020 TSMO Strategy Update Progress – Information/Discussion
 - *Interstate Bridge Replacement Program Partnership Resolution Update – Information/Discussion (Tentative)*

For additional information, please contact:

Dayna Webb, City of Oregon City dwebb@orcity.org

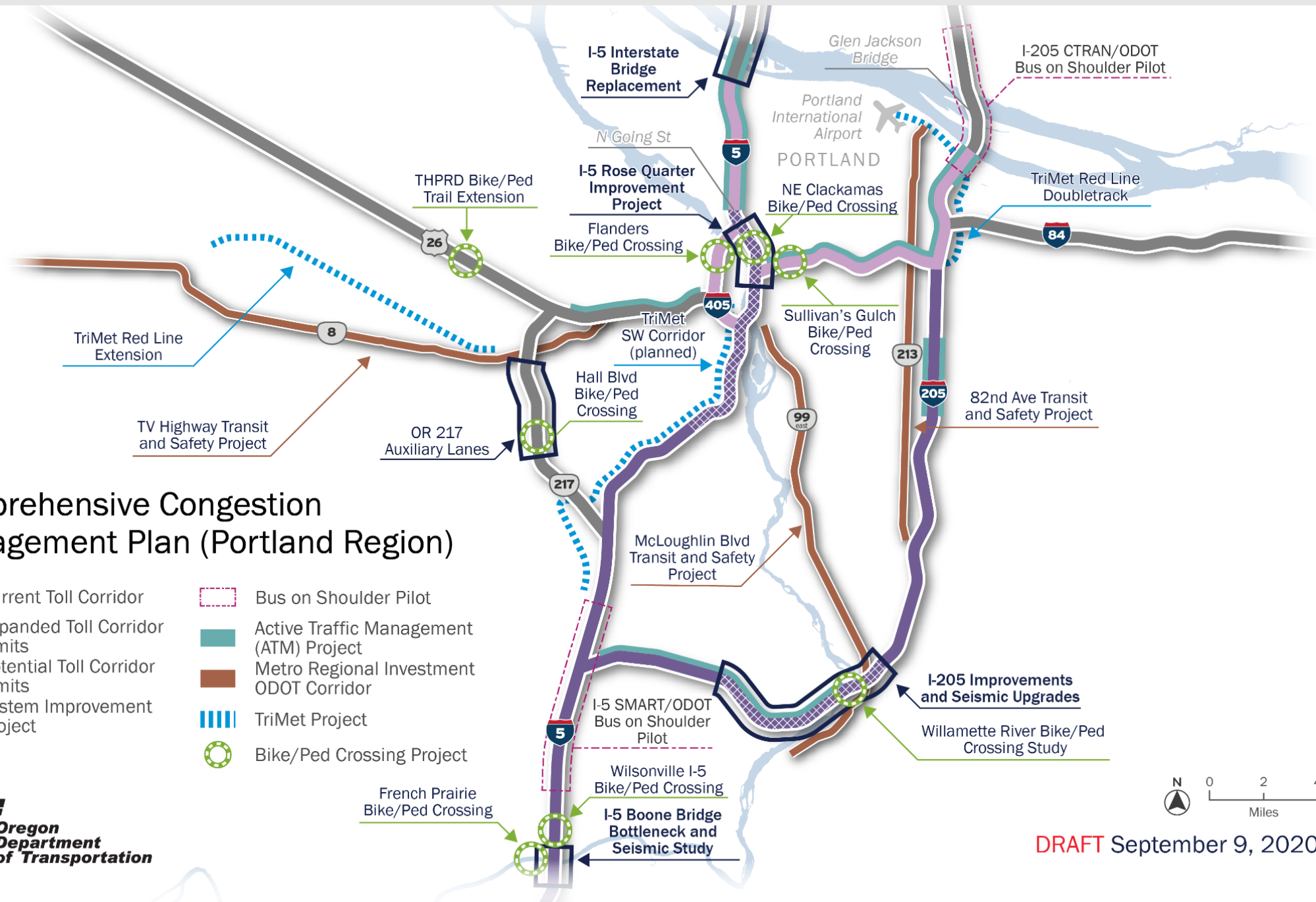
Jaimie Huff, City of Happy Valley jaimiel@happyvalleyor.gov

Comprehensive Congestion Management Plan (Portland Region)

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



**Oregon
Department
of Transportation**



DRAFT September 9, 2020

October **DRAFT**, 2020

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

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

Dear Chair Van Brocklin

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

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

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

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

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

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

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

Sincerely,

DRAFT

Chair Jim Bernard
C4 Co-chair

DRAFT

Mayor Brian Hodson
C4 Co-chair

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