

CLACKAMAS COUNTY BOARD OF COUNTY COMMISSIONERS

Policy Session Worksheet

Presentation Date: Sept. 27, 2016 **Approx Start Time:** 10:30 AM **Approx Length:** 30 Min

Presentation Title: Sunrise Phase II Update

Department: Department of Transportation and Development

Presenters: Barb Cartmill, Director of DTD; Mike Bezner, Assistant Director of Transportation

Other Invitees: Chris Lyons, Public Government Affairs

WHAT ACTION ARE YOU REQUESTING FROM THE BOARD?

No action is being requested. The purpose of this policy session is to update the BCC on progress to the Performance Clackamas goal "By 2019, I-205 expansion and Phase II Sunrise will be scheduled for state and regional funding within the next five years" specifically as it relates to Sunrise Phase II.

EXECUTIVE SUMMARY:

In December of 2010, the Final Environmental Impact Statement (FEIS) was published which outlined a Preferred Alternative for addressing the existing congestion and safety problems in the OR 212/224 corridor, as well as the anticipated employment and household growth in the area. At full build-out, the preferred alternative was estimated to cost \$1.49 Billion (2013 dollars). Attachment A is a map of the Sunrise Final Environmental Impact Statement (FEIS) area.

Since that time, there has been over \$200 million committed to the project from a variety of sources including the 2009 Jobs and Transportation Act legislation, Clackamas County Development Agency ROW contributions, SAFETEA-LU, STIP and other ODOT and County contributions. This initial investment has funded the construction of Phase 1 of the Sunrise, also known as the Sunrise JTA project.

The Sunrise JTA project, as well as other investments in the Sunrise system of projects in the area, included the following elements:

- A new four-lane highway (two lanes each direction) from the Milwaukie Expressway (OR 224) at I-205 to SE 122nd Avenue at OR 212/224. It is 2.5 miles in length.
- A new I-205 overcrossing to connect 82nd Drive and 82nd Avenue.
- Bicycle and pedestrian improvements in the area.
- Intersection improvements at SE 122nd Avenue and OR 212/224.
- Local road improvements including Lawnfield Road, 98th Court, Minuteman Way and 102nd Ave.
- Tolbert Street Overcrossing (currently under construction)

With cost savings from the Sunrise JTA project, ODOT is currently designing an auxiliary lane along I-205, near the Sunnybrook on ramp, as well as an auxiliary lane westbound on Hwy 224. Additionally, they are also investing in ROW for Sunrise Phase 2.

Sunrise Phase 2 will extend the Sunrise from 122nd Ave to 172nd Ave. Initial estimates for a 2-lane extension of the Sunrise is approximately \$250 Million. A significant portion of the investment will be in ROW costs.

Staff from ODOT, Happy Valley and Clackamas County have discussed a variety of approaches to moving pieces of the Phase 2 project forward, with an eye toward pursuing project funding in a 2017 state transportation package. These approaches include:

- Improve project readiness by making key ROW investments. It is estimated that \$90 Million will be needed for ROW for Sunrise Phase 2.
- Undertake additional study to identify the most beneficial near term investments between Rock Creek junction and 172nd Ave.

A key issue to address within the Sunrise Phase 2 project area is the need to provide access to employment land in the Rock Creek junction area. Nearly 90 acres of regionally significant industrial land are located in the Rock Creek Employment site. Another issue is that the existing Hwy 212 east of Hwy 224 is a rural road, but is now being used for urban level of traffic. Finally, the Sunrise Phase II project is needed to support the 172nd Ave corridor, which is an area currently experiencing significant residential growth.

FINANCIAL IMPLICATIONS (current year and ongoing):

Is this item in your current budget? YES NO

What is the cost? \$ N/A

What is the funding source?

STRATEGIC PLAN ALIGNMENT:

- How does this item align with your Department's Strategic Business Plan goals?
 - This item supports the long-range planning purpose of providing plan development, analysis, coordination and public engagement services to residents, businesses; local, regional and state partners, and County decision makers so they can plan and invest based on a coordinated set of goals and policies that guide future development.
- How does this item align with the County's Performance Clackamas goals?
 - This item supports the Clackamas County Strategic Plan policy to Build a Strong Infrastructure, as well as the specific goal that by 2019, I-205 expansion and Phase II Sunrise will be scheduled for state and regional funding within the next five years.

LEGAL/POLICY REQUIREMENTS: N/A

PUBLIC/GOVERNMENTAL PARTICIPATION: The conversations regarding the next steps for the Sunrise Phase 2 project are being coordinated with ODOT, Happy Valley and Clackamas County.

OPTIONS: This is an informational item only.

RECOMMENDATION: No action is recommended at this time.

ATTACHMENTS:

- A. Sunrise FEIS Project area

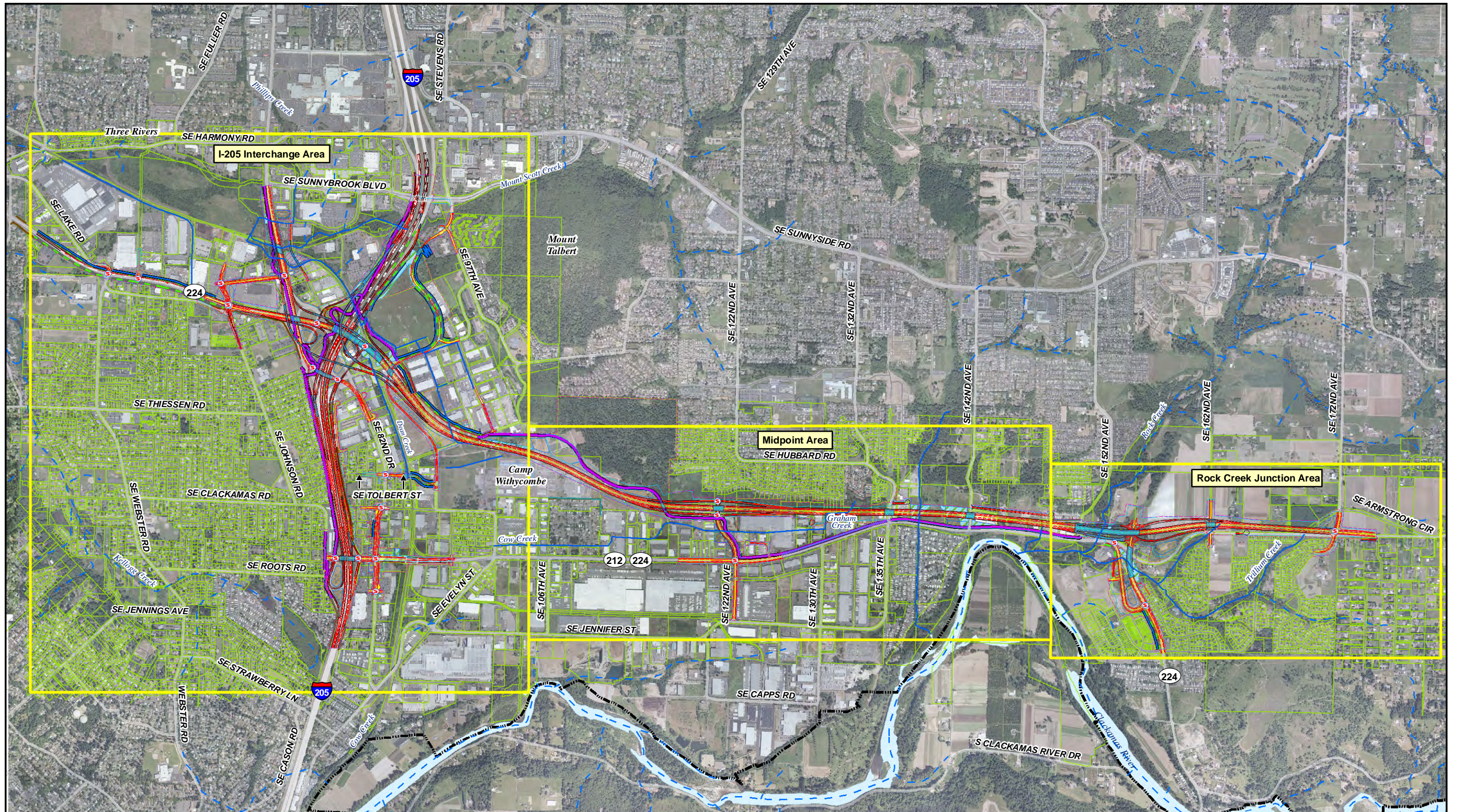
SUBMITTED BY:



Division Director/Head Approval _____

Department Director/Head Approval _____

County Administrator Approval _____

For information on this issue or copies of attachments, please contact __Mike Bezner_@ 503-742-4651_____




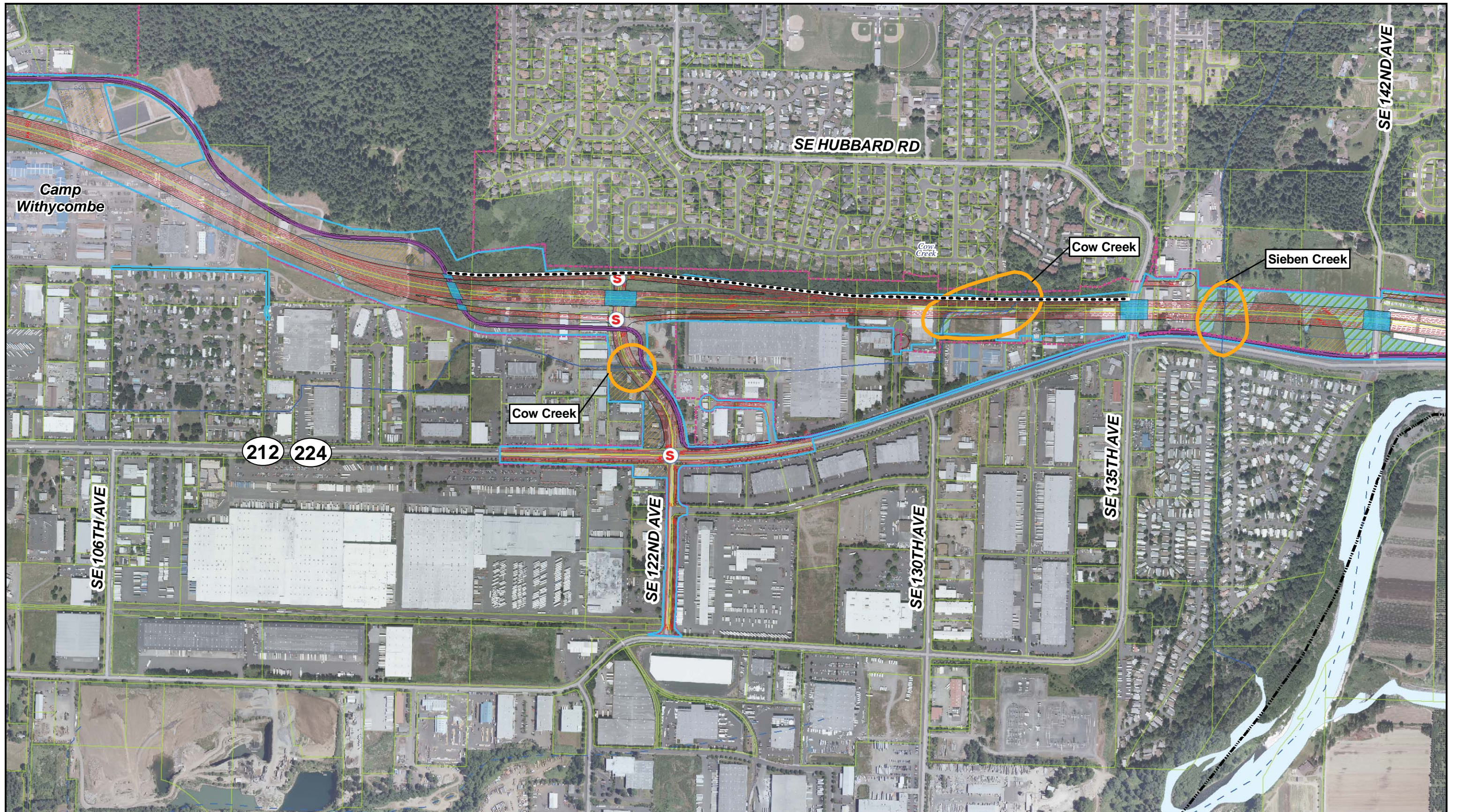

2,000 0 2,000 Feet


Sources:
 ODOT and Metro, Portland OR (2008-09)

Legend	
Access Closure	Lane Line
Bridge Structure	Lane Striping
Bridge Footing	Median
Construction Impact Line	Multi-Use Path
Edge of Pavement (with curb)	Proposed Right-of-Way Line
Edge of Pavement (with no curb)	Retaining Wall
Traffic Signal	Sound Wall
Taxlots	Urban Growth Boundary (UGB)
Storm Water Treatment/Detention	Bioslope
Flood Plain Mitigation Site	Swale
ODOT Verified Wetlands	Streams
	Metro Non-Verified
	ODOT Verified

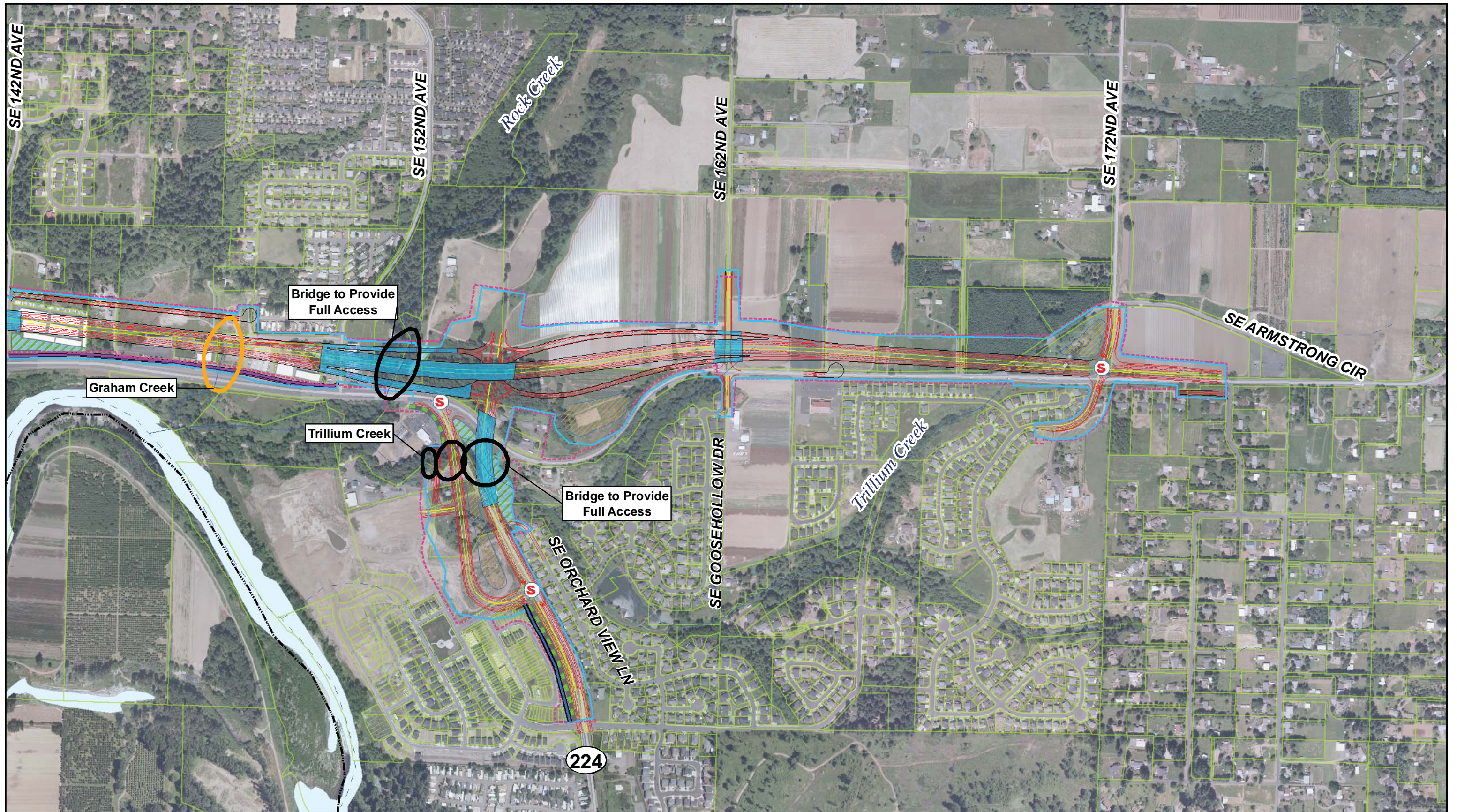
Figure PA-1
Project Area

 Sunrise Project, I-205 to Rock Creek Junction



Legend	
Access Closure	Lane Line
Bridge Structure	Lane Striping
Bridge Footing	Median
Construction Impact Line	Multi-Use Path
Edge of Pavement (with curb)	Proposed Right-of-Way Line
Edge of Pavement (with no curb)	Retaining Wall
Exclusionary Fencing	Sound Wall
Traffic Signal	Storm Water Treatment/Detention
Taxlots	Flood Plain Mitigation Site
Urban Growth Boundary (UGB)	ODOT Verified Wetlands
Exclusionary Fencing	Bioslope
Streams	Swale
Metro Non-Verified	Future Bridges & Culverts/Wildlife Passages
ODOT Verified	Medium

Figure PA-4
Midpoint Area
 Sunrise Project, I-205 to Rock Creek Junction



800 0 800 Feet

Sources:
ODOT and Metro, Portland OR (2008-09)

Legend	
Access Closure	Lane Line
Bridge Structure	Lane Striping
Bridge Footing	Median
Construction Impact Line	Multi-Use Path
Edge of Pavement (with curb)	Proposed Right-of-Way Line
Edge of Pavement (with no curb)	Retaining Wall
Urban Growth Boundary (UGB)	Sound Wall
Traffic Signal	Storm Water Treatment/Detention
Taxlots	Flood Plain Mitigation Site
Urban Growth Boundary (UGB)	ODOT Verified Wetlands
Metro Non-Verified	Bioslope
ODOT Verified	Swale
Future Bridges & Culverts/Wildlife Passages	Medium
Medium	Full Access
Full Access	

Figure PA-5
Rock Creek Junction Area

Sunrise Project, I-205 to Rock Creek Junction