

# CLACKAMAS COUNTY BOARD OF COUNTY COMMISSIONERS

## Policy Session Worksheet

**Presentation Date:** October 13, 2020 **Approx. Start Time:** 1:30pm

**Approx. Length:** 90 minutes

**Presentation Title:** Performance Clackamas: Update *Build a Strong Infrastructure*

**Department:** DTD, PGA, H3S, BCS

**Presenters:** Chris Lyons, Dan Johnson, Mike Bezner, Jamie Stasny, Trent Wilson, Sue Hildick

**Other Invitees:** I-205 Implementation Team, Sunrise Implementation Team

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

This is an update to the Board for discussion, no action is requested.

### EXECUTIVE SUMMARY:

Early in 2020, Implementation Teams were formed to address each of the Boards' Strategic Initiatives. Teams consist primarily of staff from multiple departments who are involved with planning and implementation. Due to COVID, work has been delayed; however, Teams have reconvened and are moving ahead with their work.

These update sessions provide an opportunity for the Board to review progress towards achieving the Initiatives including:

- discussing activities to date
- identifying what's working and any barriers
- recommending changes, if needed, and
- describing plans for the next 12 months.

This session will review two Initiatives from the Board's Build a Strong Infrastructure priority:

- By 2024, funding for the Interstate 205 (I-205) Widening and Seismic Improvements Project, including the Abernethy Bridge, will be committed from federal, state, and/or regional funding sources.
- By 2024, funding for the next Phase (from 122nd-172nd) of the Sunrise Gateway multimodal corridor improvements will be committed from federal, state, and/or regional funding sources.

### FINANCIAL IMPLICATIONS (current year and ongoing): N/A

Is this item in your current budget?  YES  NO

What is the cost? \$

What is the funding source?

### STRATEGIC PLAN ALIGNMENT:

- How does this item align with your Department's Strategic Business Plan goals?
- How does this item align with the County's Performance Clackamas goals?

This is a review of departmental work on the Performance Clackamas goals

**LEGAL/POLICY REQUIREMENTS:** N/A

**PUBLIC/GOVERNMENTAL PARTICIPATION:** Involves several departments

**OPTIONS:** N/A

**RECOMMENDATION:** N/A

**ATTACHMENTS:**

BCC Goal I-205  
Structure of Transportation Committees  
BCC Goal Sunrise Gateway  
Get Moving 2020 Hwy 212 Complete Street & Local Connections Project Handout  
GM 2020 Hwy 212/Sunrise Project Sheet

**SUBMITTED BY:**

Division Director/Head Approval \_\_\_\_\_  
Department Director/Head Approval \_\_\_\_\_  
County Administrator Approval \_\_\_\_\_

For information on this issue or copies of attachments, please contact Jamie Stasny @ 971.678.6406
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## BCC GOAL:

### Strategic Result(s)

By 2024, funding for the Interstate 205 (I-205) Widening and Seismic Improvements Project, including the Abernethy Bridge, will be committed from federal, state, and/or regional funding sources.

### Team Members/Department (\*Chair)

Public and Government Affairs	Sue Hildick *	Chris Lyons	Trent Wilson
Transportation and Development	Dan Johnson	Mike Bezner	Jamie Stasny
Business and Community Services	Sarah Eckman		
Health, Housing, and Humans Services	Abe Moland		
Board Representative	Kimberlee DeSantis		

### Key Strategies

Communications – Clearly articulating the project need

Funding Strategy Development – Identifying potential funding sources and timelines

Government Relations – State Legislative Engagement & Advocacy – Building project support within the Clackamas Caucus and amongst key legislators

Government Relations – State Agency Engagement – Identifying and engaging key decision makers at the OTC and ODOT

Government Relations – Local & Regional Coordination – Engaging key stakeholders to support funding at the regional, state, and federal levels

Government Relations – Federal Advocacy – Positioning I-205 for funding at the federal level

### Related Metrics

By 2024, funding for the next Phase (from 122nd to 172nd) of the Sunrise Gateway multimodal corridor improvements will be committed from federal, state and/or regional funding sources.

By January 2022, a Climate Action plan is adopted for our community with specific recommendations to reach the goal of being carbon neutral by 2050.

Policy Lens: Carbon Neutrality, including developing and implementing a Climate Action Plan.

Policy Lens: Healthy and Active Lifestyle, guiding housing, transportation, and land use policies and decisions.

Policy Lens: Equity, Diversity, and Inclusion

Congestion Relief

### Activities Completed to Date

State legislative advocacy and engagement (All BCC/Chris Lyons/Trent Wilson/Phil Donovan) – Successful inclusion of project in HB 2017 as a bottleneck of statewide significance; project design is fully funded (\$56M); Legislature directed ODOT through a budget note to fully fund project; ODOT Cost to Complete Report finalized in February 2018; initiative on the county's 2020 state legislative agenda; top priority of Clackamas Caucus; elevated issue by supporting Rep. Pruaks's funding bill in 2020; meeting with legislative transportation leaders

OTC/ODOT engagement (Chair Bernard/Commissioner Savas/Sue Hildick/Mike Bezner/Jamie Stasny/Chris Lyons/Trent Wilson) – Project is now 60% designed and nearly shovel ready pending construction funding; coordinating with OTC commissioners and ODOT staff; successfully advocated for an ODOT implementation and funding strategy; ClackCo representation on the ODOT Equity & Mobility Advisory Committee; Established Tolling Diversion Groups
Regional coordination (Mike Bezner/Jamie Stasny/Sue Hildick/Chris Lyons) – robust engagement with Metro, cities, counties, and business alliances
Local coordination (Commissioner Savas/Trent Wilson/Jamie Stasny/Chris Lyons) – engaging with and enlisted support from cities (C4) and business groups
Congressional engagement (Sue Hildick/Chris Lyons/Trent Wilson) – initiative on the county’s 2020 federal policy agenda; engaging with federal delegation

**Activities Planned for FY 20/21**

Funding Source	Q1: July-September	Q2: October-December	Q3: January-March	Q4: April-June
State (Legislature)	Legislative engagement	Legislative engagement and preparations for 2021 session	Legislative advocacy	Legislative advocacy
State (ODOT)	Comprehensive Congestion Management Plan	Comprehensive Congestion Management Plan	Comprehensive Congestion Management Plan	Comprehensive Congestion Management Plan
State (ODOT)	STIP coordination	STIP coordination	STIP coordination	STIP coordination
Federal	Congressional engagement	Preparations for 2021 Congressional session and possible stimulus package	Congressional advocacy	Congressional advocacy

**Overall Status/Progress**

What’s Working Well	Barriers/Challenges
Funding strategy	Project cost and lack of available funding
State legislative coordination – top priority of the Clackamas Caucus	I-205 is not a county facility
Agency coordination – frequent engagement with the OTC & ODOT	Tolling/congestion pricing unknowns
Regional coordination – engagement with jurisdictions & business alliances	Lack of transit alternatives (equity concerns; diversion into communities)
Local coordination – frequent engagement with cities and business groups; identified by C4 as the transportation priority of all Clackamas jurisdictions	Ramifications of regional transportation measure
Internal team coordination	Need to enlist additional support from the business community

**Changes recommended due to COVID or other factors**

Recommended Change	Reason
N/A	

# I-205 Bottleneck and Tolling Projects Committee Structure



**DRAFT**

**Legislature** <sup>T</sup> <sup>B</sup>

Under HB 2017, identified and partially funded the I-205 bottleneck as a project of statewide significance, directed the OTC to seek federal approval to implement value pricing on I-205 and I-5, and directed ODOT to fully fund the I-205 bottleneck project

**Oregon Transportation Commission (OTC)** <sup>T</sup> <sup>B</sup>

By action of the Legislature in HB 2017, the OTC has directed ODOT to implement tolling on I-205 and has final decision making authority for setting fees and tolls, oversees the ODOT work plan, and is responsible for funding requests to the Legislature

**Clackamas County Coordinating Committee (C4)** <sup>T</sup> <sup>B</sup>

Local stakeholders representing project(s) area. Provides policy position and recommendation related to projects

**Oregon Department of Transportation (ODOT)** <sup>T</sup> <sup>B</sup>

Provide recommendations to OTC

**R1ACT (ODOT Region 1 Advisory)** <sup>T</sup> <sup>B</sup>

Provide funding recommendations to OTC for state projects in Region 1

**ODOT Office of Urban Mobility** <sup>T</sup> <sup>B</sup>

Implementing tolling and congestion project to include an equity lens and framework; overseeing tolling, RQ, Interstate Bridge, and I-205

- <sup>T</sup> I-205 Tolling Project
- <sup>B</sup> I-205 Bottleneck Project

Decision-making

Implementation

OTC/ODOT advisory

ClackCo-hosted

Ongoing committee, not created for this project

**Tolling Diversion Policy Group** <sup>T</sup>

Provide feedback to ODOT

**Equity and Mobility Advisory Committee (EMAC)** <sup>T</sup>

Provide strategic feedback on tolling scenarios including modeling, transit and multi-modal opportunities and regional agency partners.

**Modeling Subcommittee**

**Multi-Modal Subcommittee**

**Tolling Diversion Technical Group** <sup>T</sup>

Provide recommendations to Tolling Diversion Policy Group

**Leaders for Equity, Diversity and Inclusion Council (LEDIC)** <sup>T</sup>

Provide feedback to EMAC and I-205



## BCC GOAL:

### Strategic Result(s)

By 2024, funding for the next Phase (from 122nd to 172nd) of the Sunrise Gateway multimodal corridor improvements will be committed from federal, state and/or regional funding sources.

### Team Members/Department (\*Chair)

Transportation and Development	Dan Johnson *	Mike Bezner	Jamie Stasny
Public and Government Affairs	Sue Hildick	Chris Lyons	Trent Wilson
H3S	Rich Swift	Abe Moland	Derek Reinke
Water Environment Services	Greg Geist		
Business and Community Services	Laura Zentner	Sarah Eckman	
Board Representatives	Tracy Moreland		

### Key Strategies -

Government Relations – Regional Coordination – Understanding the desired outcomes of the measure
Evolve – refining the project components and phases to meet the desired outcomes of the measure
Communications – Clearly articulating the values of the project & making accurate information readily available
Funding Strategy Development – Understanding phasing and project costs, identifying potential funding sources and timelines
Government Relations – Positioning Sunrise for funding at the regional, state and potentially federal levels
Equitable Community Engagement -Equity, Diversity and Inclusion

### Related Metrics

By 2024, funding for the Interstate 205 (I-205) Widening and Seismic Improvements Project, including the Abernethy Bridge, will be committed from federal, state, and/or regional funding sources. (PGA)
By 2024, 80% of businesses that pay family wage jobs seeking to locate or expand in Clackamas County will find serviceable commercial or industrial properties which meet their particular business needs. (BCS)
<i>By 2025, 1,500 affordable housing units will be developed. Those units will be stratified across Area Medium Income (AMI) ranges as shown above.</i>
<i>By January 2022, a Climate Action plan is adopted for our community with specific recommendations to reach the goal of being carbon neutral by 2050.</i>
<i>Policy Lens: Carbon Neutrality, including developing and implementing a Climate Action Plan.</i>
<i>Policy Lens: Healthy and Active Lifestyle, guiding housing, transportation, and land use policies and decisions.</i>
<i>Policy Lens: Equity, Diversity, and Inclusion</i>
<i>Congestion Relief</i>

### Activities Completed to Date

Get Moving 2020 - Project Advisory Board (Chair Bernard) – Successful inclusion of Sunrise Complete Street and Local Connections Project and full design funding included in measure (\$180m)
C2C Corridor Project – Steering Committee (Commissioner Savas) – Successful prioritization of Sunrise Complete Street and Local Connections Project and Design for entire corridor as well as regional consensus around high rankings for the next phases of Sunrise including construction of the 212/224 round about and Sunrise itself.
Get Moving 2020 – Metro Coordination (Mike Bezner/Jamie Stasny)
Get Moving 2020 - Project Coordination (Stephen Williams/Karen Buehrig/Jamie Stasny) A robust coordinated staff effort was required to manage, evolve and refine the project so that it better addressed the needs of the community.
Get Moving 2020 – Communications (Ellen Rogalin/Cameron Ruen) Materials were created and evolved to articulate the need for the project and the evolving details. A website was also created to share information.
Regional Coordination (Dan Johnson/Mike Bezner/Jamie Stasny)

### Activities Planned for FY 20/21

Funding Source	Q1: July-September	Q2: October-December	Q3: January-March	Q4: April-June
General	Develop Full Funding Strategy (\$477 M)			
Local	Get Moving 2020 – Metro Council Referral	Get Moving 2020 – November Ballot	Community Engagement – Plan Development (If measure approved)	Community Engagement – Plan development (If measure approved)
Local			Metro Coordination – Equitable Engagement Strategies (If measure approved)	Metro Coordination – Equitable Engagement Strategies (If measure approved)
State	STIP Coordination	STIP Coordination	STIP Coordination	STIP Coordination
State		Comprehensive Congestion Management Plan	Comprehensive Congestion Management Plan	Comprehensive Congestion Management Plan

### Overall Status/Progress

What's Working Well	Barriers/Challenges
Funding Strategy	Differing Values & Evolving criteria for funding prioritization
Regional and State Coordination	Funding Limitations & Competing Priorities
Internal Team Coordination	Need to develop/nurture relationships with existing residents & business owners

Local Coordination - Evolving relationships with partners like Happy Valley through joint participation in the Clackamas to Columbia Corridor Plan	Need to address near term development needs in the Rock Creek Employment District, while planning for the long-term investment.
Emerging discussions around equity, both regionally and locally, have influenced the project design and approach.	We continue to work on how we measure and articulate “transportation equity” and require refined policy definition to better support outreach in the future

**Changes recommended due to COVID or other factors**

<b>Recommended Change</b>	<b>Reason</b>
N/A	

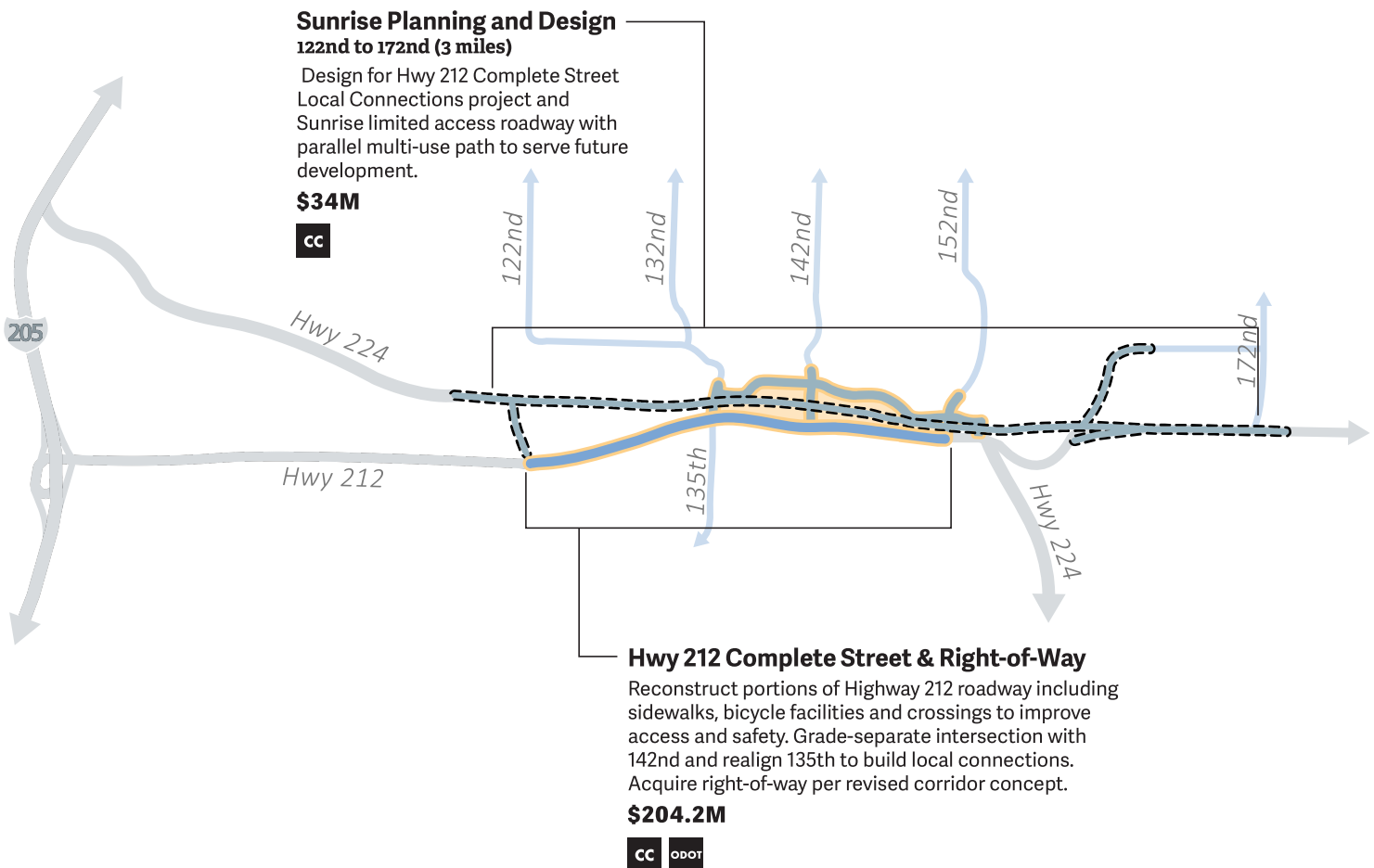


# Hwy 212/Sunrise Corridor

Highway 212 and the Sunrise Corridor connect future residential and commercial areas to existing job centers near I-205. The potential future connection is intended to provide access to jobs and affordable housing in Clackamas County and serve as an alternate connection from the future Clackamas-to-Columbia corridor to I-205. The corridor supports freight movement to US 26, provides connections to recreation areas, and is an important bicycle connector. Although portions of the corridor include rural farmland, communities situated within Highway 212 include working class and low income households including 10 mobile home parks along or near the corridor.

There were 48 serious injuries and fatalities on this corridor between 2007-2017. 32% of this corridor is in an equity focus area.

**MEASURE FUNDING \$240M**



# SUNRISE / HWY 212 Complete Streets: Safety and Local Connections Project

## Transformative community investment

By **optimizing local connections**, this project will increase safety and transform a significant portion of Hwy 212 from a dangerous state highway to a safer, slower corridor with new mode options including protected bike lanes and pedestrian facilities.

Construction of this project will improve the quality of life of current and future residents by enhancing access, slowing speeds and reducing congestion.

Project details are available at [www.clackamas.us/transportation/getmoving2020](http://www.clackamas.us/transportation/getmoving2020).

**A: Optimize local mobility** by creating new local connections between 135th Ave and 142nd Ave and between 142nd Ave and 152nd Ave. These new connections will result in fewer intersections, fewer conflicts and a safer route.

**B: Build a new interchange and roundabout** on Hwy 212 at 142nd Ave to safely manage access for local trips and provide dedicated access to mobile home park residents, bicyclists and pedestrians.

**C: Extend the multi-use path** from 152nd Ave to 172nd Ave to increase safe multi-modal options for residents and commuters.

**D: Increase resiliency** by realigning Hwy 212 from 135th Ave to 152nd Ave away from the Clackamas River and adding safe pedestrian and bike facilities where there are none now.

**E: Improve pedestrian and bike facilities** on Hwy 212 from 122nd Ave to 135th Ave

**F: Improve safety and operations** by creating additional turn lanes at 172nd Ave and Hwy 212.

**G: Add a new pedestrian connection** to provide safe access under Hwy 212 to Rock Creek and Verne Duncan schools.

**H: Interim separated multi-use path** from 122nd Ave to 135th Ave to increase safe multi-modal options for residents and commuters.

**I: Improve pedestrian and bike facilities** from Hwy 212 to Goosehollow with added sidewalks and buffered bike lanes.

Project	Component	Cost*
Hwy 212 Complete Street and Local Connections Project	Right of way	\$76 million**
Hwy 212 Complete Street and Local Connections Project	Construction	\$72 million
Hwy 212 Complete Street and Local Connections Project and remaining corridor	Planning and design	\$29 million

**Total investment: \$177 million**

\* 2020 estimated project costs

\*\* ROW includes land for construction of funded project only

Get Moving 2020  
desired outcomes

*Clackamas County, ODOT, and the City of Happy Valley have worked together to ensure the corridor provides the desired Get Moving 2020 outcomes.*

- Improves safety
- Prioritizes support for communities of color
- Reduces congestion
- Increases access, especially for people of color
- Supports resiliency
- Supports economic growth and system connectivity
- Protects clean air and reduces carbon emissions
- Is regional in nature
- Leverages housing, open space investments

