



MEMORANDUM CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

FROM: Sherilyn Lombos, City Manager

DATE: November 25, 2013

SUBJECT: Work Session for November 25, 2013

5:00 p.m. (25 min) – Oregon Passenger Rail Project Update. Council will receive an update on the Oregon Passenger Rail project and provide direction to the Corridor Forum and the Leadership Council.

5:25 p.m. (25 min) – Economic Development Action Plan Update. Council will receive information on the update of the Economic Development Action Plan and provide input on the process.

5:50 p.m. (45 min) – Seneca Street Extension & Council Building Follow-up. Council will receive follow-up information that was requested at the November 12th meeting and provide direction regarding next steps.

6:35 p.m. (10 min) – Connect Oregon V Grant. Council will receive information about the grant application that is being submitted for the Tualatin River Greenway Trail.

6:45 p.m. (10 min) – Council Meeting Agenda Review, Communications & Roundtable. Council will review the agenda for the November 25th City Council meeting and brief the Council on issues of mutual interest.



MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos

FROM: Ben Bryant, Management Analyst

DATE: 11/25/2013

SUBJECT: Oregon Passenger Rail Update

ISSUE BEFORE THE COUNCIL:

1. Receive Update on the Oregon Passenger Rail Project
2. Provide Direction to the Oregon Passenger Rail Corridor Forum and Leadership Council

EXECUTIVE SUMMARY:

Background

In 2012, the Oregon Department of Transportation (ODOT) began the process of identifying a future high-speed rail alignment between Eugene and Vancouver, Washington. To be eligible for federal funding to construct a high-speed rail line, the State of Oregon must conduct a passenger rail study following the National Environmental Policy Act (NEPA) process. The current planning efforts are aimed at informing ODOT which alignment to pursue in a NEPA process.

Previous Alignment Options

Originally, there were several alternative alignments considered as part of this study, including:

- Union Pacific Rail Line (existing passenger rail route through Oregon City)
- Oregon Electric Rail Line (through Tualatin, Lake Oswego, and Milwaukie)
- Interstate-5
- Interstate-5 to Interstate-205

Initial Screening Results

After initial evaluation efforts, the Oregon Electric Rail Line was "screened" out of the process due to the significant community impacts to Tualatin and Lake Oswego.

Additional Route - Tunnel from Tualatin-Portland

The Passenger Rail Leadership Council confirmed that the Oregon Electric Rail Line should be

screened out; however, they requested additional information on a tunnel option between Tualatin and Portland. The ODOT project team also recommended that this option be screened out after initial evaluation found it to be cost prohibitive. Despite the technical recommendation, the Leadership Council expressed a desire to keep a long-term route such as this on the table.

Remaining Routes - Evaluation

In addition to the tunnel option, the remaining routes in the Portland area include:

- Union Pacific Rail Line (existing passenger rail route through Oregon City)
- Interstate-5 to Interstate-205

Based on the evaluation, the Union Pacific Rail Line best meets the goals and objectives set forth at the beginning of this process.

Next Steps - Tualatin Input

In December, following a series of open houses, the Corridor Forum Group and the Leadership Council will be asked to make a recommendation on which options to remove from further study. The meeting schedule is listed below:

- December 3rd: Corridor Forum (Mayor Ogden or Council President Beikman)
- December 17th: Leadership Council

Accordingly, what input does the Tualatin City Council want to provide regarding the potential route alignments to these groups? In an effort to help guide this discussion, the attached presentation presents more information on the evaluation results throughout the corridor.

Attachments: [Attachment A: Presentation](#)



Oregon Passenger Rail

Eugene - Portland

CHOOSING A PATH FORWARD

Tualatin City Council
Work Session
November 25, 2013

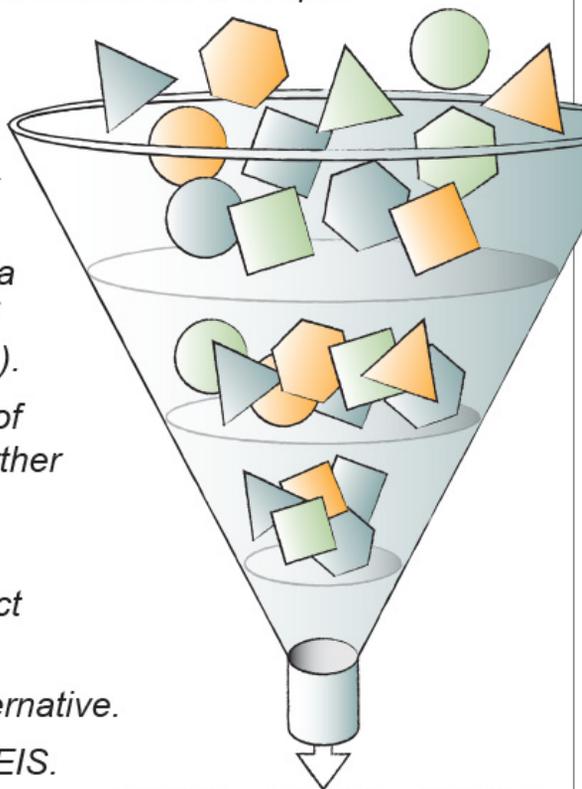


Project Status

How will alternatives be narrowed?

1. *Develop Purpose and Need & goals and objectives.*
2. *Develop an evaluation framework.*
3. *Identify a broad range of corridor concepts.*
4. *Screen corridor concepts against Purpose and Need.*
5. *Evaluate preliminary alternatives using the evaluation criteria (based on prioritized goals and objectives).*
6. *Establish the range of alternatives to be further studied.*
7. *Publish Draft Tier 1 Environmental Impact Statement.*
8. *Select Preferred Alternative.*
9. *Publish Final Tier 1 EIS.*

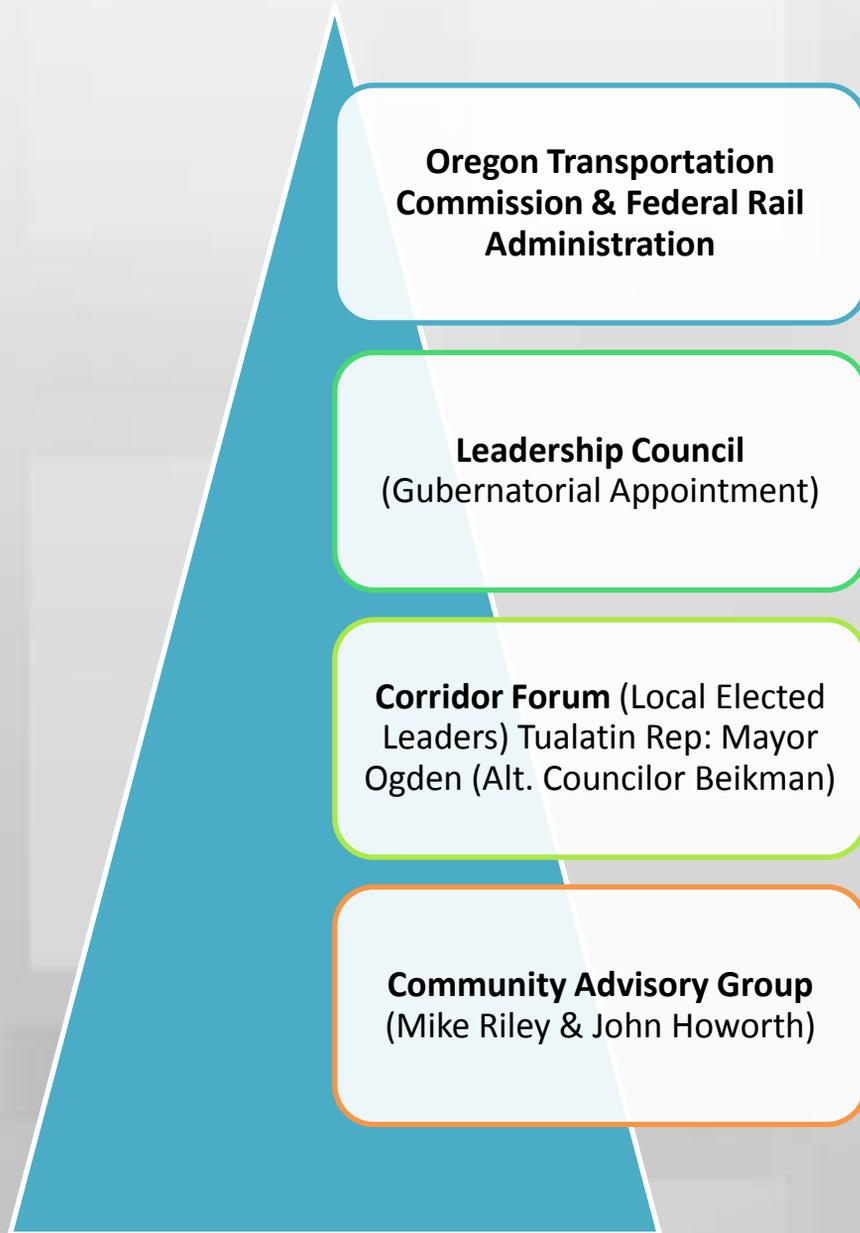
We are here!



Oregon Passenger Rail
Eugene - Portland
CHOOSING A PATH FORWARD

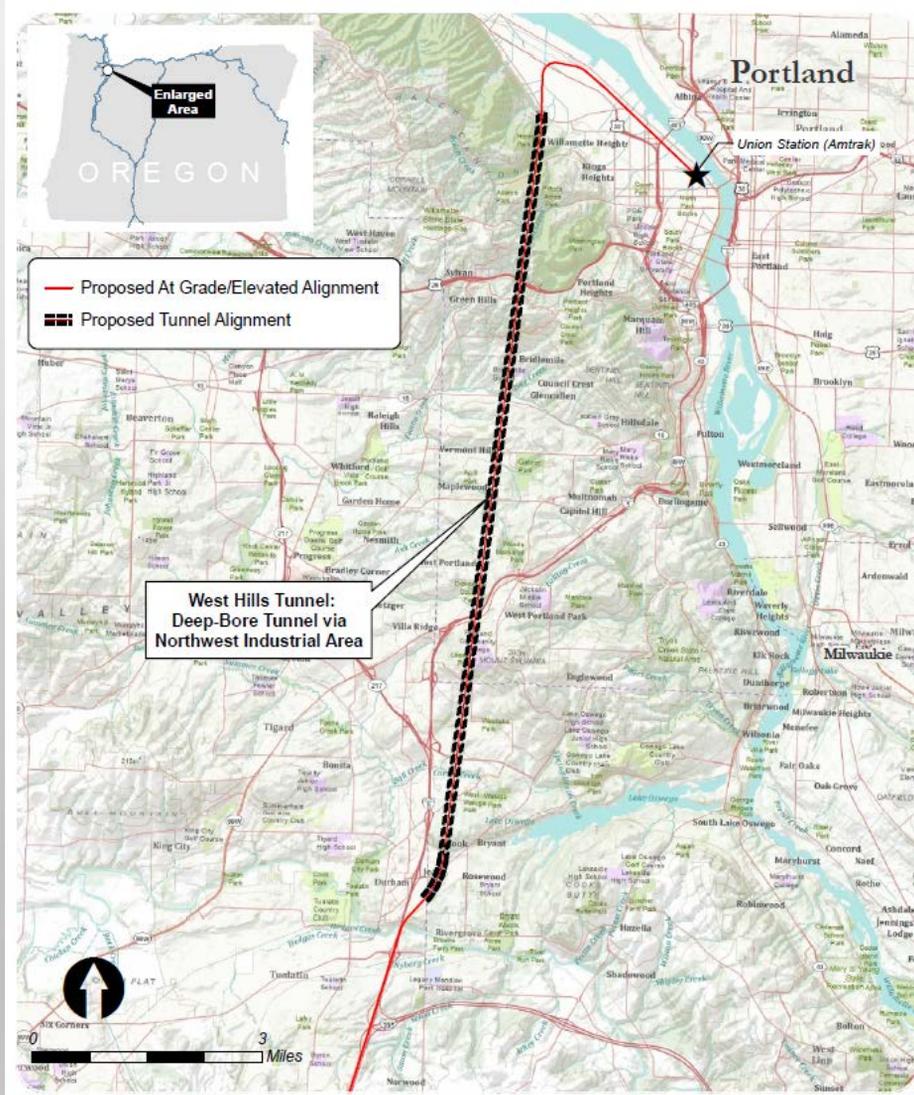


Decision Making Chart



Potential Alignments: Additional Screening Request – Summer 2013

Tunnel Option: Tualatin to Portland



Key Findings

- Not cost-effective
- Park and Recreational Impacts
- Substantial Construction Impacts
- Recommended to be screened out

Remaining Options - Evaluation

Section C

Cost Estimate:
\$1 - \$1.5 billion

Travel Time:
35 to 55 minutes

Section B

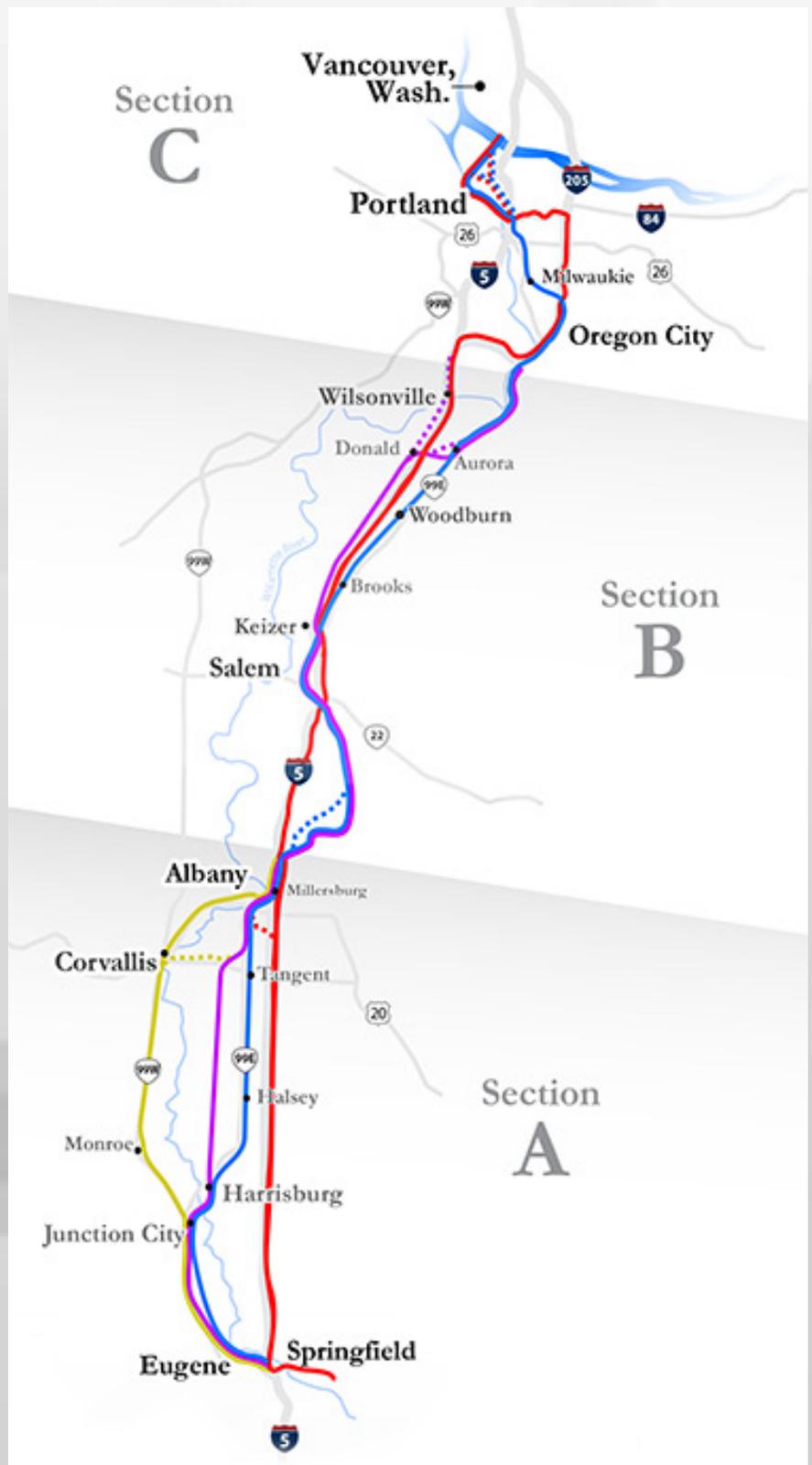
Cost Estimate:
\$1 - \$2 billion

Travel Time:
40 to 60 minutes

Section A

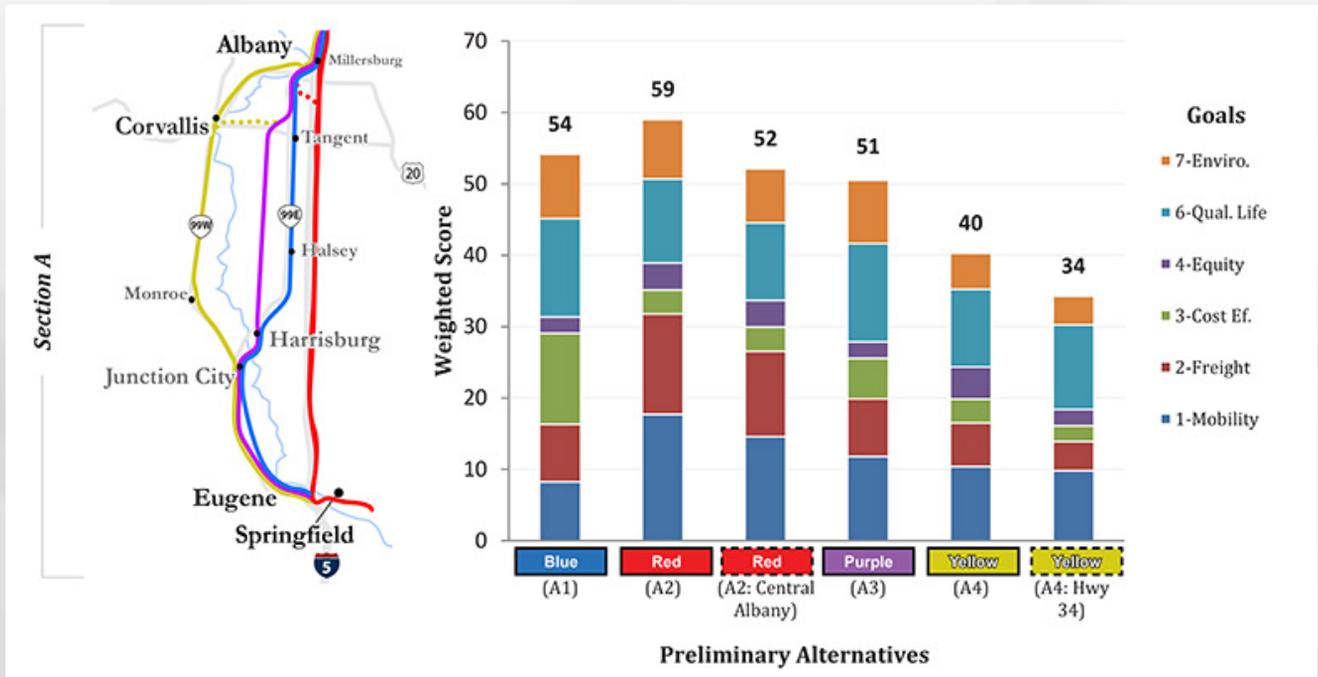
Cost Estimate:
\$1 - \$3.5 billion

Travel Time:
40 to 60 minutes



Remaining Options - Evaluation

Section A: Eugene/Springfield to Albany



Key Findings

Blue (Existing)

- Can be phased over time
- Has the lowest cost

Red (I-5)

- Shortest travel time
- Low number of at-grade crossings
- Fewer freight conflicts

Purple

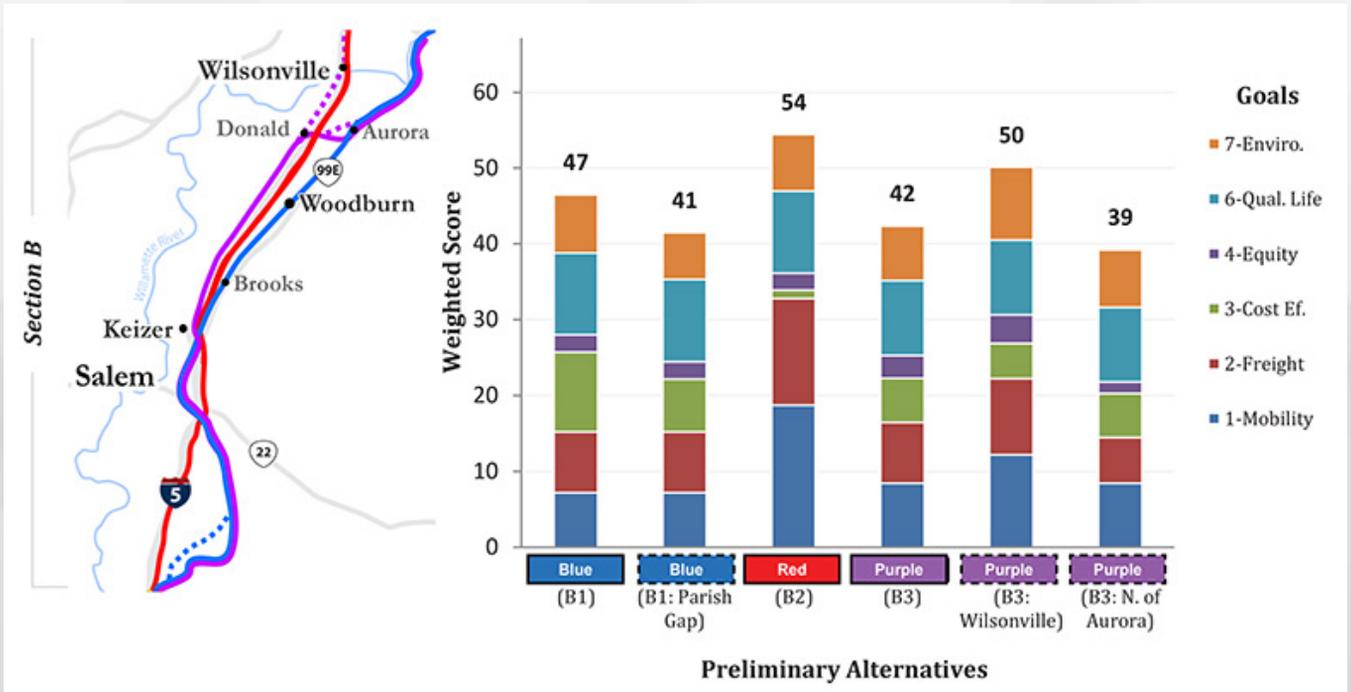
- Does not perform as well as blue or red

Yellow

- Has highest number of at-grade rail crossings
- Higher cost estimates compared to the other alternatives
- Limited ability to phase construction

Remaining Options - Evaluation

Section B: Albany to Wilsonville



Key Findings

Blue (Existing)

- Can be phased over time
- Has the lowest cost

Red (1-5)

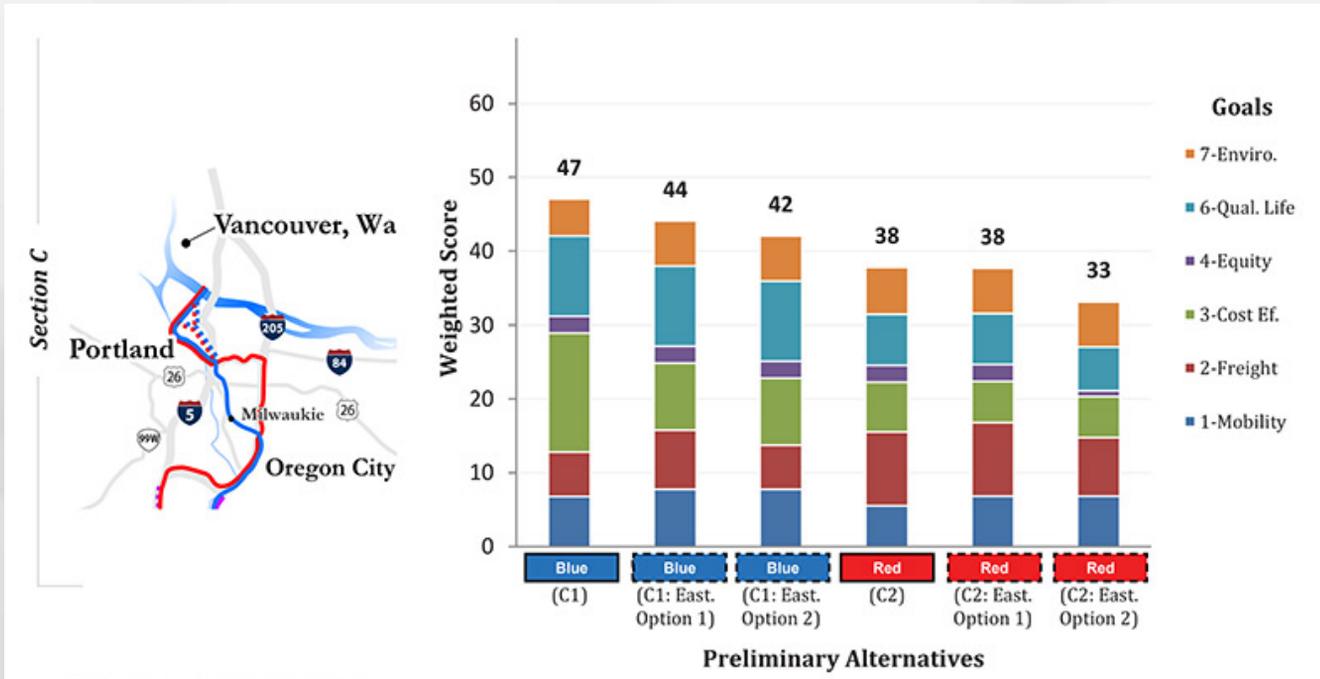
- Shortest travel time
- Low number of at-grade crossings
- Fewer freight conflicts

Purple

- Wilsonville option performs the best for purple (*mobility and environment*)

Remaining Options - Evaluation

Section C: Wilsonville to Vancouver



Key Findings

Blue (Existing)

- Performs better than red alternatives primarily due to cost and ability to phase improvements

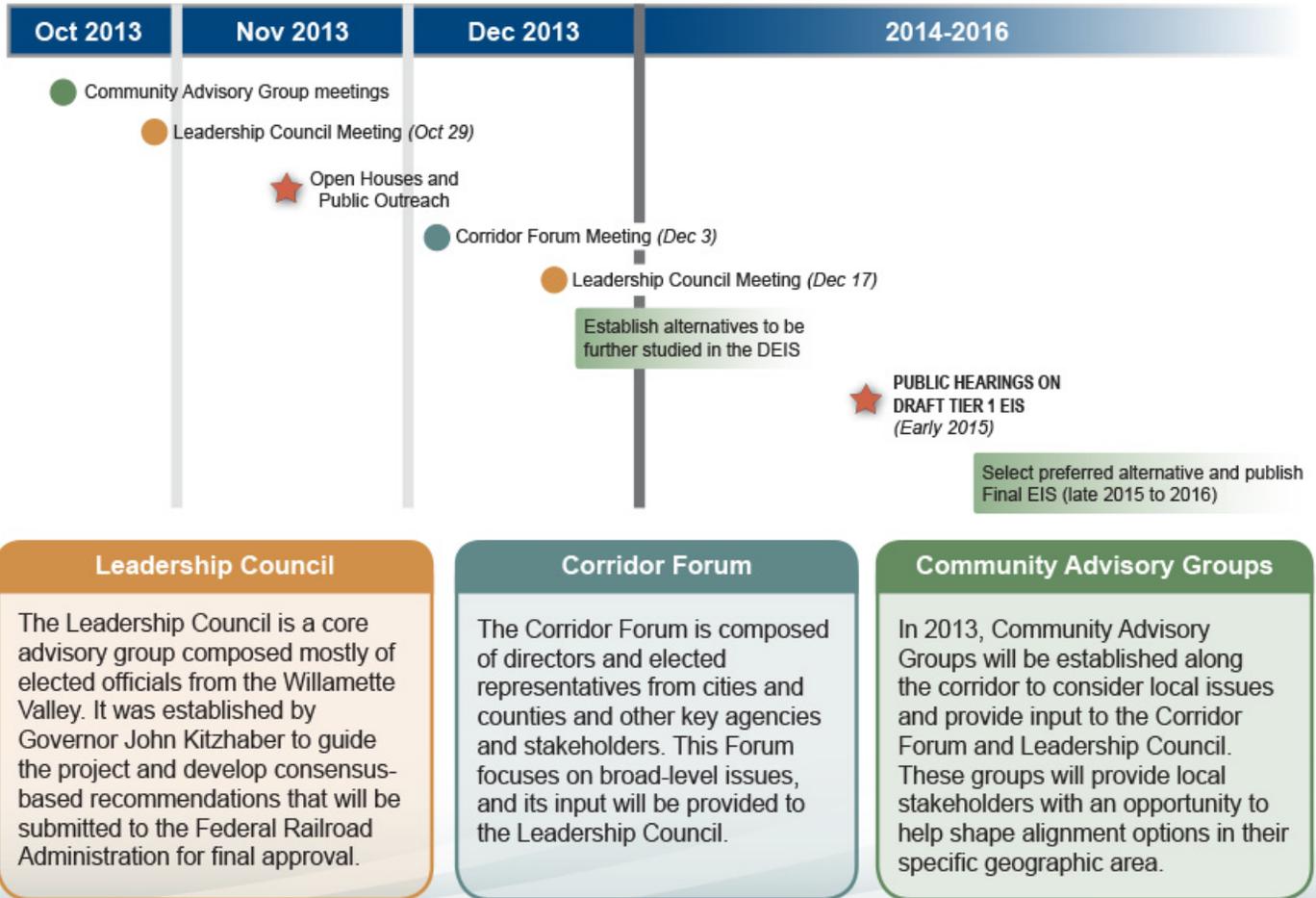
Blue (Eastside Options 1 and 2)

- Performs better than red alternatives primarily due to cost and ability to phase improvements

Red (1-5)

- Does not perform well for mobility and freight
- Red eastside options are more expensive and do not improve performance as compared to the primary red alternative

Next Steps



Direction to Corridor Forum:

➤ What feedback does the Tualatin City Council want to give to the Corridor Forum?



MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos

FROM: Ben Bryant, Management Analyst

DATE: 11/25/2013

SUBJECT: Economic Development Action Plan Update

ISSUE BEFORE THE COUNCIL:

Provide input on the process to update the Economic Development Action Plan

EXECUTIVE SUMMARY:

Background

The City of Tualatin Economic Development Action Plan was last updated in 2001. Since that time, much has changed in the local and national economy. The City of Tualatin has improved infrastructure throughout town which has leveraged private sector growth. Existing businesses have expanded and new companies have chosen Tualatin as their home. As a result of the evolution in our local economy, we are about to begin the process of updating the Action Plan.

Action Plan

The updated Action Plan will highlight past successes, while directing future efforts to continue positive economic growth. Over the course of the next several months, the City expects to:

- Gather data to inform the Action Plan Update
- Establish a set of economic development goals
- Develop Actions
- Adopt Plan

Economic Strategy Committee

We plan to reach out to the community—citizens and interested groups—to assist with the creation of the Action Plan. Specifically, we are proposing to create an Economic Strategy Committee to help guide the development of the Action Plan. The committee will include representatives from:

- Tualatin businesses

- Chamber of Commerce
- Commercial Citizen Involvement Organization
- Bank / Business Finance
- Manufacturing Real Estate Broker
- Regional Economic Development Partners (i.e. Greater Portland, Westside Economic Alliance)

All throughout, we plan to provide updates to the City Council. The goal is to complete the Action Plan by Spring 2014.

Attachments: [Attachment A: Presentation](#)



Economic Development Action Plan Update

Tualatin City Council
Work Session
11/25/2013



Where We've Been

1984: Original Economic Development
Action Plan

1980 Population: 7,483

1989: Plan Updated

1990 Population: 15,013

2001: Plan Updated

2000 Population: 22,791



Original Goal:

“To become one of the premier economic activity centers of the metropolitan area, achieving commercial and industrial growth within the framework of high environmental standards and excellence in urban design.”

Where We've Been

1985

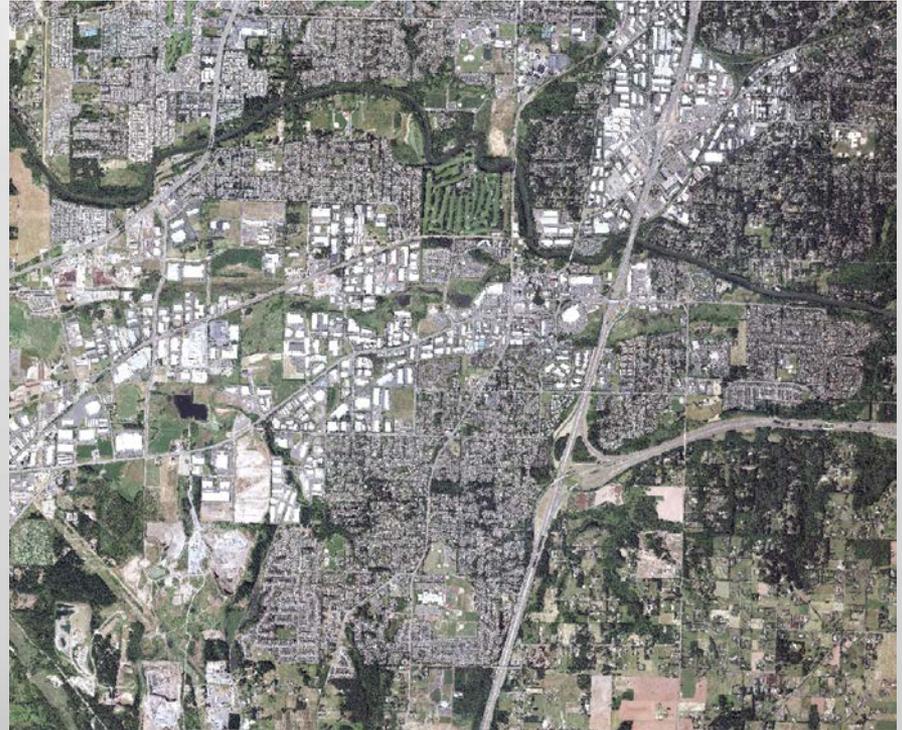


Assessed Value

\$941.7 Million*

* (1991)

2010



Assessed Value

\$3.3 Billion

Where We're Going

Action Plan Update:

Scope of Work

- Gather Data to Inform
- Establish Goals
- Develop Actions
- Adopt Plan

CITY OF TUALATIN

ECONOMIC DEVELOPMENT ACTION PLAN

June 2001

INTRODUCTION

The City's first Economic Development Action Plan was adopted in December 1984, after months of work by staff, the Ad Hoc Economic Development Task Force, and the Tualatin City Council. In the intervening five years (January 1985 – December 1989), Tualatin experienced much growth. Building Permits valued at over \$157 million were issued during that timeframe representing 685 houses, 934 apartments, and 127 new commercial and industrial projects. From the period January 1, 1990 through December 31, 2000, Tualatin experienced significant growth with 1,728 new single-family houses, 1,624 new apartment dwelling units, 101 new commercial projects, and 113 new industrial projects. Building Permit valuation for all forms of building permit activity was \$631,647,942 over that time period.

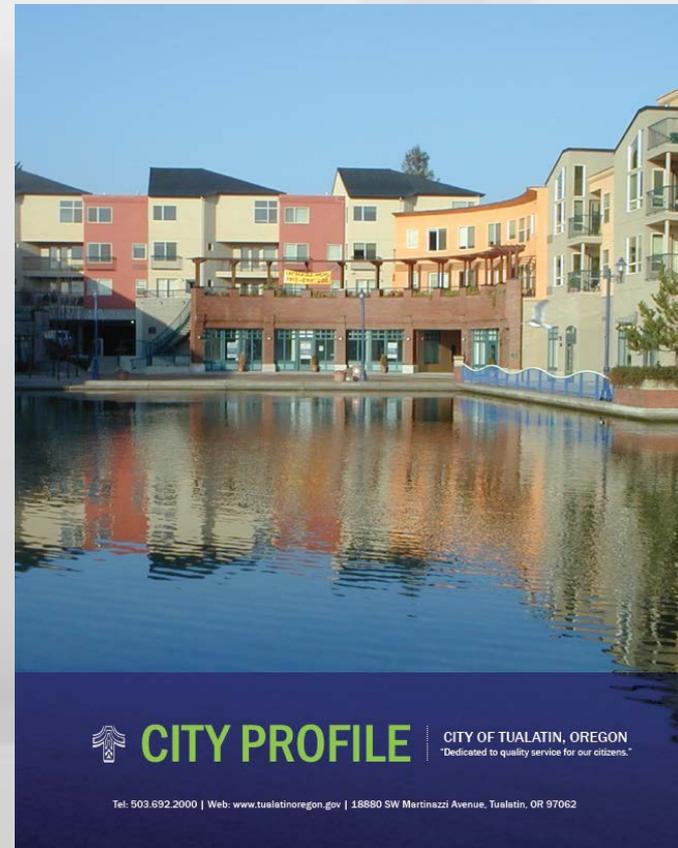
Major economic development accomplishments since adoption of the original plan and the update in 1989 include:

- ?? Provision of water and sewer services to the western industrial area of Tualatin that was annexed in 1982.
- ?? Creation of an Access Management Plan to control access onto major arterials allowing for more efficient traffic movement for residents and businesses.
- ?? Participation with other agencies in getting planning for the I-5/99W Connector identified in the Regional Transportation System Plan.
- ?? Various transportation improvements including Tualatin-Sherwood Road, Tualatin Road, 124th Avenue, intersection and traffic signal improvements.
- ?? Development of a Transportation System Plan for the City and identifying potential funding sources.
- ?? Adoption of the Leveton Tax Increment Plan covering 377 acres in western Tualatin.
- ?? Attraction of JAE Oregon, Novellus Systems, Inc., Fujimi America, Interlog, Successful Money Management Seminars, and Tofle USA to build industrial

Action Plan Update

Gather Data to Inform Plan Update

- Review Existing Plans
- Evaluate Demographic and Economic Data
- Develop Business Industry Clusters



Action Plan Update

Establish Goals and Kickoff Plan Update

- Tualatin Tomorrow

- Outreach Meetings
- Theme Team



- Create Economic Strategy Committee

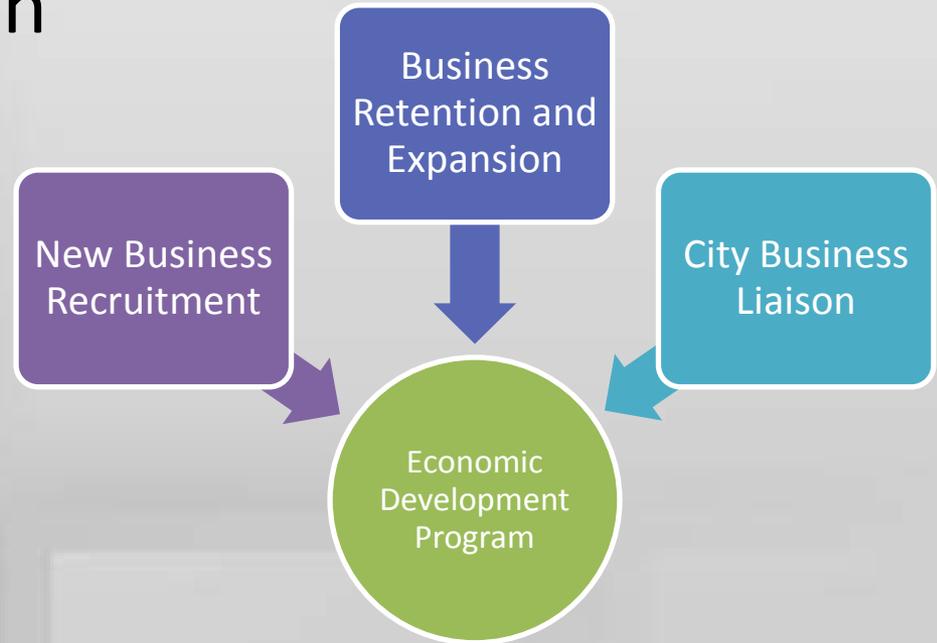
- Invite Local Business Leaders
- Meet 4 times throughout plan development

- Draft Goals and Actions

Action Plan Update

Develop Actions

- Recruitment
- Retention & Expansion
- City Business Liaison



Action Plan Update

Proposed Economic Strategy Committee Membership

- Tualatin businesses
- Chamber of Commerce
- Commercial Citizen Involvement Organization
- Bank / Business Finance
- Manufacturing Real Estate Broker
- Regional Economic Development Partners (i.e. Greater Portland, Westside Economic Alliance)
- Other?

Action Plan Update – Next Steps

Gather Data To Inform

November - January



Establish Goals & Kickoff Economic Strategy Committee

January - February



Develop Actions & Share with Community

February - April



Adopt Plan

Late Spring 2014



MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos

FROM: Sara Singer, Deputy City Manager

DATE: 11/25/2013

SUBJECT: Seneca Street and Council Building Research

ISSUE BEFORE THE COUNCIL:

At the November 12, 2013 City Council Work Session, the Council directed staff to collect additional information regarding the proposed Seneca Street extension as part of the Nyberg Rivers project and the Council Building. This report summarizes the short-term research completed by staff per the Council's request and identifies the timeline for completing further analysis.

EXECUTIVE SUMMARY:

The City Council approved the Nyberg Rivers Master Plan on August 26, 2013. The approved Nyberg Rivers Plan shows the extension of Seneca Street per the City's Transportation System Plan (TSP) to improve circulation, pedestrian safety and enhance the access to the adjacent development site. The extension of the street would require the demolition of the existing Council Building.

The Council has many key decisions to make including when the street should be constructed, if a replacement building should be constructed, where a replacement building should be located, and if a building is constructed, how should it be financed? Staff worked with the Citizen Involvement Organizations (CIOs) and the City's Advisory Committees to conduct outreach in the community regarding these questions throughout the months of October through November. The citizen input was presented to the Council at the November 12th Work Session. The Council received the report on citizen involvement and following their discussion, directed staff to complete additional research and analysis related to the following: 1) parking at the Tualatin Library, 2) the cost of constructing the street now with the development versus constructing the street later, 3) the deadline for the final decision on whether the street will be constructed as part of the Nyberg Rivers Development, 4) the scope, cost and timing for additional traffic analysis regarding Seneca Street and alternatives for other traffic and pedestrian safety improvements, and 5) a Facilities Study scope, cost and timeline.

DISCUSSION:

City staff has evaluated the request for additional information and analysis from the Council and has identified research which can be completed and presented in the short-term and has identified the items which will require additional time for further analysis. The short-term research includes:

1. Parking at the Tualatin Library
2. Cost of the Seneca Street extension if constructed with the Nyberg Rivers Development versus the cost of the City constructing the street later
3. Deadline for the decision on whether or not the street extension will be constructed with the Nyberg Rivers Development
4. Scope, cost and timeline for additional traffic analysis regarding Seneca Street and alternatives for other traffic and pedestrian safety improvements

Staff will present the results of this research at the November 25th Work Session. The Council also requested research and analysis regarding a comprehensive City Facilities Study and available vacant office space for sale in Tualatin which could be considered for housing City services. In the coming months staff will research the scope, cost and timeline for conducting a comprehensive City Facilities Study and present the results of the analysis in February 2014. Additionally, research regarding available buildings and office space would commence upon the completion of the facilities study.

RECOMMENDATION:

Staff respectfully recommends to Council to consider the information presented and provide further Council direction on the next steps for this process.

Attachments: [PowerPoint](#)

Seneca Street
Extension &
Council Building
Follow Up
City Council
Work Session
November 25, 2013



Overview

- Short-term research:
 - Timeline for decision on Seneca Street
 - Parking at the existing Council Building, Library & City Offices
 - Cost to Construct the Street Now vs. Later
 - Additional Traffic Analysis

Decision on Seneca Street

- The deadline below is based on the developer's timeline for construction:
 - Council Decision regarding Seneca Street by **January 13, 2014**
 - January-February 2014: Alternate quarters for staff would be evaluated, designed, etc.
 - February – March 2014: Tenant improvements for temporary office space
 - April 2014: City vacates existing Council Building
 - May 2014: CenterCal receives access to the site

Parking at Existing Council Building, Library & City Offices

- Currently, the site has 103 parking spaces; 63 of those are public spaces.
- Without a replacement building and depending on the design of the street, the site would have 74 to 84 parking spaces.

Cost to Construct the Street

- **CenterCal's Cost** for Constructing the Street:

Total Cost for Street:	\$800,516
TDT Credit:	<u>- \$440,729</u>
	\$360,000

- **City's Cost** to Construct the Street in 5 Years:

\$1,634,969

Additional Traffic Analysis

- The City contacted 3 firms requesting informal quotes for conducting additional traffic analysis.
- Scope of the study would include:
 - Examine vehicular and pedestrian safety concerns
 - Study all feasible alternatives to constructing 58 foot wide Seneca Street extension.
 - Present the costs and benefits for each alternative
- Timeline for the analysis
- Cost of the analysis

Council Discussion & Questions



STAFF REPORT

CITY OF TUALATIN

City Council Work Session

Meeting Date: 11/25/2013

Subject: Connect Oregon V Grant

Through: Sherilyn Lombos, Administration

Attachments

Washington County MSTIP Opportunity Fund Request

Tualatin River GAP Completion Map

Application Review Process



City of Tualatin

www.tualatinoregon.gov

Washington County MSTIP Opportunity Fund Request

TUALATIN RIVER GREENWAY GAP COMPLETION

Project Description:

The Tualatin River Greenway Gap Completion project is a multimodal trail that fills a missing link in Tualatin's bike and pedestrian network. Through public-private partnerships, this project will connect residents to jobs, services, retail, and public facilities. The project will complete the Tualatin River Greenway in Tualatin's eastern and central areas between Nyberg Lane and Martinazzi Avenue.

Project Funding Partners:

The City of Tualatin is working with two private partners to fund the *ConnectOregon V* local share match for this project, including both cash and significant in-kind contributions.

Project Benefits: criteria

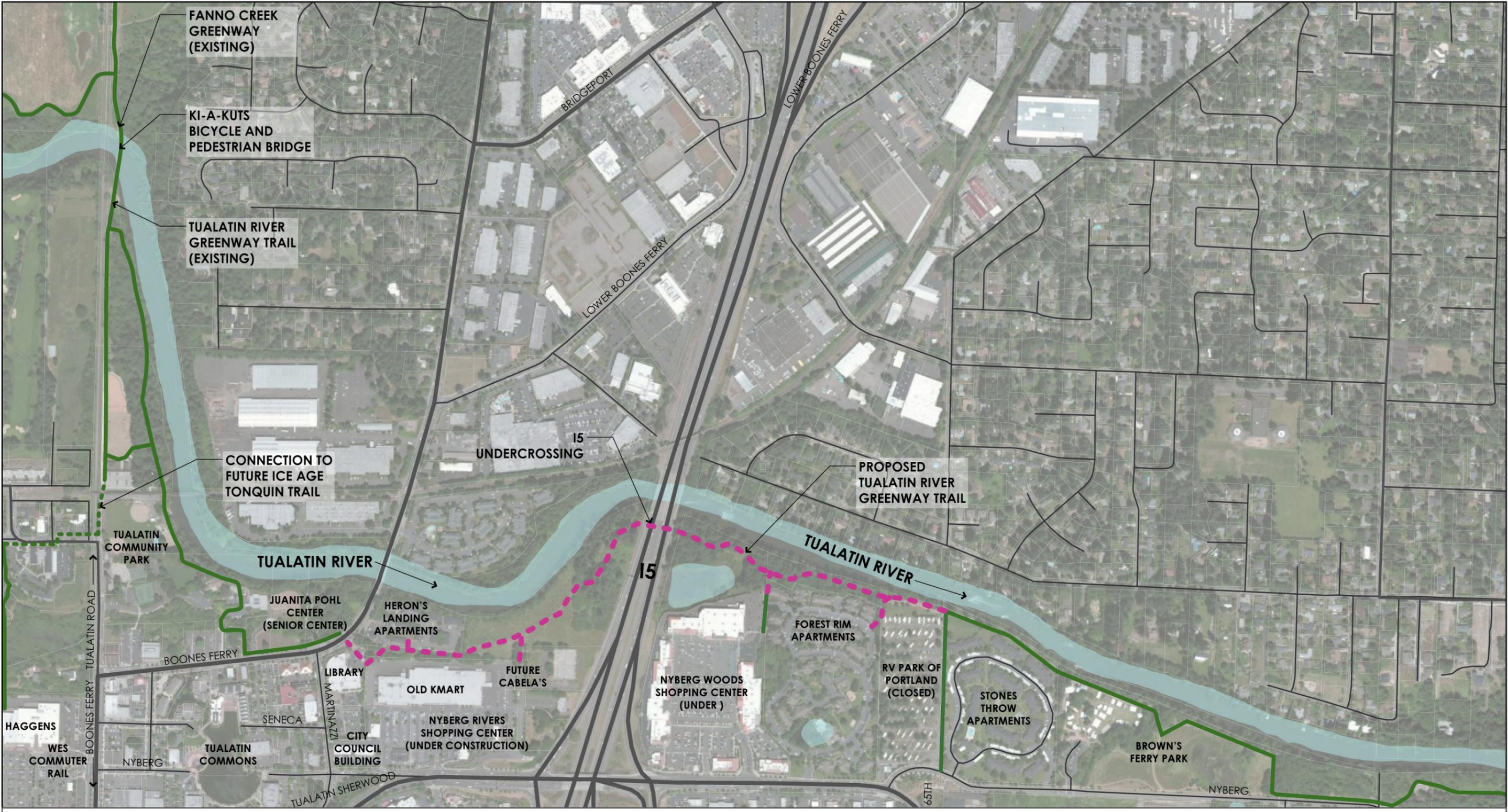
Located along the south bank of the scenic Tualatin River, the Tualatin River Greenway Gap Completion project serves many purposes and addresses the Guiding Principles for the Opportunity Fund in the following ways:

- *Signature Project:* Leverages private investment of the Nyberg Rivers shopping center near the town center and high density residential development in east Tualatin.
- *Local Government Match:* Includes an anticipated local share match of approximately twenty-five percent, including at least twenty percent cash. The amount and percent of the local share will be determined based on the final cost estimate and in-kind contributions by private sector partners.
- *Benefit to county-wide transportation system:* Provides a safe and convenient multimodal alternative to crossing I-5 along Nyberg Street for which no safe route currently exists. The project will also connect with regional pathways such as the Fanno Creek Trail.
- *Improvements to transportation mobility:* Constructs just over one mile of mixed-use trail that fills a gap in Tualatin's multimodal system and provides a safe and direct multimodal access underneath I-5. Connects trail users to major transit stops (i.e. WES Station, TriMet bus lines 76 and 96), natural areas, and civic facilities such as the Public Library and Tualatin Commons.
- *Geographic Equity:* Extends the existing regional trail system in other parts of Washington County the southeast.

MSTIP Opportunity Funding Request:

The City of Tualatin is requesting a range of \$500,000 to \$750,000 from the Washington County MSTIP Opportunity Fund in an effort to ensure the project is constructed to the highest quality standards in the town center. The *ConnectOregon V* grant application has not been completed and the final details of the scope, schedule, and budget may result in changes to the actual funds required.

Contacts: Paul Hennon, 503-691-3060 or phennon@ci.tualatin.or.us
Ben Bryant, 503-691-3049 or bbryant@ci.tualatin.or.us



TUALATIN RIVER GREENWAY GAP COMPLETION
 OCTOBER 25, 2013



