



MEMORANDUM CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

FROM: Sherilyn Lombos, City Manager

DATE: December 8, 2014

SUBJECT: Work Session for December 8, 2014

5:00 p.m. (20 min) – Election Process Update. Several months ago, Council directed staff research some provisions that would clarify the elections process including timelines for signature gathering and when special elections would be appropriate. Attached is a draft ordinance that includes a number of provisions for Council's discussion and direction.

5:20 p.m. (30 min) – Economic Development Strategic Plan Progress Update. In July, the City Council accepted the Economic Development Strategic Plan. The purpose of this update is to provide the Council with a progress report after the first six months of implementation efforts. Attached is a presentation that highlights numerous activities that have been implemented since July and outlines a few next steps.

5:50 p.m. (30 min) – Water Supply Financial Evaluation Update. Several months ago, the City Council asked staff to evaluate the water supply options available to the City and potential financial implications. Tonight's presentation is designed to engage the City Council in the evaluation process and items the Council will need to consider in the decision making process as the City moves forward. Staff will return to the Council in early 2015 with the results of the evaluation.

6:20 p.m. (20 min) – Update on the SW Corridor Planning Efforts. The SW Corridor Steering Committee will be meeting the morning of December 8; an update will be given of the discussion at that committee meeting; in addition, an intergovernmental agreement between Metro and Tualatin regarding the planning efforts has been drafted for discussion purposes.

6:40 p.m. (15 min) – Tualatin River Greenway Trail Gap Completion Project – Update on the Preliminary Design Phase. Staff will present an update on the preliminary design of the Tualatin River Greenway Gap Trail Completion Project, including a discussion of the scope, schedule, budget and related issues.

6:55 p.m. (5 min) – Council Meeting Agenda Review, Communications & Roundtable. Council will review the agenda for the December 8th City Council meeting and brief the Council on issues of mutual interest.



STAFF REPORT

CITY OF TUALATIN

City Council Work Session

Meeting Date: 12/08/2014

Subject: Election Process Update

Through: Sherilyn Lombos, Administration

Draft Ordinance

ORDINANCE NO. _____

AN ORDINANCE RELATING TO ELECTIONS, INITIATIVES, REFERENDUMS, AND REFERRALS; AMENDING TUALATIN MUNICIPAL CODE CHAPTER 1-24; AND ADDING NEW PROVISIONS.

THE CITY OF TUALATIN ORDAINS AS FOLLOWS:

Section 1. Tualatin Municipal Code Chapter 1-24 is deleted and replaced with the following:

1-24-010 Initiative and Referendum (1) The initiative and referendum powers reserved to the legal voters of Tualatin by Article IV, section 1(5) and Article XI, section 2 of the Oregon Constitution must be exercised as provided by state law, except to the extent modified by the Charter and this Chapter.

1-24-020 Council Referral of Measures. (1) The Council may submit a measure to amend the Charter or propose an ordinance to the legal voters of the City by resolution of the Council without an initiative petition.

(2) The Council may submit an advisory question or measure to the voters by resolution without an initiative petition. The vote on the advisory question or measure does not enact the matter into law and has no binding effect on the actions of the Council.

(3) A resolution of the Council to submit a measure to the voters must call for an election on the measure, state the specific date the election is to be held, and provide the full text of the measure to be considered by the voters. The date the election is held may be any general, primary, or special election as determined by the Council.

1-24-030 Proposal of Initiative and Referendums by Elector. Any elector qualified to vote in the City is authorized to propose an initiative or referendum. Initiatives or referendums proposed by persons who are not qualified to vote in the City will not be considered.

1-24-040 Number of Signatures Required. (1) Initiative petitions to propose a new Charter, Charter amendment, or ordinance must be signed by not less than 15 percent of the registered voters of the City.

(2) Referendum petitions against any ordinance or measure must be signed by not less than 10 percent of the registered voters of the City.

(3) Only registered voters of the City are qualified to sign a petition for initiative or referendum.

(4) All signatures gathered must be original signatures. Electronic signatures are not allowed.

1-24-050 Filing Signatures. (1) All signatures for an initiative must be filed with the City Recorder for signature verification within 180 days after the initiative petition is approved for circulation.

(2) All signatures for a referendum must be filed with the City Recorder for signature verification within 30 days after adoption of the ordinance sought to be referred.

(3) All signatures filed will be forwarded to the appropriate County elections official for verification of the number and authenticity of signatures.

1-24-060 Adoption of Measures; Conflicting Provisions. (1) A measure is not adopted unless it receives the affirmative majority of the total number of legal votes cast.

(2) If, at the same election, voters approve two or more measures on the same subject matter, or where two or more measures contain conflicting provisions, the measure receiving the greater number of affirmative votes is the law adopted.

1-24-070 Election Dates for Initiatives and Referendums. (1) An initiative measure that qualifies for the ballot will be placed on the ballot at the next available statewide primary or general election.

(2) A referendum measure that qualifies for the ballot will be placed on the ballot at the next available statewide primary or general election, unless the Council finds that the public interest in a prompt resolution outweighs the costs associated with a special election. If the Council calls for a special election, the Council by resolution must specify the date upon which the special election is to be held.

1-24-080 Ballot Title and Explanatory Statement. The City Manager or City Attorney will prepare and submit the ballot title and explanatory statement for any municipal legislation referred by Council or initiated by petition consistent with this Chapter and state law.

CHARTER AMENDMENT

Chapter ____, Section ____. Amendment of the Charter. The Charter may only be amended if the proposed measure receives the affirmative majority of the total number of legal votes cast in an election where at least 50 percent of the registered voters cast a ballot.

DRAFT



MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Ben Bryant, Economic Development Manager

DATE: 12/08/2014

SUBJECT: Economic Development Strategic Plan Progress Report

EXECUTIVE SUMMARY:

Last July, the City Council accepted the Economic Development Strategic Plan. The purpose of this update is to provide the City Council with a progress report after the first six months of implementation efforts. Attached is a presentation that highlights the numerous activities that have been implemented since July and outlines a few next steps.

Attachments: [Attachment A: Economic Development Strategic Plan](#)
[Attachment B: Presentation](#)

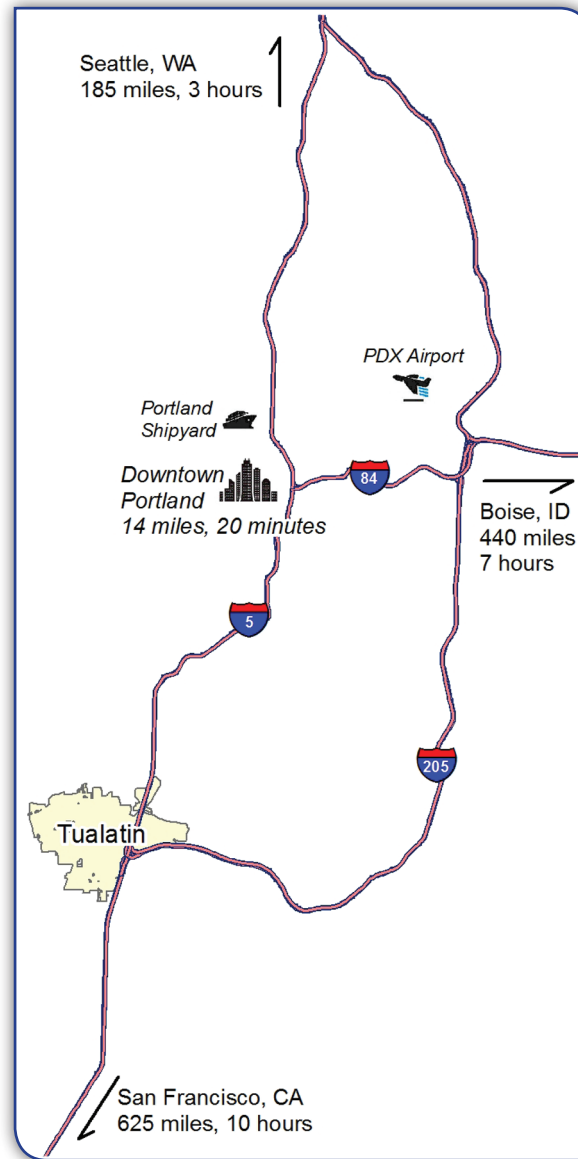
HOW DOES THIS PLAN FIT IN WITH TUALATIN TOMORROW?

TUALATIN TOMORROW

Tualatin is guided by a community-driven vision plan called Tualatin Tomorrow. In part, the purpose of the Economic Development Strategic Plan is to add additional detail and strategy towards implementing part of the Tualatin Tomorrow Vision Plan.

TUALATIN TOMORROW FOCUS AREAS:

-  **Fostering Shared Sense of Place & Community Identity**
-  **Creating Activities & Attractions for All Ages**
-  **Sustaining Quality Community Services**
-  **Enhancing Mobility**
-  **Ensuring Community Health & Safety**
-  **Facilitating Economic Opportunity**
The Economic Development Strategic Plan implements the actions in this focus area.
-  **Promoting Environmental Sustainability**
-  **Advancing Education & Learning Opportunities**



ECONOMIC DEVELOPMENT STRATEGIC PLAN

City of Tualatin | 2014 Update

BY THE NUMBERS:

INDUSTRY CLUSTERS

57%
Of local jobs in key industry clusters

\$1.6 BILLION
Annual value output from industry clusters

\$85,000
Average wage among industry clusters

\$50,000
Average wage in Tualatin among all industries

AVAILABLE LAND

787 ACRES
Available Industrial Land

51 ACRES
Available Commercial Land

DEMOGRAPHICS

2,289,800
Portland Metro Area Population

26,716
Tualatin Population

90%
Of Tualatin population 25 years + have high school diploma or higher

42%
Of Tualatin population 25 years + have bachelor's degree or higher

\$324,000
Tualatin Median Home Value

WHY IS ECONOMIC DEVELOPMENT IMPORTANT?

The City of Tualatin recognizes that a fundamental element to the overall quality of life is the health of the local economy. Businesses provide jobs, a strong tax base to support high quality services, and bring prosperity to the community. Furthermore, businesses contribute significantly to local charities and sponsor community events.

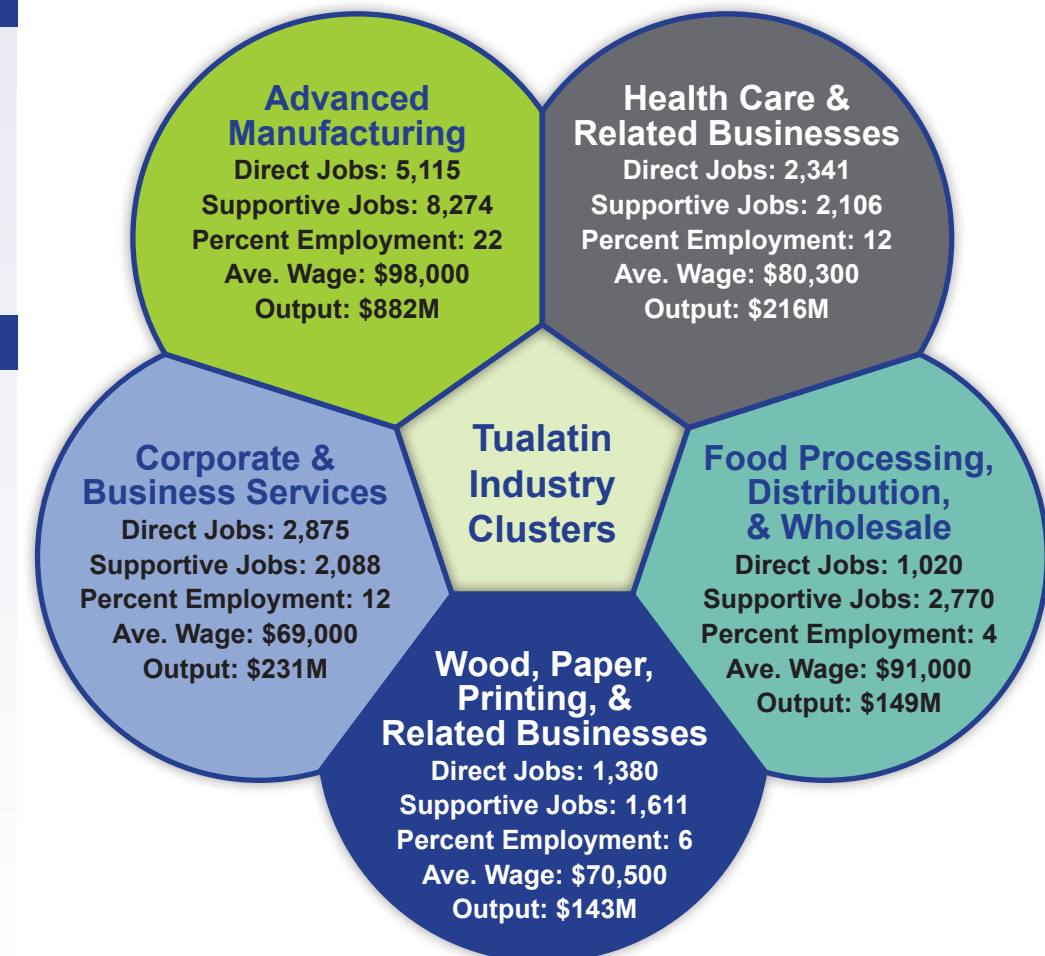
WHAT IS THE FOCUS OF THIS PLAN?

Every job created in Tualatin is a benefit to the local community. With limited time and resources, the Economic Development Strategic Plan targets five key industry clusters for two distinct reasons. First, the strongest industry clusters in Tualatin provide the most jobs with significantly higher average wages. Second, over 90 percent of the available developable land is targeted for industrial growth.

WHY IS TUALATIN A GREAT LOCATION FOR BUSINESS?

Tualatin is at the center of trade and commerce along Interstate-5 and Interstate-205 in the Portland region. As a result, Tualatin is home to state of the art manufacturing and wholesale trade companies, a robust health care industry, and a vibrant destination retail center. Downtown Tualatin is anchored by the Tualatin Commons Lake which is a lively center surrounded by restaurants, offices, and residences.

The community values a high quality of life and promotes local pride and a sense of ownership, involvement, and belonging. Tualatin enjoys an educated workforce, first rate schools, over 200 acres of community parks and trails, and award winning events like the Crawfish Festival and Giant Pumpkin Regatta.



OVERALL GOAL

Continue a leadership role as one of the premier economic activity centers in the greater Portland metropolitan region. Focus on growing family wage jobs in targeted business clusters while encouraging high standards and excellence in urban design.

Key Assumption | INFRASTRUCTURE

Tualatin is at the center of trade and commerce located along Interstate-5 and Interstate-205, 20 minutes from downtown Portland. Its convenient location has made the City a strong employment center in the region. In past decades, Tualatin made important strategic investments in infrastructure to support industrial growth.

Continuing to prioritize key infrastructure investments within the current Urban Growth Boundary and UGB expansion areas will be critical to encouraging future economic growth. Both the City of Tualatin and regional entities such as Washington County, Metro, and the State will need to make targeted investments for business growth and community livability, specifically relating to alleviating congestion on Tualatin-Sherwood Road, improving freight mobility, and increasing access to public transit for businesses in Tualatin.

Key Assumption | QUALITY OF LIFE

Tualatin is an attractive place to live, work, play, and visit. Downtown Tualatin is anchored by the Tualatin Commons Lake which is a lively center surrounded by restaurants, offices, and residences. Bridgeport Village is a destination retail shopping center drawing people from all over the region. Tualatin enjoys an educated workforce, first rate schools, over 200 acres of community parks and trails, and award winning events like the Crawfish Festival and Giant Pumpkin Regatta.

The City of Tualatin will build on past successes, including: enhancing efforts to create a vibrant City center; capitalizing on strong schools and sports; providing new locations for community gatherings, and continuing investments in the extensive parks and trails system for a growing community; and emphasizing new locations for community gatherings. Building on the local educated workforce, Tualatin will continue to create an environment attractive for a skilled workforce, particularly in areas which complement and benefit targeted business clusters.

CLUSTER INDUSTRIES: TARGETED INDUSTRIES

The City of Tualatin needs to continually evaluate targeted industry clusters as the economy evolves and new industries emerge. Currently, five business clusters representing a broad range of businesses provide the majority of employment in the City of Tualatin and represent the highest average wages. Promoting growth in these industry clusters will provide the greatest return for the City's investment in order to increase the number of family wage jobs and wealth in the community.



Health Care & Related Business



Corporate & Business Services



Advanced Manufacturing



Food Processing, Distribution, Wholesale



Wood, Paper, Printing & Related Business

STRATEGY 1:

BUSINESS RETENTION, EXPANSION & RECRUITMENT

Retaining and cultivating the growth of existing businesses, as well as attracting new employers, is central to the health of Tualatin. These strategies are designed to strategically focus the City's efforts and resources.

Retain & Expand Existing Businesses

- Establish an active Business Retention program, focusing first on Targeted Clusters. Assist existing businesses with City issues, connect them to available resources as appropriate, and affirm their value to the City.

- Seek to understand whether businesses have enough workers with the right skills to meet their needs, and connect businesses to agencies or resources which can help address their needs.

- Enhance awareness of the value of family wage jobs in targeted business clusters to help create pipelines of interested workers.

Assist With Site Readiness

- Work proactively to encourage sites for development which provide certainty to developers and allow for rapid transition for projects to market (e.g. obtain state industrial site certification for appropriate Tualatin industrial properties, assist interested property owners to get sites "development-ready" to build on within 6 months).

- Seek a variety of methods to fund certification and/or installation of infrastructure needed for development.

- Maintain an up-to-date list of available industrial properties on the State's Oregon Prospector and private sector real estate websites through partnerships with property owners and brokers.

Focus on Filling Existing Buildings

- Maintain a working knowledge of key vacant industrial space appropriate for targeted business clusters, in collaboration with the brokerage community.

- Contact property owners to gain an understanding of obstacles keeping buildings vacant, and determine assistance which might be appropriate from City.

- Prioritize tenant improvement projects in existing space as high as new construction.

Target Key Industries

- Create an outreach program to companies in the targeted business clusters through independent efforts as well as collaborative work with local, regional, and state representatives.

- Submit available land and buildings in response to State and Regional recruitment leads.

- Provide an incentive toolkit for attraction of targeted business cluster companies.

Market Tualatin's Assets

- Cultivate awareness that existing companies are the best opportunity for growth of the local economy, and the best marketing tool of the City when they are positive about their own experiences.

- Articulate and market Tualatin's many strengths for business growth and ensure these are available on the City's website and clear to both site selectors and companies.

STRATEGY 2:

BUSINESS CLIMATE/ COMPETITIVE POSITIONING

Creating and maintaining a positive climate for business is an effort which takes continual attention. These strategies are designed to ensure the City is actively refining its procedures and codes to encourage business development and job creation.

Identify Code & Process Changes

- Identify the most significant Development Code related issues which create barriers to development and find opportunities to incentivize exceptional sustainable practices.

- Create a predictable permitting process that is customer service oriented, timely, and respectful of cost.

- Provide assistance through the development review and permitting process to small businesses and those private development projects which are particularly complex.

- Provide clear and relevant information and superb customer assistance to the business community. Continue efforts to create a culture which values economic development throughout the organization and is an integral part of the team for private development projects, solicit regular feedback from the business community on working with the City, and implement improvements as needed.

Collaborate Regionally

- Build on Tualatin's strong partnerships with neighboring cities and other agencies to identify additional opportunities to collaborate for economic development success.

- Engage and be visible in the region and the State, both to represent Tualatin externally and to create partnerships valuable to bringing information back to Tualatin staff and businesses.

- Participate actively with educational institutions to expand connections between businesses and education to benefit local companies.

- Actively work with agencies whose mission is to help create a skilled, educated workforce to benefit targeted business clusters.

Assist Business Startups & Entrepreneurship

- Explore opportunities to actively assist with new business startups, particularly within the Targeted Business Clusters, and implement programs as appropriate.

- Identify obstacles to new business formation in Tualatin and work to eliminate them.





City of Tualatin

Economic Development Strategic Plan

Progress Snapshot

Tualatin City Council
Work Session
12/8/2014





Strategic Plan Progress Snapshot



Overall Economic Growth

Strategy 1: Business Retention, Expansion & Recruitment

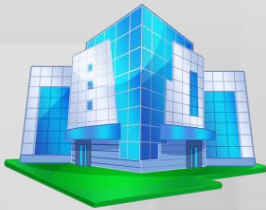
Retain & Expand Existing Business

Assist with Site Readiness

Focus on Filling Existing Buildings

Target Key Industries

Market Tualatin's Assets



Strategy 2: Business Climate & Competitive Positioning

Identify Code & Process Changes

Collaborate Regionally

Assist Business Startups & Entrepreneurship



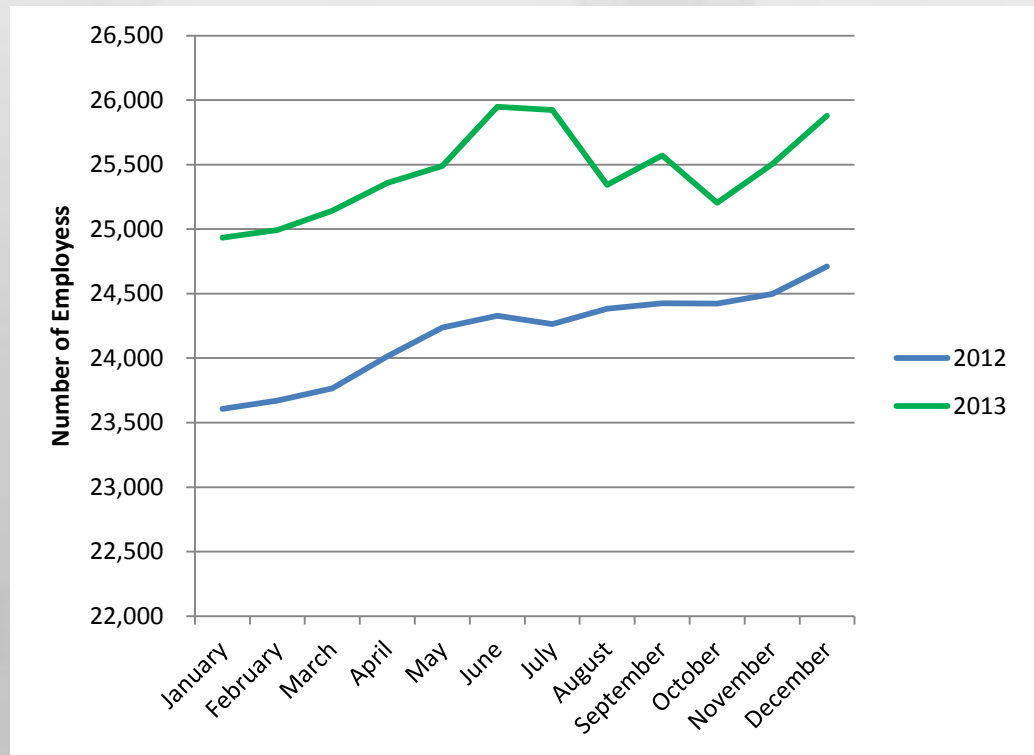


Economic Growth

Job & Payroll Growth 2012 - 2013



Number of Jobs by Month

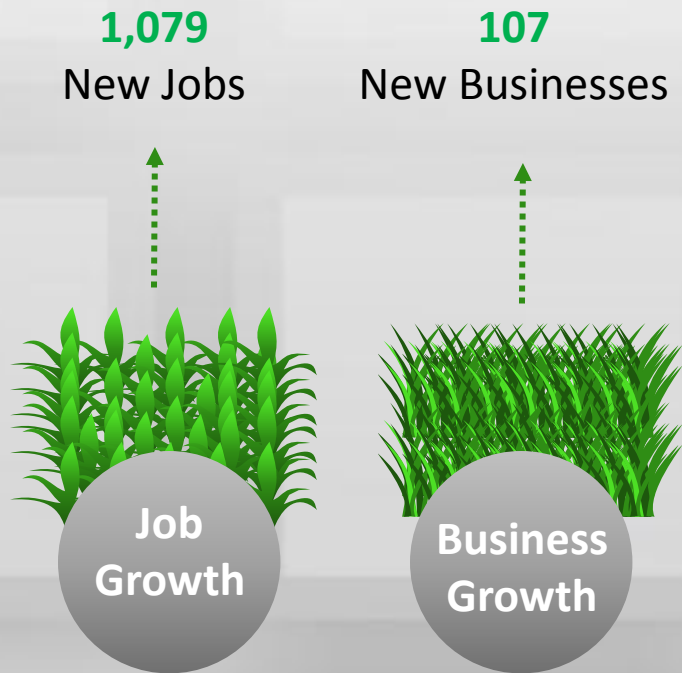


Source: Oregon Employment Department



Economic Growth

Job & Business Growth 2014



Top 10 New Businesses By Employees

Business
CABELA'S
NEW SEASONS MARKET
MARQUIS TUALATIN POST ACUTE RE
HOMEGOODS, INC.
PIEOLOGY PIZZERIA
PEAK HOSTING
HD SUPPLY FACILITIES MAINTENANCE
CAFE YUMM!
SHRED-IT USA INC
MEDOLAC LABORATORIES

Source: City of Tualatin Business License (as of October)

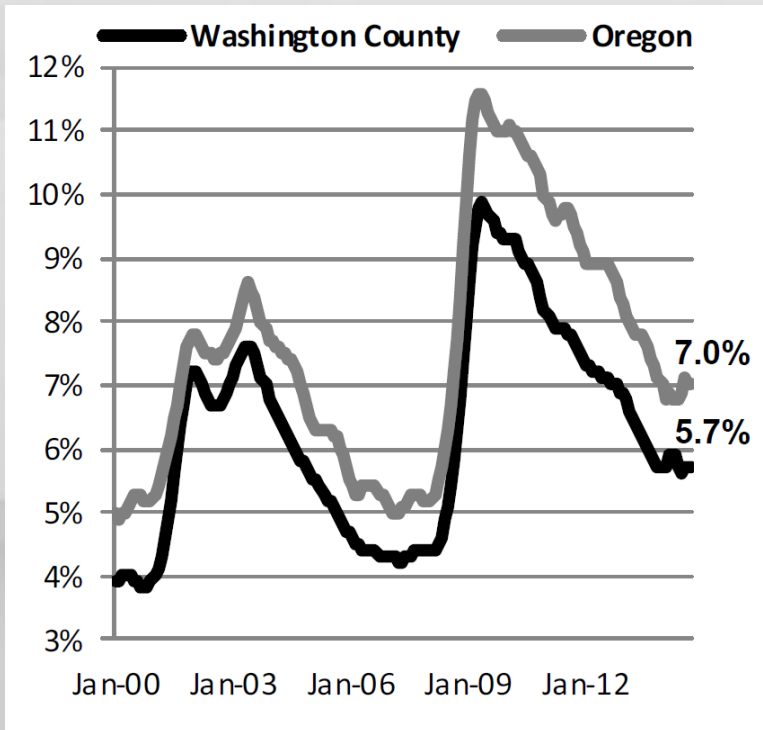


Economic Growth

October Unemployment

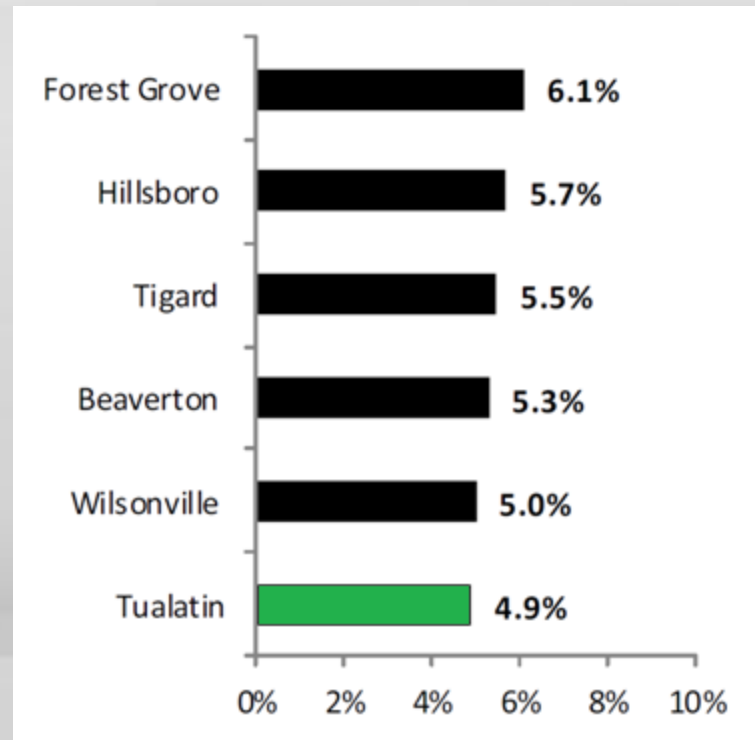
Oregon & Washington County

(Seasonally Adjusted)



City of Tualatin

(Non-Seasonally adjusted)



Source: Oregon Employment Department



Business Retention, Expansion & Recruitment

Retain & Expand Existing Business = **Business Walks**



Number of “Business Walks”: **50+**

Top Strengths

- 1 Location
- 2 Community

Top Issues of Concern

- 1 Transportation
- 2 Transit
- 3 Workforce



Business Retention, Expansion & Recruitment

Retain & Expand Existing Business

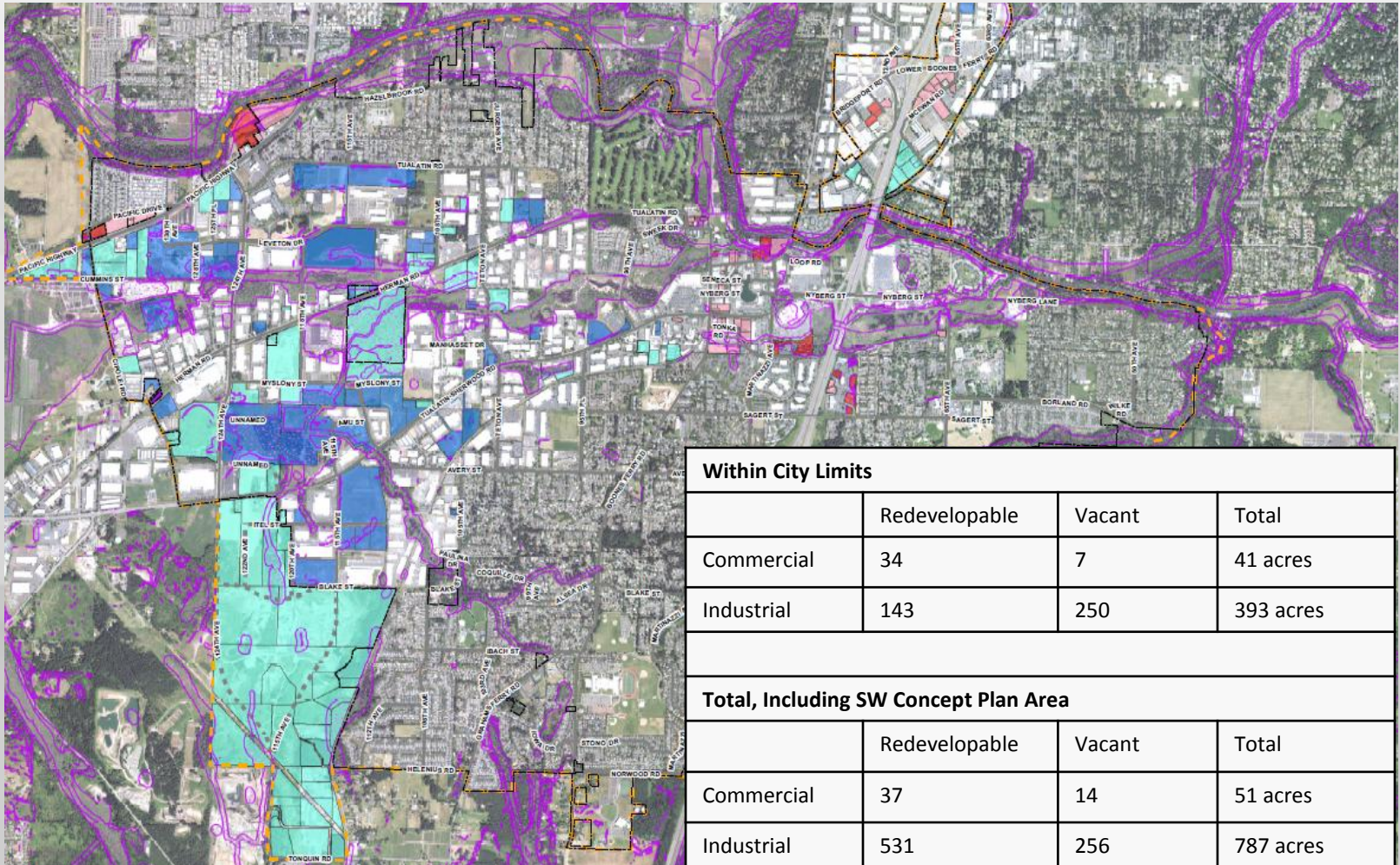
“Meet Your Neighbors”





Business Retention, Expansion & Recruitment

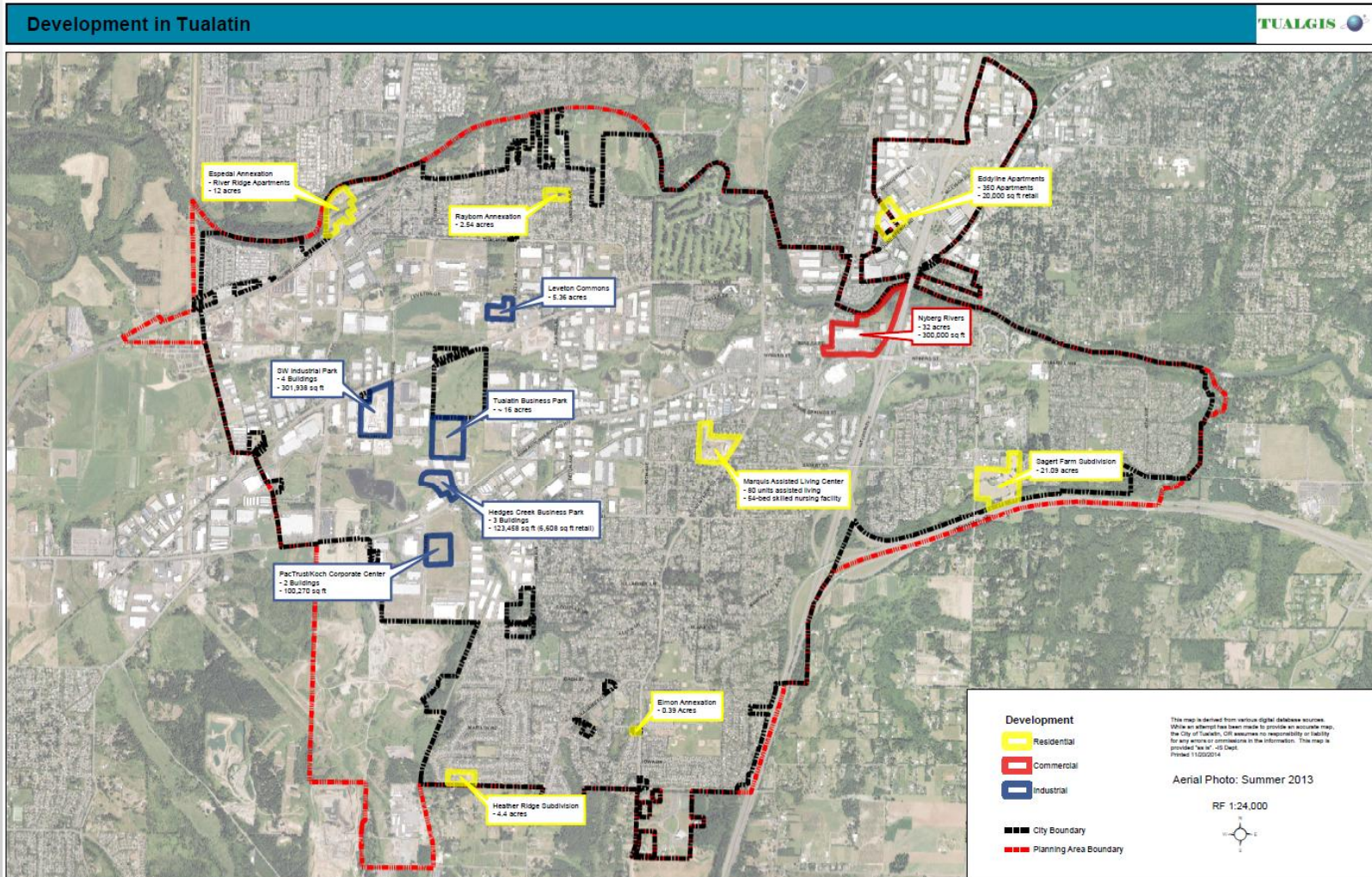
Assist with Site Readiness





Business Retention, Expansion & Recruitment

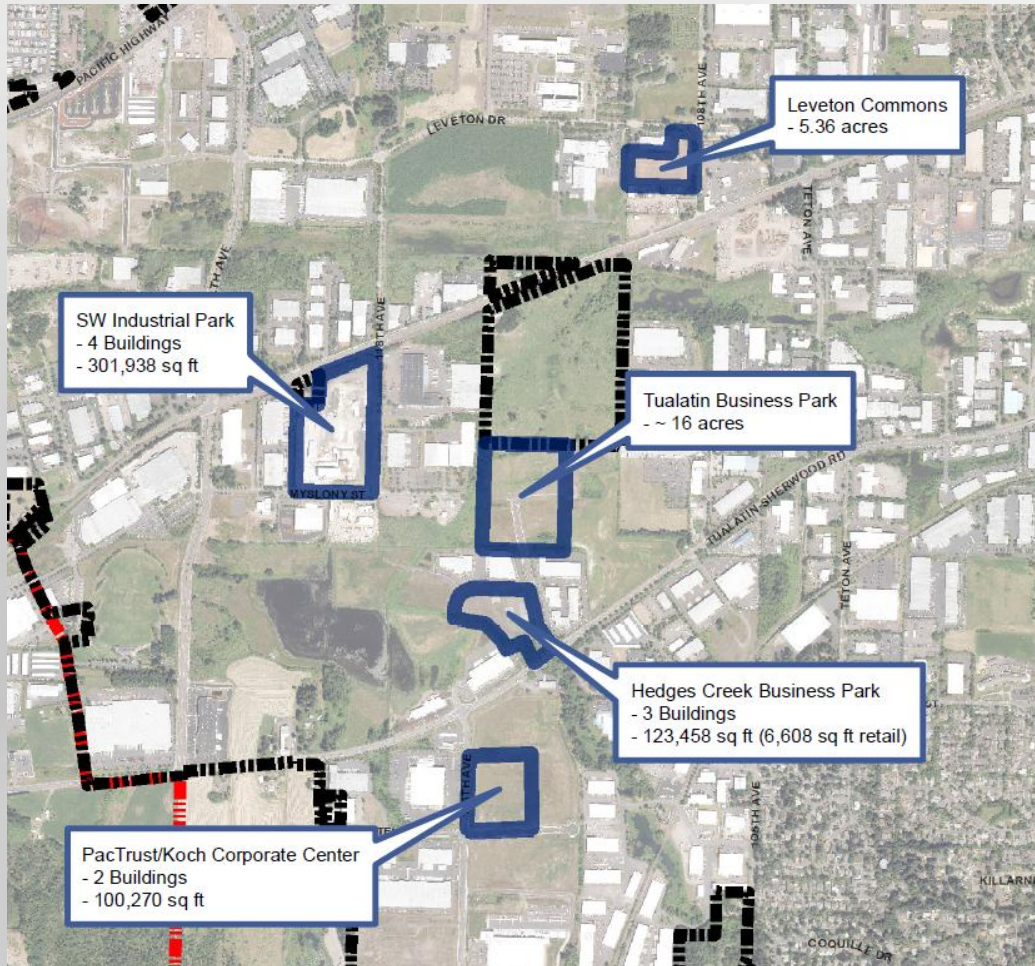
Assist with Site Readiness





Business Retention, Expansion & Recruitment

Assist with Site Readiness

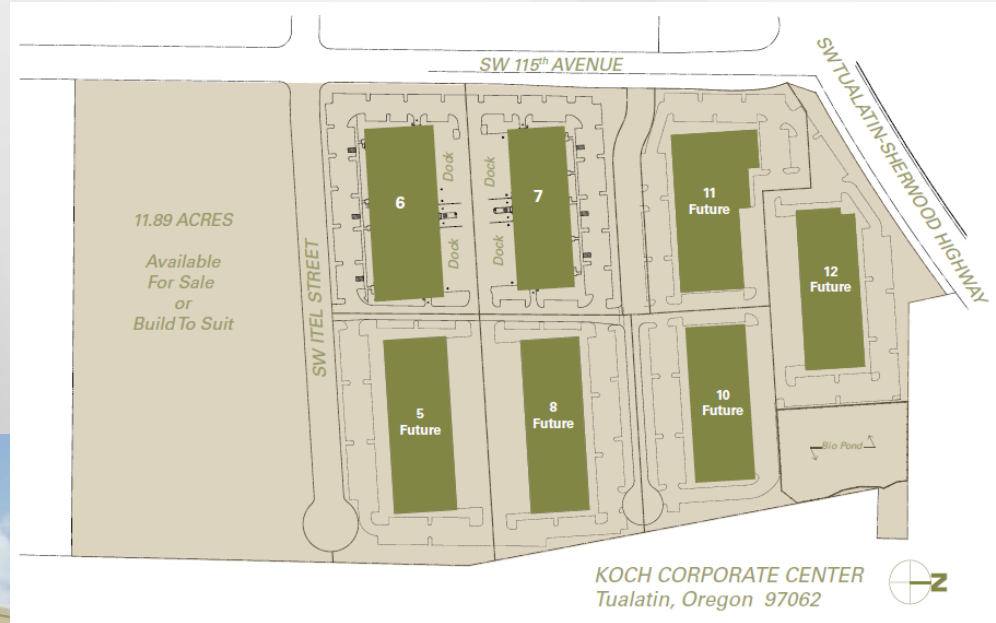


45 Acres
Industrial
Development



Business Retention, Expansion & Recruitment

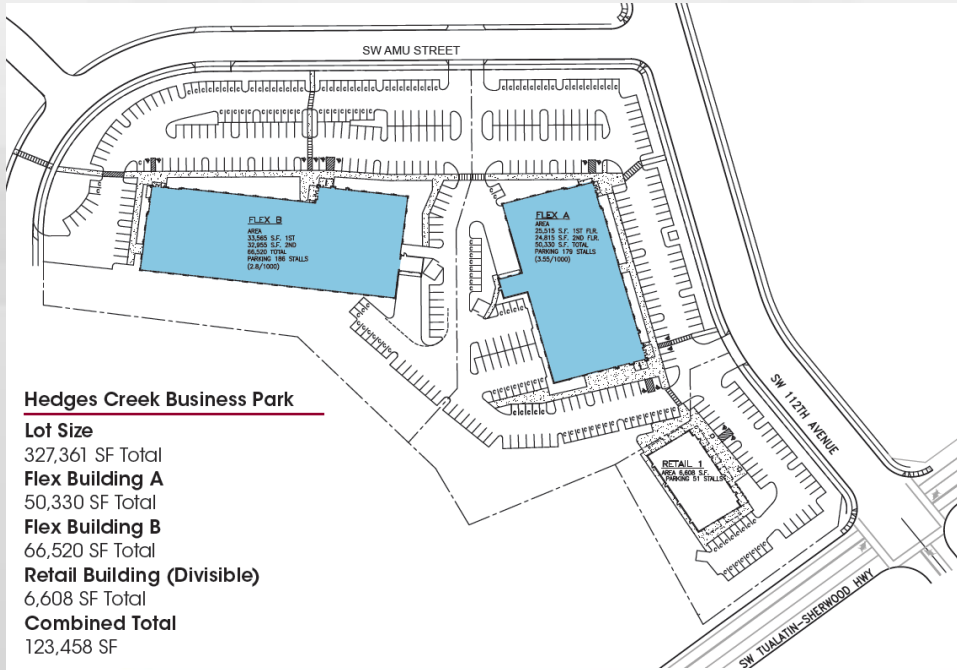
Development Projects – Koch Corporate Center





Business Retention, Expansion & Recruitment

Development Projects – Hedges Business Park



Hedges Creek Business Park

Lot Size

327,361 SF Total

Flex Building A

50,330 SF Total

Flex Building B

66,520 SF Total

Retail Building (Divisible)

6,608 SF Total

Combined Total

123,458 SF





Business Retention, Expansion & Recruitment

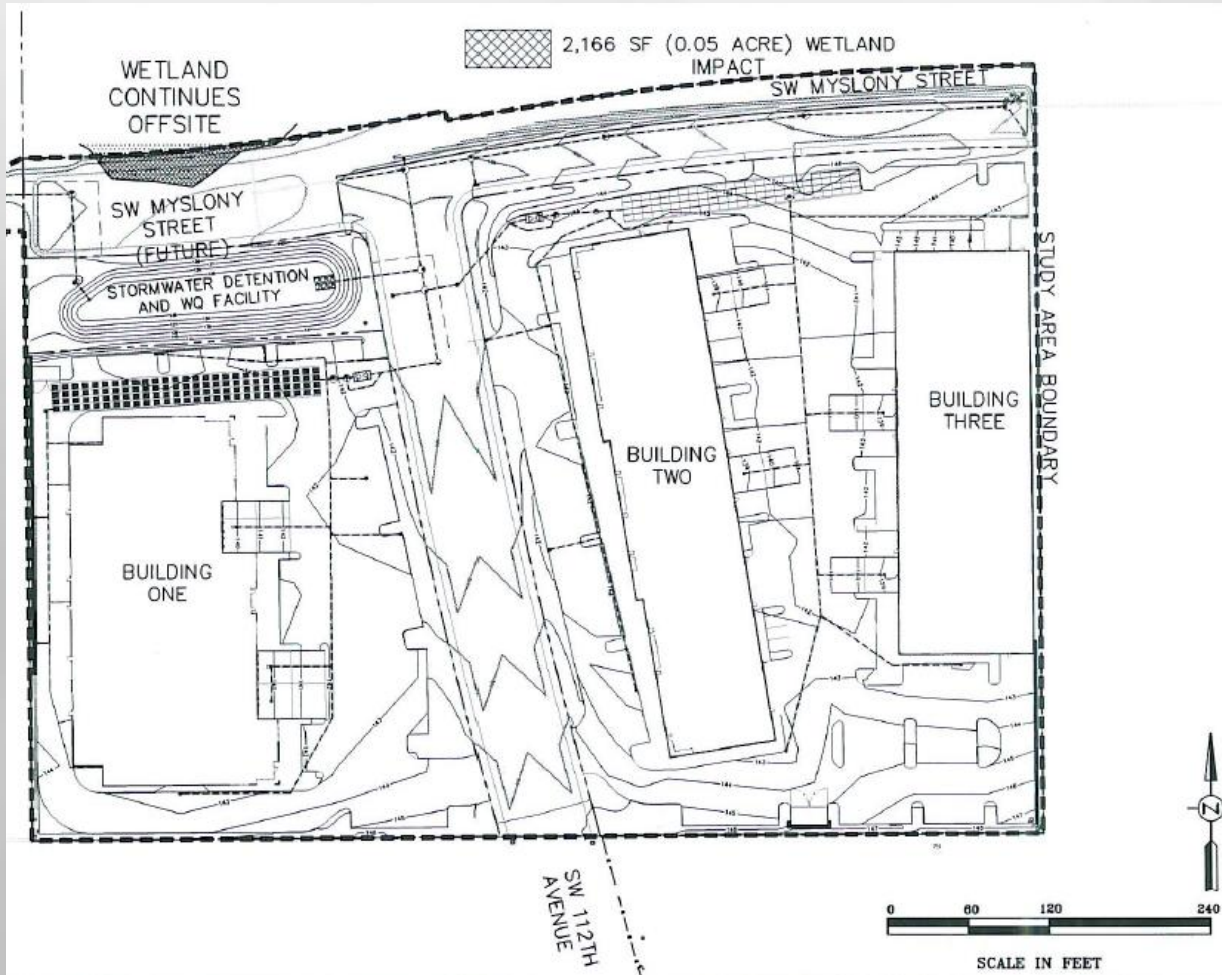
Development Projects – SW Industrial Park





Business Retention, Expansion & Recruitment

Development Projects – Tualatin Business Park





Business Retention, Expansion & Recruitment

Development Projects – Leveton Commons



LEVETON
SW 108th Avenue at SW Leveton Drive
Tualatin, OR
for: Leveton LLC





Business Retention, Expansion & Recruitment

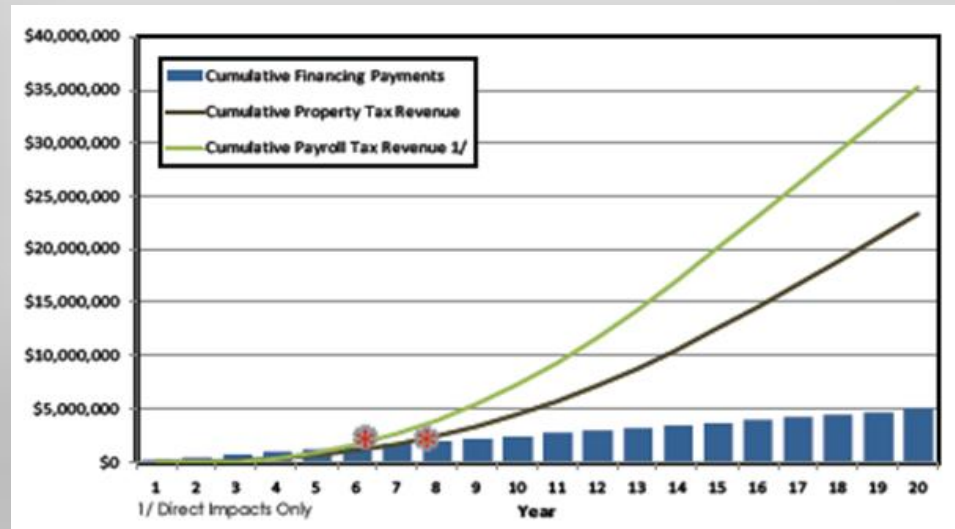
Assist with Site Readiness



Financial Gap Analysis



Property & Income Tax Analysis





Business Retention, Expansion & Recruitment

Fill Existing Buildings & Market Tualatin's Assets

- Submitted 10 “State Leads”
- Updated Website – with available sites
- Working with Brokers to Attract Companies for New Development

Available Sites and Buildings in Tualatin

Why is Tualatin a Great Place to Locate a Business?

- **Location:** Tualatin is at the center of trade and commerce along Interstate-5 and Interstate-205 in the Portland region. In addition, the Westside Express Service (WES) commuter rail and multiple bus lines provide Tualatin employees, residents, and visitors access to the greater Portland Metropolitan region.
- **Strong Business Community:** Tualatin is home to state of the art manufacturing and wholesale trade companies, a robust health care industry, and a vibrant destination retail center. For more information, visit [key industries](#).
- **Thriving Town Center:** Downtown Tualatin is anchored by the Tualatin Commons Lake which is a lively center surrounded by restaurants, offices, and residences.
- **High Quality of Life:** The community values a high quality of life and promotes local pride and a sense of ownership, involvement, and belonging. Tualatin enjoys an educated workforce, first rate schools, over 200 acres of community parks and trails, and award winning events like the Crawfish Festival and Giant Pumpkin Regatta.
- **Low Cost of Doing Business:** Oregon doesn't have a sales tax. Further, development fees in Tualatin are competitive with the region.

What sites and buildings are available in Tualatin?

If you're looking for a new home for your business, check out our available sites and buildings. The searchable inventory below lists a few of the key available locations in Tualatin that are over 10,000 square feet. For more detailed information, contact a local real estate broker or the Tualatin Economic Development Division.

Last Update: November 12, 2014

Search Tip: If you're interested in searching all of the available industrial and manufacturing space, simply click on "Search" without inputting any parameters.

🔍 Find: Buildings ▾

Square Feet

Min Size	Max Size
----------	----------

For Sale
 For Lease

Select Types

Office
 Industrial
 Warehouse
 Flex
 Call Center

Search



Business Climate & Competitive Positioning

Next Steps

Continual Efforts:

Strategy 1: Business Retention, Expansion & Recruitment

- Retain & Expand Existing Business
- Assist with Site Readiness
- Focus on Filling Existing Buildings
- Target Key Industries
- Market Tualatin's Assets

New Focus Areas:

Strategy 2: Business Climate & Competitive Positioning

- Identify Code & Process Changes – Seek Customer Feedback
- Collaborate Regionally
- Assist Business Startups & Entrepreneurship



MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Kaaren Hofmann, Engineering Manager
Jerald Postema, Public Works Director

DATE: 12/08/2014

SUBJECT: Update to the City Council on the Water Supply Financial Evaluation

EXECUTIVE SUMMARY:

In May 2014, the City Council asked Staff to evaluate the water supply options available to the City and potential financial implications. There are four options that are currently under evaluation.

Tonight's presentation is designed to engage the City Council in the evaluation process and items the Council will need to consider in the decision making process as the City moves forward. Staff will return to the Council in early 2015 with the results of the evaluation.

Attachments: [A. Powerpoint](#)



City of Tualatin

City of Tualatin **WATER SUPPLY FINANCIAL EVALUATION**

December 8, 2014



Today we will be talking about the City of Tualatin's water

Water supports the health and economy of the City



The City is committed to maintaining a reliable source of supply to support Tualatin's future

Where does the City get its water now?

City of Portland

- Bull Run Watershed
- Columbia River South Shore Well Field



Where else does the City get its water?

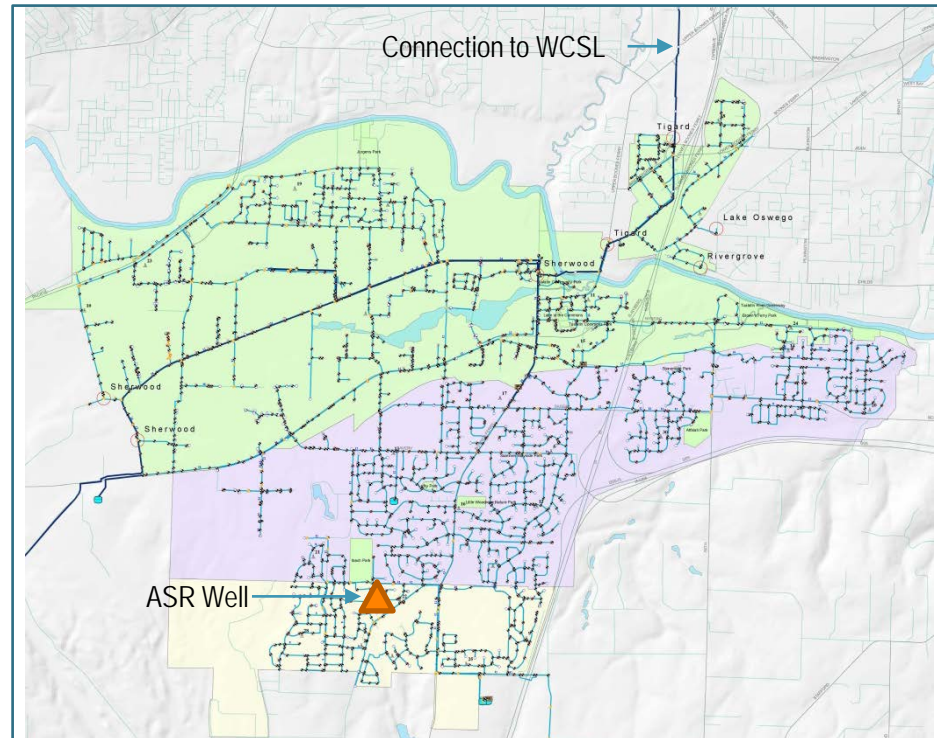
City's ASR Well

Aquifer Storage and Recovery

Emergency Interconnections

Lake Oswego, Tigard, Sherwood and Wilsonville

- Interties may have operational constraints
- City Charter prohibits use of Willamette River water



Additional water sources help the City with emergency preparedness

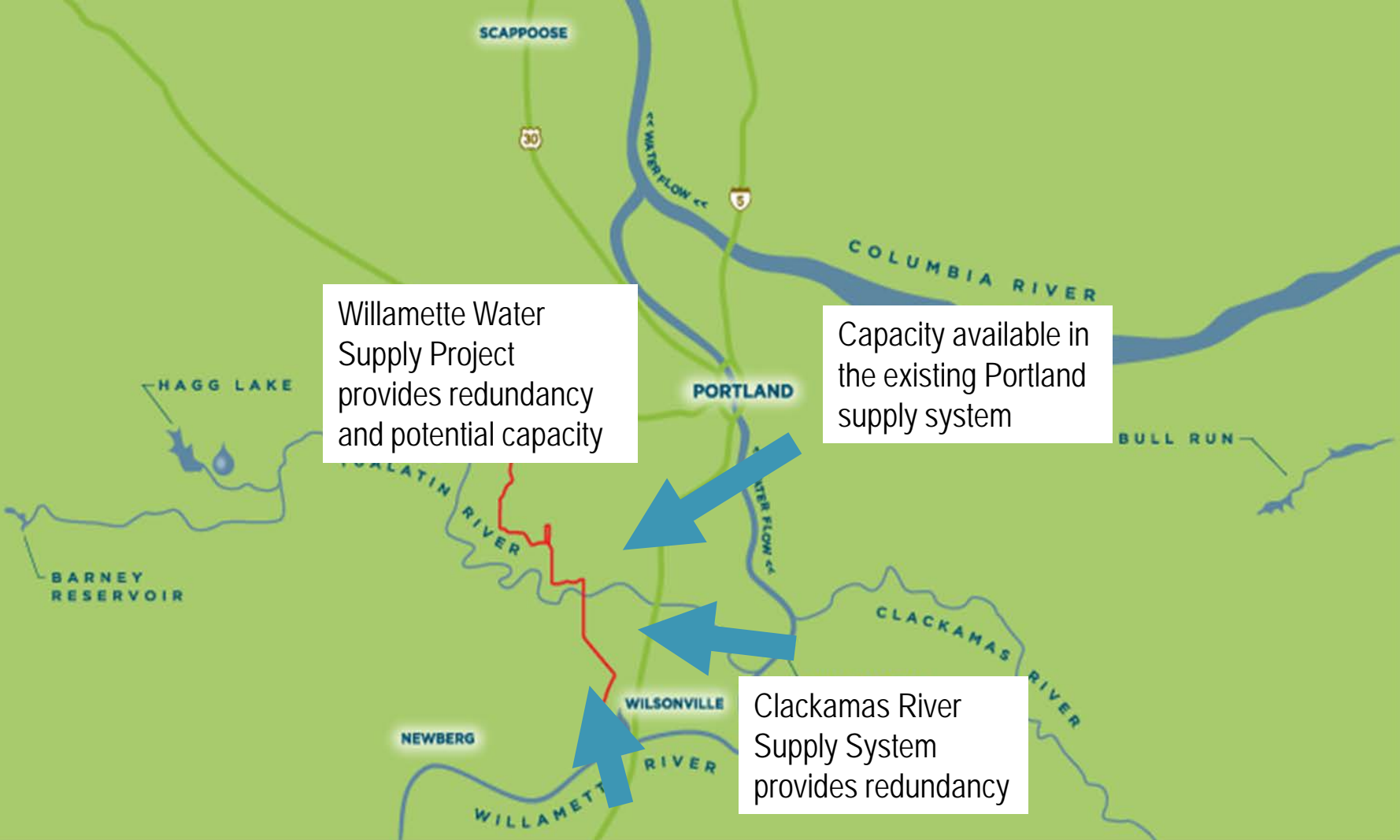
**The City is projected to require
additional water supply within the
next 10 years**

It is prudent to start looking at supply options now because
it takes a long time to develop...

What water supply developments are happening in the region?



Increased regional capacity provides opportunities to benefit City of Tualatin



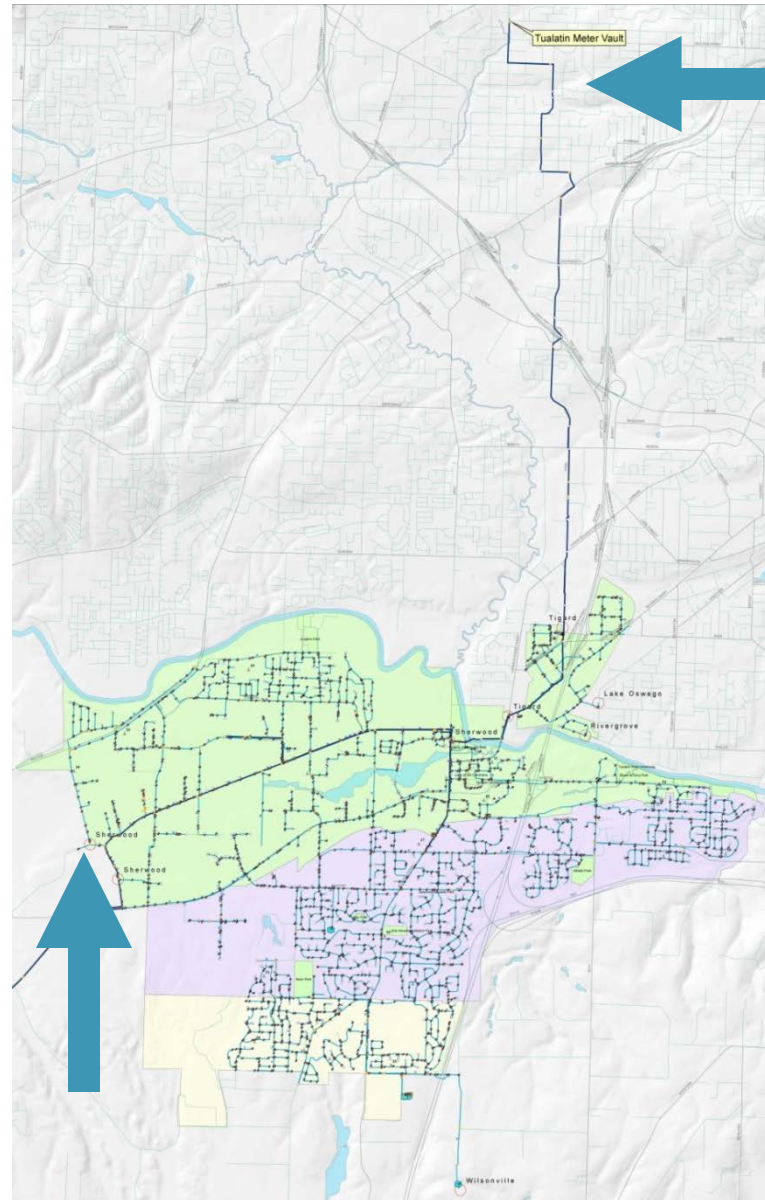
Willamette Water Supply Project provides redundancy and potential capacity

Capacity available in the existing Portland supply system

Clackamas River Supply System provides redundancy

We are evaluating the four supply options available to the City of Tualatin

Expansion of the Portland Supply with or without additional ASR



*Willamette River
(Water Supply
Program Partner or
Sherwood Pipeline)*

The evaluation will include information on both rate impacts and other criteria to identify a path forward

1

How will the options affect water rates?

2

What other factors do we need to consider?

3

Can we sideline some options?
What options should remain on the table?

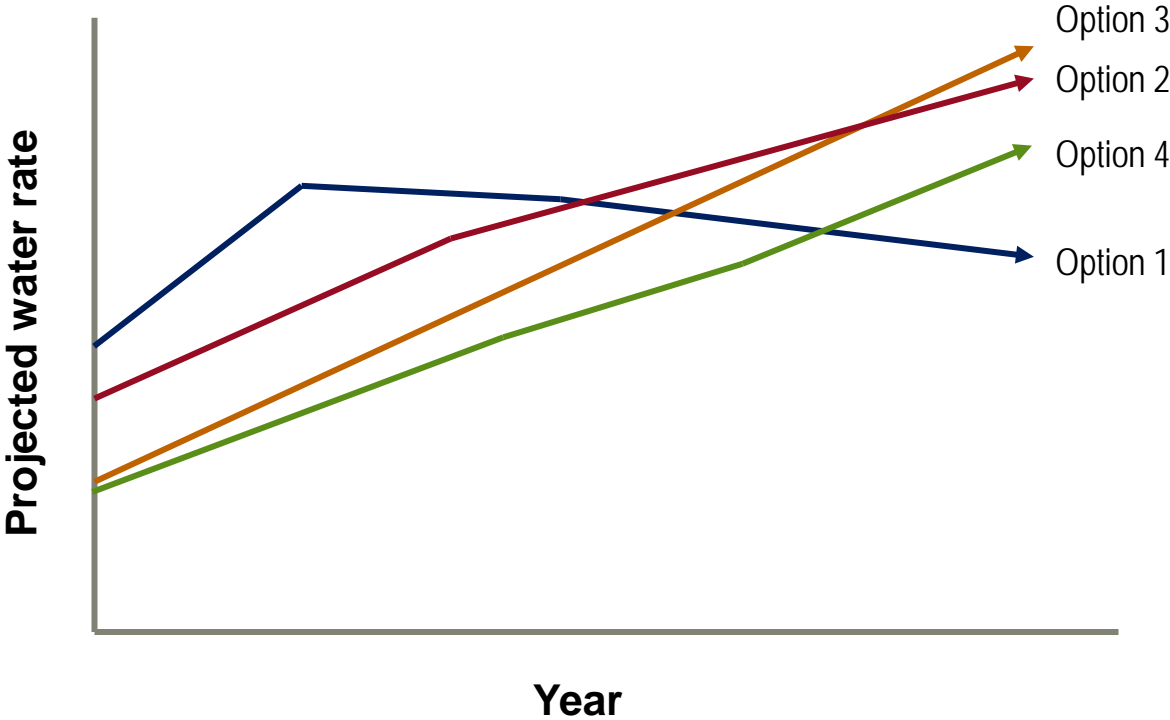
4

What is our process for moving forward with the remaining option(s)?

1

How will each of the options affect future water rates?

Financial evaluation will focus on comparing projected rates over a 30-year period



Rates are for comparison purposes only and should not be interpreted or used as actual.

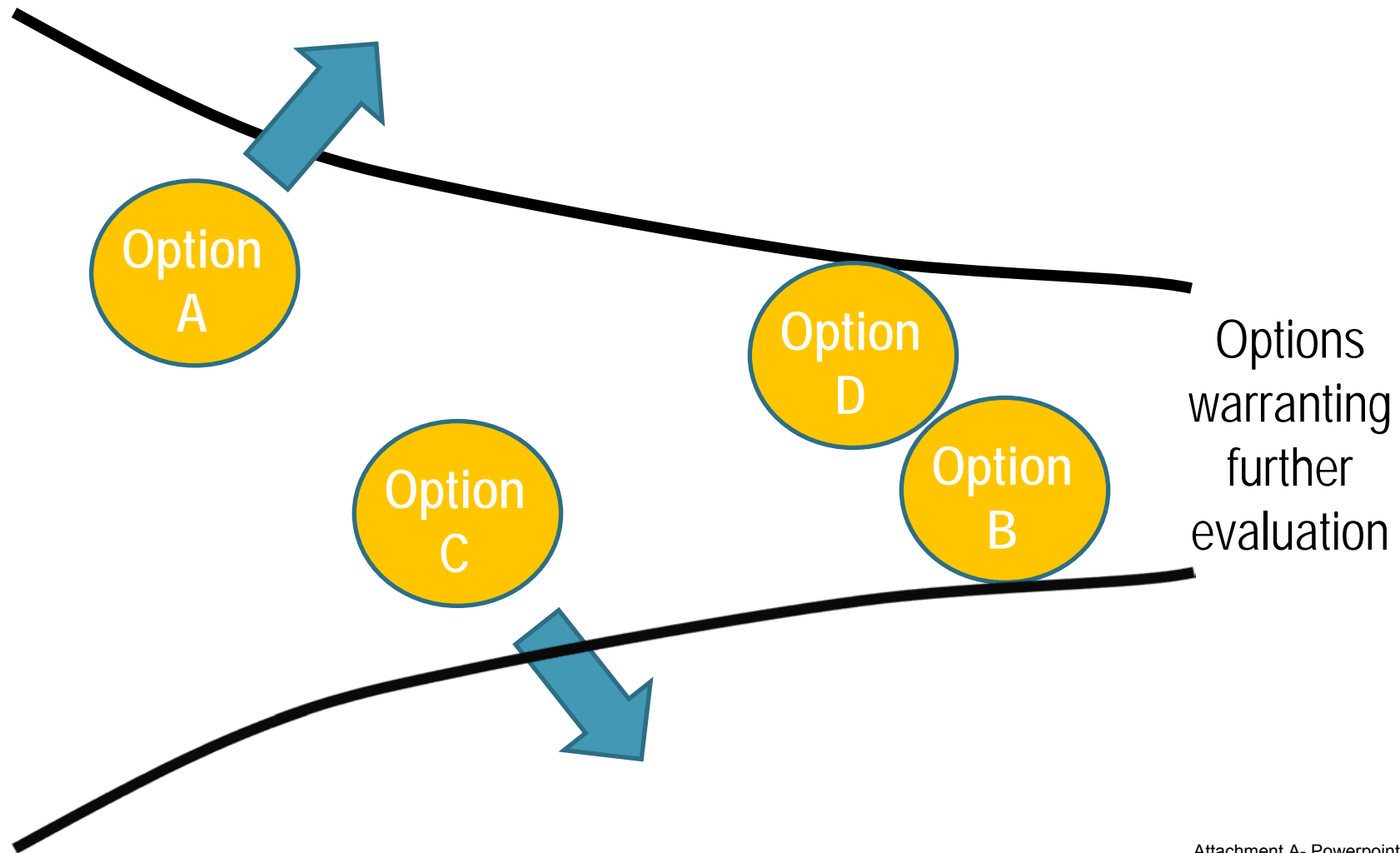
2

What other factors do you need to consider?

Examples

- Resilience (ability to withstand an earthquake)
- Water supply redundancy
- Water quality/reliability
- Uncertainty in future costs

3 Can we sideline options that are less beneficial to the City and its rate payers?

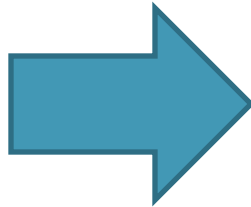


4

What are the City's next steps in moving forward with the most beneficial options?

Example

Options including ASR wells is identified as favorable

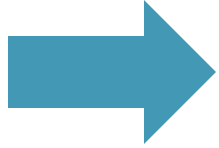


Potential Next Steps

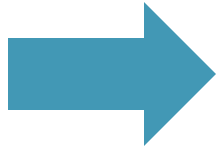
ASR well siting evaluation

More detailed analysis of O&M requirements for existing wells

As part of this study we will also be evaluating short-term supply options



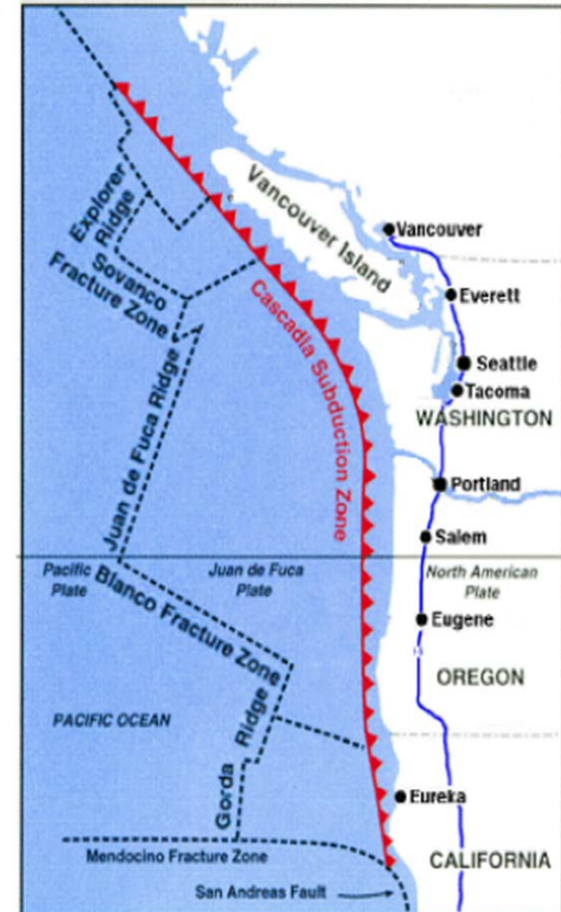
How can we optimize use of our existing supplies to reduce costs for rate payers?



How can we provide water to our residents during an emergency when our main Portland supply is not in service?

Water supply reliability is a key driver

- Maintain supply during an emergency
 - Cascadia Subduction Zone seismic event of M9.0
- City of Portland is completing condition assessment and repairs to WCSL
- OHA requirements to maintain pressure
- City of Portland Operational Issues



We will keep you informed and engaged throughout the process

12/8
Today's presentation on our approach

Mid-Late December
Staff workshop on initial long-term supply findings

Late-January
Long-term supply evaluation results

Mid-February
Interim supply evaluation results

Dec

Jan

Feb

Questions?



MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Zoe Monahan, Management Analyst
Alice Cannon, Assistant City Manager

DATE: 12/08/2014

SUBJECT: Consideration of an Intergovernmental Agreement between City and Metro to Fund Planning and Public Involvement Efforts Related to the Southwest Corridor.

EXECUTIVE SUMMARY:

In May 2014, the Tualatin City Council provided direction to the Metro Southwest Corridor Steering Committee to continue studying high capacity transit (HCT) between Portland and Tualatin, via Tigard. The next step in the process is to evaluate alternatives that will lead to a Preferred Alternative for the Southwest Corridor.

Each partnering jurisdiction has been asked to contribute funds to assist in the work, with the majority of the funding coming from Metro and TriMet. Based on the scope of work, Tualatin's share of this phase will be \$160,000 split evenly between the next two fiscal years. The Intergovernmental Agreement (IGA) between the City and Metro outlines the specific scope of the work and payment of these funds.

The IGA specifies that Metro will use funds from Tualatin for planning and public involvement efforts. An initiative was passed by voters in September 2014 that amended the Charter to prohibit the Council from authorizing the use of "city resources" to finance, design, construct, or operate any public rail transit system without first obtaining prior approval from the voters through an "authorization ordinance." The expenditure of funds under this IGA is consistent with the limitations in the charter amendment; under the IGA, no Tualatin funds will be used for the financing, design, construction, or operation of a public rail project, as those terms are used in the initiative language.

Attachments: [Attachment: Draft IGA](#)
[Attachment A](#)

**INTERGOVERNMENTAL AGREEMENT
PUBLIC INVOLVEMENT AND PLANNING OF TRANSPORTATION PROJECT**

This Intergovernmental Agreement (“Agreement”) is made and entered into by and between the City of Tualatin (“Tualatin”) and Metro, effective as of the date of last signature below.

RECITALS

- A. Tualatin is a municipal corporation organized under the constitution and laws of the State of Oregon.
- B. Metro is an Oregon metropolitan service district organized under the laws of the State of Oregon and the Metro Charter.
- C. The “Southwest Corridor” is a transportation corridor located between downtown Portland and Sherwood. Metro and its regional partners, including TriMet, have initiated a comprehensive land use and transportation planning study to create a plan that will identify and prioritize public investments in the Southwest Corridor (the “Southwest Corridor Plan” or “Plan”).
- D. The Southwest Corridor Plan is advancing in two phases. The first phase of the Plan is complete and resulted in the creation of the Southwest Corridor Shared Investment Strategy (the “Shared Investment Strategy”) endorsed by the Southwest Corridor Plan Steering Committee (“Steering Committee”).
- E. The Shared Investment Strategy identifies a need for enhanced local transit service, further study of high capacity transit (“HCT”) from Portland to Tualatin via Tigard, over 60 roadway and active transportation projects that support the transit and the land use vision endorsed by the Steering Committee (the “Land Use Vision”), over 400 parks and natural resource projects that support the Land Use Vision, and a toolkit of policies and incentives to support development characteristic of the Land Use Vision.
- F. HCT includes both Bus Rapid Transit (“BRT”) and Light Rail Transit (“LRT”).
- G. During the second phase of the Southwest Corridor planning process (“Phase 2”), Metro will refine the projects and strategies identified in Phase 1, including the HCT element of the Shared Investment Strategy, which will require refinement prior to commencing analysis of the environmental impacts of the Southwest Corridor Plan.
- H. Metro will complete a Focused Refinement Period resulting in a preferred package of HCT and priority multimodal projects, produce a Draft Environmental Impact Statement and develop a Locally Preferred Alternative consistent with the attached Work Plan Summary (Attachment A).

- I. Part of the Work Plan Summary consists of public involvement and planning activities.
- J. Tualatin and Metro collaborated on Phase 1 of the Plan, as agreed in the Southwest Corridor Plan Charter adopted by the Steering Committee in December 2011 and endorsed by project partner jurisdictions. Now, Tualatin and Metro desire to work together during Phase 2 of the Plan to, among other things, define a preferred package of HCT and priority multimodal projects for the Southwest Corridor HCT project (“Preferred Package”) that will allow the partners to develop and agree on a Locally Preferred Alternative for the HCT project to enable TriMet to be ready to construct an HCT project in the final phase of the Plan, if the project is otherwise approved by government entities with jurisdiction.
- K. The parties are entering into this Agreement to document each Party’s understanding as to the services to be performed and obligations of each Party during this Phase 2.

NOW THEREFORE, the premises being in general as stated in the foregoing recitals, it is agreed by and between the parties hereto as follows:

TERMS OF AGREEMENT

- 1. SCOPE OF WORK.** Metro will implement a clear and transparent public involvement process to facilitate public engagement in the Southwest Corridor decision-making process. The public involvement approach will include methods to solicit meaningful input from a diverse range of corridor stakeholders, and effectively integrate public input directly into the decision making and deliberation process, as described in Work Plan Summary (Attachment A). Public involvement methods may include community dialogues, HCT Project Workshops, to develop local multi-modal and streetscape plans, online engagement including map-based input tool and survey, presentations at local association meetings and community events, and youth outreach. Metro will also engage in planning activities to define and document project requirements in a study, environmental report, and other planning documents to assist in the selection of a locally preferred alternative.
- 2. FUNDS TO METRO.** Recognizing the importance of implementing the Southwest Corridor Shared Investment Strategy and further study of the HCT project, consistent with the Scope of Work, Tualatin will pay Metro \$160,000 (hereafter “Funds”) for the completion of the Scope of Work. Within thirty (30) days of execution of this IGA, Tualatin will wire transfer \$80,000 to Metro. On or before July 15, 2015, Tualatin will wire transfer the remaining \$80,000 to Metro.
- 3. METRO APPLY FUNDS TO WORK.** Metro will apply the Funds, and all interest earnings on the Funds while held by Metro, if any, to pay for planning and public involvement efforts identified in the Scope of Work. Any Funds and earnings on the Funds that are not so applied must be promptly returned to

Tualatin. The parties anticipate that the Steering Committee will take action to define a work plan to a Preferred Package in late 2014 or early 2015. If this action is postponed, Metro shall obtain written approval from Tualatin prior to committing or expending any of Funds provided to Metro pursuant to this Agreement.

4. **METRO RESPONSIBLE FOR CONTRACTS.** Metro is solely responsible for any and all contracts and subcontracts associated with the Work, including but not limited to procurement under applicable public contracting laws, contract management, and payments to contractors and subcontractors. Metro acknowledges that other than Tualatin's payment of Funds to Metro, Tualatin has no other obligation or responsibility for the Work.
5. **INDEMNITY.** To the extent permitted by the Oregon Constitution and the Oregon Tort Claims Act, Metro agrees to defend, indemnify, and hold harmless Tualatin, its officers, employees, and agents, from and against any and all claims relating to or arising out of the Work or any and all contracts related to the Work.
6. **TERMINATION.**

This Agreement may be terminated by mutual written consent of both parties. If this Agreement is terminated while Metro holds any unexpended and unobligated Funds or interest earnings, Metro will pay those Funds and interest earnings to Tualatin promptly after termination and those Funds and interest earnings will be reallocated by Tualatin.. Any termination of this Agreement does not prejudice any rights or obligations accrued to the parties prior to termination. If not earlier terminated, this Agreement will terminate when Metro completes the Work.

7. **MERGER; WAIVER.** This Agreement constitutes the entire agreement between the parties on the subject matter hereof. There are no understandings, agreements, or representations, oral or written, not specified herein regarding this Agreement. No waiver, consent, modification or change or terms of this Agreement shall bind either party unless in writing and signed by both parties and all necessary approvals have been obtained. Such waiver, consent modification or change, if made shall be effective only in the specific instance and for the specific purpose given.

IN WITNESS WHEREOF, the parties have agreed to the terms and conditions of this Agreement.

TUALATIN

METRO

By: _____
Name: _____
Title: _____
Date: _____

By: _____
Name: _____
Title: _____
Date: _____

Approved as to form:

Approved as to form:

Southwest Corridor Preferred HCT Alternative, Prioritized Multimodal Projects and Draft Environmental Impact Statement Work Plan Summary

The Southwest Corridor Plan is a comprehensive approach to achieving community visions through integrated land use and transportation planning. The plan incorporates existing local land use visions, including the Barbur Concept Plan, the Tigard High Capacity Transit Land Use Plan, Linking Tualatin and the Sherwood Town Center Plan.

In July 2013, the Southwest Corridor Plan Steering Committee recommended a shared investment strategy to include key investments in roadways, active transportation, parks, trails and natural areas along with options for high capacity transit (HCT). A refinement study was initiated to narrow HCT options and other investments to identify a preferred alternative (PA) and a subset of roadway and active transportation projects, which would be studied jointly in a Draft Environmental Impact Statement (DEIS) under the National Environmental Policy Act (NEPA). Project partners will work to develop an implementation strategy for multimodal (roadway, bicycle and pedestrian) projects in the shared investment strategy that are prioritized separately from the transit DEIS.

The refinement study is exploring Bus Rapid Transit (BRT) and Light Rail Transit (LRT) alternatives for several alignments that connect downtown Portland, Tigard, and Tualatin. In June 2014, the Steering Committee accepted the recommendation of a narrowed set of design options and directed staff to address the following eight specific issues in a more focused refinement period in order to further narrow the options:

1. **Funding strategy:** Complete a preliminary assessment of potential funding sources and a strategy for a future HCT investment to help inform Steering Committee and public conversations on HCT alignment choices.
2. **Traffic analysis to assess tie-in options:** Additional traffic analysis and partner discussion to determine the best approach to tie into downtown Portland and the existing transit system.
3. **HCT branch service to Tigard and Tualatin:** Look at options for branched service to downtown Tigard and Tualatin to achieve operational efficiencies and reduce travel time.
4. **Adjacent to I-5:** Further examine and discuss the tradeoffs of providing HCT adjacent to I-5 rather than on Barbur Boulevard.
5. **OHSU Marquam Hill access:** Explore options for pedestrian/bicycle access to Marquam Hill from a surface alignment on Barbur or Naito, including outreach to neighborhoods, stakeholder groups, OHSU, Portland Parks and Recreation and the Veterans Hospital.
6. **Medium tunnel that serves Marquam Hill and Hillsdale:** Look into replacing the short tunnel that serves Marquam Hill with the medium tunnel that also serves Hillsdale. Outreach to communities and stakeholders regarding refined tunnel costs, construction impacts, travel time, ridership and equity issues.
7. **Hillsdale:** Evaluate the benefits as compared to the costs and travel time losses of directly serving the town center, which currently has eight bus lines, and look at enhanced pedestrian/bicycle connections from Barbur Boulevard.
8. **Direct service to Portland Community College – Sylvania:** Assess the potential of a more robust pedestrian and bicycle connection from Barbur Boulevard to PCC along SW 53rd Ave while

working with PCC and the neighborhood to understand the tradeoffs of direct service for the future of the campus.

This focused refinement will also provide information in support of a decision on mode, and is anticipated to result in a Preferred Alternative (PA) in spring of 2016. Key multimodal projects from the Shared Investment Strategy will be prioritized and may be included as part of a Corridor Development Strategy that targets investments to support development aspirations in key places served directly or indirectly by the Preferred Alternative for HCT.

Following adoption of the PA by project partners and the Metro Council, it will be studied in a DEIS along with associated multimodal projects. After this, the project will move into Project Development for more refined design and engineering while finalizing the environmental analysis (Final Environmental Impact Statement (FEIS)).

Southwest Corridor HCT and its associated multimodal investments will undergo environmental review in accordance with NEPA, following FTA regulations and policies. The project will address related federal, state and local environmental laws, regulations and guidelines, affected environment of the potential alternatives and potential mitigation. Metro and FTA agreed that an Environmental Impact Statement (EIS) and Record of Decision (ROD) was the appropriate environmental process to follow.

Following are the key phases of the project's environmental review and documentation process:

1. **Preferred Alternative (PA) selection.** Project partners will assess the positive and negative impacts of BRT and LRT options to define a Preferred Alternative to serve the needs in the Southwest Corridor, which would identify the preferred mode, alignment, and terminus. The Preferred Alternative and a select set of associated multimodal projects will be described in a Preferred Alternative Report and recommended for further study in a DEIS. Some of the multimodal projects in the Preferred Alternative may not need to be studied under NEPA or may be moved forward more quickly without being associated with an HCT project in the Southwest Corridor. The report will describe a strategy for moving all of the priority projects forward.
2. **Public involvement.** Throughout PA Selection through Project Development, Metro and project partners will provide a clear and transparent manner to engage the public and to support the Southwest Corridor DEIS and decision-making process. PA selection will include public involvement methods that aim to solicit meaningful input from a diverse range of corridor stakeholders, and effectively integrate public input directly into the decision making and deliberation process. Public involvement methods may include community dialogues, HCT Project Workshops to develop local multi-modal and streetscape plans, online engagement including map-based input tool and survey, presentations at local association meetings and community events, and youth and senior storytelling project. The DEIS public involvement plan will be based on outcomes and lessons learned from the PA selection period and will include best practices for Environmental Justice and Title VI outreach.

3. **Scoping.** Scoping includes: Notification of Intent (NOI) to publish an EIS; identification of the project's Lead, Cooperating (if appropriate) and Participating Agencies; Purpose and Need Statement; range of alternatives (despite selecting a preferred alternative, it's possible that some reasonable alternatives may still need to be considered within the DEIS to comply with NEPA); and scope of and methods for the environmental review and analysis.
4. **DEIS preparation and publication.** Based on the results of Scoping, Metro and FTA will prepare a DEIS documenting the environmental analysis. As much of the analysis completed during the PA selection process will be included in the DEIS using Planning and Environment Linkages (PEL) guidelines.
5. **DEIS public and agency comment period.** In compliance with NEPA, Metro and FTA will provide a 45 to 60-day public and agency comment period for the DEIS. The comment period will include one or more public hearings, which will be held no sooner than 15 days following publication of the DEIS.
6. **Confirmation of the Locally Preferred Alternative (LPA).** Following the close of the DEIS comment period, Metro and project partners will finalize an LPA, considering the DEIS, public and agency comments and recommendations from the project's local and regional partners agencies and jurisdictions. The LPA decision will be based on the earlier defined PA, but will be distinguished by the removal of any "reasonable alternatives" that had to be studied further in the DEIS and the review of federal agencies. The LPA decision will have been made in partnership with FTA and will set the stage for moving into Project Development. The LPA and the rationale for its selection will be documented in a final LPA report.
7. **FEIS preparation and publication.** After the LPA is selected, if the LPA is a build alternative, Metro and FTA will prepare and publish the project's FEIS. The project's FEIS will be based on the project's LPA and the No-Build Alternative. When complete, the FEIS will document and respond to all public and agency comments received during the DEIS comment period. A joint FEIS/ROD will be considered.
8. **Record of Decision (ROD).** Following completion of (or in conjunction with) the FEIS, FTA will issue a Record ROD documenting FTA's determination that the project has successfully addressed the NEPA environmental review process.
9. **Permitting.** As determined necessary through the project's environmental review process, the project will obtain the federal, state, regional and/or local permits needed to construct and operate the project as defined by the LPA. Additional environmental analysis, documentation and/or review may be needed to successfully complete the project's permitting process.



MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Paul Hennon, Community Services Director
Rich Mueller, Parks and Recreation Manager

DATE: 12/08/2014

SUBJECT: Tualatin River Greenway Trail Gap Completion Project - Update on Preliminary Design Phase

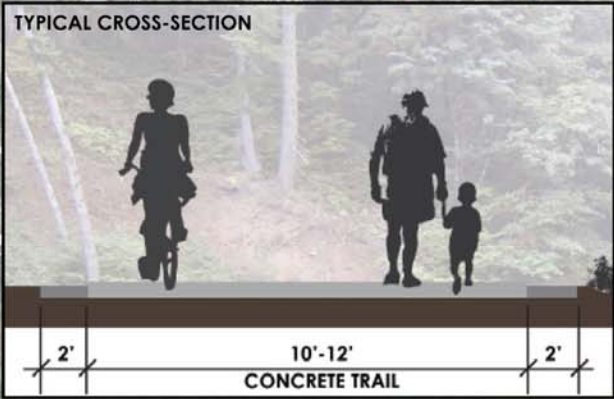
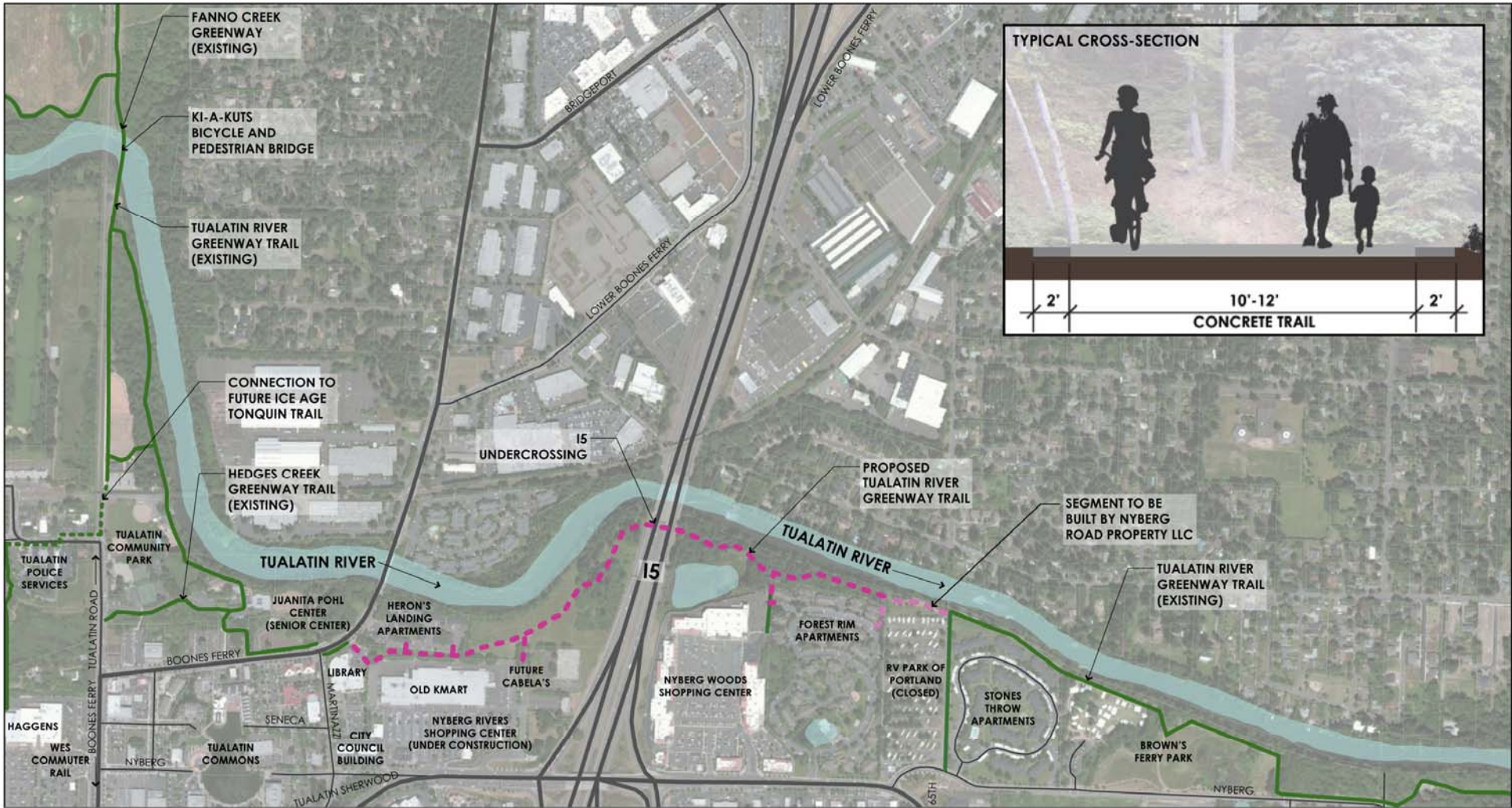
ISSUE BEFORE THE COUNCIL:

The staff will present an update on the preliminary design of the Tualatin River Greenway Gap Trail Completion Project, including a discussion of the scope, schedule, budget and related issues.

The Tualatin River Greenway Gap Completion Project will provide a new bicycle and pedestrian path connecting people with nature while enabling easy and safe exercise, recreation and wildlife viewing, and commuting between residential and commercial areas and public facilities.

The path will be a 10 to 12 foot wide shared-use bicycle and pedestrian path between the new Barngrover Street (near the Tualatin Public Library) and the Old RV of Portland site on Nyberg Lane, a distance of about three quarters of a mile.

Attachments: [A - Project Locator Map](#)
[B - Preliminary Alignment Key Map](#)



TUALATIN RIVER GREENWAY TRAIL GAP COMPLETION

City of Tualatin

NOVEMBER 25, 2013





Legend:

- 1 Image 1 - Primary Trail Connection #1
- 2 Image 2 - Heron's Landing Connection #1
- 3 Image 3 - Shared Use Pathway
- 4 Image 4 - Staging Area and West
- 5 Image 5 - Heron's Landing Connection #2
- 6 Image 6 - Forest Hill Connection #1
- 7 Image 7 - Overlook #1
- 8 Image 8 - Shared Use Pathway
- 9 Image 9 - Staging Area and West
- 10 Image 10 - Overlook #2
- 11 Image 11 - Overlook #3
- 12 Image 12 - Shared Use Pathway
- 13 Image 13 - Staging Area and West
- 14 Image 14 - Staging Area and West
- 15 Image 15 - Primary Trail Connection #1
- 16 Image 16 - Shared Use Pathway
- 17 Image 17 - Shared Use Pathway
- 18 Image 18 - Primary Trail Connection #2
- 19 Image 19 - Primary Trail Connection
- 20 Image 20 - Forest Hill Connection #1
- 21 Image 21 - Overlook #4
- 22 Image 22 - Overlook #5
- 23 Image 23 - Shared Use Pathway
- 24 Image 24 - Connection to Primary Trail
- 25 Image 25 - Myberg River Property LLC Connection
- 26 Image 26 - Overlook #6
- 27 Image 27 - Shared Use Pathway - Myberg Wood Property LLC Connection (East and West)
- 28 Image 28 - Connection to Forest Hill Connection
- 29 Image 29 - Tualatin Greenway Trail
- 30 Image 30 - Overlook #7

Tualatin River Greenway - Shared Use Pathway
Key Map