



MEMORANDUM CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

FROM: Sherilyn Lombos, City Manager

DATE: June 10, 2019

SUBJECT: Work Session for June 10, 2019

5:30 p.m. (60 min) – Regional Transportation Policy Update: Quarter 2. Community Development staff will give an overview of key transportation projects for the second quarter 2019 in an effort to discuss opportunities for advocacy and coordination.

6:30 p.m. (30 min) – Council Meeting Agenda Review, Communications & Roundtable. Council will review the agenda for the June 10th 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, City Manager

FROM: Gareth Prior, Management Analyst II
Aquilla Hurd-Ravich, Community Development Director

DATE: 06/10/2019

SUBJECT: Regional Transportation Policy Update: Quarter 2

ISSUE BEFORE THE COUNCIL:

Community Development staff will give an overview of key transportation projects for the second quarter in an effort to discuss opportunities for advocacy and coordination.

EXECUTIVE SUMMARY:

The purpose of this update is to accomplish the following:

1. Highlight the top second quarter (Q2) projects receiving public input.
2. Discussion on Council, staff, and community coordination for input on these projects.
3. Provide a directory of projects you may hear about at regional meetings.

To accomplish number one, staff will provide an overview of the following land use and transportation projects as they are at a crucial time for public input:

- Southwest Corridor: TriMet
- I-205 widening and Abernathy Bridge replacement: Oregon Department of Transportation (ODOT) and Clackamas County
- 2020 transportation funding measure (T2020): Metro

Attached to this agenda item is a detailed description of the top three projects and a list of active and less active projects. Staff will not provide an overview presentation on the further list of projects, but can follow up on questions, contact speakers to come to Council, or bring forward to a future work session for discussion.

Attachments: [Q2 Transportation Projects](#)
[Southwest Corridor Comments](#)
[Q2 Transportation Presentation](#)

Southwest Corridor: TriMet

Q2 Top 3

Q2 Update

Within the next few months, the project Steering committee will receive an updated cost estimate for the project that will determine whether the project will make it to Tualatin. The [current cost estimate](#) identified \$358 million in cuts needed to get to Tualatin. Preservation of the Village Inn is still to be determined, and due to cost pressures, an at-grade crossing at Upper Boones Ferry is assumed in the project (grade separated would cost an additional \$55 million). Two major documents will direct the project in 2019: Federal Environmental Impact Statement (FEIS) and Conceptual Design Report (CDR). Attachment B identifies Tualatin staff comments on the Bridgeport station area.

Description: An effort to establish a new 12-mile [TriMet MAX line](#) (light rail) between southwest Portland and Bridgeport Village in Tualatin. In addition to light rail, the plan includes roadway, bicycle and pedestrian projects, a strategy to promote equitable development in the corridor ([SWEDS](#)), and a shared investment strategy for transportation improvements that connect the corridor's communities well beyond the proposed light rail line.

Impact to Tualatin: Opportunity and challenges that come with new light rail. No direct city funding is expected, as the regional 2020 transportation measure will be relied upon to fund the project.

Website (project): <https://trimet.org/swcorridor/>

Contact (project): Jennifer Koozer, Senior Community Affairs Manager at TriMet, at (503) 962-2116 or koozerj@trimet.org.

Website (Tualatin): <https://www.tualatinoregon.gov/communitydevelopment/southwest-corridor-plan>

Contact (Tualatin): Garet Prior, Management Analyst II, at (503) 691-3020 or gprior@tualatin.gov

I-205 widening and Abernathy Bridge replacement: Oregon Department of Transportation (ODOT) and Clackamas County

Q2 Top 3

Q2 Update

The project is in search of funding. ODOT submitted an [INFRA grant](#) to the Department of Transportation and Joint Policy Committee on Transportation (JPACT) it as a top regional priority. Letters of support from Tualatin provided in February were communicated by Clackamas County to the federal government and state legislators. On May 15th, the Oregon [Joint Committee on Transportation](#) held a public hearing on [HB 3209](#), to authorize the issuance of general obligation bonds for the project.

Description: ODOT is beginning the I-205 Widening and Seismic Improvements Project, which will address congestion and traveler safety issues on a seven-mile stretch of I-205 between Stafford Road and OR 213. The project adds a third lane in each direction and upgrades the Abernathy Bridge and the eight other I-205 bridges in the project area to withstand a major earthquake.

Impact to Tualatin: In addition to the transportation benefits for Tualatin, elements of the Stafford area planning agreement are coordinated with Interstate 205 widening completion.

Website (project): <http://www.i205corridor.org/>

Contact (project): Ellen Sweeney, ODOT Community Affairs Coordinator, at (503) 731-8230 or ellen.sweeney@odot.state.or.us.

Contact (Tualatin): Gareth Prior, Management Analyst II, at (503) 691-3020 or gprior@tualatin.gov

2020 transportation funding measure (T2020): Metro

Q2 Top 3

Q2 Update

In February, Metro appointed a [task force of 35 people](#) to review and prepare a regional transportation investment measure. The committee has been meeting and evaluating the region through [transportation corridors](#). Tualatin corridors ([see slide 35](#)) scored as follows: Southwest Corridor (highest), Tualatin-Sherwood Road (middle), and 99W (low). Washington County proposed nominating the [MSTIP funded Tualatin-Sherwood Road widening](#) as a shovel ready project. If the project is included and T2020 measure passed, MSTIP dollars would be swapped for regional dollars. The funding mechanism is still to be determined (e.g. taxes on property, employers, etc.).

Description: By early 2020, Metro Council will consider referring a transportation investment measure to voters on the November 2020 ballot.

Impact to Tualatin: If issued by Metro Council, in 2020 Tualatin residents will have the opportunity to vote on a regional transportation funding measure. This would establish a regional source for transportation funding, which would be a new allocation as the majority of transportation funding comes from the [federal government](#), state (e.g. [HB 2017/Keep Oregon Moving](#)), and local ([Tualatin Moving Forward](#)).

Website (project): <https://www.oregonmetro.gov/public-projects/2020-transportation-investment-measure>

Contact (project): Tyler Frisbee, Transportation Policy and Federal Affairs Manager at Metro, at (503) 797-1935 or Tyler.Frisbee@oregonmetro.gov.

Contact (Tualatin): Garet Prior, Management Analyst II, at (503) 691-3020 or gprior@tualatin.gov

Vehicle Registration Fee (VRF): Clackamas County

Active

Q2 Update: The Clackamas County Board passed a VRF and is setting up a community task force to provide direction on how a subset of the money raised will be allocated. There was a failed attempt to gather signatures to put the VRF approval on a ballot referendum.

Description: Vehicle registration fee approved by Clackamas County Board to fund new Community Road Fund to increase safety, relieve congestion, and maintain local roads.

Impact to Tualatin: Estimated \$58,741 in new revenue for road maintenance and transportation investment.

Website (project): <https://www.clackamas.us/transportation/vrf>

Contact (project): Trent Wilson, Clackamas County Public & Government Affairs, at (503) 655-8206 or TWilson2@co.clackamas.or.us.

Contact (Tualatin): Garet Prior, Management Analyst II, at (503) 691-3020 or gprior@tualatin.gov

Designing Livable Streets update: Metro

Q2 Update: In April, Metro held a regional transportation forum with policymakers to highlight this project and their emphasis to deliver transportation projects. This project is heading into its final stages of adoption through JPACT and Metro Council.

Description: Metro's Designing Livable Streets and Trails project is updating and developing new design guidelines for our regional transportation system, including creating new design guidance for regional multi-use paths.

Impact to Tualatin: Design guidelines set by Metro could be used as requirements for regionally funded projects or through the regional functional transportation plan, which we are required to be compatible with in our Transportation Systems Plan (TSP).

Website (project): <https://www.oregonmetro.gov/public-projects/updating-street-design-guidance>

Contact (project): Lake Strongheart McTighe, Senior Regional Planner at Metro, at (503) 797-1660 or lake.mctighe@oregonmetro.gov.

Contact (Tualatin): Mike McCarthy, Transportation Engineer, at (503) 691-3674 or mmccarthy@tualatin.gov.

Statewide Transportation Improvement Program (STIP) 2021-2024 project list: ODOT

Active

Q2 Update: The proposed 2021 to 2024 STIP project list is out for review ([map](#)). No projects in Tualatin are identified, but there are two on 99W.

Description: A centerpiece of HB2017/Keep Oregon Moving is the Statewide Transportation Improvement Fund (STIF). This fund provides a new dedicated source of funding to expand public transportation to access jobs, improve mobility, relieve congestion and reduce greenhouse gas emissions around Oregon.

Impact to Tualatin: This is a possible funding source for transportation investment.

Website (project): <https://www.oregon.gov/ODOT/Regions/Pages/Region-1-STIP.aspx>

Contact (project): Mandy Putney, ODOT Policy and Development Manager Region 1, at (503) 731-8356 or mandy.putney@odot.state.or.us.

Contact (Tualatin): Gareth Prior, Management Analyst II, at (503) 691-3020 or gprior@tualatin.gov

Regional Flexible Fund Allocation (RFFA) Step 2: Metro

Q2 Update: RFFA applications are due in June; Tualatin is not expecting to submit.

Description: Regional flexible funds come from three federal grant programs: the Surface Transportation Program, the Congestion Mitigation/Air Quality Program and the Transportation Alternatives Program. These programs allow greater discretion on how the monies are spent – hence the term “flexible” – which allows for greater focus on local priorities and innovative solutions to transportation challenges.

Impact to Tualatin: This is a potential source for transportation funding, albeit one that comes with additional administrative burden. For example, the design of the Herman Road bike-pedestrian improvements was funded in a previous RFFA cycle, but the city is now working with Washington County to swap those funds to complete the project because Oregon Department of Transportation (ODOT) standards became too onerous.

Website (project): <https://www.oregonmetro.gov/tools-partners/grants-and-resources/regional-flexible-funding>

Contact (project): Kim Ellis, Metro Principal Transportation Planner, at (503) 797-1617 or kim.ellis@oregonmetro.gov.

Contact (Tualatin): Gareth Prior, Management Analyst II, at (503) 691-3020 or gprior@tualatin.gov

Tolling/Congestion (Value) Pricing: Metro and ODOT

Less Active

Description: ODOT will continue their process of studying tolling segments ([map](#)) on Interstate 5 and 205. Metro will begin a process to evaluate tolling/congestion (value) pricing on other roads such as 99W and 217.

Impact to Tualatin: Direct impact to Tualatin residents and businesses traveling along the interstate or state highway system. Indirect impact to “lesser” roads with vehicles diverting from highways to avoid tolls.

Website (project): <https://www.oregon.gov/ODOT/Pages/VP-join-conversation.aspx>

Contact (project): Mandy Putney, ODOT Policy and Development Manager Region 1, at (503) 731-8356 or mandy.putney@odot.state.or.us. Tyler Frisbee, Transportation Policy and Federal Affairs Manager at Metro, at (503) 797-1935 or Tyler.Frisbee@oregonmetro.gov.

Contact (Tualatin): Garet Prior, Management Analyst II, at (503) 691-3020 or gprior@tualatin.gov

UGB reserves infrastructure study: Washington County

Description: Washington County received a Metro 2040 planning grant to facilitate concept and comprehensive planning for the urban reserve areas by getting a better idea of existing and future transportation system needs in those areas to accommodate future growth. The project is expected to create an infrastructure finance plan template to use in concept and comprehensive planning.

Impact to Tualatin: Projections for transportation infrastructure costs for the following urban reserve areas ([see map](#)): Tonquin, I-5 East-Washington County, and Ellingsen Road North. These numbers could inform or guide future urban growth boundary annexation requests to Metro.

Website (project): www.co.washington.or.us/lut

Contact (project): Jessica Pelz, Senior Planner Washington County Department of Land Use & Transportation, (503) 846-3960 or jessica_pelz@co.washington.or.us.

Contact (Tualatin): Steve Koper, Planning Manager, at (503) 691-3028 or skoper@tualatin.gov.

Data tracking and forecasting (land use and economic): Metro

Less Active

Description: The Land Use Analytics Team (LUAT) conducts, in addition to the land use data and forecast capacity sustenance work. LUAT regularly updates long- range economic and demographic projections in order to incorporate the latest observed changes in demographic, economic, and real estate development conditions.

Impact to Tualatin: Data forecasted by Metro impacts the underlying assumptions for regional planning projects (e.g. Southwest Corridor) and urban growth boundary expansion applications.

Website (project): <https://www.oregonmetro.gov/2040-distributed-forecast>

Contact (project): Jeff Frkonja, Metro, at jeff.frkonja@oregonmetro.gov.

Contact (Tualatin): Steve Koper, Planning Manager, at (503) 691-3028 or skoper@tualatin.gov.

First-last mile transportation study: Washington County

Description: The First and Last Mile (FLM) proposes to provide a vision for improving connections between transit and commuter destinations so everyone can safely access transit. The FLM project will result in recommendations for implementing 1) infrastructure investments to provide safer, faster and more comfortable access to transit; and 2) opportunities to support and integrate innovative mobility options that are coordinated, flexible, and responsive to the land use and transportation context.

Impact to Tualatin: Possible source for identifying and funding transit and FLM improvements.

Website (project):

<https://www.co.washington.or.us/LUT/Divisions/LongRangePlanning/PlanningPrograms/TransportationPlanning/first-and-last-mile.cfm>

Contact (project): Dyami Valentine, Washington County Department of Land Use & Transportation Senior Planner, at (503) 846-3821 or dyami_valentine@co.washington.or.us.

Contact (Tualatin): Garet Prior, Management Analyst II, at (503) 691-3020 or gprior@tualatin.gov

Transit study connecting Tualatin to Oregon City: Clackamas County

Less Active

Description: Through HB 2017/Keep Oregon Moving Regional Coordination funding, Clackamas County will be hiring a consultant to lead a transit evaluation between Tualatin and Oregon City.

Impact to Tualatin: Identify specific investments and costs for a transit connection with Oregon City. Community engagement efforts will be forthcoming in late 2019 or early 2020.

Website (project): None.

Contact (project): Karen Buehrig, Clackamas County Transportation Planning Supervisor, at (503) 742-4683 or karenb@clackamas.us.

Contact (Tualatin): Garet Prior, Management Analyst II, at (503) 691-3020 or gprior@tualatin.gov

Regional mobility policy update: Metro

Description: Since early 2019, Metro and ODOT have been working to begin updating the Regional Mobility Policy. This project was identified in the 2018 Regional Transportation Plan (RTP) as a necessary step to updating the RTP's 20-year old "interim" mobility policy to better align with the comprehensive set of goals and desired outcomes identified in the plan.

Impact to Tualatin: Performance targets for reducing emissions and single-occupancy vehicles, along with levels of delay and service are requirements from the existing mobility policy and standards. Updates to this mobility policy could shift how transportation projects are evaluated at the regional level and standards required through the local Transportation System Plan.

Website (project): <https://www.oregonmetro.gov/mobility-corridors-atlas>

Contact (project): Kim Ellis, Metro Principal Transportation Planner, at (503) 797-1617 or kim.ellis@oregonmetro.gov.

Contact (Tualatin): Garet Prior, Management Analyst II, at (503) 691-3020 or gprior@tualatin.gov

Shuttle expansion study in Tualatin: Washington County and Ride Connection

Less Active

Description: Through HB 2017/Keep Oregon Moving Regional Coordination funding, Washington County in coordination with Ride Connection will be evaluating and funding expansion of the Tualatin Shuttle.

Impact to Tualatin: Identify specific investments or expansion areas for the Tualatin Shuttle. Community engagement efforts will be forthcoming in late 2019 or early 2020.

Website (project): None.

Contact (project): Dyami Valentine, Washington County Department of Land Use & Transportation Senior Planner, at (503) 846-3821 or dyami_valentine@co.washington.or.us.

Contact (Tualatin): Garet Prior, Management Analyst II, at (503) 691-3020 or gprior@tualatin.gov

Transportation futures study: Clackamas County

Description: Similar to the [Washington County Transportation Futures Study](#), Clackamas County is pursuing a 50-year transportation futures study (Clackamas County Transportation 2070) that will forecast major population, economic, environmental, and technology changes to inform what strategic actions are required to meet the needs of communities throughout Clackamas County.

Impact to Tualatin: Clackamas County requested Tualatin support for their \$2.5 million request to the Oregon Legislature and Governor.

Website (project): <https://www.clackamas.us/engineering/planningprojects.html>

Contact (project): Trent Wilson, Clackamas County Public & Government Affairs, at (503) 655-8206 or TWilson2@co.clackamas.or.us.

Contact (Tualatin): Garet Prior, Management Analyst II, at (503) 691-3020 or gprior@tualatin.gov

Tualatin comments 5-15-19

[DRAFT]

After a discussion about Upper Boones Ferry and Bridgeport Station with Tualatin’s Mayor and Steering Committee member, Tualatin and TriMet staff, the City of Tualatin supports the following actions:

1. FEIS footprint that allows for the future study of Bridgeport station design and optimization for:
 - (a) **ample room for bus movement** as we envision this as a major transfer center (SMART, Ride Connection, etc.), with consideration of a bus loop location south of Lower Boones Ferry Road,
 - (b) **safety** accommodations for people accessing the station by all modes,
 - (c) complimentary **transit oriented redevelopment**, and
 - (d) **preservation of the Village Inn** structure.







2. FEIS must include a **structured park-and-ride that accommodates a maximum number of vehicles**, as is financially feasible for the project. Preferably located south of Lower Boones Ferry Road. References made in the FEIS or CDR to not preclude a future direct-access connection to the Interstate.

3. FEIS, CDR, or other document to reference agreements with **TriMet on increased service** to serve unmet demand for auto parking at Bridgeport Station. For example, increase service **connecting to downtown WES station and western Tualatin** (99W, regionally significant employers, Sherwood, etc.). Regional coordination funding could help support efforts with Ride Connection or others to provide these connections.

4. FEIS must include a **pedestrian bridge connecting the park-and-ride with Bridgeport station** to address essential safety needs.

5. FEIS must identify **bike-pedestrian improvements to 72nd Avenue crossing** between the station and Bridgeport Village (Metro projects 30% of people accessing the station are pedestrians).

6. FEIS to include a **grade-separated option at Upper Boones Ferry**.

LPA	
Station	
Park-and Ride	
Footbridge	
FEIS footprint	
Bike-Pedestrian Improvements	
FEIS = Final Environment Impact Statement	
CDR = Conceptual Design Report	





2019 Quarter 2 Regional Land Use and Transportation Update

Tualatin City Council
Work Session
6.10.2019



Purpose

1. Highlight top Q2 projects receiving public input.
2. Discussion on Council, staff, and community coordination for input on these projects.
3. Provide a directory of projects you may hear about at regional meetings.

Southwest Corridor Plan

TriMet

Bridgeport in Tualatin

TriMet MAX Line



SWC Cost Elements

Note: Assume 3.5% escalation

Project Scope Target (YOE) 2.375B

2018 Estimate (YOE) 2.733B

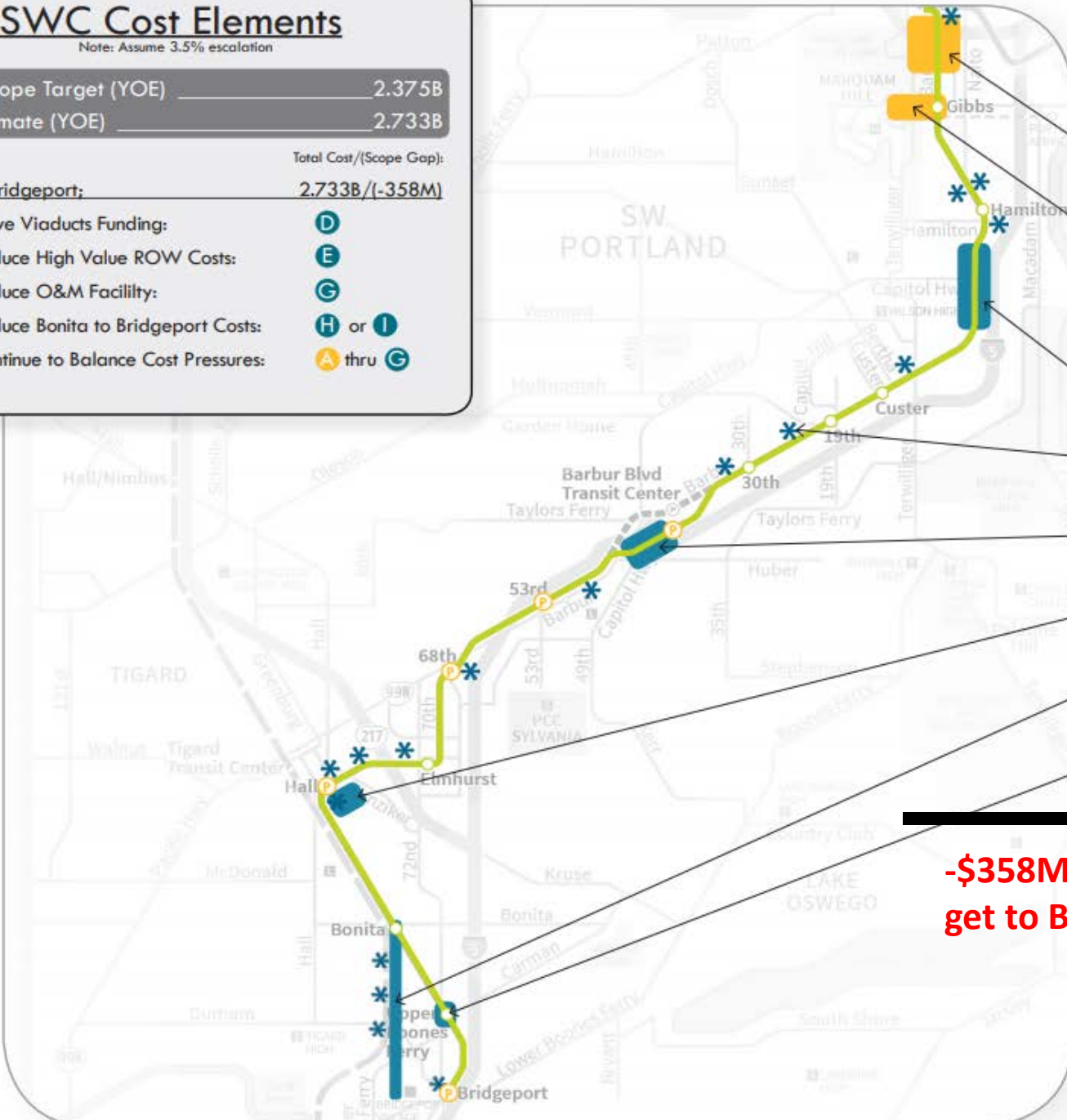
Total Cost/(Scope Gap):

To Reach Bridgeport: 2.733B/(-358M)

- Solve Viaducts Funding: **D**
- Reduce High Value ROW Costs: **E**
- Reduce O&M Facility: **G**
- Reduce Bonita to Bridgeport Costs: **H** or **I**
- Continue to Balance Cost Pressures: **A** thru **G**

- A** Downtown Tie-in
+ \$10-40M
- B** Marquam Hill Connector
+ \$0-20M
- C** Consolidate Station(s)
- \$3.4-7.5M
- D** Viaducts
- \$200M
- E** High Value ROW *
- \$15-50M
- F** B2 - Short Span
- \$0-7.5M
- G** O&M Facility
- \$15-50M
- H** 74th Alignment
- \$0-51M
- I** Upper Boones At-Grade
- \$55M

**-\$358M
get to Bridgeport**



SWC Cost Elements

Note: Assume 3.5% escalation

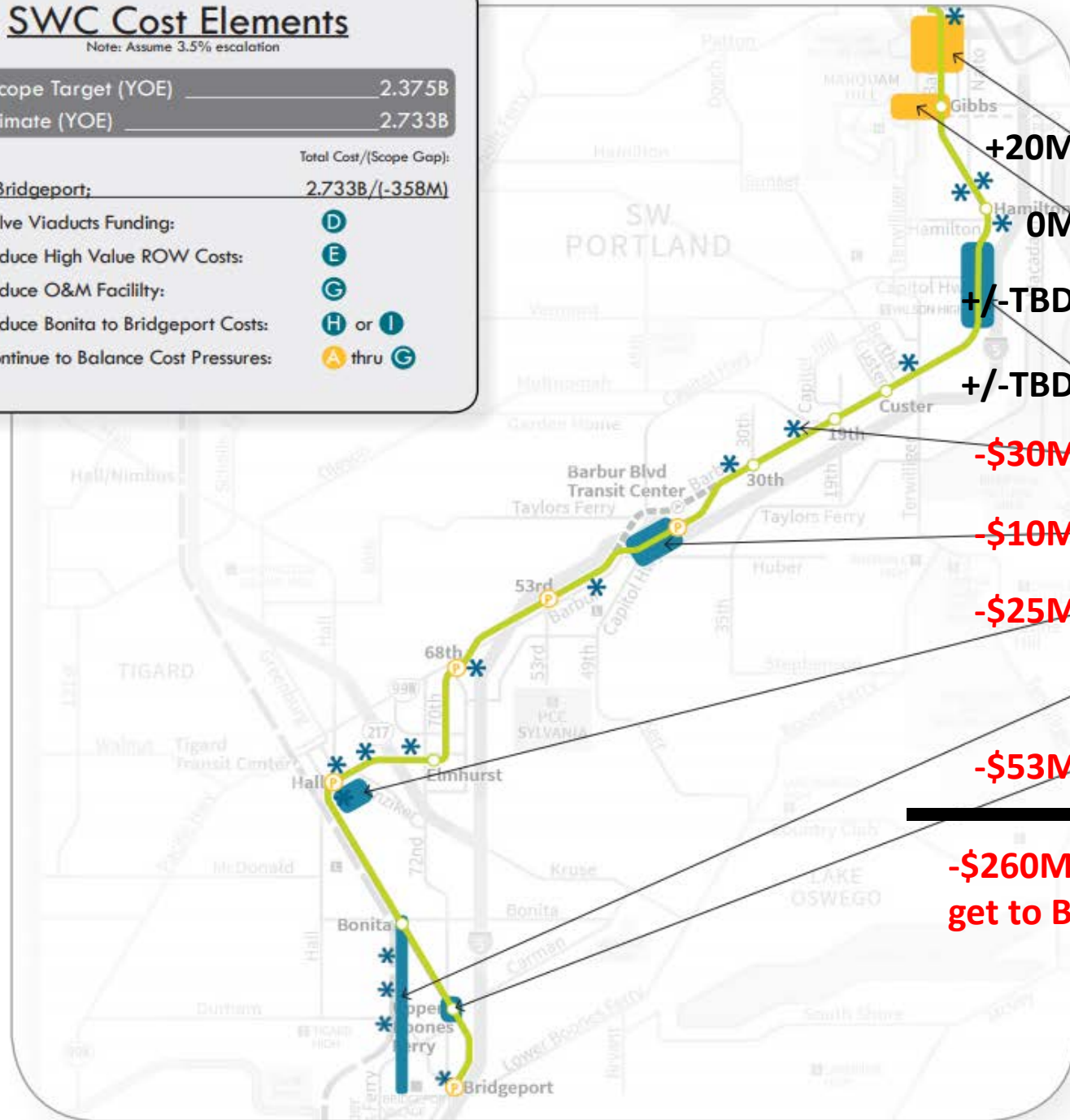
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A	Downtown Tie-in	+ \$10-40M
B	Marquam Hill Connector	+ \$0-20M
C	Consolidate Station(s)	- \$3.4-7.5M
D	Viaducts	- \$200M
E	High Value ROW *	- \$15-50M
F	B2 - Short Span	- \$0-7.5M
G	O&M Facility	- \$15-50M
H	Upper Boones At-Grade	-\$53M
I	Upper Boones At-Grade	- \$55M



FEIS

Final Environment Impact Statement *Late Summer 2019*

 **Trolley Trail**

TRAIL RULES:

-  Yield to pedestrians.
-  Keep animals under control. Keep pets on a leash and waste must be removed.
-  Keep the trail clean.
-  Stop at intersections and obey all traffic laws.
-  Keep right and pass on the left.
-  Motorized vehicles are prohibited.
-  Please be respectful of neighbors.



In an emergency dial 911

Milwaukee Police Dept.
Non-Emergency Dispatch
503-746-7500

Trail Contact
503-734-6630

NCPED.com
NCTAD 06B-07-2004



CDR

Conceptual Design Report *Early 2020*

TRI MET
Park & Ride
SE Park Avenue
2750





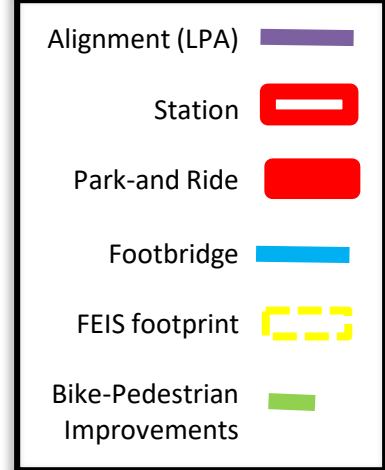
FEIS/CDR comments

Alignment (LPA)	
Station	
Park-and Ride	
Footbridge	
FEIS footprint	
Bike-Pedestrian Improvements	

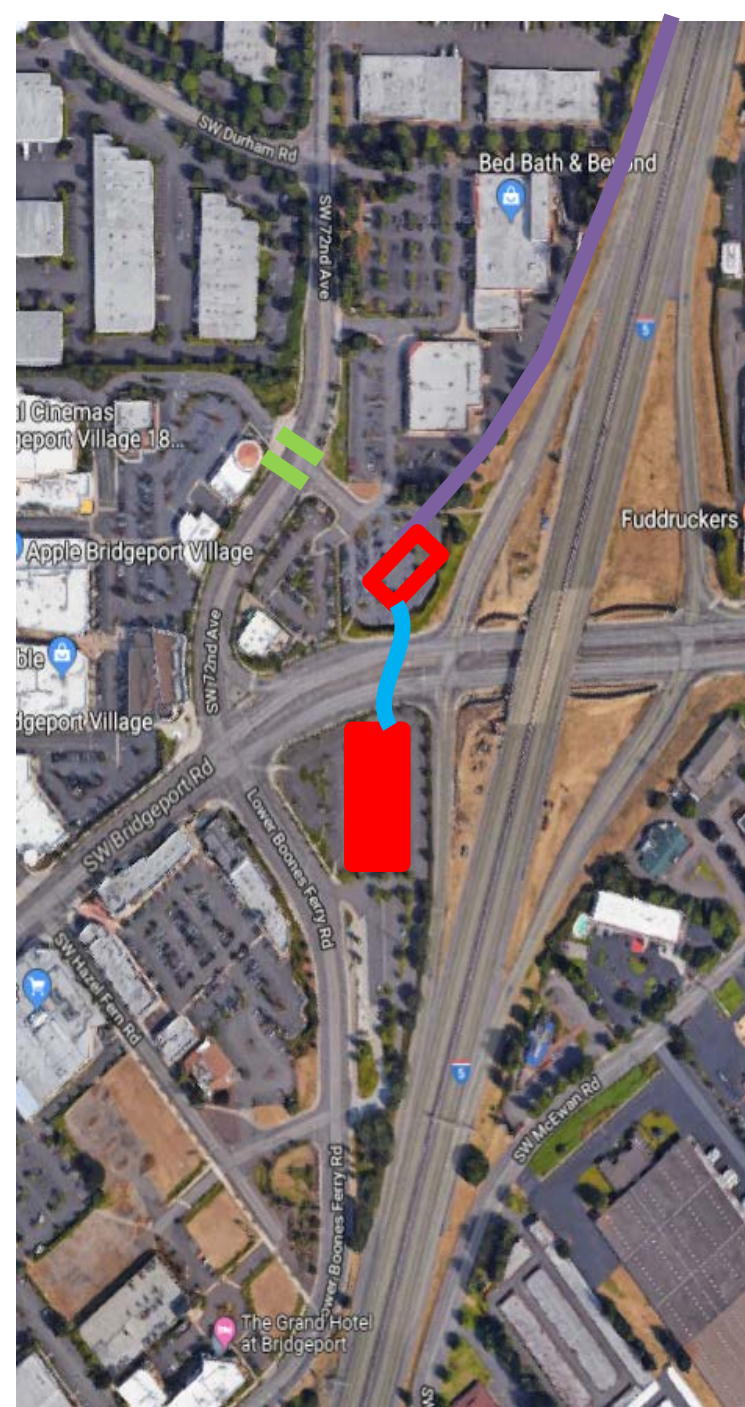
1. Footprint with room for bus movement, safety, transit oriented redevelopment, and preserve Village Inn
2. Pedestrian bridge
3. Structured park-and-ride that accommodates a maximum number of vehicles
4. Bike-pedestrian improvements to 72nd Avenue
5. Agreements with TriMet on increased service
6. Study a grade-separated option at Upper Boones Ferry



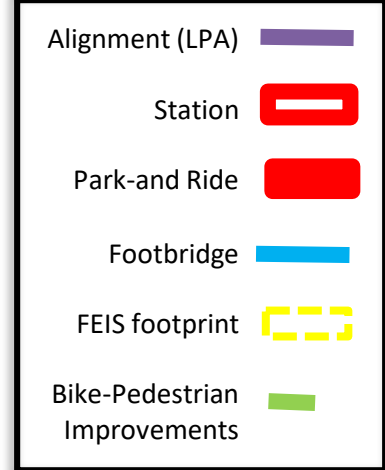
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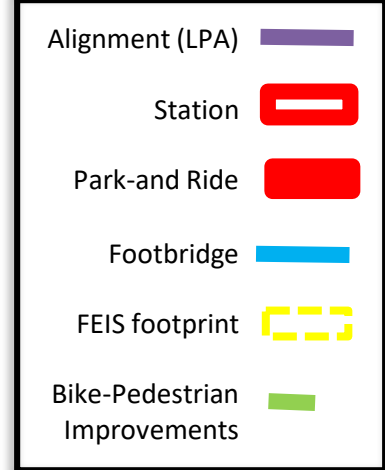
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FEIS/CDR comments



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5. **Agreements with TriMet on increased service**
6. **Study a grade-separated option at Upper Boones Ferry**

Questions, Comments, or Direction for Staff

I-205 Widening and Abernathy Bridge

ODOT and Clackamas County



A RealTime Signs Installation

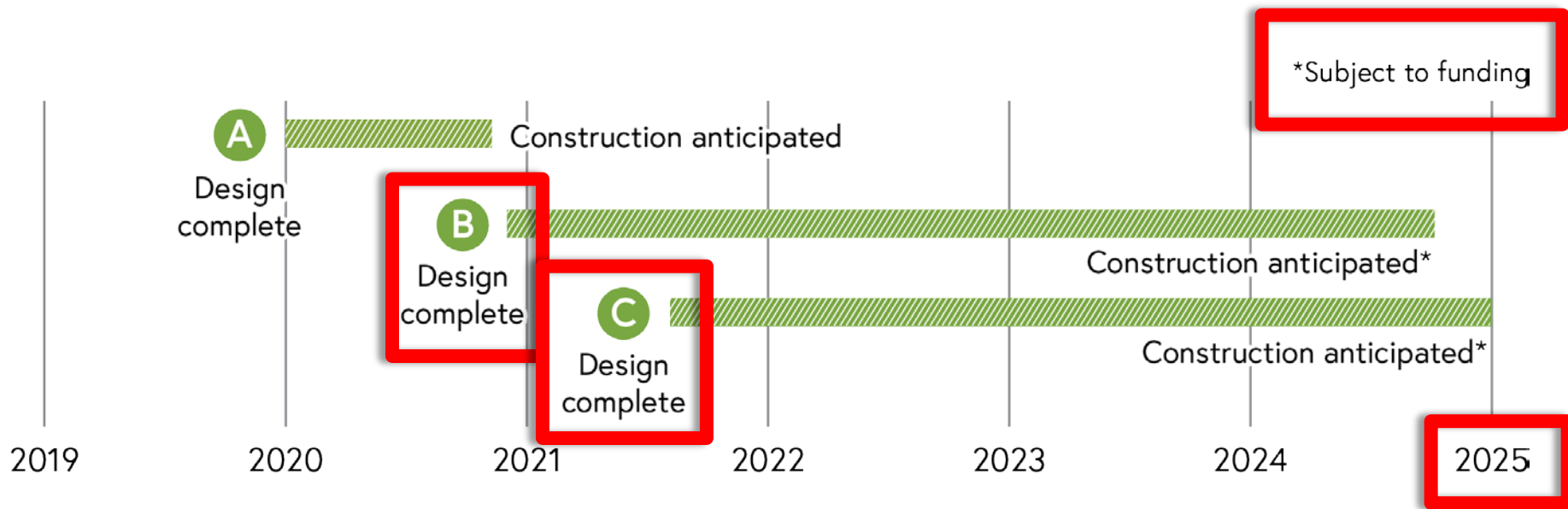
- **Design complete:** July 2019
- **Construction anticipated:** Fall 2019 - Fall 2020

B I-205 Abernethy Bridge widening and seismic upgrades, OR 43 interchange improvements and freeway widening between OR 43 and OR 213

- **Design complete:** Fall 2020
- **Construction anticipated:** Winter 2020 - Fall 2024*

C I-205 widening between OR 43 and the Stafford Road Interchange, and bridge upgrades and replacements

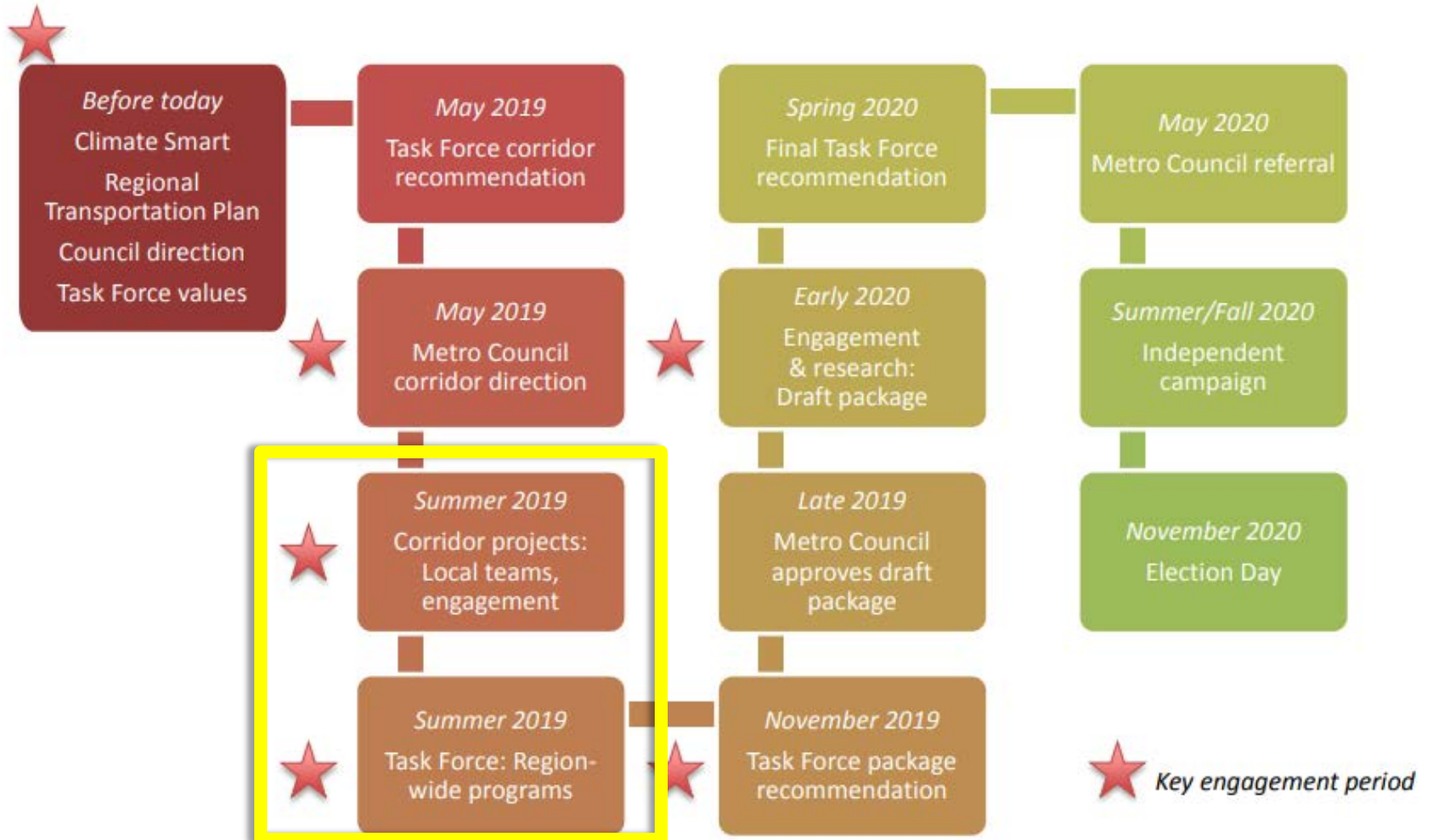
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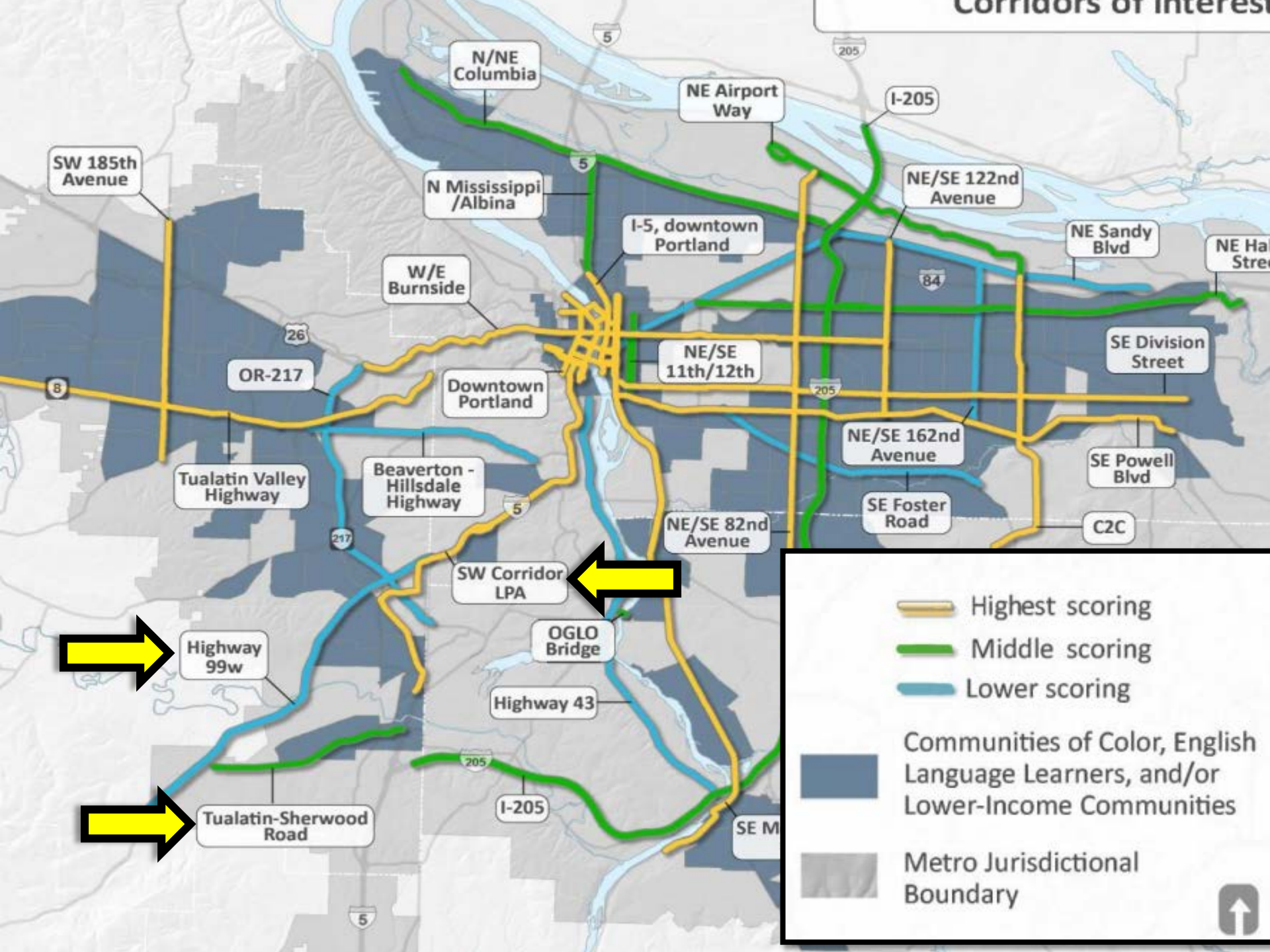


Questions, Comments, or Direction for Staff

Transportation 2020 Measure

Metro



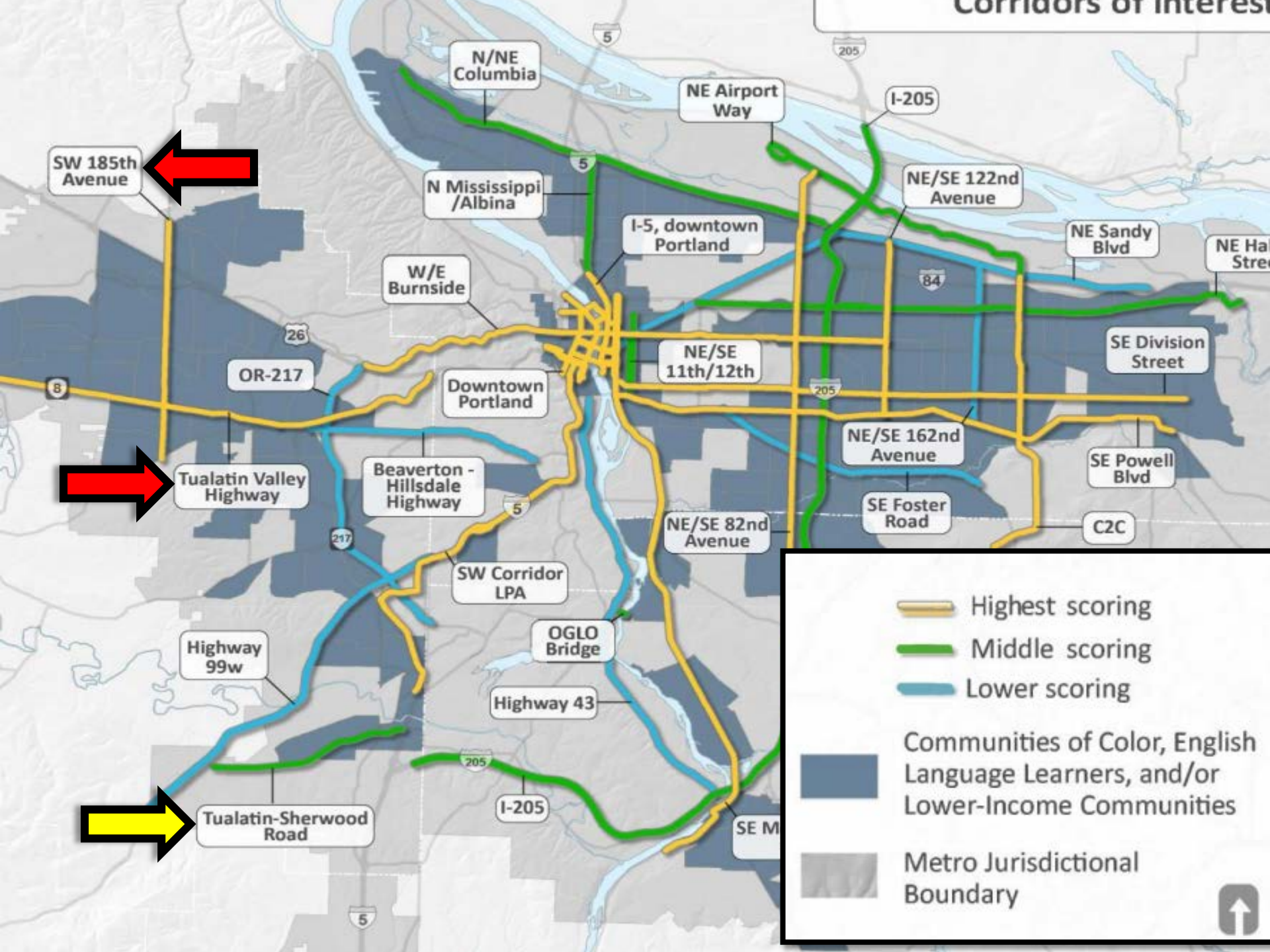


- Highest scoring
- Middle scoring
- Lower scoring

Communities of Color, English Language Learners, and/or Lower-Income Communities

Metro Jurisdictional Boundary





- Highest scoring
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- Lower scoring

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Metro Jurisdictional Boundary



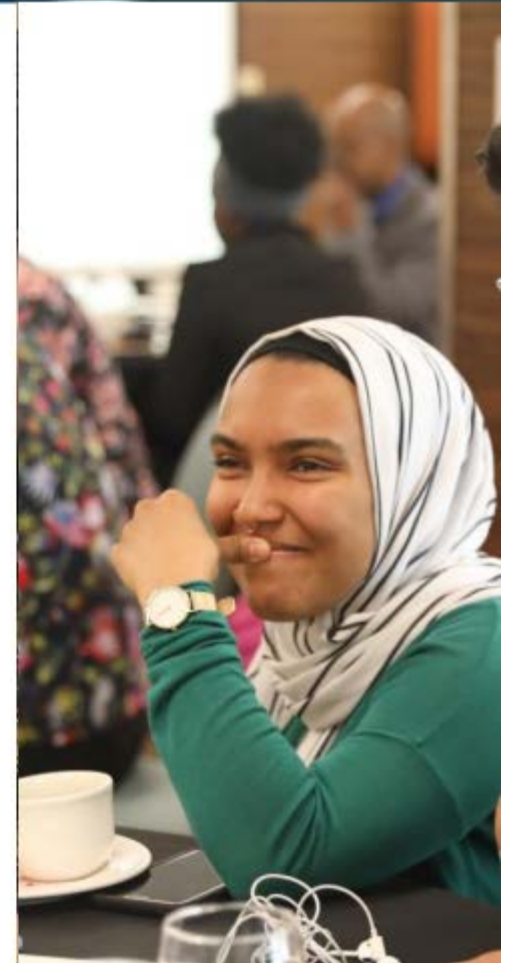
Local Investment Teams

1 team per county

8-10 community members
per team

Supported by
jurisdiction staff

June-September 2019



Questions, Comments, or Direction for Staff

Other Questions or Comments

- Projects in the active/less active list you want to hear about in the future?

Contact Us!

Aquilla Hurd-Ravich

Community Development Director

503-691-3018

ahurd-ravich@tualatin.gov

Garet Prior

Management Analyst II

503-691-3020







gprior@tualatin.gov

Tualatin comments 5-15-19

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4. FEIS must include a **pedestrian bridge connecting the park-and-ride with Bridgeport station** to address essential safety needs.
5. FEIS must identify **bike-pedestrian improvements to 72nd Avenue crossing** between the station and Bridgeport Village (Metro projects 30% of people accessing the station are pedestrians).
6. FEIS to include a **grade-separated option at Upper Boones Ferry**.

LPA	
Station	
Park-and Ride	
Footbridge	
FEIS footprint	
Bike-Pedestrian Improvements	
FEIS = Final Environment Impact Statement	
CDR = Conceptual Design Report	

