

**MEMORANDUM OF UNDERSTANDING
REGARDING THE SOUTHWEST CORRIDOR PROJECT**

This Memorandum of Understanding (“MOU”) is between the City of Tualatin (“Tualatin”) and Tri-County Metropolitan Transportation District of Oregon (“TriMet”). The intent of this MOU is to detail our shared interest in the Southwest Corridor Project (“SWC Project” or “Project”) to achieve the most robust, reliable, and safe transportation system for Tualatin riders and beyond.

The impact of the SWC Project will move far beyond the physical footprint of extending TriMet’s MAX system to Tualatin. The Bridgeport Transit Center will serve as a regional workforce connector, connection point in the southwest metro area, offer needed transportation options (especially for Tualatin’s historically disadvantaged population), offer an opportunity for placemaking and transit oriented development, and due to its highly visible location, will serve as quality designed physical marker to benefit both Tualatin and TriMet.

The following items are of our common interest:

1. With a sizable percentage of riders at the Bridgeport Transit Center projected to be pedestrians, Tualatin has a concern about the crossing of 72nd Avenue between the Bridgeport Transit Center and Bridgeport Village. Tualatin supports TriMet’s commitment to include at-grade improvements by 60% design. In addition, Tualatin City Council would advocate that during the design phase, grade-separation be explored in coordination with transit oriented development work.
2. Tualatin’s vision for the Bridgeport area is to be an active, mix-use and mixed income area that is a high-quality place to live, work, and play. Tualatin looks forward to collaborating with local property owners and TriMet’s efforts on Transit Oriented Development (TOD) to compliment development adjacent to the Bridgeport Transit Center.
3. Tualatin supports a sizing of the Bridgeport Park & Ride to provide a maximum number of spaces because of the high demand calculated for automobiles to support ridership, especially new riders that are favorable in the federal analysis. According to the Oregon Department of Transportation (ODOT), the intersection at Lower Boones Ferry Road/Bridgeport Road/72nd Avenue is already one of the most trafficked in the state. Tualatin understands that the SWC Project will not solve this problem. Our interest in decision making around the Bridgeport Park & Ride is to prioritize ridership, to balance parking spaces with transit oriented development patterns, and offer quality, reliable, and safe modes of access to support mobility for transit, automobiles, and pedestrians.
4. One of the few promising options to alleviate the burden on the Lower Boones Ferry Road/Bridgeport Road/72nd Avenue intersection would be an access route from the Bridgeport Park & Ride to Interstate 5 southbound that avoids the intersection. Tualatin advocates for TriMet to explore access options that would avoid the intersection during or before 60% project design.
5. Previously in the SWC Project, a decision was made to end at Bridgeport and not to extend into downtown Tualatin. In correspondence with the Regional Transportation Plan’s future transit

connections to the south, west, and east, the design of the Bridgeport Transit Center should not preclude further extension.

6. To improve access from downtown Tualatin to the Bridgeport Transit Center, a mixed-use trail on Lower Boones Ferry has been identified as a Shared Investment Strategy project. Tualatin would like the support of TriMet in collaborating to secure funding to implement this key piece of infrastructure.
7. Tualatin supports TriMet's statement that "Bridgeport Transit Center is the north star" of the SWC Project. In backing the SWC Steering Committee's recommendation, Tualatin supports referring to the Upper Boones station as an interim terminus. If, regrettably, a financial shortfall occurs, Tualatin advocates for getting the line as close to Bridgeport Transit Center as possible to lessen the burden on searching for addition funding to complete the extension.
8. Facilities that are non-light rail, yet associated with the project such as the pedestrian bridge and Park & Ride facility will be highly visible. The importance of a high-quality design was identified in the Conceptual Design Report (CDR). Tualatin would like to collaborate on decision-making around the design of these non-light rail facilities to create a project that will benefit both Tualatin and TriMet.
9. In the 30% designs, the location of the Bridgeport Transit Center is located within the first floor of the Park & Ride. TriMet would like to explore potential to shift the transit center location to the north side of Lower Boone's Ferry to be adjacent to the light rail platform, to determine ability to improve transit operations and safety. The exploration should be balanced with transit oriented development opportunities. The Bridgeport Transit Center relocation may also achieve cost savings for the Park & ride, or allow an increase in parking counts without cost increases for the project.
10. Tualatin's main water line will be crossed several times by the SWC Project in Tualatin and Tigard. Specific locations of this crossing have been raised during the environmental review process. As constructing permitting is occurring in these locations, Tualatin would like to be involved and provide comment on the water line crossings. Tualatin will want to ensure that SWC Project construction and operation does not damage or hinder future maintenance of this water line.
11. TriMet's WES service serves Tualatin's downtown. Coordinating connectivity with SWC Project will be important to increasing the ridership on WES, thus lessening the burden for people living and working in Tualatin to access Bridgeport Transit Center through an already congested area (e.g. chokepoint on Lower Boones Ferry Road crossing the Tualatin River). Tualatin City Council would advocate for TriMet to explore options for greater connectivity and service on TriMet's WES service, such as a station at the SWC Project's Bonita station.

For the short term, Tualatin would like the design of SWC Project Bonita station to not preclude a future WES station. During 60% design, Tualatin City Council would advocate for TriMet or other interested parties to conduct a feasibility analysis of a joint WES-MAX station at the SWC Project's Bonita station.

12. At the SWC Project's Upper Boones Ferry station, Tualatin encourages TriMet to continue to search for a way to achieve grade separation at this location. Tualatin City Council has concerns about transit reliability, safety, and on-time performance for Tualatin riders with an at-grade crossing of Upper Boones Ferry Road.

IN WITNESS WHEREOF, the parties have executed this MOU to be effective as of the date last executed. The parties attest that the signatories to this MOU have the authority to enter into this agreement on behalf of their respective agencies.

TriMet

Signature: _____

Print Name: _____

Title: _____

Date: _____

City of Tualatin

Signature: _____

Print Name: _____

Title: _____

Date: _____