

I-5 and I-205 Tolling Study: *ODOT*

Q1 Top 3

Q1 Update

ODOT started the project in early 2020 by holding technical staff coordination meetings and briefings at county and regional public meetings. I-205 tolling study will start before I-5, and ODOT began a community survey to better understand driving patterns pre-COVID that will reopen this fall. They are currently accepting applications for people who would like to serve on the Equity and Mobility Committee (apply [here](#)). **ODOT staff will be presenting at the May 26 Council meeting.**

Metro has started by gathering research and has been coordinating through [TPAC](#) and [JPACT](#). Due to the feedback received, they are setting up a technical work group to review and provide input along the way.

At the May 11 Council meeting, staff would like to know what items or issues are important for Tualatin. What are concerns or opportunities should staff advocate for in meetings? Staff has generated the following list of items:

1. Fully account for the transportation, economic, and quality of life impacts from traffic diversion on local roads, especially in equity neighborhoods.
2. Fully account for the impact to Tualatin employees and employers.
3. Study increased transportation options from tolling revenue, especially for connectivity (new roads, trails, sidewalks, etc.) and increased transit service.

Description: ODOT will continue their process of studying tolling segments ([map](#)) on Interstate 5 and 205.

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

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

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

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

Highway 99W Corridor Study: *ODOT, Tualatin, Tigard, King City, Sherwood, Durham, Metro, and Washington County*

Q1 Top 3

Q1 Update

ODOT and their consultant, Nelson/Nygaard, are nearing the completion of an “initial look” at the cost and intent of a full corridor study.

Although the state legislature ended abruptly, \$1 million was recommended in HB 5204, also known as the “Christmas Tree” bill, to fund a 99W corridor study.

Through Metro’s Let’s Get Moving 2020 transportation measure, \$3.5 million is recommended to fund a 99W corridor study. The measure has yet to adjust for revenue, so 99W funding is not final. **Metro staff will be coming to the May 26 Council meeting to present an update on the transportation measure.**

Description: A corridor study could help prioritize and direct larger efforts to achieve transformational change to meet future equity, safety, congestion, and climate smart strategy needs. For example, Tualatin’s Transportation System Plan envisioned a park-and-ride facility along 99W that would collect commuters and shift them on to public transit, thus reducing congestion on internal roads.

Impact to Tualatin: Highway 99W dissects Tualatin’s northwest corner and serves as a gateway into our major employment areas. Safety and congestion are major needs for the corridor and Tualatin residents. Tualatin Moving Forward has begun to address these needs by filling in sidewalk gaps, but larger investment is necessary to meet community needs.

Website (project): <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=99WP>

Contact (project): Glen Bolen, ODOT, at Glen.A.BOLEN@odot.state.or.us or (503) 731 – 4753.

Contact (Tualatin): Aquilla Hurd-Ravich, Community Development Director, at (503) 691-3018 or ahurd-ravich@tualatin.gov.

Southwest Corridor: *TriMet*

Q1 Top 3

Q1 Update

There is still a \$93 million funding gap that the Steering Committee and project partners will have to solve through additional revenue or cuts to the project. The Conceptual Design Report (CDR), which explains the look, feel, and design of the project, is nearing completion of public engagement (website). Early takeaways from the community engagement report include:

- Bridgeport Transit Center Station was the favorite!
- Concerns about at-grade crossing at Upper Boones Ferry
- Park-and-ride spaces were polarizing; less in Portland, more at Bridgeport
- Feedback from Aging Task Force, open house, and online: maintain and expand bus access, more park-and-ride at Bridgeport, extend line or don't preclude with design, and glad to see Village Inn preserved

The publication of construction drawings describing the project's impact, called the Final Environmental Impact Statement (FEIS), has been pushed from spring to late summer.

In 2020, TriMet will need a letter of support from Tualatin to include with their federal funding application. This will be an opportunity to clarify how Tualatin items or issues are being addressed.

Description: An effort to establish a new 12-mile [TriMet MAX line](#) (light rail) between southwest Portland and Bridgeport Village in Tualatin (watch this excellent [video](#)). 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 to the proposed light rail line.

Impact to Tualatin: Major opportunities and challenges that come with new light rail. Bridgeport Transit Center is planned to serve not only locals, but as a regional hub for transportation connections.

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): Gareth Prior, Policy Analyst, at (503) 691-3020 or gprior@tualatin.gov

BUILD grant for Basalt Creek parkway extended: *Washington County*

Active

Q1 Update: Washington County is applying for a federal BUILD grant to pay for the construction of Basalt Creek Parkway extended. In 2019, they applied and did not receive the grant. This is an annual grant application.

\$6 million for design and right-of-way acquisition has already been provided through the Federal Highway Administration and the Major Streets and Transportation Improvement Program (MSTIP 3e). The estimated total project cost is \$31 million.

Description: This project is intended for design of the Basalt Creek Parkway extension between Grahams Ferry and Boones Ferry roads. Basalt Creek Parkway will be a five lane arterial with bicycle and pedestrian facilities, drainage and street lighting. The project includes a bridge across Sealy Ditch and a new signalized intersection at Boones Ferry Road.

Impact to Tualatin: As identified in the transportation study for the Basalt Creek Concept Plan, the transportation connection between Grahams Ferry and Boones Ferry roads is needed for circulation and connectivity.

Website (project):

<https://www.co.washington.or.us/LUT/TransportationProjects/basaltcreekparkway.cfm>

Contact (project): Erin Wardell, Washington County, at 503-846-3876 or erin_wardell@co.washington.or.us.

Contact (Tualatin): Aquilla Hurd-Ravich, Community Development Director, at (503) 691-3018 or ahurd-ravich@tualatin.gov.

Shuttle expansion in Tualatin: *Ride Connection*

Q1 Update: Ride Connection received 69 responses to a community survey, as well as feedback at the Tualatin Library, Aging Task Force, Juanita Pohl Center, and through discussion with city staff. With the current restrictions, they are planning to conduct phone interviews and shuttle drivers. They are working on ways to contact employers and employees.

For expansion, they are in a holding pattern. Ridership on the Tualatin Shuttle is down about 70%. The major funding source for operation comes from the State Transportation Improvement Fund (STIF). Since STIF is generated through payroll tax, rising unemployment could have significant budget implications.

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.

Contact (project): John Whitman, Lead Service Planner, at (503) 290-3684 or jwhitman@rideconnection.com

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



Shuttle study connecting Tualatin to West Linn and Oregon City: *Clackamas County*

Q1 Update: Clackamas County selected Kittleson & Associates to begin work on the project which includes multiple transit projects in the county. Due to time constraints, they began with Oregon City and Clackamas industrial shuttles. They are in the process to develop a public engagement plan for the shuttle study with Tualatin.

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 West Linn and Oregon City.

Contact (project): Kristina Babcock, Clackamas County Transit Coordinator, at (971) 349-0481 or KBabcock@clackamas.us.

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

Let's Get Moving 2020 transportation measure: *Metro*

Q1 Update: In April, Metro Council recommended \$3.5 million for funding a 99W corridor study as a Tier II corridor investment. The measure has yet to adjust for revenue, so 99W funding is not final.

Description: By early 2020, Metro Council will decide on whether or not to refer a multi-billion dollar transportation investment measure to voters on the November 2020 ballot.

Impact to Tualatin: If issued by Metro Council, Tualatin residents will have an opportunity to vote on a regional transportation funding measure. This funding would be necessary to build the Southwest Corridor light rail to Tualatin. It would come with additional taxes, but would establish a new source for transportation funding.

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): Gareth Prior, Policy Analyst, at (503) 691-3020 or gprior@tualatin.gov

Regional mobility policy update: *Metro and ODOT*

Q1 Update: During 2020, Metro and ODOT staff will be preparing and analyzing mobility policy options to gain feedback for a final option in 2021.

Description: Metro and ODOT have been working to begin updating the Regional Mobility Policy, which sets standards for which transportation and land use development is measured or receives investment.

Impact to Tualatin: The existing mobility standards require Tualatin to have targets for reducing emissions and single-occupancy vehicles, along with levels of service are requirements. The mobility policy and new standards will have a major impact on Tualatin’s ability to develop or secure transportation funding.



Website (project): <https://www.oregonmetro.gov/public-projects/regional-mobility-policy-update>

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

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

Designing Livable Streets update: *Metro*

Q1 Update: Metro Council adopted the Designing Livable Streets and Trails guide in late December. This will serve as best practice and guidelines for Metro-funded transportation projects.

Description: Metro’s Designing Livable Streets and Trails Guide provides design guidance for regional streets and trails. The guidelines were developed to help implement the 2040 Growth Concept and the Regional Transportation Plan.

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 follow in our Transportation Systems Plan.

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

Contact (project): Lake Strongheart McTighe, Senior Regional Planner, 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) project list: *ODOT*

Q1 Update: Public comment was open for projects in the 2021-2024 and amendments to the 2018-2021 STIP. In Tualatin’s benefit, funding to replace the bridge travel surface and joints on the 99W Tualatin River bridge, northbound, was recently moved from the 2021-2024 STIP into the current period.

Description: ODOT’s capital improvement plan for all state and federally funded projects.

Impact to Tualatin: This is a funding source for transportation investment on state roads.

Website (project): <https://www.oregon.gov/ODOT/STIP/Pages/About.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): Garet Prior, Policy Analyst, at (503) 691-3020 or gprior@tualatin.gov

Bus on Shoulder Study: *ODOT and TriMet*

Active

Q1 Update: Funding has been allocated through the Metropolitan Transportation Improvement Plan (MTIP) to complete a year-long study of the feasibility.

Description: TriMet and ODOT will study “freeway express service” using bus on shoulder. The primary goal of the project is to determine where the market is for express and limited stop service.

Impact to Tualatin: This could be a huge benefit to Tualatin to increase TriMet or SMART bus speed and reliability along existing routes, as well as open a path for new connections (e.g. Oregon City).

Website (project): None at this time.

Contact (project): Rory Renfro, ODOT’s Transit and Major Projects Principal Planner, at (503) 731-8245 or rory.j.renfor@odot.state.or.us and Tom Mills, TriMet’s Manager of Service Planning and Development, at millst@trimet.org.

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

First-last mile transportation study: *Washington County*

Less Active

Description: The First and Last Mile study will provide information on how to improve connections between transit and commuter destinations. The project will result in recommendations for infrastructure investments and ideas on how to integrate mobility or new technology options. Tualatin's downtown WES station was selected as one of 10 finalist locations that will receive the full analysis.

Impact to Tualatin: Possible source for identifying transportation improvements to secure funding.

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, Policy Analyst, at (503) 691-3020 or gprior@tualatin.gov

Vehicle Registration Fee (VRF): *Clackamas County*

Description: The VRF established a new fund to increase safety, relieve congestion, and maintain local roads in Clackamas County.

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

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, Policy Analyst, at (503) 691-3020 or gprior@tualatin.gov

Statewide Transportation Improvement Fund (STIF): *TriMet and ODOT*

Description: Established by the HB2017/Keep Oregon Moving legislation, this is a new state fund for public transportation.

Impact to Tualatin: This is a possible funding source for transit investment. Although it is a state program, much of the allocation control is given to TriMet and then through the counties (Washington and Clackamas). Examples of investment are TriMet's Line 76 service increase and Ride Connection's shuttle expansion.

Website (ODOT project):

<https://www.oregon.gov/ODOT/RPTD/Pages/STIF.aspx>

Website (TriMet project):

<https://trimet.org/meetings/hb2017/index.htm>

Contact (project): Tom Mills, TriMet's Manager of Service Planning and Development, at millst@trimet.org.

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

Less Active

I-205 widening and Abernathy Bridge replacement: ODOT and Clackamas County

Description: ODOT's I-205 Widening and Seismic Improvements Project will add a third lane in each direction and upgrade the Abernathy Bridge and the eight other I-205 bridges in the project area to withstand a major earthquake. As of April 2020, funding has not been secured for construction.

Impact to Tualatin: In addition to the transportation benefits for Tualatin, elements of the Stafford area planning agreement are coordinated with I-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): Garet Prior, Policy Analyst, at (503) 691-3020 or gprior@tualatin.gov

Urban Reserves Transportation Study: Washington County

Description: Washington County is planning for the urban reserve areas by getting a better idea of existing and future transportation system needs. 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 expansion requests to Metro.

Website (project):

<https://www.co.washington.or.us/LUT/Divisions/LongRangePlanning/PlanningPrograms/TransportationPlanning/urban-reserves-transportation-study.cfm>

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, AICP, Planning Manager, at (503) 691-3028 or skoper@tualatin.gov.

Road Standards Update: Washington County

Description: Washington County is updating their road design standards to better achieve community priorities and aspirations. The expected completion is summer of 2021.

Less Active

Impact to Tualatin: Key roads within Tualatin are owned and maintained by Washington County (Grahams Ferry, 124th, Tualatin-Sherwood, Lower Boones, and 65th). Standards for roads plays a key role in future planning and through development permitting.

Website (project):

<https://www.co.washington.or.us/LUT/Divisions/LongRangePlanning/PlanningPrograms/TransportationPlanning/road-design-standards.cfm>

Contact (project): Erin Wardell, Principal Planner, Washington County, at (503) 846-3876 or Erin_Wardell@co.washington.or.us.

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