

# Tualatin–Sherwood Road Rail Crossing Study

City Council Work Session  
March 9, 2026



# Agenda

- Purpose of work session
- Potential alternative solution scenarios
- Viability considerations for the grade-separated and at-grade alternatives
- Area of potential impact for viable grade-separated alternatives
- Potential construction staging strategies for viable grade-separated alternative
- Initial conceptual cost opinion ranges for viable alternatives
- Overview of grade-separated project schedule
- Timeline considerations (planning through construction)

# Why Consider Potential Grade-Separated Crossing Alternative Scenarios?

- Increased multimodal circulation and safety
- Reduced local and regional congestion for freight and commuters
- Opportunities for creating new economic redevelopment options within the downtown core
- Minimizes north-south and east-west connectivity barrier

# Alternative Solution Scenarios

- **Grade Separated Alternatives**

- Rail under Tualatin-Sherwood
- Rail over Tualatin-Sherwood
- Tualatin-Sherwood Road under Rail
  - Lower Boones Ferry & Intersection
  - Boones Ferry at grade; create new northly connection via Nyberg St
  - Boones Ferry at grade; create new southerly connection via Warm Springs St
  - Boones Ferry at grade; ramps to/from east
- Tualatin-Sherwood Road over Rail
  - Raise Boones Ferry & Intersection
  - Boones Ferry at grade; create new northly connection via Nyberg St
  - Boones Ferry at grade; create new southerly connection via Warm Springs St
  - Boones Ferry at grade; ramps to/from east

- **At-Grade Alternatives**

- Road Widening & Intelligent Transportation Systems (e.g., Upstream Train Warning)

- **No Build Alternative**

# Grade Separated Alternatives

Rail  
Under  
Road



# Grade Separated Alternatives

Rail  
Over  
Road



# Grade Separated Alternatives

## Road Under Rail

- Lower Boones Ferry & Intersection
- Boones Ferry at grade; create new northly connection via Nyberg St
- Boones Ferry at grade; create new southerly connection via Warm Springs St



# Grade Separated Alternatives

## Road Over Rail

- Raise Boones Ferry & Intersection
- Boones Ferry at grade; create new northly connection via Nyberg St
- Boones Ferry at grade; create new southerly connection via Warm Springs St



# Grade Separated Alternatives

## Road Over Rail

- Raise Boones Ferry & Intersection
- Boones Ferry at grade; create new northly connection via Nyberg St
- Boones Ferry at grade; Tualatin-Sherwood Road ramps to/from east



# At-Grade Alternatives

- Roadway Widening
- Intelligent Transportation Systems (e.g., Upstream Train Warning)



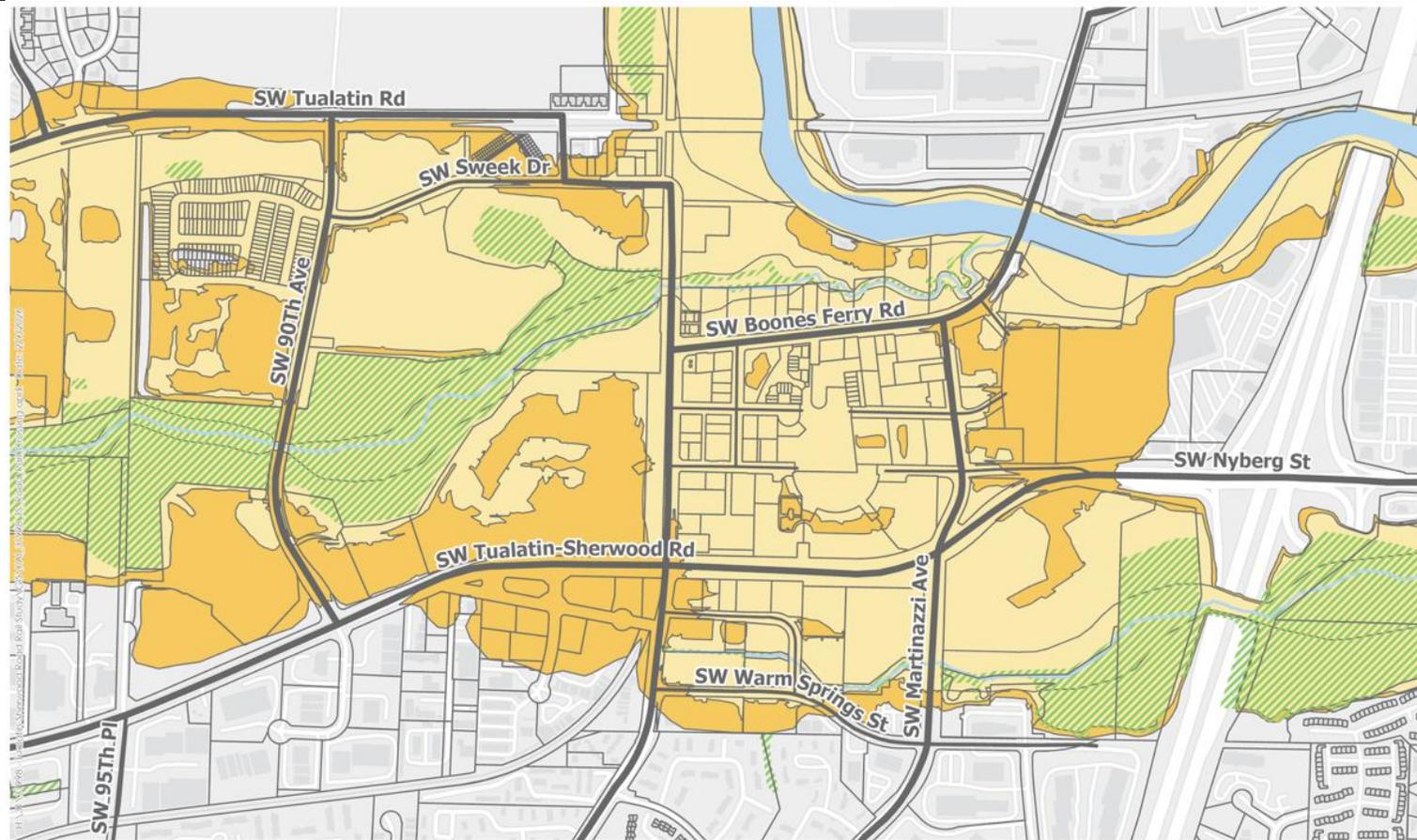
# Grade Separated Alternative Solution Set Opportunities

- Improves traffic operations and safety at the rail crossing and SW Tualatin-Sherwood Road/SW Boones Ferry Road intersection
- Reduces conflicts between rail, freight, local and regional traffic, pedestrians, and bicyclists
- Enhances local traffic, pedestrian and bicycle connectivity
- Provides economic redevelopment and a pathway to fulfilling the vision of the Core Opportunities and Reinvestment Area Plan

# Grade Separated Alternative Solution Set Viability Considerations

- Floodplain limits the potential for lowering rail line or roadways without requiring additional design elements (e.g., pumping system)
- Limited rail right-of-way precludes ability to raise or lower the tracks and keep train operations viable during construction
- Construction staging and detouring of traffic will have sizeable impacts to adjacent properties and businesses
- One or more full property takes will be necessary to facilitate grade separation between the rail and roadway
- See memorandum for listing of viability considerations by alternative

# Floodplain Considerations



\*Zone AE: there is at least a 1% chance of flooding annually, and wave heights do not exceed 3 feet

Figure 1

# Scenarios and Alternatives Considered Viable

- Grade Separated Alternatives

- ~~Rail under Road~~

- ~~Rail over Road~~

- Road under Rail

- ~~Lower Boones Ferry & Intersection~~

- Boones Ferry at grade; create new northly connection via Nyberg St

- Boones Ferry at grade; create new southerly connection via Warm Springs St

- Boones Ferry at grade; ramps to/from east

- Other

- Road over Rail

- ~~Raise Boones Ferry & Intersection~~

- Boones Ferry at grade; create new northly connection via Nyberg St

- Boones Ferry at grade; create new southerly connection via Warm Springs St

- Boones Ferry at grade; ramps to/from east

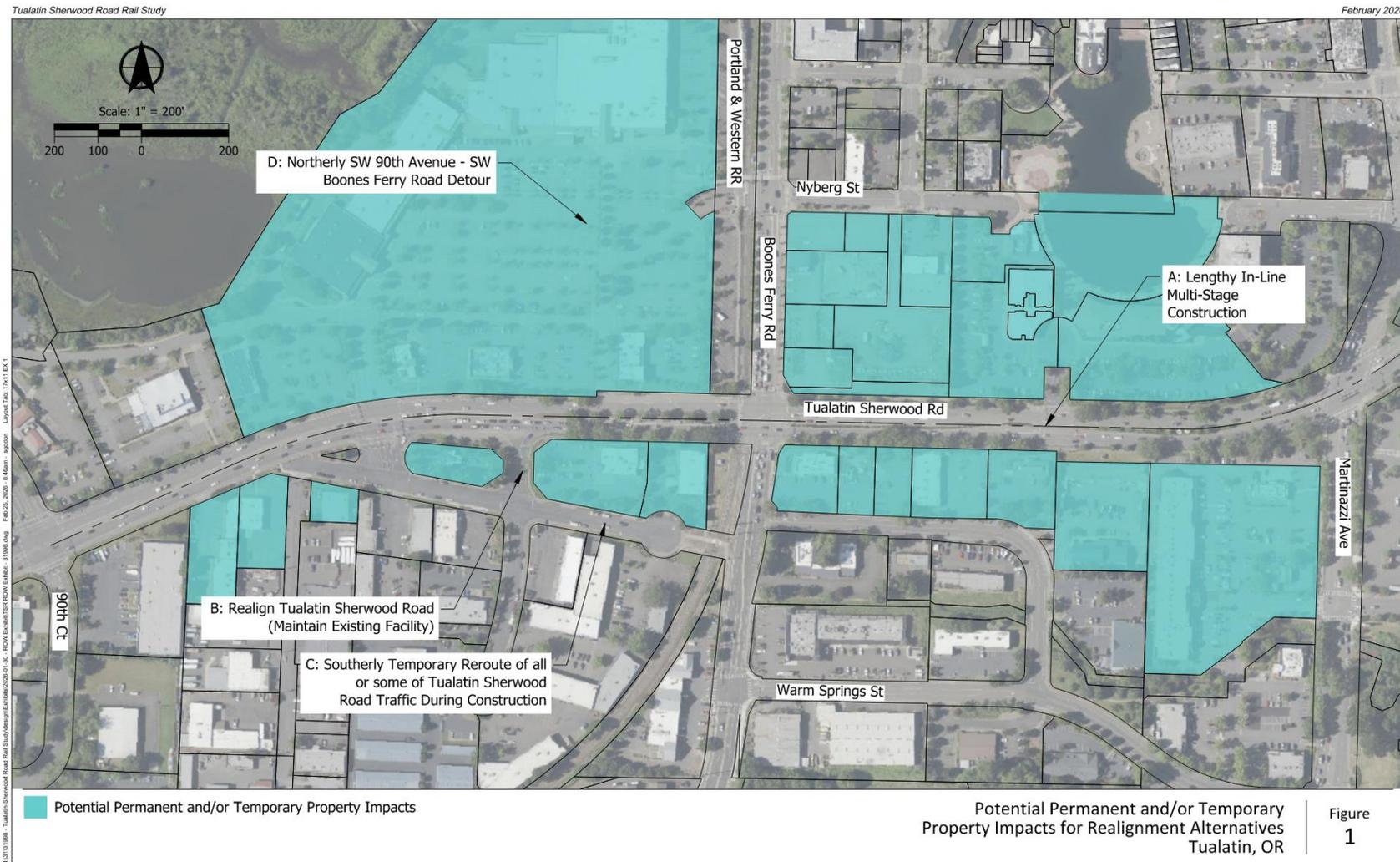
- Other

- At-Grade Alternatives

- Road Widening & Intelligent Transportation Systems (Upstream Train Warning)

- No Build Alternative

# Area of Potential Impact and Construction Staging Options with Grade Separation



# Preliminary Cost Considerations

- Grade Separated Alternatives
  - \$100M to \$200M (2035 dollars)
- At-Grade Alternatives
  - \$10M to \$20M (2030 dollars)

## How could this Funding be Generated?

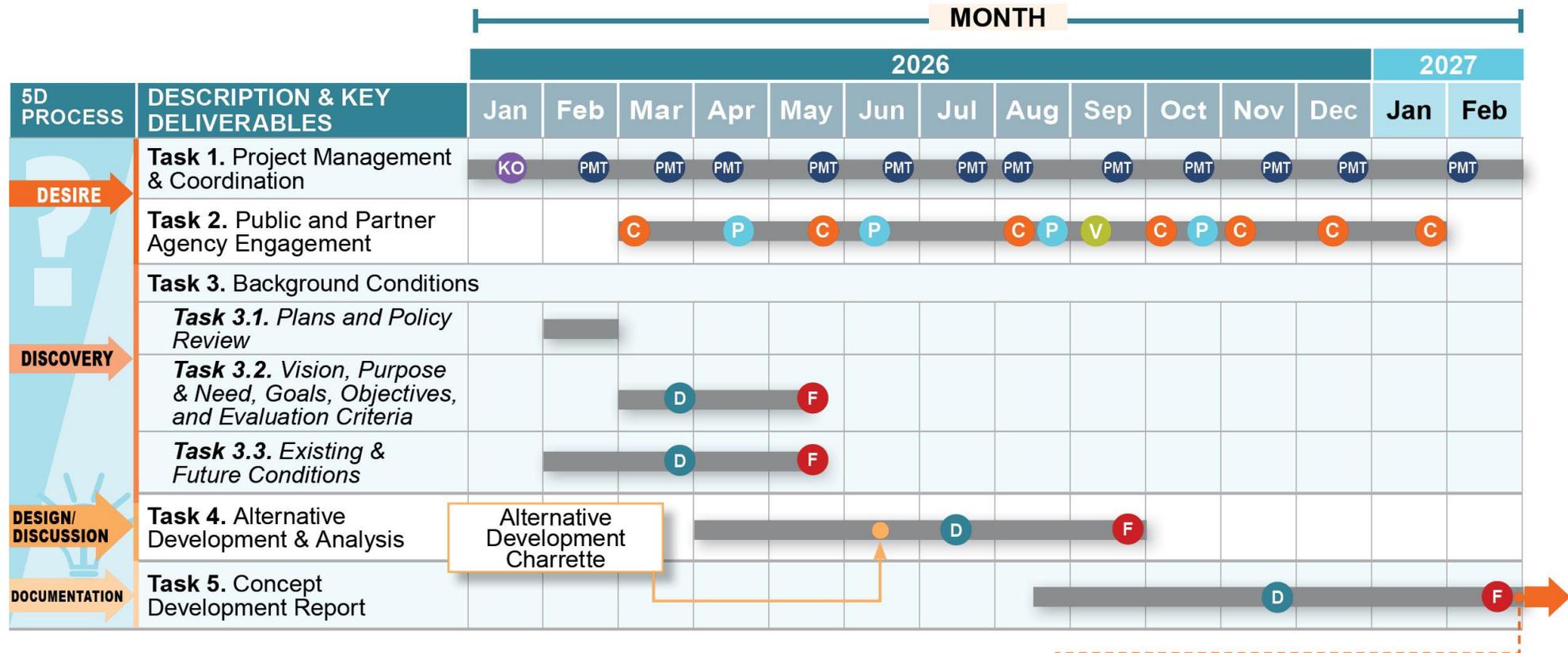
### Local/Regional Funding Sources

- **Transportation Development Tax**
- **Major Streets Transportation Improvement Program (MSTIP) Fund**

### Federal Funding Sources

- **Railroad Crossing Elimination Grant Program**
  - Funding Available for Award Under FY 2024 NOFO: \$1.1 Billion
  - Awards for FY23-24 were as high as \$204M
- **Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program**
  - Funding Available for Award Under FY23-24 NOFO: \$2.5 Billion
  - Awards for FY23-24 were as high as \$157M
- **Better Utilizing Investments to Leverage Development (BUILD) Grant Program**
  - \$1.8 Billion Awarded in FY25
  - Awards for FY25 were as high as \$25M

# Grade-Separated Schedule



Potential TSP Amendment of Phase 1 Preferred Alternative  
Initiate Phase 2 - Feasibility Study

### Schedule Legend:

- Task Duration
- KO Kick-off Meeting & Site Visit
- PMT PMT Meeting
- C Planning Commission and City Council Engagement
- D Draft Memo
- F Final Alternative Development Memo
- V Virtual Open House
- P Advisory Committee Meeting



# Grade-Separated Solution Considerations

- Alternative Solution Outcomes
  - Rail alignment changes are highly unlikely to occur due to constraints
  - Tualatin-Sherwood Road will likely go over/under the rail line
  - Several properties will have temporary and permanent right-of-way impacts
  - Grade Separated Alternative Scenario costs will likely range from \$100M to \$200M (2035 dollars)

# Grade-Separated Solution Considerations

- Potential Opportunity Benefits
  - Increased multimodal circulation and safety
  - Reduced local and regional congestion for freight and commuters
  - Opportunities for creating new economic redevelopment options within the downtown core
  - Minimizes north-south and east-west connectivity barrier

# Q&A and Potential Next Steps

- Questions & Answers
- Potential Next Steps
  - Move forward with the Concept Evaluation of Grade-Separate Alternatives to gain further understanding and community feedback
    - Next meeting sharing more information on existing conditions and developing a more detailed range of alternatives would occur in late May
  - Identify additional issues to address within the Concept Evaluation
  - Opt not to move forward with the Concept Evaluation