

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)



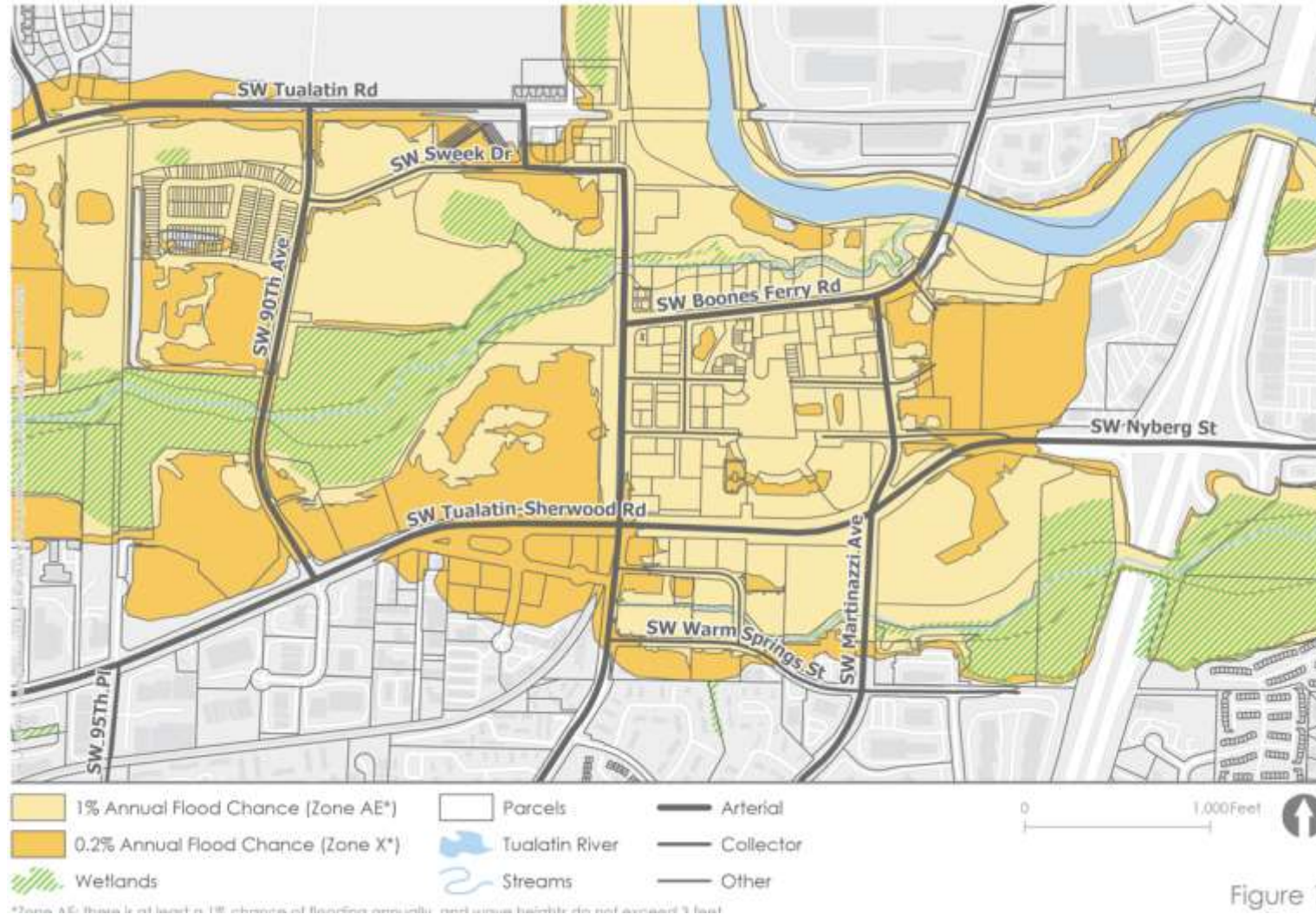
Grade Separated Alternative Solution Set Opportunities

- 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: This is not based on the information of FloodZone.com. It is based on the information of FloodZone.com.

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

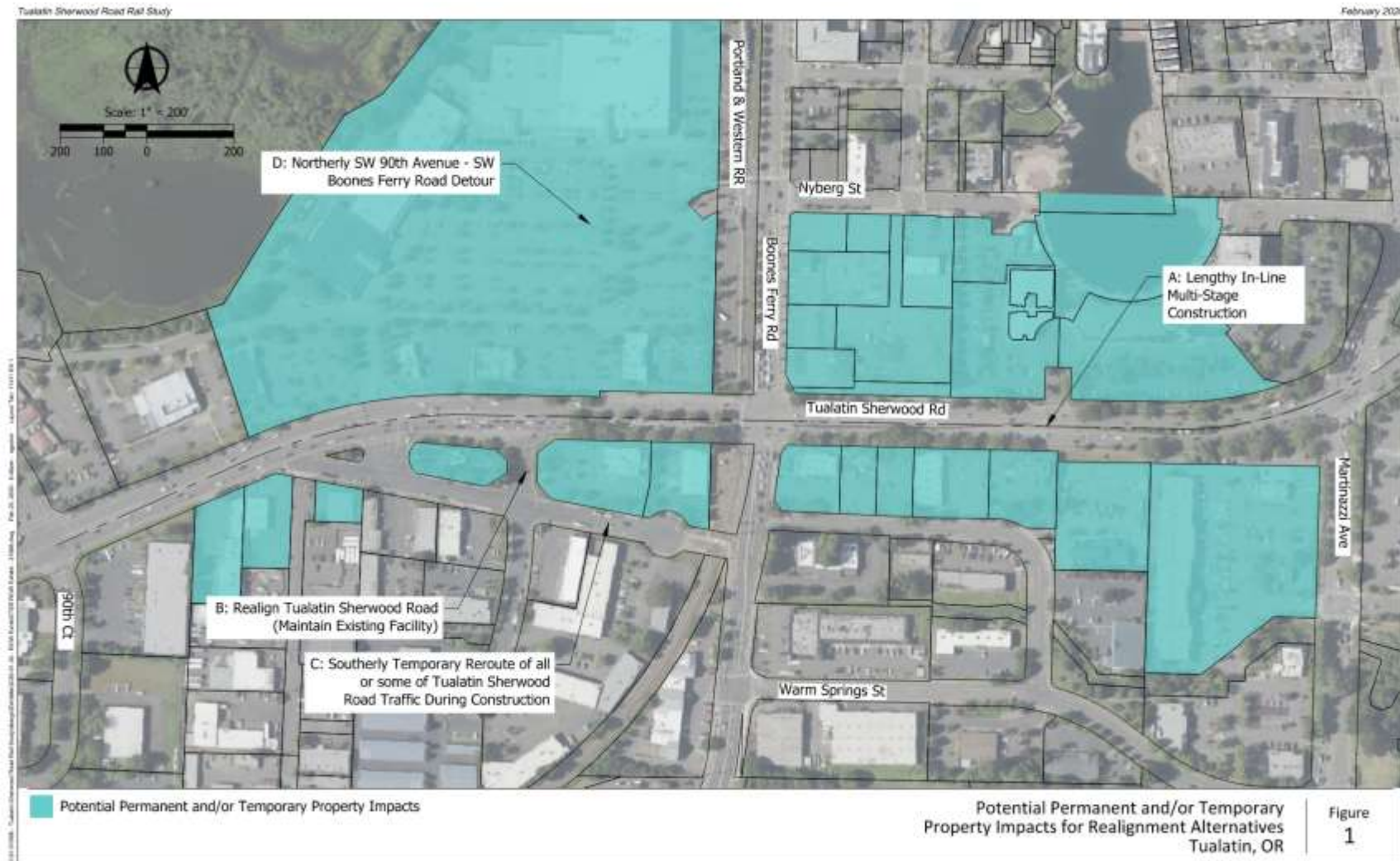
- Other

- 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?

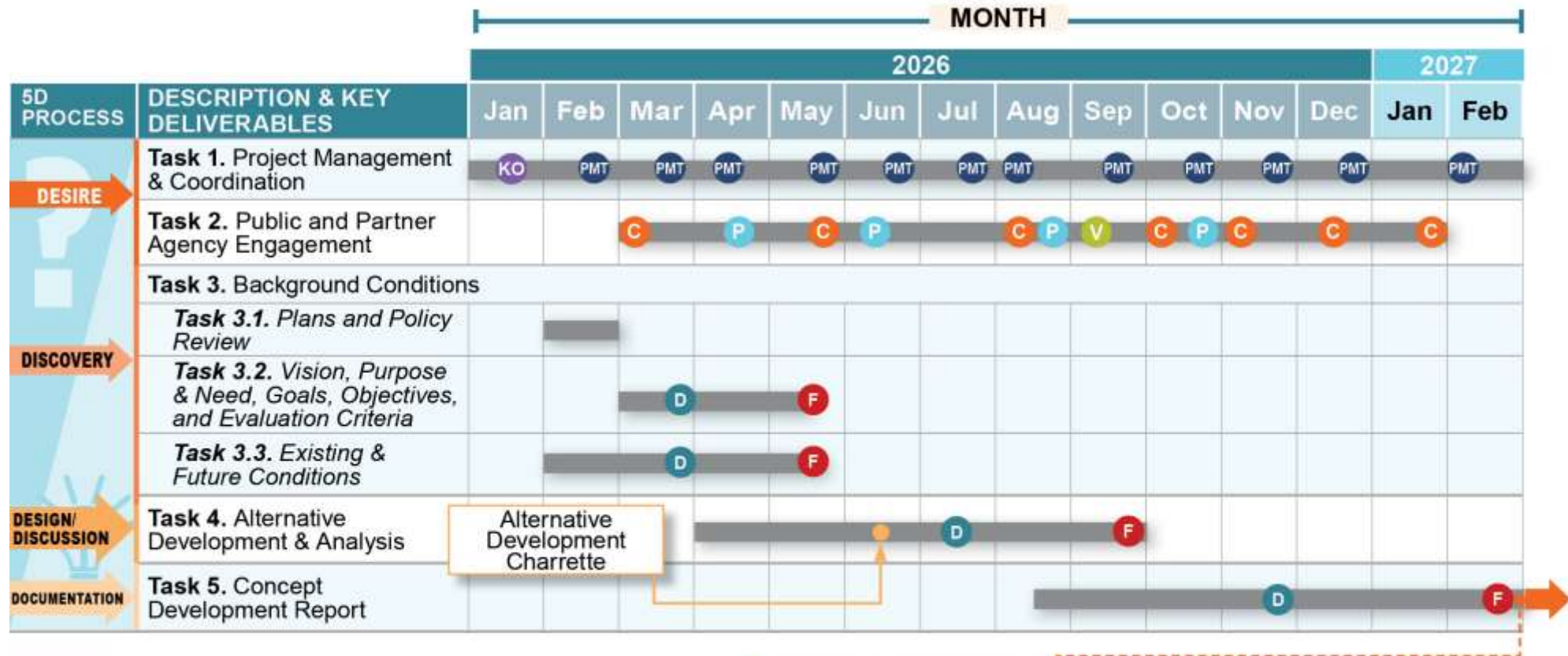
Local/Regional Funding Sources

- **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



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

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

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

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Area of Potential Impact and Construction Staging Options with Grade Separation

