



TUALATIN CITY COUNCIL MEETING

MONDAY, JANUARY 13, 2020

JUANITA POHL CENTER
8513 SW TUALATIN ROAD
TUALATIN, OR 97062

Mayor Frank Bubenik
Council President Nancy Grimes
Councilor Paul Morrison Councilor Robert Kellogg
Councilor Bridget Brooks Councilor Maria Reyes
Councilor Valerie Pratt

5:30 PM WORK SESSION

- 1. 5:30 p.m. (45 min) – Regional Land Use & Transportation Update.** Community Development staff will give an overview of key land use and transportation projects for the fourth quarter (Q4) of 2019 to discuss opportunities for advocacy and coordination.
- 2. 6:15 p.m. (20 min) – Library Services & Funding.** Staff will give an overview of Tualatin Public Library's services and funding. The major funding source for the Library is revenue received from Washington County Cooperative Library Services.
- 3. 6:35 p.m. (25 min) – Council Meeting Agenda Review, Communications & Roundtable.** Council will review the agenda for the January 13th City Council meeting and brief the Council on issues of mutual interest.

7:00 P.M. CITY COUNCIL MEETING

Call to Order

Pledge of Allegiance

Public Comment

This section of the agenda allows anyone to address the Council regarding any issue not on the agenda, or to request to have an item removed from the consent agenda. The duration for each individual speaking is limited to 3 minutes. Matters requiring further investigation or detailed answers will be referred to City staff for follow-up and report at a future meeting.

Consent Agenda

The Consent Agenda will be enacted with one vote. The Mayor will ask Councilors if there is anyone who wishes to remove any item from the Consent Agenda for discussion and consideration. If you wish to request an item to be removed from the consent agenda you should do so during the Citizen Comment section of the agenda.

1. Consideration of Approval of the Work Session Minutes of November 12, 2019, Work Session and Regular Minutes of November 25, 2019, and Work Session Minutes of December 9, 2019

General Business

If you wish to speak on a general business item please fill out a Speaker Request Form and you will be called forward during the appropriate item. The duration for each individual speaking is limited to 3 minutes. Matters requiring further investigation or detailed answers will be referred to City staff for follow-up and report at a future meeting.

1. Consideration of **Ordinance No. 1431-20** Extending the Portland General Electric Franchise to a Date Certain of June 30, 2020; Making Retroactive Application of the Ordinance; and Declaring an Emergency

Council Communications

Adjournment

Meeting materials, including agendas, packets, public hearing and public comment guidelines, and Mayor and Councilor bios are available at www.tualatinoregon.gov/council.

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In compliance with the Americans with Disabilities Act, this meeting location is accessible to persons with disabilities. To request accommodations, please contact the City Manager's Office at 503.691.3011 36 hours in advance of the meeting.



City of Tualatin

CITY OF TUALATIN Staff Report

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Gareth Prior, AICP, Policy Analyst
Aquilla Hurd-Ravich, AICP, Director of Community Development

DATE: January 13, 2020

SUBJECT:

Regional Land Use and Transportation Update: Quarter 4

RECOMMENDATION:

Community Development staff will give an overview of key land use and transportation projects for the fourth quarter (Q4) of 2019 to discuss opportunities for advocacy and coordination.

EXECUTIVE SUMMARY:

The purpose of this update is to accomplish the following:

1. Highlight the top Q4 projects that are active in the decision-making or engagement process.
2. Discussion of Council, staff, and community coordination for input on these projects.
3. Provide a directory of projects going on within the county, region, and state that have an impact on Tualatin.

For Q4, staff deemed the following as top projects:

- **Southwest Corridor:** *TriMet*
- **99W Corridor Study:** *Oregon Department of Transportation (ODOT), Tualatin, Tigard, Sherwood, King City, and Washington County*
- **Shuttle studies:** *Ride Connection (expansion in Tualatin) and Clackamas County (study connecting Oregon City, West Linn and Tualatin)*
- **Recap of Rep. Prusak's Transportation Town Hall meetings**

Attached to this agenda is a description of the top projects and a list of active and less active projects. Staff will not provide a presentation on all of the projects, but will follow up on questions, contact speakers to come to Council, or bring forward these topics to a future work session for discussion.

FINANCIAL IMPLICATIONS:

None.

ATTACHMENTS:

- A. Transportation Policy and Funding Map
- B. Regional project tracking list for Q4 (2019)
- C. Notes from Rep. Prusak's Transportation Town Hall meetings
- D. 99W resident and business feedback

E. Presentation for January 13th City Council work session

TRANSPORTATION POLICY & FUNDING FRAMEWORK



**additional funding opportunities exist*

Southwest Corridor: *TriMet*

Q4 Top 3

Q4 Update

After a year of hard work and negotiation, the Southwest Corridor Steering Committee voted to send the project to Bridgeport Transit Center at their meeting on December 16.

This is an important milestone, as it directs TriMet to design a project that goes to Bridgeport/Tualatin in their federal application and Metro for what to include in the 2020 regional transportation investment measure.

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.

In 2020, there will be a spring discussion on the Conceptual Design Report (CDR), which will explain the look, feel, and design of the project. Following will be the publication of construction drawings describing the project's impact, called the Final Environmental Impact Statement (FEIS).

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

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

Q4 Top 3

Q4 Update

Oregon Department of Transportation (ODOT) allocated \$50,000 to direct staff and a consultant (Nelson/Nygaard) to conduct public input to better determine the cost and scale of a full corridor study (estimated completion early 2020).

In addition to ODOT's outreach, City of Tualatin staff met with local residents and businesses along the corridor. Those comments are attached to this report.

To fund a full study, Washington County submitted an application (\$5 million) for consideration in the Metro-led 2020 transportation investment measure. Metro's Transportation Investment Task Force will review this request at upcoming meetings in early 2020.

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): Talia Jacobson, ODOT, at (503) 731-8228 or talia.jacobson@odot.state.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*

Q4 Top 3

Q4 Update

Ride Connection will begin community engagement in early 2020 about how to best use additional funding for the Tualatin Shuttle. Examples of improvements could include longer hours, a wider range of service, or more on-demand trips. On February 10 at 3pm, Ride Connection will be at the Aging Task Force meeting (Pohl Center). Additional details on engagement are forthcoming and contact Ride Connection's John Whitman if you are interested.

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*

Q4 Update

Clackamas County will hire a consultant to lead a planning study about a future shuttle between Oregon City, West Linn, and Tualatin. Staff has already met with the Boreland Free Clinic and Tualatin School House Pantry about their interest. Additional details on engagement are forthcoming and contact Tualatin's Gareth Prior if you are interested.

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

Tolling/Congestion Pricing: *Metro and ODOT*

Active

Q4 Update: In December, the Oregon Transportation Commission met to finalize the proposed community engagement and schedule for ODOT's tolling process. Tualatin submitted three names of representatives to be on ODOT's community oversight committee. More information on the process, whether Tualatin people were selected, and details of the project will be known at the 1st Quarter update.

According to the Metro work plan ([page 107](#)), they plan to develop a work plan, identify partner interests in outcomes, and begin modeling work of various pricing programs in the first quarter 2020.

Description: ODOT will continue their process of studying tolling segments ([map](#)) on Interstate 5 and 205. Metro will begin a process to evaluate congestion 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. Possible impact to roads with vehicles diverting from highways to avoid tolls.

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

Website (Metro's project): https://www.oregonmetro.gov/sites/default/files/2019/07/10/UPWP-2019-20-Final-Adopted-May-16-2019-mm4-%28Repaired%29_0.pdf ([page 107](#))

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

Contact (Metro project): Margi Bradway, Metro's Deputy Director of Planning and Development, at margi.bradway@oregonmetro.gov.

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

2020 transportation investment measure: *Metro*

Q4 Update: After months of review and consideration, on December 18 the Metro appointed Task Force voted to [recommend an investment package](#) on Tier I corridors to Metro Council for them to consider in the 2020 ballot measure. On December 11, Metro staff began the discussion with the Task Force on possible sources of revenue (see [meeting attachments](#) for information).

In early 2020, the Task Force and Metro Council will discuss Tier II corridors, programs, and revenue sources. The 99W Corridor Study will request funding from the Tier II corridor discussion.

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

Bus on Shoulder Study: *ODOT and TriMet*

Description: In early 2020, 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. Once the study is conducted, six (6) corridors will be selected for freeway express and six (6) corridors for limited stop bus service (2 in each corridor).

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*

Q4 Update: Tualatin’s downtown WES station was selected as one of 10 finalist locations that will receive the full analysis. Public engagement through interviews and an open house was conducted by the consultant and Washington County staff in late 2019. The final report will be completed in early 2020.

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.

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

Regional mobility policy update: *Metro*



Q4 Update: Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) approved the work plan to director Metro staff on the next stage of the project.

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/mobility-corridors-atlas>

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

Regional Flexible Fund Allocation (RFFA) Step 2: *Metro*

Q4 Update: After a competitive process, the application closest to Tualatin, Sherwood’s Blake Street design, was not selected to be funded by JPACT. This project was the top freight priority supported by the Washington County Coordinating Committee.

Description: RFFA funds come from three federal programs and fund improvements to active transportation (sidewalks, trails, bicycle lanes, etc.) and freight.

Impact to Tualatin: This is a potential source for transportation funding for freight and active transportation.

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

Contact (project): Dan Kaempff, Principal Transportation Planner, at (503) 813-7559 or daniel.kaempff@oregonmetro.gov.

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

Vehicle Registration Fee (VRF): *Clackamas County*

Less Active

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 Program (STIP) project list: *ODOT*

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

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

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

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

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

Less Active

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 December 2019, 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): Gareth Prior, Policy Analyst, at (503) 691-3020 or gprior@tualatin.gov

UGB reserves infrastructure 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.

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

Description: Metro's Land Use Analytics Team (LUAT) conducts land use data and forecasts.

Impact to Tualatin: LUAT's data impacts underlying assumptions for regional land use and transportation planning projects 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, AICP, Planning Manager, at (503) 691-3028 or skoper@tualatin.gov.

Designing Livable Streets update: *Metro*

Less Active

Description: Metro’s Designing Livable Streets and Trails project is updating and developing new design guidelines for our regional transportation system.

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 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.

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). As of December 2019, funding has not been secured.

Impact to Tualatin: Planning and investment of Clackamas County transportation infrastructure and service could be directed by this study, which would impact Tualatin’s connection with the county.

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

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

Transportation Town Hall West Linn Adult Center (11-12-19)

Panelists:

Lynn Peterson and Christine Lewis (Metro), Brenda Martin (TriMet), Representative Prusak (Tualatin and West Linn), Representative Meek (Oregon City), Paul Savas (Clackamas County), and Rian Windsheimer (ODOT).

About 35 people from the community attended.

Notes:

- Main purpose was to (1) communicate advocacy efforts to fund construction of the I-205 widening and Abernathy Bridge reconstruction at the state legislature last year, and (2) get the key transportation people in the room to discuss the varied ongoing efforts.
- *Prusak*: explained her daily advocacy efforts for I-205 funding – transportation congestion and investment is a top priority and concern she hears from residents
- *Meek*: explained his advocacy efforts for I-205 funding and work on opening the locks
- *Savas*: Clackamas County cities are divided by rivers and highways – need for more transportation investment to provide options in the southern and eastern part of the county – no transit connections between Clackamas Town Center and Wilsonville
- *Windsheimer*: \$57M for Abernathy bridge design has been secured by ODOT and work is underway – still need \$450M of capital construction for I-205 widening and Abernathy Bridge reconstruction
- *Lewis*: lives along Willamette Way/Hgwy 43 – working on Regional Flexible Fund Allocation (RFFA) decisions – need east-west connections along the Willamette and regional transit circulator to connect suburban areas (expand from Portland-centric connections)
- *Martin*: discussed HB2017 funded improvements in Clackamas County – highlighted that TriMet service enhancement plans are important – updated on electrification of busses
- *Peterson*: major transportation investments have been centered on light rail corridors and there needs to be investment in other places where people have been left behind – discussed Tier I



Clackamas County corridors – heard there is a desire to move Hgwy 43 and Lake Oswego to Oak Grove bridge project from Tier II to Tier I – T2020 looking to include an anti-displacement policy to go along with investments – housing affordability problems, which forced people out of the region, are a main factor why Green House Gas (GHG) emissions rose 23% in Portland region from 2015 to 2017 – T2020 funding sources will be determined in spring; looking at income, vehicle registration, property (not much interest), and payroll (most interest)

- Clackamas County, partly funded by a Metro grant, is studying a Lake Oswego to Oak Grove pedestrian-bike bridge – community members have raised concerns in Lake Oswego and their City Council recently voted against further study of the project

Public comment (responses are noted):

- Open up the locks, ferry travel is the answer to transportation problems
 - Support from Savas, Meek, and Prusak for development/opening the locks, caution given by Peterson that ferry was studied with Orange Line MAX extension and was determined not feasible because of high infrastructure costs and impact to communities along the river (construction in parks)
- Taxation for transportation is social engineering
- Transportation funding needs to go to road capacity
 - Savas, Meek, and Prusak highlighted support for I-205/Abernathy funding
 - Savas highlighted T2020 Sunrise corridor would add vehicle capacity
 - Meek explained that I-205/Abernathy funding was a late drop from HB2017 – reason why he voted against the bill
- Thank you for coming to West Linn
- Supports Southwest Corridor MAX extension and any improvements to bus line 96
- Will Clackamas County or Metro proceed with Lake Oswego to Oak Grove pedestrian-bike bridge after Lake Oswego voted against it?
 - Peterson said that study will be completed; TBD on funding for construction
- Support transit connections to community colleges
- Support funding for Stafford triangle infrastructure before development happens
- Support more transit options in West Linn, but hard with topography
- Multiple comments about confusion and concern around tolling
 - Windsheimer clarified what sections of the highway are being studied and that a robust public input period is coming – multiple years before decisions are made
 - Meek clarified difference between project-based tolling (toll goes away after project completed, no federal approval) and congestion pricing (tolls stay in place, need federal approval)
- First and last mile connections are important
- Safety concerns about Hgwy 43 for drivers and pedestrians – major pass through when I-205 is backed up
 - Lewis confirmed need for investment, understands because this is where she lives
 - Peterson commended West Linn for beginning the planning to guide investment, but others along the corridor need to do their homework – Sellwood Bridge is a bottleneck

- Build a tunnel under the region for trucks, like they are doing in Norway or Sweden
- Is the problem with transportation funding allocation or total amount?
 - Peterson gave a quick history of how transportation funding serves as a public utility but hasn't been funded to meet the needs, made into a political decision
 - Savas said both

**Transportation Town Hall
Oregon Nurses Association – Tualatin (12-3-19)**

Attendees:

Sen. Wagner, Rep. Prusak, Harrington (Wash Co), Shaw (Metro), Bubenik (Tualatin), Schirado (Durham), and Koozer (TriMet).

House Majority Leader (Smith Warner), West Linn Councilor, and Councilors Brooks, Morrison, and Kellogg (Tualatin).

About 20 people from the community.



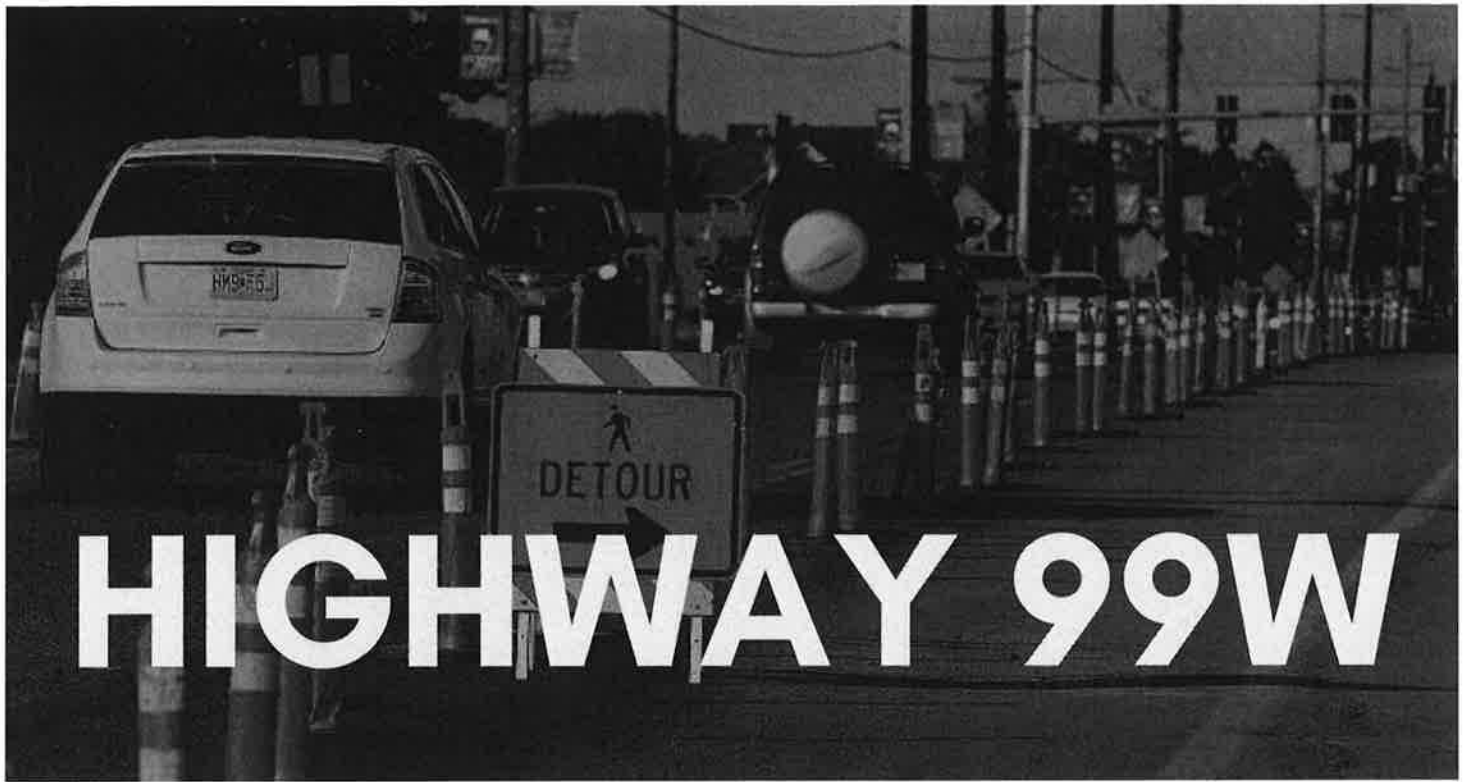
Panel comments:

- *Wagner* – district is the “bottleneck district”
- *Harrington* – Metro’s Get Moving 2020 is a needed effort – looking bigger than projects to corridors – Wash Co asking for 217 and 99W to be added
- *Shaw* – Get Moving 2020 and thanks for HB2017 – SW Corridor will shift people off I5
- *Bubenik* – Tualatin’s interest is in traffic, housing affordability, and parks and rec – passed a \$20M transportation bond – 124th is open – SW Corridor needed at Bridgeport to get the most riders and alleviate congestion on I5
- *Schirado* – last horse owner in Durham – SW Corridor for last 7 years and saw project move from downtown Tualatin to Bridgeport – representative on R1ACT which is reviewing tolling
- *Koozer* – SW Corridor has Equitable Development Strategy (SWEDS) – bus lines 76 and 96 are being improved
- *Prusak* – understands impact of transportation as she travels the district for her job – fight for funding and convene people

Public comment (responses are noted):

- Tualatin resident – what about WES?
 - People like it but not great ridership
 - Bill failed at state to study connection to Salem
 - SW Corridor connection to WES in downtown Tigard
- Tualatin Chamber – SW Corridor needed investment – only 7% people live and work in Tualatin – are we studying the connection between Wilsonville and Tualatin?
 - State budgeted for study of Boones Bridge – going before JPACT for approval
- Tualatin resident – Tualatin transitioning into a larger city – losing wildlife and pollution concerns
 - TriMet bus electrification
 - HB2007 diesel legislation
 - Tualatin implementing parks and rec master plan
- Tigard resident – we need to change land use to match transit investments – increase property values, livability, accessibility, and walkability
- Tualatin worker – protections for existing residents in SW Corridor to keep them from economic dislocation
 - SWEDS
 - Get Moving 2020 2% of each project goes to anti-displacement actions

- HB2001 idea is to bring more homes and options for people to live
- Transportation, housing, and the environment are intertwined
- Metro projects show that fewer people are buying single-family homes, we need to increase options
- HB2001 was a hard conversation, but supported by AARP and Coalition of Communities of Color
- HB2001 similar to 1970s state rule on housing in the metro area, which led to private development of more townhomes and condos
- Tualatin resident – more efficient vehicles and access to open space
 - People in Tualatin love library and parks, intent is to build upon these assets – implement parks and rec master plan
- Tigard resident – climate refugees are moving here – SW Corridor avoided affordable housing displacement in Tigard – need to reach people pushed out of region to afford housing
- Tigard resident – looking forward to SW Corridor stops in the Tigard triangle
- Closing comments:
 - Transportation, housing and environment can no longer be looked at as separate issues
 - Get Moving 2020 vote will come with new taxes, which should be carefully considered – deliver the projects which garner the “biggest bang for the buck”
 - Wash Co budget tours in March (Sherwood) – opportunity to hear/voice opinions
 - Help spread the message that lots of people are working on the transportation problem, not always seen or understood



HIGHWAY 99W

Oregon Department of Transportation, Tigard, Sherwood, Tualatin, King City, and Washington County are discussing the future of Highway 99W. We're gathering feedback to understand what kind of planning or investment this corridor needs.

We need to hear from you!

- What works well? What doesn't?
- How do we meet the needs of our businesses, cars, travelers, buses, bicycles, and people walking?
- What transportation improvements would you like to see now and in the future?
- Will 99W look the same in 20-years? How will it be the same or different?

Send your feedback to Garet Prior by 12/11/19
gprior@tualatin.gov or (503) 691-3020



Garet Prior

From: Garet Prior
Sent: Tuesday, December 17, 2019 9:30 AM
To: 'JACOBSON Talia'; 'Dempster, Jamey'
Cc: van Hengel, Drusilla; Aquilla Hurd-Ravich
Subject: Tualatin 99W Comments
Attachments: 99W Tualatin Comments.pdf; Future 99W.pdf

Talia and Jamey –

Attached is a PDF of the input we gathered about 99W in the past few weeks. This includes a discussion with Tualatin administrative staff.

Recap of engagement activities conducted by Tualatin staff:

- Visited 10 businesses or neighborhoods along 99W to hand out flyers (see attached) and conduct interviews.
- Called 7 businesses or neighborhoods along 99W to discuss the project.
- Created posts on Tualatin's Facebook page and Twitter.
- Handed out flyers to 25 homes in the Angel Haven Mobile Home Park.

Please let me know if you have any questions.

Thank you!

Garet S. Prior, AICP (*he/him*)

Policy Analyst

City of Tualatin | Community Development

503.691.3020 | www.tualatinoregon.gov

Garet Prior

From: Garet Prior
Sent: Monday, December 2, 2019 1:38 PM
To: Garet Prior
Subject: 99W Interviews

See notes from conversations with 99W businesses below.

Garet S. Prior, AICP (he/him)

Policy Analyst
City of Tualatin | Community Development
503.691.3020 | www.tualatinoregon.gov

Employee – Modern Auto Service

- Public transportation or TriMet all along 99W, especially MAX
- Lives in Sellwood neighborhood (Portland) and commutes to work, has looked into bus but it would take 2 hours
- Accidents at Roamers Rest RV and 99W
- Dangerous for people to cross 99W on foot
- Public transportation options to get people out of vehicles to wine country/Dundee
- Would like to see more bicycles, but it is hard to bike on hills – people who bike need to follow laws

Employee – Jackson Lewis Furniture

- Need an overpass for every major intersection to allow some traffic to flow East-West, and traffic coming on enough time to merge via ramps
- Use traffic cones or physical barriers to separate vehicle traffic
- Biggest problem with transportation is places where people merge – make it simple and separated for people to travel
- Local businesses could still have access to fast/pass-through lane, but need area on edge for people to gain speed to merge back into travel lanes
- Accidents at Roamers Rest RV and 99W

Garet Prior

From: Barbara Williamson [mailto:icnt1948@gmail.com]
Sent: Wednesday, December 4, 2019 6:34 PM
To: Garet Prior
Subject: Highway 99W

Thank you for asking for input when considering the future of Hwy 99W. I live just north of Hwy 99W off of SW Pacific Dr. Every day when I return from Sherwood, driving northeast on Hwy 99W I risk my life by trying to turn left. I approach those tiny "exit lanes" to approach the narrow "left turn access." The traffic behind me is traveling at the speed of AT LEAST 55 mph, I turn on my left turn signal in plenty of time to warn those behind me that I must come to a complete stop and turn left all within approximately 30 feet. Widening and lengthening these left turn lanes seems to me to be a relatively inexpensive and simple solution to near disasters occurring every day.

Another concern that I have about Hwy 99W is also a relatively simple fix that could prevent a deadly disaster. When I am traveling southwest on Hwy 99W, at approximately the 18200 block, there is a huge rotting Oak(?) tree with its enormous branches reaching out over the highway. Is this the winter when we have an ice storm that brings those branches down on a passing car full of children and their mother. Why can't anyone remove this disaster before it happens?

Thank you for listening.....I hope.

Barbara Williamson
503-292-2262
icnt1948@gmail.com

Garet Prior

From: [REDACTED]
Sent: Wednesday, December 4, 2019 10:53 AM
To: Garet Prior
Subject: 99W Feedback

Hi Garet,

You'd stopped by my office earlier this week for feedback regarding 99W.

I was born and raised in Tigard, moved away in 1985 and came back in 2010. As you can imagine, traffic was very different when I was a kid. That's probably where my frustration lies; I remember how it used to be in the olden days. ☺

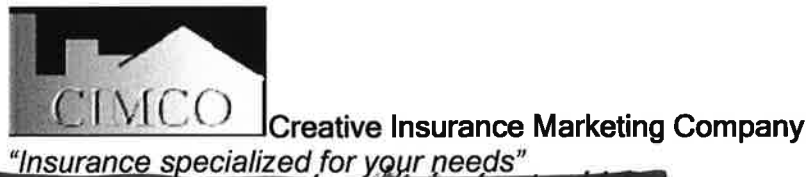
99W doesn't move like a highway. There are many stop lights, for one thing. Also, people don't seem to know or pay attention to what the speed limit is. They drive either too slow or too fast. That may be a uniquely Oregonian trait. At peak times during the evening, I enter 99W from SW 124th Avenue. Traffic is aggravating, but bottlenecks usually clear after Bull Mountain Road.

I imagine adding a lane or two isn't possible considering the cost, bridges and other factors. If growth is going to remain a constant, I would hope 99W doesn't look the same in 15 or 20 years.

This sounds like a very interesting, worthwhile project. I wish you well with it.

Best regards,

[REDACTED]



[REDACTED]

"Referrals are the ultimate and highest compliment one can give and are an integral part of our business."

CONFIDENTIAL NOTICE: This electronic mail transmission may contain legally privileged, confidential information belonging to the sender. The information is intended only for the use of the individual or entity named above. If you are not the intended recipient you are hereby notified that any disclosure, copying, distribution or taking any action based on the contents of this electronic mail is strictly prohibited. If you have received this electronic mail in error, please contact sender and delete all copies.

Garet Prior

From: [REDACTED]
Sent: Monday, December 2, 2019 2:22 PM
To: Garet Prior
Subject: Highway 99W - "We Need to Hear From You!"

Hi Garet,

You came into our office this morning and dropped off a pamphlet regarding Highway 99W. I currently travel from SE Portland, through downtown, and take the 99W from the I-5 down to the 99 and Tualatin Rd. On my way home, I take the 99 into Portland and then cut down to cross the Hawthorne Bridge (I live in the apartments right above Ruby Jewel off Hawthorne Blvd). My commute ranges from 45-1hr 10m each way.

What is working:

- A great alternative to a congested I-5 (which is nearly always hahaha).
- Connects to other important roadways allowing the 99 to become an effective route during congested hours.

What isn't working:

- It would be nice to have a center left-turning lane input in some of the areas where they currently do not exist. Particularly, the area close to the Fred Meyer right off the I-5. This "middle lane" would be used by both traffic sides to allow individuals who need to turn to remove themselves out of the way for continuing traffic. This would open up the left lanes which are commonly congested. Given much of the 99 is only two lanes this would be very helpful.
- Trucking is very prevalent in Tualatin and thus the 99 is commonly cluttered with large commercial vehicles which slow traffic (as they drive in all lanes). It could be beneficial to require large commercial vehicles to drive in the right lane only (except to pass or turn of course).
- It could just be me, but there appears to be too many stop lights accompanied with too low a speed limit – especially since Tigard/Tualatin is more heavily populated by elderly individuals who go anywhere from the posted speed limit to about seven mph under the posted speed limit.

- <http://www.sehinc.com/news/truth-about-speed-limits-explained-engineer>

I am in no means a specialist or subject matter on this topic. In fact, my ideas are probably impractical, expensive, and so for that I apologize! I really am thankful for the 99W as it has helped me to get out of awful traffic jams and still make it home at a reasonable hour. I appreciate you coming in and speaking to me. If there is anyway further I can be of assistance in this matter don't hesitate to contact me.

Best regards,

[REDACTED]

Garet Prior

From: [REDACTED]
Sent: Wednesday, December 11, 2019 11:03 AM
To: Garet Prior
Subject: Highway 99W input

Hello Garet,

I appreciate this opportunity to express my thoughts about Pacific Highway. I've driven on it for over 30 years, and have thought:

- sound-reducing street surfacing (dreaming big here)
- sound-reducing landscaping
- shade would be great, breakaway trees?; I don't know if they're a thing. I know trees can make an otherwise minor accident into serious or fatal. Definitely deciduous.
- many, many bioswales
- synchronized lights. In the morning rush hour, synchronized eastbound; afternoon, westbound.
- culverts for animals to cross safely; obviously, west of King City

Dream big or go home, right?

Sincerely,

[REDACTED]

Garet Prior

From: [REDACTED]
Sent: Tuesday, November 26, 2019 3:35 PM
To: Garet Prior
Subject: Hwy 99 suggestion

Hi.

Saw on FB that you're looking for suggestions for Highway 99 improvements. As a bicyclist, I have been sorely disappointed in trying to bike around the Tigard/Tualatin area (I live in Tualatin). It's challenging to be a bicyclist here. This city was simply not designed with bicyclists in mind, clearly. One of those issues is highway 99, which I never ever bike on despite a nominal bike lane. There are many options to make highway 99 safer and more practical for bicycles.

In your project, and in your work for Tualatin in general, I would like to request that genuine consideration be paid to the safety and facilitation of bicycling and bicyclists, with input from people who bicycle a lot.

I've wondered about the feasibility of suggesting a bike bridge between Jurgens and Cook Parks to the respective Tigard and Tualatin city councils. It's crazy that with beautiful parks on both sides of the river the only places to cross the river on foot are doing it dangerously at 99 or way on the other side by the dog park. A pedestrian/bike bridge in the middle would be a dream.

Thank you

[REDACTED]

Garet Prior

From: Kathleen Silloway <k.silloway@gmail.com>
Sent: Wednesday, November 27, 2019 8:35 AM
To: Garet Prior
Subject: 99WA

Good morning,

This is in response to the call for comments on 99W.

More bypasses would be great, connecting it to I-5 and getting trucks off the local roads. Having two 99Ws-- one for local access, one to get people to other towns/the coast. It doesn't serve businesses to have a lot of traffic in front, which means drivers fuming on the road and not at all likely to turn into a business, unless it's to try and bypass some traffic.

A protected bike lane--e.g., even a cement curb between the car lanes and bike lane, to provide more of a barrier.

Clearer signage at some of the malls. If you know where something is, you're fine, but if you're looking for someplace and only have a vague idea of where it is, it's not always easy to find it.

Just some quick thoughts!

Happy Thanksgiving.

Kathleen Silloway
k.silloway@gmail.com

With all our working each other home
Thank You

Garet Prior

From: Garet Prior
Sent: Wednesday, December 11, 2019 9:10 AM
To: Jeff Fuchs; Aquilla Hurd-Ravich; Ross Hoover; Bill Steele
Subject: 99W Corridor Plan – Input
Attachments: IMG_0276.jpg

Jeff, Aquilla, Ross, and Bill –

My notes from the conversation are below. Please let me know if I missed anything or if you have edits.

Thank you!

Garet S. Prior, AICP (*he/him*)

Policy Analyst
City of Tualatin | Community Development
503.691.3020 | www.tualatinoregon.gov

99W Corridor Plan – Input

Date: 12-10-19

Attendees: Jeff Fuchs (Public Works), Ross Hoover (Parks and Recreation), and Aquilla Hurd-Ravich (Community Development)

Interviewer: Garet Prior

Notes:

- Overall
 - 99W is unclear what it is – hybrid highway and everything else – different in each city – needs improvement to better connect to Tualatin and develop its own sense of place/character
- Environment and recreation/trails
 - Tualatin River Trail (connection with Tualatin Riverkeepers) needed for pedestrian movement within the city and connect to schools and neighborhoods
 - Environmental quality of river
 - Need for environmental stability at boat launch
 - North-South connection over 99W at Ciploe Road will have regional impact
 - Need for regional stormwater plan for corridor
- Housing/livability
 - School district boundaries don't bring families to Tualatin
 - Needed access to recreation and services
 - Problem with traffic diversion in neighborhoods from 99W
 - Need for public art
- Land use
 - Improve coordination
 - Access questions and challenges
 - Better incorporate the Tualatin River as an asset – open up access to the river
- Safety
 - ODOT needs to lower speed limit
 - Need for safety improvements for pedestrians walking along the road or crossing it
 - Improvements for TriMet bus stops
 - Lights and intersection improvements are needed, especially at Ciploe Road
 - Maintain safe access for businesses and residents – may conflict with ODOT access management standards
 - Frontage road to serve local needs that is separated from other lanes may be needed

- Transit
 - Dedicated bus lanes with a frontage road
 - Help the East-West connection
 - Better align with land use
 - Collect people at gateway (NW corner) and transition them to transit to alleviate burden on local Tualatin roads



2019 Quarter 4 Regional Land Use and Transportation Update

Tualatin City Council
Work Session
1.13.2020



Purpose

1. Highlight top Q4 projects receiving public input
2. Discussion on coordinating Council, staff, and/or community input
3. Provide a directory of projects you may hear about at regional meetings

Southwest Corridor Plan

TriMet

Bridgeport in Tualatin

TriMet MAX Line



TRANSPORTATION POLICY & FUNDING FRAMEWORK



elected, appointed, or volunteer
 staff
 policy or plans
 funding
 federal funding
 **additional funding opportunities exist*

Garet Prior and Erin Engman
City of Tualatin (2019)

2019, it's been quite a journey



SWC Cost Elements

Note: Assume 3.5% escalation

Project Scope Target (YOE) 2.375B

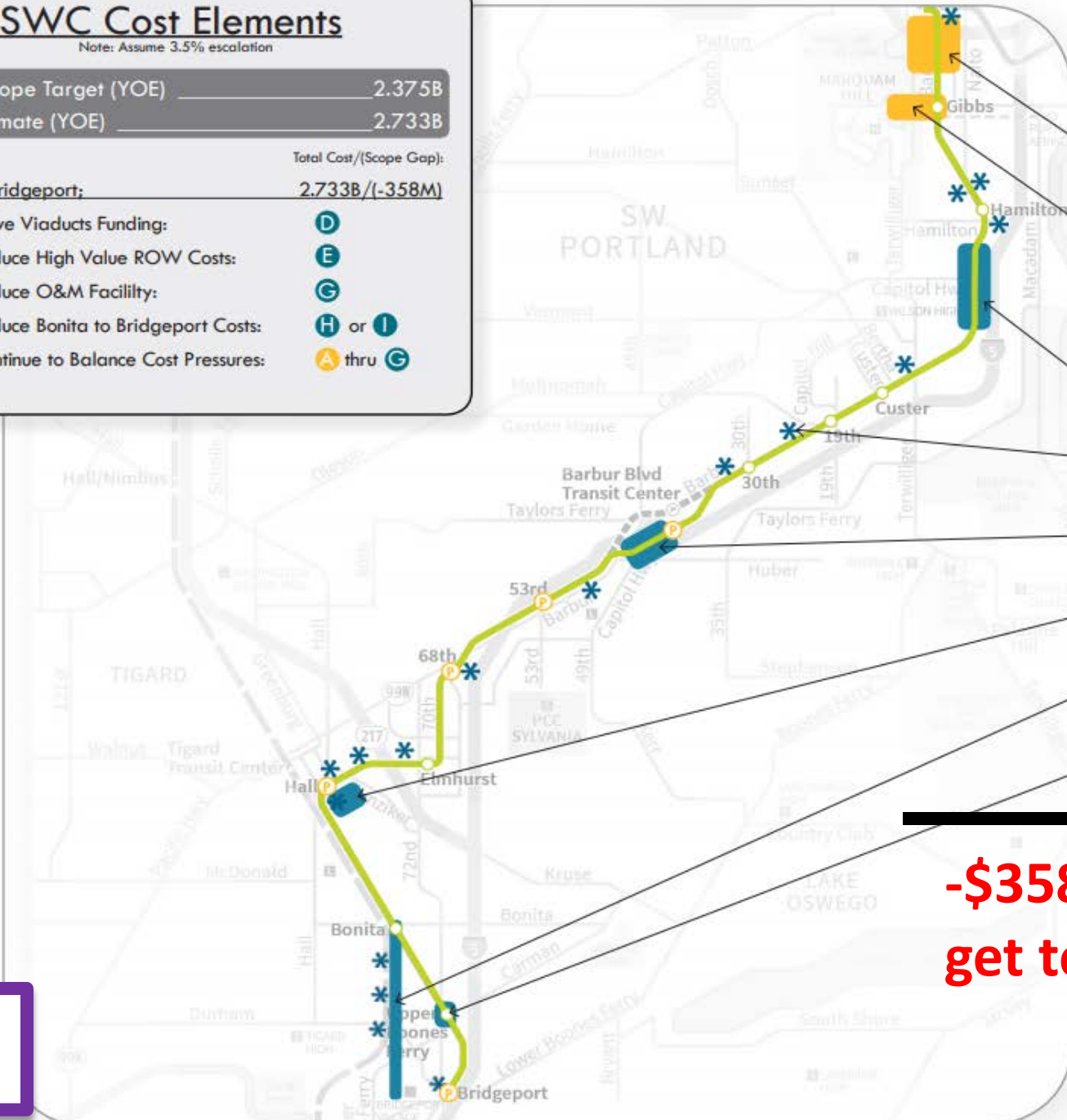
2018 Estimate (YOE) 2.733B

Total Cost/(Scope Gap):

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

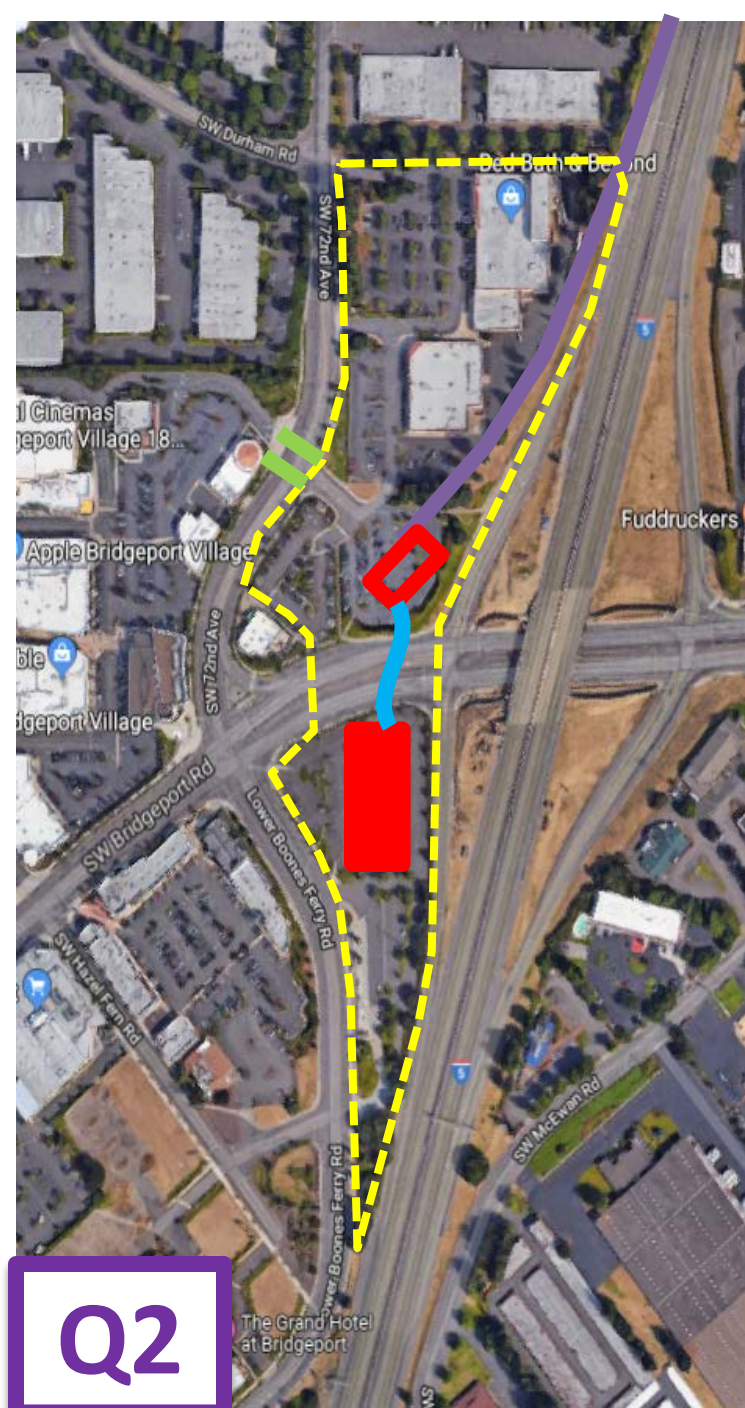
- Solve Viaducts Funding: **D**
- Reduce High Value ROW Costs: **E**
- Reduce O&M Facility: **G**
- Reduce Bonita to Bridgeport Costs: **H** or **I**
- Continue to Balance Cost Pressures: **A** thru **G**

- 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**

Q2



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

FEIS/CDR comments

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**

Q2

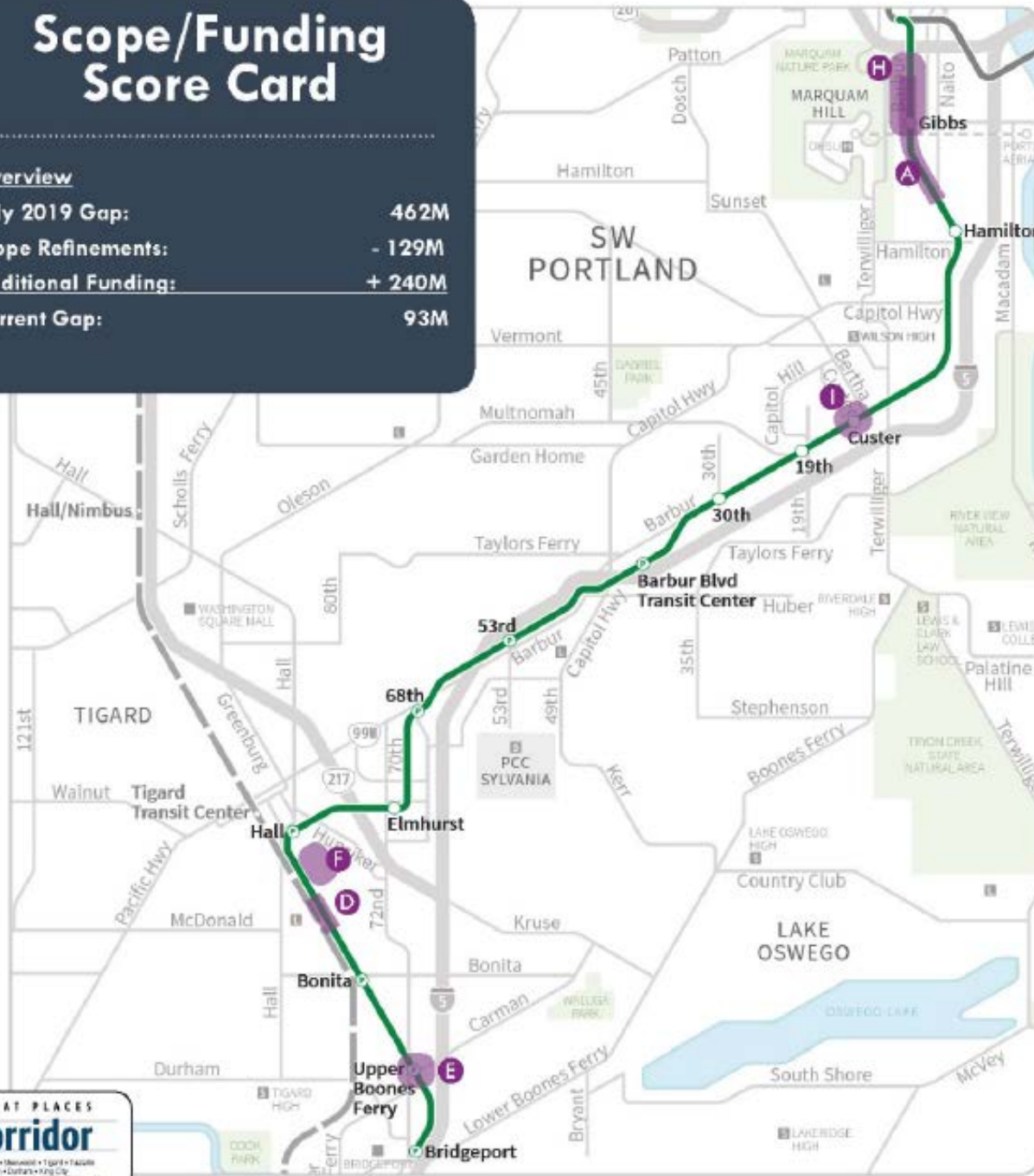
It's summer time



Scope/Funding Score Card

Overview

July 2019 Gap:	462M
Scope Refinements:	- 129M
Additional Funding:	+ 240M
Current Gap:	93M



Scorecard



+240M

Additional Funding

+ FTA New Starts	+ \$50M	✓
+ Regional Funding Measure	+ \$1.25M	✓
+ Jurisdictional Transfer	+ \$6.5M	✓

Scope Refinements (July)

-74M

A Seg A ROW (Barbur Sect)	- \$24M	✓
B Reduced Stormwater	- \$32M	✓
C Reduced Crossovers	- \$34M	✓
D Red Rock Creek Structure	+ \$11M	✓
E UBF Traffic Mitigation	+ \$5M	✓

Scope Refinements (October)

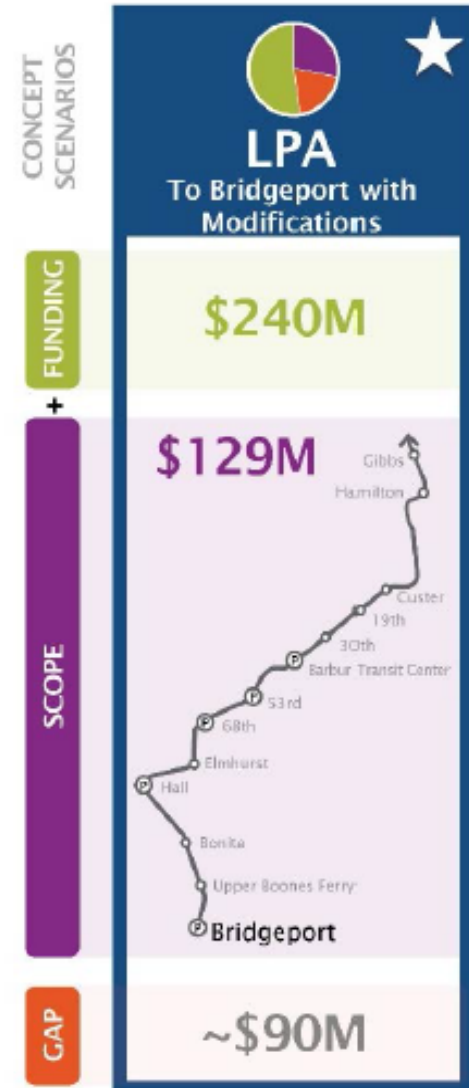
-55M

F Maintenance Facility Site	- \$15M	✓
G Systems Substations	- \$10M	✓
H Seg A ROW (Gibbs)	- \$20M	✓
I Seg B ROW (Custer/13th)	- \$10M	✓

Draft Recommendation-LPA

Move forward with **LPA**:

- Incorporate **\$129m** savings from scope refinements
- Incorporate **\$240m** additional funding
- Continue to minimize impacts and costs through design
- Continue funding discussions to close remaining gap (about \$90m)



Recommended Interim Terminus (MOS)

Recommendation:
Upper Boones Ferry

As far south as possible:

- Serves the most riders and reduces the most Vehicle Miles Traveled (VMT)
- Most competitive per FTA ratings



CONCEPT SCENARIOS



MOS
To Bonita/UBF with
Modifications

FUNDING

<\$240M

+

SCOPE





FEIS

Final Environment Impact Statement

 **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
503-794-8830
NCPED.com
NCPED 06B-07-2004



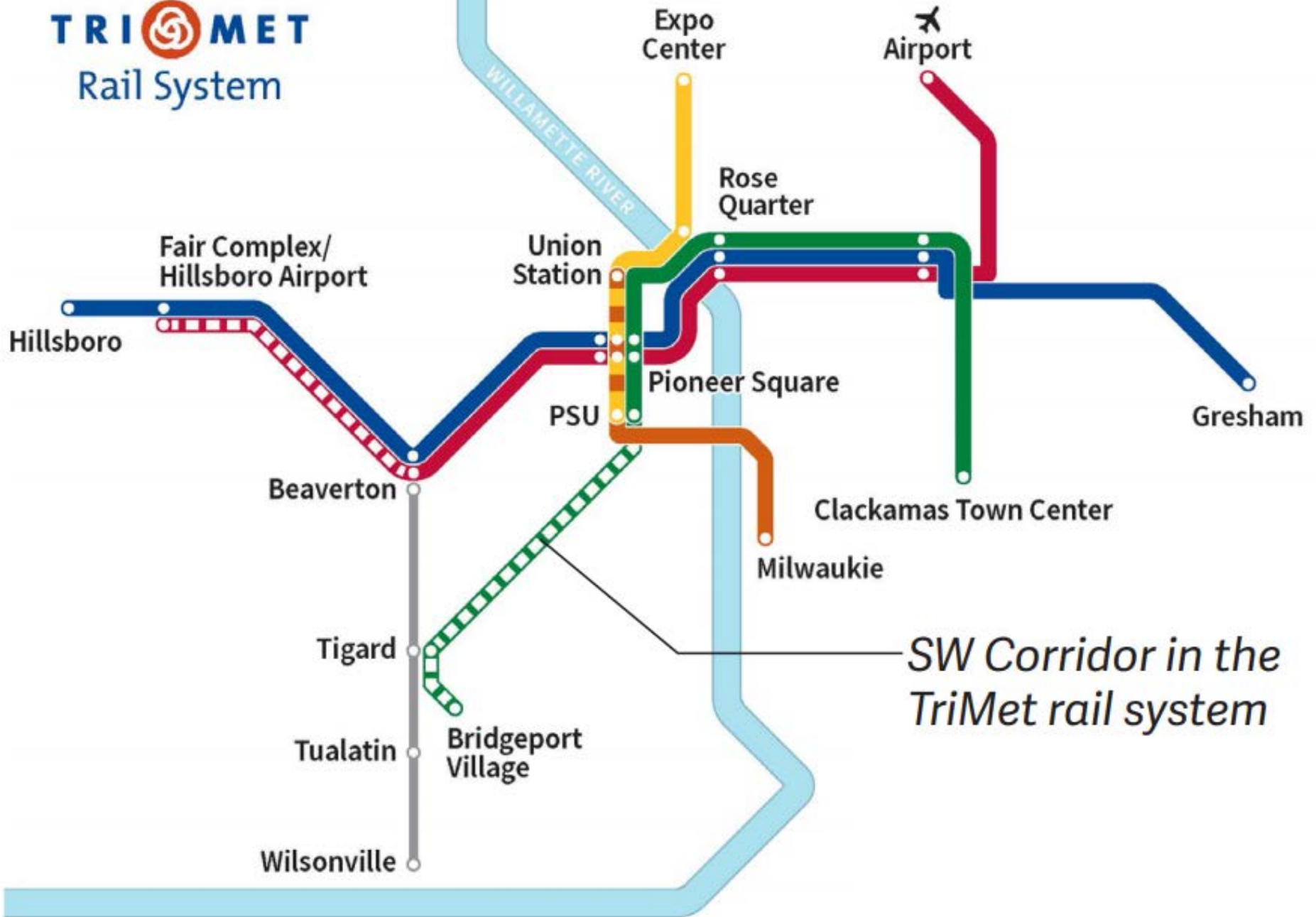
CDR

Conceptual Design Report

TRIMET
Park & Ride
SE Park Avenue
2750



TRIMET Rail System



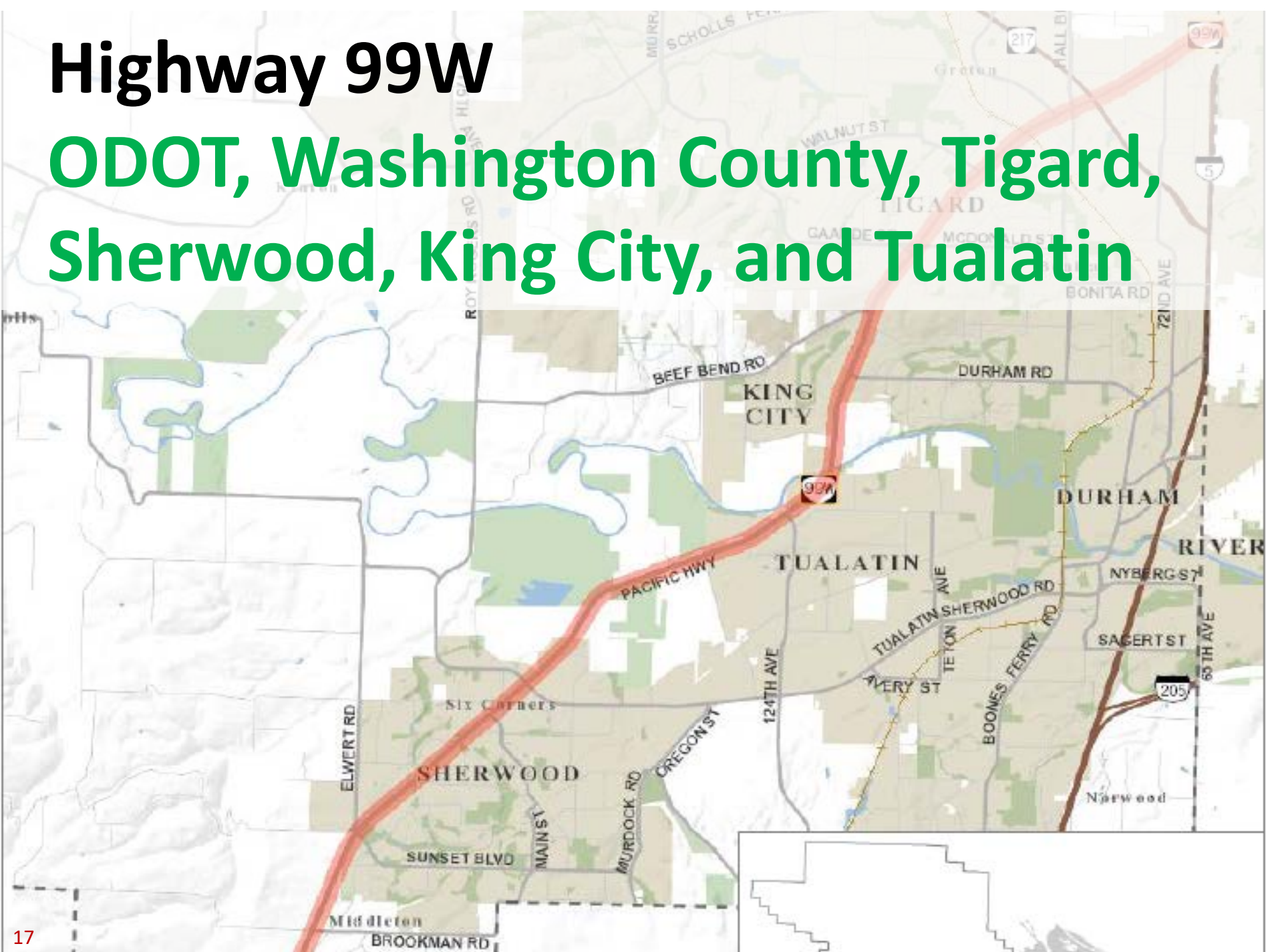
*SW Corridor in the
TriMet rail system*

Questions, Comments, or Direction for Staff

1. Thank you to Angela Handran for her role on the Community Advisory Committee
2. CDR presentation from TriMet scheduled for 2/24 Council Work Session
3. Council feedback on next steps

Highway 99W

ODOT, Washington County, Tigard,
Sherwood, King City, and Tualatin



TRANSPORTATION POLICY & FUNDING FRAMEWORK



**additional funding opportunities exist*

elected, appointed, or volunteer
 staff
 policy or plans
 funding
 federal funding

Garet Prior and Erin Engman
City of Tualatin (2019)

Early Look

- ODOT and Nelson/Nygaard conducting interviews to prepare a proposal for a transportation corridor study
- **Purpose:** identify the problem to better understand the size/scale of a larger study



HIGHWAY 99W

Oregon Department of Transportation, Tigard, Sherwood, Tualatin, King City, and Washington County are discussing the future of Highway 99W. We're gathering feedback to understand what kind of planning or investment this corridor needs.

Tualatin community input

- Visited 10 and called 7 businesses or neighborhoods
- Posts on Tualatin's Facebook page and Twitter
- Flyers at 25 homes in the Angel Haven Mobile Home Park
- Interviews with Aging Task Force, Riverpark CIO, and administrative staff

Questions, Comments, or Direction for Staff

1. Advocate for funding from Metro's 2020 transportation investment measure
2. Council feedback on next steps

Shuttle Studies

Ride Connection

Clackamas County



TRANSPORTATION POLICY & FUNDING FRAMEWORK



elected, appointed, or volunteer staff

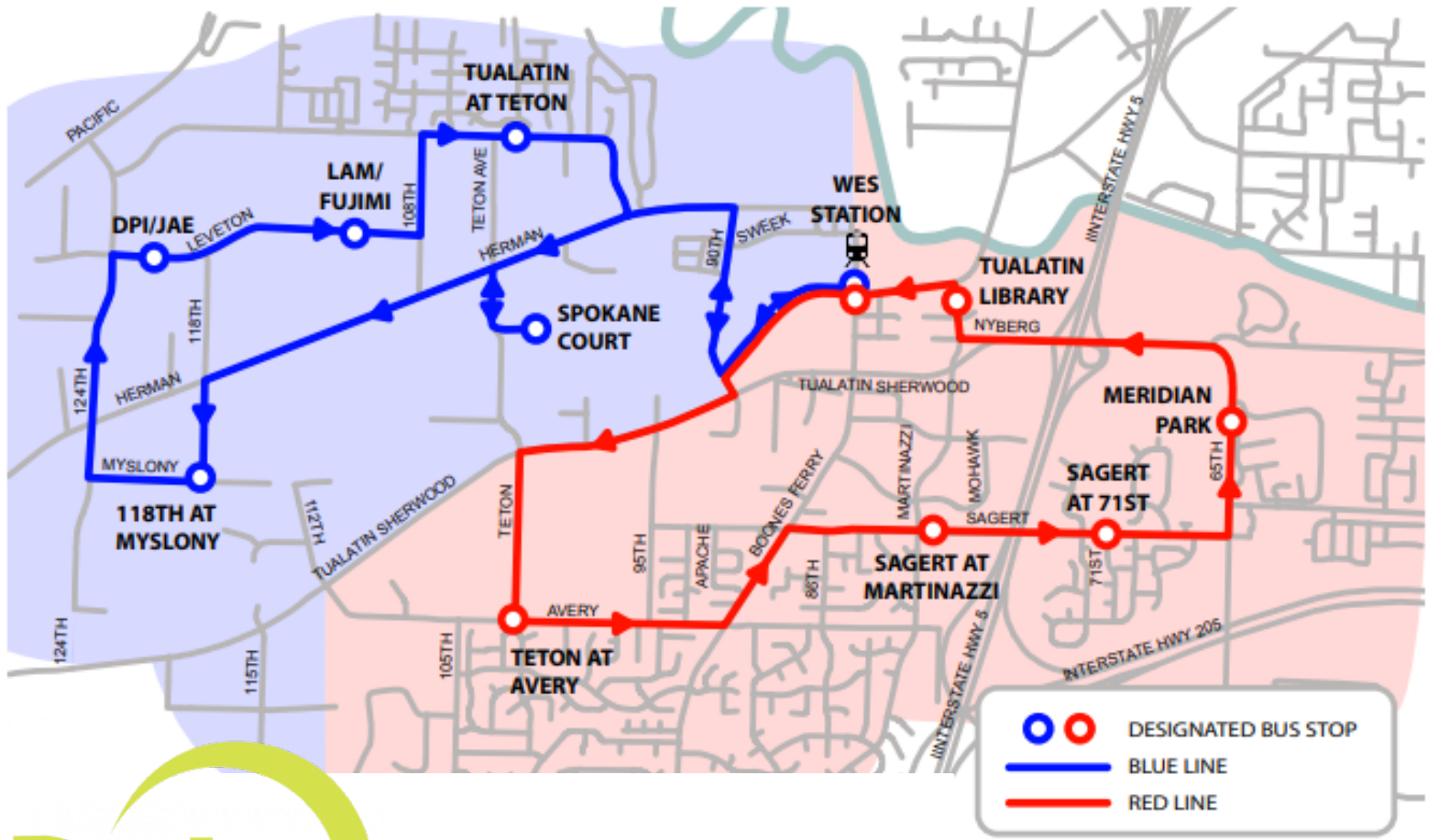
policy or plans





funding

federal funding

*additional funding opportunities exist

Garet Prior and Erin Engman
City of Tualatin (2019)



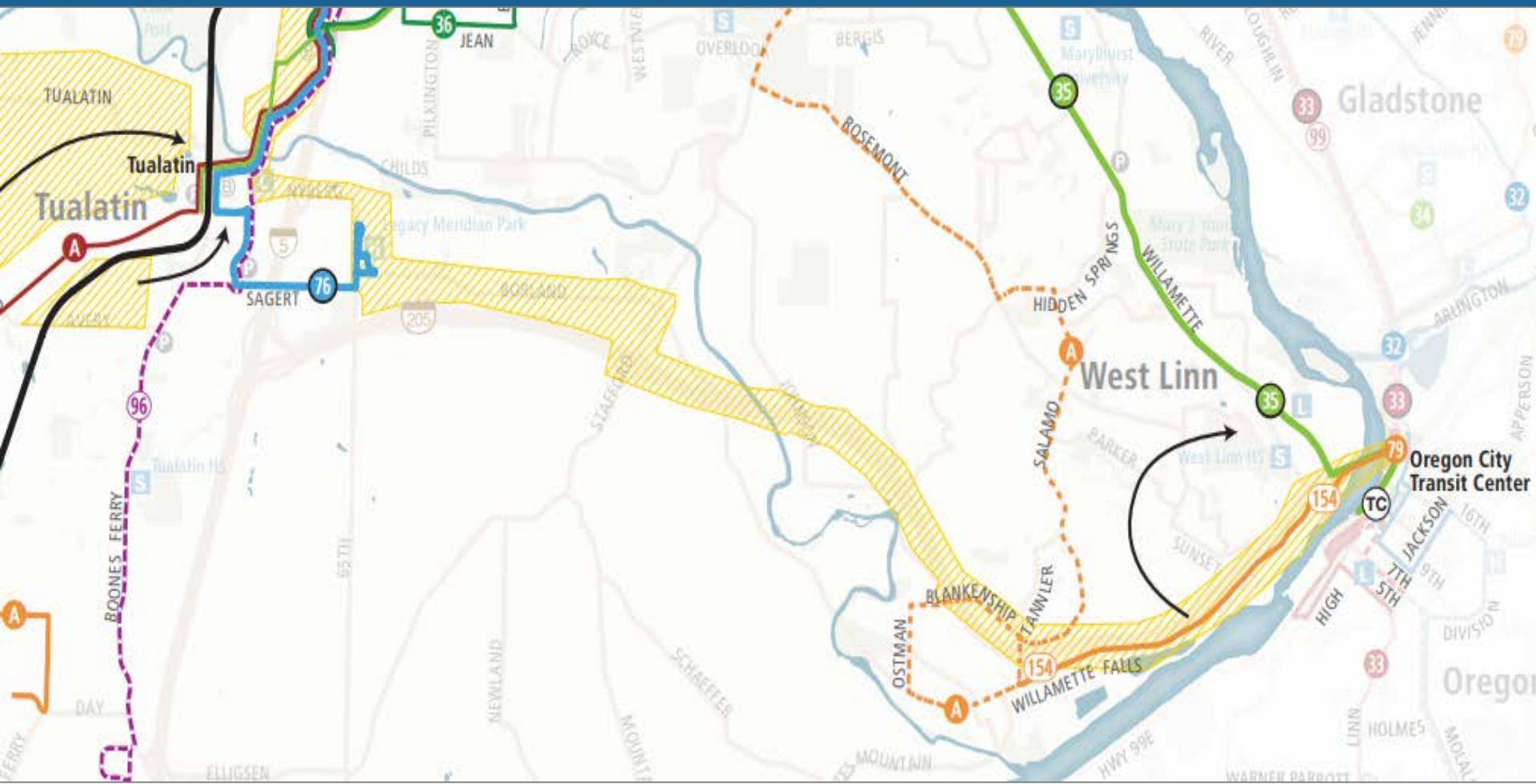
		DESIGNATED BUS STOP
		BLUE LINE
		RED LINE








Ride Connection

- Community engagement will begins early 2020
- Aging Task Force, 2/10 at 3pm
- Contact Ride Connection's John Whitman at (503) 290-3684 or jwhitman@rideconnection.com







Southwest Service Enhancement Plan Vision for Future Service



Bus Service

-  Frequent Service
-  Standard Service
-  Rush-Hour Service
-  Proposed High Capacity Transit Service
-  Proposed new bus service







Rail Service

-  MAX Blue Line
-  MAX Green Line
-  MAX Orange Line
-  MAX Red Line
-  MAX Yellow Line
-  WES Commuter Rail



Community/Jobs Connector Service Area

Landmarks

-  Park & Ride
-  High School or College
-  Secure Bike Parking
-  Hospital
-  Transit Center
-  Library



Clackamas County

- Clackamas County is selecting a consultant and will collaborate with cities on planning/engagement
- Bilingual materials will be provided
- Engagement to start in spring 2020, contact Tualatin's Garet Prior at (503) 691-3020 or gprior@tualatin.gov

Questions, Comments, or Direction for Staff

1. Provide input during community engagement; help spread the word
2. Council feedback on next steps

Rep. Prusak Transportation Town Hall

ODOT, Metro, Clackamas County,
Washington County, TriMet, Tualatin,
and Durham



Takeaways

- Transportation, environment, and housing must work as one
- Concerns about tolling impact
- Growth will continue
- Tough to communicate, coordinate, and engage with all the different people working on transportation

Questions, Comments, or Direction for Staff

1. Council feedback on next steps

Other Questions or Comments

- Projects in the *active* or *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

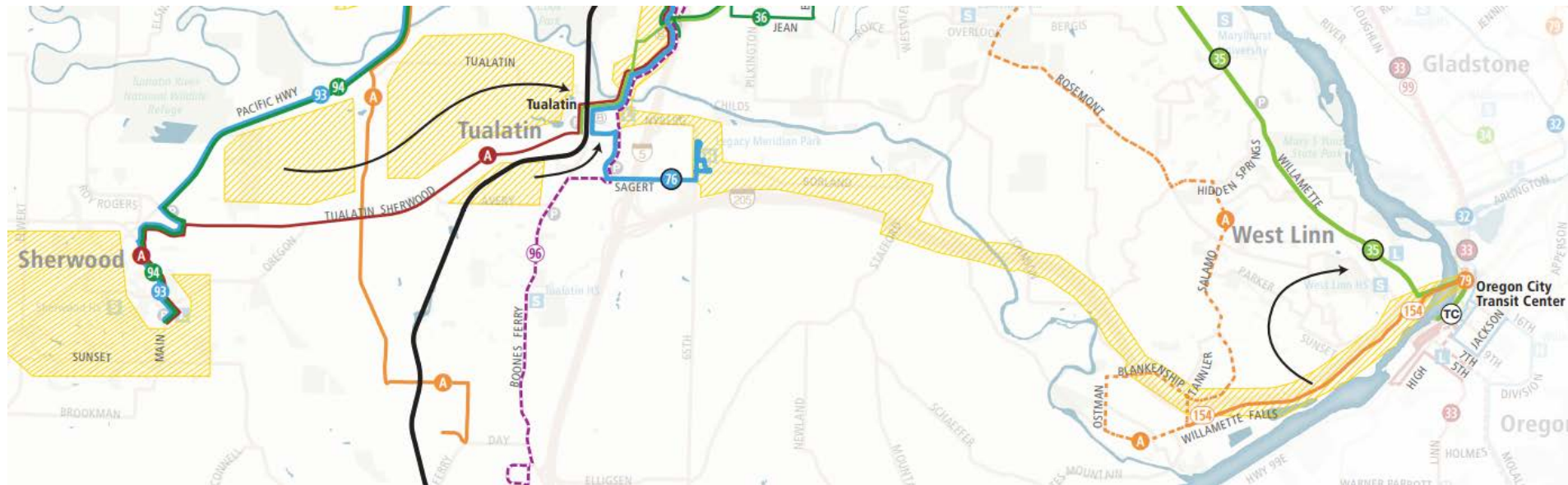
Garet Prior

Policy Analyst

(503) 691-3020

gprior@tualatin.gov

Southwest Service Enhancement Plan Vision for Future Service



Bus Service

- Frequent Service
- Standard Service
- Rush-Hour Service
- Proposed High Capacity Transit Service
- Proposed new bus service

Rail Service

- MAX Blue Line
- MAX Green Line
- MAX Orange Line
- MAX Red Line
- MAX Yellow Line
- WES Commuter Rail

Community/Jobs Connector Service Area

Landmarks

- Park & Ride
- High School or College
- Secure Bike Parking
- Hospital
- Transit Center
- Library

0 1 2 Miles





City of Tualatin

**CITY OF TUALATIN
Staff Report**

TO: Honorable Mayor and Members of the City Council
THROUGH: Sherilyn Lombos, City Manager
FROM: Jerianne Thompson, Library Director
DATE: January 13, 2020

SUBJECT:
Library Services and Funding

EXECUTIVE SUMMARY:
Staff will give an overview of Tualatin Public Library's services and funding. The major funding source for the Library is revenue received from Washington County Cooperative Library Services.

ATTACHMENTS:



Services & Funding



Community Gathering Place

- Open 65 hours/week
- 21,000 visits/month



Children & Families



- 371 programs in 2018-19
- 15,600 attendees
- 6 weekly storytimes
- Summer Reading Program

Teens & Adults



- 200 Teen programs, 2,000 attendees
- Weekly movies & gaming
- 124 Adult programs, 2,100 attendees
- PCC classes, music performances

Collections

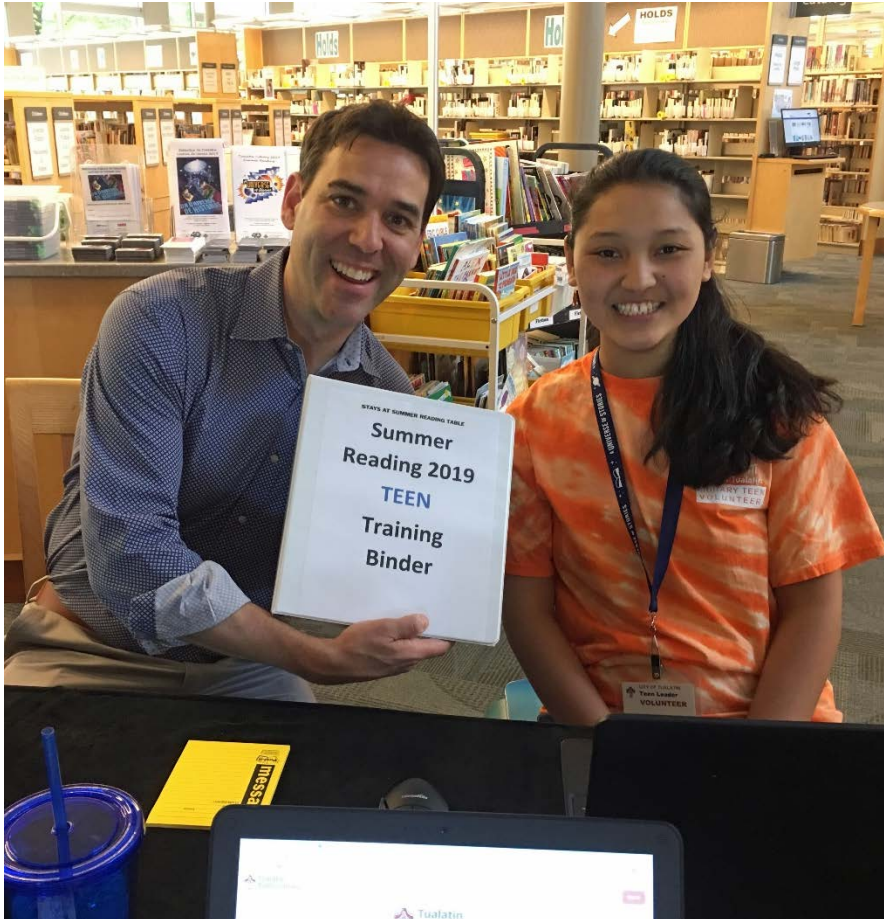


Technology

- 74,500 Internet & wifi sessions
- Technology tutors by appointment



Supporters



- 300+ volunteers
- 6,388 volunteer hours = 3 FTE
- Community partnerships
- Friends, Foundation

Personnel

Library Director

- Office Coordinator (1)

Public Services Supervisor

- Librarian II (3)
- Librarian I (1)
- Public Services Asst. (4)
- Program Specialist (1)

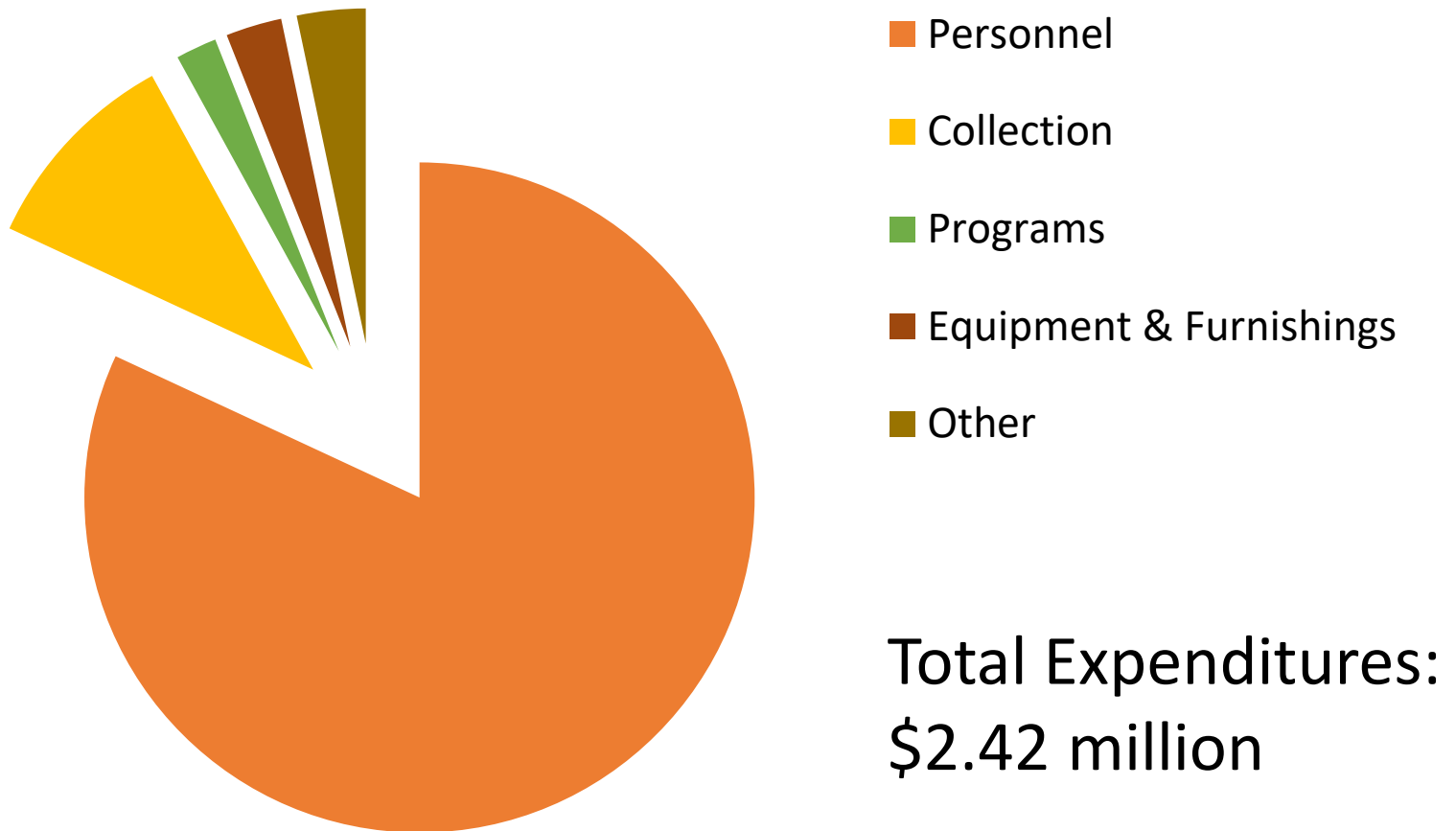
Access Services Supervisor

- Librarian II (1)
- Library Asst. (6)

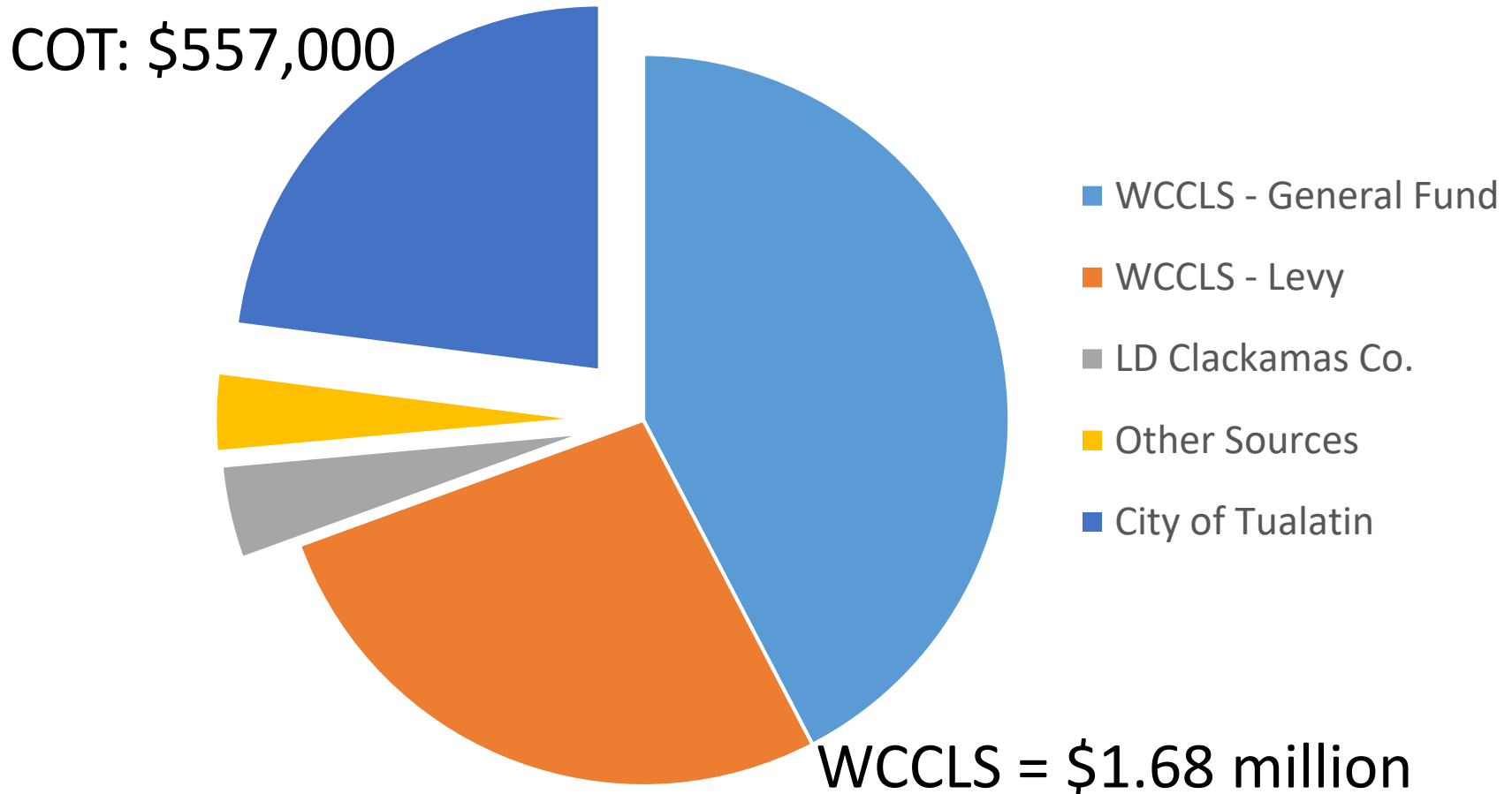
Volunteer Coordinator



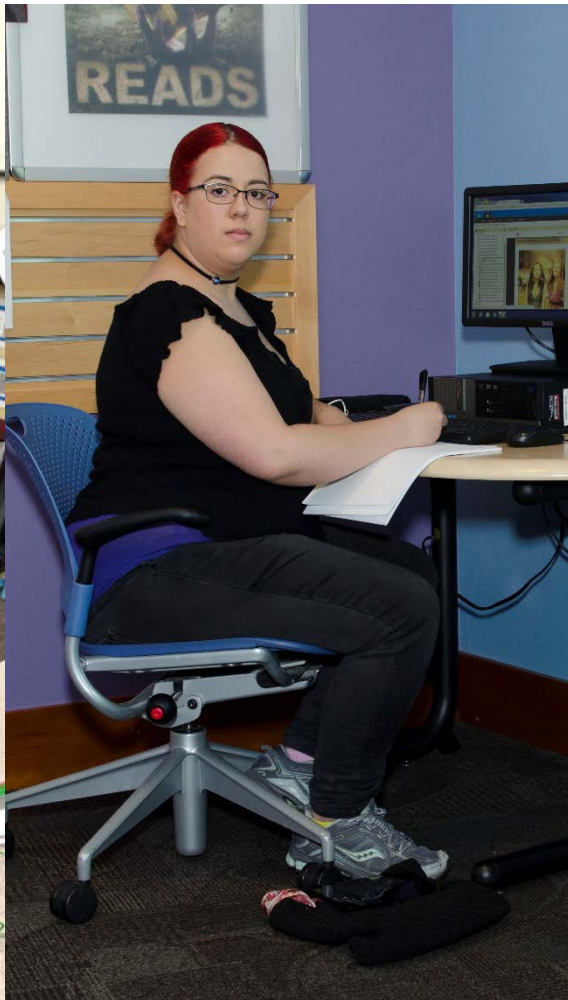
Budget - Expenditures



Budget - Revenues



Levy Funding





City of Tualatin

CITY OF TUALATIN
Staff Report

TO: Honorable Mayor and Members of the City Council
THROUGH: Sherilyn Lombos, City Manager
FROM: Nicole Morris, Deputy City Recorder
DATE: January 13, 2020

SUBJECT:

Consideration of Approval of the Work Session Minutes of November 12, 2019, Work Session and Regular Minutes of November 25, 2019, and Work Session Minutes of December 9, 2019

RECOMMENDATION:

Staff respectfully recommends the Council adopt the attached minutes.

ATTACHMENTS:

- City Council Work Session Minutes of November 12, 2019
- City Council Work Session Minutes of November 25, 2019
- City Council Regular Meeting Minutes of November 25, 2019
- City Council Work Session Minutes of December 9, 2019



OFFICIAL MINUTES OF THE TUALATIN CITY COUNCIL WORK SESSION FOR NOVEMBER 12, 2019

Present: Mayor Frank Bubenik, Councilor Bridget Brooks, Councilor Robert Kellogg, Councilor Paul Morrison, Councilor Maria Reyes, Councilor Valerie Pratt

Absent: Council President Nancy Grimes

Mayor Bubenik called the meeting to order at 5:02 p.m.

1. Parks Funding Options.

Parks and Recreation Director Ross Hoover, Parks and Planning Development Manager Rich Mueller, and Finance Director Don Hudson presented parks funding options. Director Hoover recapped project milestones for parks project prioritization including public engagement, review and scoring, and the Parks Advisory Committee recommendations. He spoke to funding needs and cost estimates for Tier I projects and presented projected SDC revenue. Manager Mueller presented project cost examples for playgrounds, sports fields, splash pads, accessibility, restrooms, and sport courts. He stated on September 9 Council asked staff to bring back options on a park utility fee, general obligation bond, and a local option levy.

Director Hudson presented information on a Park Utility Fee. He stated it would be a monthly fee included on utility bills and the revenue could be used for either capital or operating costs. Director Hudson stated estimated revenue at a fee of \$1.00 per month per account would be \$135,600 a year and a fee of \$5.00 per month per account would bring in \$678,000 in annual revenue. He stated a park utility fee would need to be adopted by ordinance. Director Hudson stated a General Obligation Bond could only be used for capital costs and is repaid through a property tax levy. He noted this funding option would require a public vote. He stated estimated revenues from this type of bond would vary depending on the direction of Council and could be similar to the current transportation bond. Director Hudson stated a Local Option Levy can be used for either a capital levy or an operational levy. He noted funds would be levied on annual property tax statements and requires a vote of the public. He stated estimated revenues based of the FY 19/20 Assessed Value (AV) at \$0.10 per \$1,000 of AV would bring in \$449,230 and at \$0.25 per \$1,000 of AV would bring in \$1,123,080.

Councilor Morrison asked about the estimated SDC fees for commercial and residential fees and the differing dates in the document. Director Hoover stated the data set in the projections only went through 2035 in residential and 2040 for non-residential.

Councilor Morrison asked if maintenance schedules would be upgraded with capital raised. Manager Mueller stated priorities would have to be determined based on aging infrastructure and accessibility issues. Councilor Morrison asked if there is a master list of all the maintenance needs. Director Hoover stated staff has begun work on a new model for managing assets. He stated currently a conditions assessment is being conducted.

Councilor Morrison asked if a General Obligation Bond is for 10 or 20 years. Director Hudson stated the Council can make that determination as long as it is not less than the useful life of the capital. Councilor Morrison asked about the timeframe for a Local Option Levy. Director Hudson stated if it is for capital they can be ten years and for an operating they can be five years.

Councilor Pratt asked if a Utility Fee could be used for either capital or operating expenses. Director Hudson stated the Council could make that determination.

Councilor Pratt would like to see a fund established to set aside money for parks maintenance needs in the future.

Councilor Brooks stated going forward when developing new parks it will be important to look at more efficient park management and build in funding for future repairs.

Councilor Brooks asked about the difference between a General Obligation Bond and a Local Option Levy. Director Hudson stated with a bond you get the money up front and a levy is a tax on assessed value that is collected yearly. Councilor Brooks asked what the more efficient option. Director Hudson stated with a bond you are paying money back with interest so it is more expensive over time. Director Hoover noted that with a bond you can make improvements right away and with a levy the money comes in over times so it is harder to do larger projects.

Councilor Reyes asked how funds are paid back. Director Hudson stated they are both levies on property taxes so you don't pay them back.

Councilor Kellogg asked what would happen if the city does nothing. Director Hoover stated many amenities will have to be closed due to deterioration and safety concerns. He noted in many cases the age of the amenities is beyond repair and will need replacement.

Councilor Kellogg stated he is not in favor of a utility fee as it raises the least amount of money and isn't approved by the voters. He stated he is in favor of a bond but has concerns with the timeline.

Mayor Bubenik stated a levy would be subject to compression the closer you get to \$10.00 per \$1,000 assessed value. He noted the city is currently far enough away from that number so it shouldn't be a problem but is something to consider. Mayor Bubenik stated the utility fee would have a household impact of \$60 a year and a bond would be \$30 per household. He expressed concerns with the timing of a bond since there are a lot of items upcoming and is concerned with bond fatigue.

Councilor Morrison asked what the useful life of park is when financed through a bond. Director Hoover stated it depends on how it is built.

Councilor Morrison stated he is not in favor of a utility fee as he would like to hear from voters on the subject. He added the city is not ready to move forward with a bond at this time as more project identification would need to be done. Councilor Morrison stated his interest is in an operating levy as it raises the most funds.

Mayor Bubenik stated with a levy you still have to garner voter support now and again in five years.

Councilor Reyes stated she would like to hear from citizens on what they want and does not want to rush the process.

Councilor Pratt stated she doesn't want to rush into a bond. She would like to further evaluate funding sources.

Councilor Brooks would like to look at a hybrid funding model with a lower amount spread out over time.

Councilor Pratt asked where funding would come from to further identify projects. Mayor Bubenik stated there is consulting dollars in the general fund.

Mayor Bubenik stated he would like to take the time to work on project prioritization and messaging and put a bond on the ballot when the time is right.

City Manager Lombos suggested the Council proceed with some polling work to see where the citizen's interests are.

Councilor Reyes would like to see a statistically valid survey conducted.

Councilor Morrison would like to see more information on how an operating levy would work.

Councilor Brooks would like to see more information on the current conditions of the parks.

Council consensus was reached to conduct polling on the topic.

2. PERS 101.

Piper Jaffray Managing Director Carol Samuels presented a course on the Public Employees Retirement System (PERS). Ms. Samuels shared information on PERS actuary estimates noting total estimates for the system are \$87 billion dollars. She stated most public employees are covered by the system. Ms. Samuels explained the PERS Board and the three different programs including Tier 1, Tier 2, and OPSRP. She spoke to the actuarial process including the annual valuations that are conducted. It was noted odd year valuations are what set payroll rates. Ms. Samuels explained actuarial pools are grouped in four ways: school pool, state and local government rate pool, independent, and judiciary.

Ms. Samuels provided history on the PERS unfunded liability and legislative changes. She stated the most current changes from the 2019 Legislative Session included SB 1049 with key provisions including the IAP redirect, extension of amortization, work-back provisions, and Final Average Salary limits. It was noted the combined impact of SB 1049 is projected to reduce collared system-wide increase by 5.43% which will have a biennial savings of \$1-1.8 billion. Ms. Samuels highlighted side accounts that were created and designed to reduce payroll rates by having employers deposit extra payments that earn actual PERS returns and are used to reduce payroll rates through rate credits. Finance Director Hudson stated the city established a side account and is already seeing a 2% reduction in the rate.

Councilor Pratt asked about the assumed rate being 8%. Ms. Samuels stated the assumed rate was set at 8% in 1989 and was held until 2015 when it was reduced to 7.2%. She stated the notion of the assumed rate is supposed to predict the long term rate of return on the fund.

Councilor Kellogg asked if all tiers are taken into account when the percentage of liability is calculated. Ms. Samuels stated each employee is embedded into the rates. Councilor Kellogg asked what percentage of each city employee is in each tier. Director Hudson stated 80% of employees are OPSRP.

Adjournment

Mayor Bubenik adjourned the meeting at 7:01 p.m.

Sherilyn Lombos, City Manager

_____ / Nicole Morris, Recording Secretary

_____ / Frank Bubenik, Mayor



OFFICIAL MINUTES OF THE TUALATIN CITY COUNCIL MEETING FOR NOVEMBER 25, 2019

Present: Mayor Frank Bubenik, Councilor Bridget Brooks, Councilor Robert Kellogg, Councilor Paul Morrison, Councilor Maria Reyes, Councilor Valerie Pratt

Absent: Council President Nancy Grimes

Call to Order

Mayor Bubenik called the meeting to order at 7:04 p.m.

Pledge of Allegiance

Announcements

1. New Employee Introduction- Sam Nieman, Library Assistant

Library Director Jerianne Thompson introduced Library Assistant Sam Nieman. The Council welcomed him.

2. New Employee Introduction- Omar Oliveria, Parks Maintenance Technician I

Parks Maintenance Manager Tom Steiger introduced Parks Maintenance Technician Omar Oliveria. The Council welcomed him.

3. New Employee Introduction- Keith VanHouten, Parks Maintenance Technician I

Parks Maintenance Manager Tom Steiger introduced Parks Maintenance Technician Keith VanHouten. The Council welcomed him.

Public Comment

Len Schaber, Rob Fallow and Chris Guettler presented a petition of support from the Borland area property owners requesting annexation into Tualatin. They spoke in support of the city moving forward with the needed traffic study and other pre-planning efforts required in the process.

Consent Agenda

Motion to adopt the consent agenda made by Councilor Kellogg, Seconded by Councilor Reyes. Voting Yea: Mayor Bubenik, Councilor Brooks, Councilor Kellogg, Councilor Morrison, Councilor Reyes, Councilor Pratt

MOTION PASSED

1. Consideration of Approval of the Regular Minutes of November 12, 2019

Public Hearings - Legislative or Other

1. Consideration of a Plan Text Amendment (PTA-19-0004) Proposing to Update the Tualatin Comprehensive Plan to Reflect the Recently Adopted 2019 Sewer Master Plan. Approval of these Amendments would be Codified by Adoption of Ordinance No. 1427-19

Assistant Planner Tabitha Boschetti and Planning Manager Steve Koper presented Plan Text Amendment (PTA) 19-0004 a Sewer Master Plan update. Planner Boschetti stated the objective of the PTA is to update the Tualatin Community Plan to be consistent with the Tualatin Sewer Master Plan. The proposed PTA changes include updates to the Community Plan Chapter 13, updates outdated code references to the previous version of the Sewer Master Plan, and updates outdated technical information. Planner Boschetti noted there are no map changes. She stated all applicable criteria have been met and staff recommends approval of the proposed amendments.

Mayor Bubenik asked how the new state rules will impact the city. Manager Koper stated HB 2001 hasn't issued any new rules at this time. He noted when more information is available staff will work to incorporate them.

PUBLIC COMMENT

None.

COUNCIL DISCUSSION

Councilor Morrison asked if these changes address sewer runoff. Manager Koper stated this plan is for sanitary sewer only. City Engineer Kim McMillian added staff is working on a Stormwater Master Plan that will be presented at a later time and address sewer runoff.

Motion to approve Plan Text Amendment (PTA-19-0004) proposing to update the Tualatin Comprehensive Plan to reflect the recently adopted 2019 Sewer Master Plan made by Councilor Brooks, Seconded by Councilor Pratt.

Voting Yea: Mayor Bubenik, Councilor Brooks, Councilor Kellogg, Councilor Morrison, Councilor Reyes, Councilor Pratt

MOTION PASSED

2. Consideration of a Plan Text Amendment (PTA-19-0003) Proposing to Update the Tualatin Comprehensive Plan to Reflect the Recently Adopted 2018 Parks and Recreation Master Plan. Approval of these Amendments would be Codified by Adoption of Ordinance No. 1427-19

Assistant Planner Tabitha Boschetti and Planning Manager Steve Koper presented Plan Text Amendment (PTA) 19-0003 a Parks and Recreation Master Plan update. Planner Boschetti stated the objective of the PTA is to update applicable elements of the Tualatin Development Code to be consistent with the Parks and Recreation Master Plan updated in 2018 including the Community Plan, the Development Code, and supporting maps and figures. She stated proposed changes include updates to the Community Plan Chapter 15, updates to outdated code references, updates to the Development Code Chapter 74, and updates to maps and figures. Planner Boschetti stated findings have demonstrated the proposal meets the applicable criteria and staff is recommending approval of the proposed amendments.

Manager Koper stated the Planning Commission reviewed the PTA and have forwarded a unanimous recommendation for approval.

Councilor Brooks asked what happens when a citizen removes a street tree and does not replace it. City Manager Lombos stated there is a Street Tree program that is ran through the Parks and Recreation Department that requires a permit to do so. She stated she would send Council more information on the program.

Councilor Morrison asked about the changes to the SW section of the maps. Planner Boschetti stated the changes being made are to address property owner concerns.

PUBLIC COMMENT

Vice-Chair Christine Sacco from the Tualatin Parks and Recreation Committee spoke in favor of the PTA.

COUNCIL DISCUSSION

None.

Motion to approve Plan Text and Map Amendment (PTA-19-0003/PMA-13-0003) proposing to update the Tualatin Comprehensive Plan, Tualatin Development Code, and Transportation System Plan to reflect the Tualatin Parks and Recreation Master Plan updated in 2018 made by Councilor Pratt, Seconded by Councilor Morrison.

Voting Yea: Mayor Bubenik, Councilor Brooks, Councilor Kellogg, Councilor Morrison, Councilor Reyes, Councilor Pratt

MOTION PASSED

General Business

1. Consideration of **Ordinance No. 1427-19** Relating to the Parks and Recreation Master Plan and Sewer Master Plan; Amending Tualatin Development Code Chapters 13, 15, 31, 36, 39, 41, 42, 43, 44, 49, 50, 51, 52, 55, 57, 60, 61, 64, 72, 73C, and 74; Amending the Transportation System Plan; Deleting Figure 3-4; Amending Figure 11-4; and Amending Maps 72-2 and 74-1 (PTA 19-0003), (PTA 19-0004), and (PMA 19-0003)

Motion for first reading by title only made by Councilor Kellogg, Seconded by Councilor Pratt.

Voting Yea: Mayor Bubenik, Councilor Brooks, Councilor Kellogg, Councilor Morrison, Councilor Reyes, Councilor Pratt

MOTION PASSED

Motion for second reading by title only made by Councilor Pratt, Seconded by Councilor Morrison.

Voting Yea: Mayor Bubenik, Councilor Brooks, Councilor Kellogg, Councilor Morrison, Councilor Reyes, Councilor Pratt

MOTION PASSED

Motion to adopt Ordinance No. 1427-19 relating to the Parks and Recreation Master Plan and Sewer Master Plan; Amending Tualatin Development Code Chapters 13, 15, 31, 36, 39, 41, 42, 43, 44, 49, 50, 51, 52, 55, 57, 60, 61, 64, 72, 73C, and 74; amending the Transportation System Plan; deleting Figure 3-4; amending Figure 11-4; and amending Maps 72-2 and 74-1 (PTA 19-0003), (PTA 19-0004), and (PMA 19-0003) made by Councilor Kellogg, Seconded by Councilor Reyes.

Voting Yea: Mayor Bubenik, Councilor Brooks, Councilor Kellogg, Councilor Morrison, Councilor Reyes, Councilor Pratt
MOTION PASSED

2. Consideration of **Resolution No. 5477-19** Recommending Approval by the affected Metropolitan Area Communications Commission (MACC) Member Jurisdictions of the Transfer of Control of the Cable Franchises Granted to Verizon Northwest, Inc. in 2007, and Transferred to Frontier Communications Corporation in 2009, now to Northwest Fiber, LLC, with Conditions

Information Services Director Bates Russell, MACC Administrator Thaddeus Girard, and Frontier Government Internal Affairs Manager Jessica Ely presented a resolution to transfer control of the cable franchise.

Councilor Reyes stated she participated in the MACC meetings where the discussions about the transfer and transition of the franchise occurred.

Councilor Morrison asked how this effects Clackamas County residents since MACC only represents Washington County. Mr. Girard stated the franchise represents unincorporated Washington County as well.

Councilor Reyes asked if there will be any interruptions in service and when the changes will be announced publically. Ms. Ely stated the only thing that will change will be the customer facing name for consumers.

Councilor Kellogg asked if the facility in Tualatin will be sold. Ms. Ely stated all facilities will be transferred.

Councilor Morrison asked what would happen if the Council denies the transfer. Ms. Ely stated all 11 cities have to approve the transaction for it to be completed.

Mayor Bubenik asked about customer education on the transition. Ms. Ely stated they must have all the cities and the states approvals before that process can start. She noted it is anticipated to begin in June 2020.

Motion to adopt Resolution No. 5477-19 recommending approval by the affected Metropolitan Area Communications Commission (MACC) member jurisdictions of the transfer of control of the cable franchises granted to Verizon Northwest, Inc. in 2007, and transferred to Frontier Communications Corporation in 2009, now to Northwest Fiber, LLC, with conditions made by Councilor Kellogg, Seconded by Councilor Pratt.

Voting Yea: Mayor Bubenik, Councilor Brooks, Councilor Kellogg, Councilor Morrison, Councilor Reyes, Councilor Pratt
MOTION PASSED

3. Tualatin 2040 Project: Policy Priorities

Planning Manager Steve Koper, Senior Planner Karen Fox, and Economic Development Manager Jonathan Taylor presented an update on the Tualatin 2040 policy priorities. Planner Fox stated staff is nearing completion of the project. Staff has included the draft policy priorities in the packet for Council consideration. Planner Fox stated through this process five key documents have been completed: the Housing Needs Analysis, Housing Policy Strategy, Economic Opportunities Analysis, Economic Policy Strategy, and the 2040: Policy Priorities.

Planning Commission Chair Bill Beers presented a unanimous recommendation from the commission.

Planner Fox spoke to community engagement on the project and recapped the housing and economic policy strategies. Manager Koper stated next steps include council consideration of adoption of the final policy priorities at the December 9th meeting. He noted if the Policy Prioritization is accepted at the meeting further resolutions will come forward to include updates to the comprehensive plan, development code, and the economic strategic plan.

Councilor Pratt asked about the definition of community planning. Manager Koper stated examples of community planning include the parks and transportation planning that has been completed.

Councilor Morrison clarified the difference between affordable and low income housing and the differences in need.

Councilor Reyes stated she attended the Diversity Task Force and they are looking forward to affordable housing coming to Tualatin.

Councilor Brooks stated she has concerns with making housing in a market like ours affordable. She stated she likes that this plan addresses mixed use, density with transportation in mind, and community planning.

Councilor Kellogg stated this plan is a step in the right direction for addressing density in the city. He added he thinks it is important to separate the Comprehensive Plan from the Development Code so the city can be more nimble in the future with changes. Mayor Bubenik concurred the separation needs to be made.

Mayor Bubenik asked if Basalt Creek will fall under this plan. Manager Koper cautioned the timing of both projects.

Councilor Morrison asked why the Metro housing numbers and Tualatin's don't align. Manager Koper stated Metro's numbers are based off the population forecast over a 20 year planning horizon and the city's numbers are based off what zoning is currently.

Council consensus was reached to endorse the document as presented.

4. Consideration of Recommendations from the Council Committee on Advisory Appointments

Motion to approve the recommendations made by Councilor Brooks, Seconded by Councilor Reyes.

Voting Yea: Mayor Bubenik, Councilor Brooks, Councilor Kellogg, Councilor Morrison, Councilor Reyes, Councilor Pratt

MOTION PASSED

Council Communications

Mayor Bubenik reminded citizens of the upcoming Starry Nights and Holiday Lights event to be held on December 6 at the Tualatin Commons.

Councilor Morrison announced Councilor Dirksen is not running for re-election as a Metro Councilor.

Councilor Reyes announced the Diversity Task Force will holding their first Posada on December 18, 7pm, at the Tualatin Library.

Councilor Kellogg announced there will be a Transportation Forum held by the county on December 3 from 5:30-7:30 p.m. at the Oregon Nurses Association building in Tualatin. He encouraged citizens to attend.

Adjournment

Mayor Bubenik adjourned the meeting at 9:15 p.m.

Sherilyn Lombos, City Manager

_____ / Nicole Morris, Recording Secretary

_____ / Frank Bubenik, Mayor



OFFICIAL MINUTES OF THE TUALATIN CITY COUNCIL WORK SESSION FOR DECEMBER 9, 2019

Present: Mayor Frank Bubenik, Council President Nancy Grimes (arrived at 5:59 p.m.), Councilor Bridget Brooks, Councilor Robert Kellogg, Councilor Paul Morrison, Councilor Maria Reyes, Councilor Valerie Pratt

Mayor Bubenik called the meeting to order at 5:31 p.m.

1. Street Lighting Conversion.

Public Works Director Jeff Fuchs and Management Analyst Nic Westendorf presented three approaches to the ongoing ownership and management of the City's street lights. In each approach they worked with PGE to determine upfront and lifetime costs using a Net Present Value analysis. This analysis was precipitated by immediate capital improvement needs in the system. Analyst Westendorf stated High Pressure Sodium Vapor (HPSV) lights are no longer supported and need to be upgraded to Light Emitting Diode (LED) lights at a cost of \$1.6 million. He added the City will also need to replace 630 laminated wood poles at a cost of \$1.2 million. These costs combined total \$2.8 million to maintain the City's current infrastructure.

Analyst Westendorf stated there are three options for the Council to consider:

Option A: PGE owns and maintains poles and lights.

Option B: The City owns and maintains everything. This approach most closely aligns with the City's current ownership model.

Hybrid Option: The City owns poles and PGE owns lights.

Analyst Westendorf stated staff recommends converting to Option A or the Hybrid option.

Councilor Pratt asked how much staff time is involved with the Hybrid Option. Director Fuchs said it is hard to guess hours, but staff time would be spent coordinating with PGE rather than in ongoing maintenance.

Councilor Pratt asked whether circumstances would be changed in 20-years assuming the City selects each option. Director Fuchs stated that under Option B, it would be the City's responsibility to determine what to do. Under the Hybrid Option and Option A, PGE would be deciding.

Councilor Brooks asked if staff time went in to the numbers provided. Analyst Westendorf stated staff time was not included in the costs presented.

Councilor Brooks asked if the timeline for replacement of the wood poles in the Hybrid Option and Option A is the same. Director Fuchs responded it is.

Councilor Brooks asked if there is a replacement in the future for current LED technology. Director Fuchs responded PGE is looking at LED lights today. LED technology will likely change and may be more efficient in the future.

Councilor Morrison asked for clarification on the way payments are made by the City and residents. Finance Director Don Hudson stated billing for street lights is on a monthly basis and the City transfers one-seventh of the road utility fund to the road operating fund to pay for street lights which does not fully cover the cost. Residents pay the remaining through gas tax.

Councilor Morrison asked for clarification on reduced monthly costs. Analyst Westendorf stated the reduction is a result of energy savings from LED lights. In addition, Option B assumes the City will retain ownership over the 630 poles over their lifetime (once replaced). In Option A and the Hybrid Option, those poles will be transferred to PGE immediately (Option A) or once they reach their end-of-life (Hybrid Option).

Councilor Morrison asked what the City would plan to do with the \$1.6 million upfront payment from PGE in Option A. Director Hudson responded it would be reserved to offset future costs.

Councilor Morrison asked whether City staffing would be reduced in Option A or the Hybrid Option. Director Fuchs stated staffing would likely not be reduced because of existing workloads.

Councilor Morrison asked how 5G installation may impact the poles. Director Fuchs stated regardless of ownership (PGE or City), 5G would be required to cover the cost of the pole.

Councilor Kellogg asked how the City would finance the increased lifetime cost in Option A or the Hybrid Option. Director Hudson responded we would likely be able to finance the increase with annual fund balance savings. He noted increases to the road utility fund are reliant on population increases. Councilor Kellogg expressed concerns with the City's ability to sustain increased lifetime costs.

Councilor Kellogg asked if the City's Ordinance allows the pole owner or the owner of the right-of-way to collect the attachment fee when small cell comes in. City Attorney Brady responded whoever utilizes that pole has to get a permit from the City and pay an attachment fee, regardless of pole ownership. Councilor Kellogg asked how the lease fee is collected and if the FCC regulated that. Attorney Brady stated the FCC does not regulate private property. Cities are restricted on what they can and cannot do in this area, but the FCC has not done anything with the utility owners themselves.

Councilor Kellogg asked whether the City's agreement with PGE could include language allowing the City to purchase poles back at any time. Analyst Westendorf stated the agreement could include that language. A representative from PGE indicated the buy-back amount is currently unknown. Councilor Kellogg expressed dissatisfaction with the Hybrid Option not including a payment from PGE.

Mayor Bubenik asked how the Hybrid Option would be financed in year one as it has not been budgeted for. Analyst Westendorf stated the City determines when to start the clock. Waiting presents a liability and inconvenience. There would be some cost savings because the City currently budgets \$100,000 annually for pole replacement which would no longer be needed. Director Hudson added staff would assess the priorities in the budget each year and likely rely on contingency in the first year to make up any difference.

Councilor Brooks asked what type of material would the replacement poles be. Analyst Westendorf responded it would be a fiber material.

Mayor Bubenik asked how long it would take PGE to get out for replacement with Option A or the Hybrid Option. Analyst Westendorf stated it would be about 3 years with each option.

Councilor Morrison, Councilor Pratt, Council President Grimes, and Councilor Brooks all spoke in favor of Option A.

Councilor Kellogg spoke in favor of the Hybrid Option as he feels it gives the city time to work through any budget implications. Mayor Bubenik concurred.

Council consensus was reached to proceed with the hybrid option.

2. Council Meeting Agenda Review, Communications, and Roundtable.

Council Communications were postponed until the Council meeting. Councilor Morrison requested Item 2 be removed from the Consent Agenda.

Adjournment

Mayor Bubenik adjourned the meeting at 6:50 p.m.

Sherilyn Lombos, City Manager

_____ / Nicole Morris, Recording Secretary

_____ / Frank Bubenik, Mayor



City of Tualatin

CITY OF TUALATIN Staff Report

TO: Honorable Mayor and Members of the City Council
THROUGH: Sherilyn Lombos, City Manager
FROM: Nic Westendorf, Management Analyst II
DATE: January 13, 2020

SUBJECT:

AN ORDINANCE EXTENDING THE PORTLAND GENERAL ELECTRIC FRANCHISE TO A DATE CERTAIN OF JUNE 30, 2020; MAKING RETROACTIVE APPLICATION OF THE ORDINANCE; AND DECLARING AN EMERGENCY

RECOMMENDATION:

Approval of Ordinance 1431-20 extending the Portland General Electric Franchise to a date certain of June 30, 2020, retroactive as of January 1, 2020.

EXECUTIVE SUMMARY:

The current Franchise Agreement with Portland General Electric (PGE) ended on December 31, 2019. City staff are working with PGE to negotiate a short-form franchise agreement but were not able to agree on all terms and conditions before the termination of the existing agreement.

To protect both parties staff recommends extending the current Franchise Agreement until June 30, 2020, retroactive as of January 1, 2020. This will provide time for staff to complete an extension to bring before Council for consideration sometime before the extension expires.

OUTCOMES OF DECISION:

The current Franchise Agreement, Ordinance No. 1295-09, will be extended to June 30, 2020. Staff will work with PGE on a revised short-form franchise agreement for the Council to consider prior to the expiration of the extension.

ALTERNATIVES TO RECOMMENDATION:

Do not extend the current PGE Franchise Agreement to June 30, 2020. This would result in the Right of Way Ordinance governing all work done by PGE until a new Franchise Agreement is approved. This is not recommended by staff as it would result in unnecessary, short-term changes to PGE's work within the City.

FINANCIAL IMPLICATIONS:

None. This is an extension of the current agreement and no changes to fees or revenue are proposed.

Any potential changes would occur once the new Franchise Agreement is entered into this summer.

ATTACHMENTS:

- Ordinance 1431-20

ORDINANCE NO. 1431-20

AN ORDINANCE EXTENDING THE PORTLAND GENERAL ELECTRIC FRANCHISE TO A DATE CERTAIN OF JUNE 30, 2020; MAKING RETROACTIVE APPLICATION OF THE ORDINANCE; AND DECLARING AN EMERGENCY

WHEREAS, the City of Tualatin ("City") adopted Ordinance No. 1295-09 to grant Portland General Electric, ("PGE") a "Franchise for Ten Years to Erect, Construct, Maintain and Operate within the City of Tualatin an Electric Light and Power System" ("Franchise");

WHEREAS, the Franchise called for automatic renewal for another 10-year period, unless one party sent notice of its intent not to renew;

WHEREAS, the City sent notice of intent not to have the franchise automatically renew and by its terms the Franchise was to end on December 31, 2019;

WHEREAS, the City adopted Tualatin Municipal Code (TMC) Chapter 3-6 (Utility Facilities in the Rights-of-Way) to permit and manage reasonable access to the City's rights-of-way for utility purposes;

WHEREAS, TMC 3-6-270 allows the City to enter into franchise agreements to clarify, enhance, expand, waive, or vary the provisions of TMC Chapter 3-6, consistent with applicable state and federal law;

WHEREAS, the City and PGE have been negotiating a "short-form" franchise agreement, but have not agreed on all terms and conditions; and

WHEREAS, the City wishes to extend the Franchise to a date certain of June 30, 2020 to allow the parties to operate under the same Franchise terms and conditions, until such time as the parties can come to agreement on a new short-form franchise.

THE CITY OF TUALATIN ORDAINS AS FOLLOWS:

Section 1. The Franchise Agreement adopted by Ordinance No. 1295-09, except Section 2(B), is extended to June 30, 2020.

Section 2. Emergency Clause; Ordinance Retroactive. This ordinance is necessary for the immediate protection of the public peace, health, safety and welfare and shall take effect immediately upon adoption and its application is retroactive to January 1, 2020.

INTRODUCED AND ADOPTED by the City Council this 13th day of January, 2020.

CITY OF TUALATIN, OREGON

BY _____
Mayor

APPROVED AS TO FORM

ATTEST:

BY _____
City Attorney

BY _____
City Recorder