

TIGARD RIVER TERRACE FUNDING STRATEGY

ADDENDUM

E. TRANSPORTATION (REVISED)¹

E.1 Overall Findings

Transportation infrastructure for River Terrace is required for new vehicle, pedestrian, and bicycle facilities. Traditionally, Tigard has worked in partnership with ODOT (responsible for upgrades to state facilities) and Washington County (responsible for county facilities). Tigard is responsible for upgrades to local routes, which include neighborhood routes and collector roads. Typically, developer construction/dedications are required for new neighborhood routes, and a mix of local funding sources are used to fund new collector routes and capacity expansion.

The City of Tigard's existing transportation funds are generally committed and not available for investing in new transportation improvements in River Terrace over the next five years. Tigard is in the process of considering a new local city-wide and/or sub-district transportation SDC (TSDC) to supplement the funds it receives from the Transportation Development Tax (TDT), which was approved by Washington County voters in 2008 and enacted in 2009.

The City will need to continue to work closely with Washington County to design/construct intersection connections with Scholls Ferry Road and Roy Rogers Road. In addition to developer funding of neighborhood routes, Development Agreements could be utilized to allow private developers to advance financing for road segments and intersection improvements (may be eligible for TSDC credits and reimbursement).

E.2 Public Facility Costs

Transportation infrastructure needs and costs are significant and often contingent on when and where new development occurs. Total transportation capital costs (for collector and arterial improvements and selected local neighborhood roads and trails) are estimated at \$139.1 million. Within the next 20-years, the capital cost for city facilities are expected to be approximately \$57.6 million, of which \$36 million is expected to be the city cost after accounting for developer dedications and state/county project funding (see **Exhibit 18**).

The near term project improvements include: the first phase of River Terrace Boulevard; a traffic signal at Roy Rogers Road/Bull Mountain road intersection; and a traffic signal at the Scholls Ferry Road/River Terrace Boulevard intersection.² The long term project needs (by year 2035) are expected to include all other road extensions, intersection improvements, and selected multi-use trails listed in **Exhibit 18**.

¹ This funding section for transportation was revised to take into account Tigard City Council input received at a City Council workshop on Sept. 23, 2014; and public input received on Sept. 30, 2014.

² It should be noted that the timing of signalized intersections on Washington County facilities and local cost sharing funding responsibilities are unknown at this time and will depend upon subsequent county signal warrant analysis and full funding agreements.

In addition to the projects listed in Exhibit 18, the River Terrace Transportation System Plan (TSP) addendum identifies additional projects that would likely be needed beyond year 2035 or would likely be led by Washington County or ODOT. The list of capital projects not reflected in Exhibit 18 includes:

- A portion of the north-south 3 lane collector that is planned to extend from Lorenzo Lane to Bull Mountain Road (ID#6B)
- Extension of 161st Ave. from Woodhue St. to Beef Bend Road (ID#11)
- Widening of Roy Rodgers Road (ID#22)
- Improving 150th Ave. from Bull Mountain Rd. to Beef Bend Road (ID#23)
- Some improvements where new streets meet existing collector streets
- 99W/Walnut Street intersection, added turn lanes (ID#24)
- 99W/Bull Mountain Road intersection, added north bound turn lane (ID#25)
- 99W/Durham Road intersection, added turn lanes (ID#26)

The transportation projects listed above and a portion of their capital cost may be considered as a component of a Tigard citywide TSDC, which has been estimated for River Terrace Funding Strategy purposes to be \$5,000 per dwelling unit (average).

E.3 Funding Scenarios

Five scenarios have been evaluated for funding the transportation infrastructure in River Terrace, as shown **Exhibit 19**. Each scenario includes some allocation of the city's street fund (which utilizes local and state fuel tax), the TDT, and developer dedications (for neighborhood streets and portions of new collector streets).

Funding Scenario A is considered to be most consistent with current practices used by the City of Tigard and would not be adequate for generating the amount of funding necessary to construct the transportation improvements listed in Exhibit 18.

Funding Scenario B adds citywide and sub-district TSDCs to the mix of funding sources.

Funding Scenario C includes a citywide TSDC and assumes the creation of a new River Terrace Urban Renewal District, which would require citywide voter approval.

Funding Scenario D includes a citywide TSDC, sub-district TSDC, LIDs, and G.O. Bonds, and does not include a urban renewal district.

Funding Scenario E includes a citywide TSDC and River Terrace district TSDC (in addition to the existing TDT) and assumes a transportation street utility fee surcharge of \$18/month within the River Terrace district.

After comparing these scenarios, using the evaluation criteria shown in Exhibit 20, Scenario E received the highest overall score.

Exhibit 18: Transportation Infrastructure Costs

Transportation Facilities, Costs and Timing		Capital Cost	City Cost*	Near Term	Potential Funding Lead	Funding Options
Project ID 2	Extend Lorenzo Ln. from West UGB to Roy Rodgers Rd.	\$2,500,000	\$225,000	<input type="checkbox"/>	City of Tigard	Local TSDC, TDT and street fund
Project ID 3	Extend Lorenzo Ln. from Roshak Rd. to Roy Rodgers Rd.	\$3,500,000	\$875,000	<input type="checkbox"/>	City of Tigard	Local TSDC, TDT and street fund
Project ID 5	3 lane N-S collector from Scholls Ferry to Lorenzo Ln. extension					
	Phase 1	\$9,262,500	\$6,287,500	<input checked="" type="checkbox"/>	City of Tigard	Local TSDC, TDT and street fund
	Phase 2	\$4,987,500	\$3,342,500	<input type="checkbox"/>	City of Tigard	Local TSDC, TDT and street fund
Project ID 6	3 lane N-S collector from Lorenzo Ln. extension to Bull Mountain Rd. (phase 1)	\$6,000,000	\$2,850,000	<input type="checkbox"/>	City of Tigard	Local TSDC, TDT and street fund
Project ID 7	3 lane N-S collector from Bull Mountain Rd. to the south UGB (phase 1)	\$9,750,000	\$5,200,000	<input type="checkbox"/>	City of Tigard	Local TSDC, TDT and street fund
Project ID 8	2 lane E-W collector between Roy Rodgers Rd. and N-S collector	\$2,500,000	\$50,000	<input type="checkbox"/>	City of Tigard	Local TSDC, TDT and street fund
Project ID NA	River Terrace Trail from Roy Rodgers Rd. to 150th Ave.	\$3,600,000	\$3,600,000	<input type="checkbox"/>	City of Tigard	Local TSDC, street fund, Metro/State grants and/or GO bond
Project ID 13	Roy Rogers Road / E-W collector traffic signal	\$1,000,000	\$1,000,000	<input type="checkbox"/>	WA County, City	Local TSDC, TDT and street fund
Project ID 14	Roy Rogers Road / Bull Mountain Rd traffic signal	\$1,000,000	\$1,000,000	<input checked="" type="checkbox"/>	WA County, City	Local TSDC, TDT and street fund
Project ID 15	Roy Rogers Road / Lorenzo Ln. extension traffic signal	\$1,000,000	\$1,000,000	<input type="checkbox"/>	WA County, City	Local TSDC, TDT and street fund
Project ID 16	Scholls Ferry Road / N-S collector traffic signal	\$1,000,000	\$1,000,000	<input checked="" type="checkbox"/>	WA County, City	Local TSDC, TDT and street fund
Project ID 18	Bull Mountain Rd. / N-S collector intersection or roundabout	\$1,500,000	\$1,500,000	<input checked="" type="checkbox"/>	WA County, City	Local TSDC, TDT and street fund
Project ID 19	E-W collector / N-S collector intersection or roundabout	\$2,000,000	\$1,300,000	<input type="checkbox"/>	City of Tigard	Local TSDC, TDT and street fund
Project ID 20	Woodhue St. / 161st Ave. extension intersection or roundabout	\$2,000,000	\$1,300,000	<input type="checkbox"/>	City of Tigard	Local TSDC, TDT and street fund
Project ID 21	Improve Bull Mountain Rd. from Roy Rodgers Rd. to Roshak Rd.	\$4,000,000	\$3,431,000	<input type="checkbox"/>	WA County, City	Local TSDC, TDT and street fund
Project ID NA	Improvements where new streets meet existing streets (Neighborhood) Near Term	\$500,000	\$500,000	<input checked="" type="checkbox"/>	City	Street fund
Project ID NA	Improvements where new streets meet existing streets (Neighborhood) Long Term	\$1,500,000	\$1,500,000	<input type="checkbox"/>	City	Street fund
Total Cost		\$57,600,000	\$35,961,000			

* reflects estimated city cost share after adjusting for the value of developer dedications (not eligible for TDT/TSDC credits) and non-city funding contribution

Exhibit 19: Transportation Funding Scenarios

Potential Funding Options	Funding Scenarios					Notes
Funding Source	A	B	C	D	E	
Fund Transfers	<input checked="" type="checkbox"/>	City may transfer local or state fuel tax revenue to transportation projects				
Utility Fee (existing city wide)	<input type="checkbox"/>	Funds are dedicated to street maintenance not capital construction				
Transportation System Development Charge (TSDC)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	City may establish new TSDC on new development citywide
River Terrace (RT)-TSDC (new Subdistrict)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	City may establish new RT-TSDC on new development in RT subdistrict
TDT (existing)	<input checked="" type="checkbox"/>	Existing TDT is charged to new development				
Special Taxing District	<input type="checkbox"/>					
LID or Reimbursement Dist. (new)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	LIDs may provide important "gap" funding; requires 51%+ property owner approval
Urban Renewal District (new)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	City voters may establish new URD in RT subdistrict
Tax Levy (new citywide GO bond)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Citywide voters may establish GO bonds for selected transportation improvements
Grants	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Street Utility Fee Surcharge in RT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	New street utility fee surcharge in RT subdistrict
Developer*	<input checked="" type="checkbox"/>	Developers to provide neighborhood transportation facilities and can receive TDT/SDC credits for constructing eligible public facilities				
Preliminary Ranking	5	4	2	3	1	

*Developers to provide neighborhood transportation facilities and can receive TDT/SDC credits for constructing eligible public facility improvements.

E.4 Evaluation

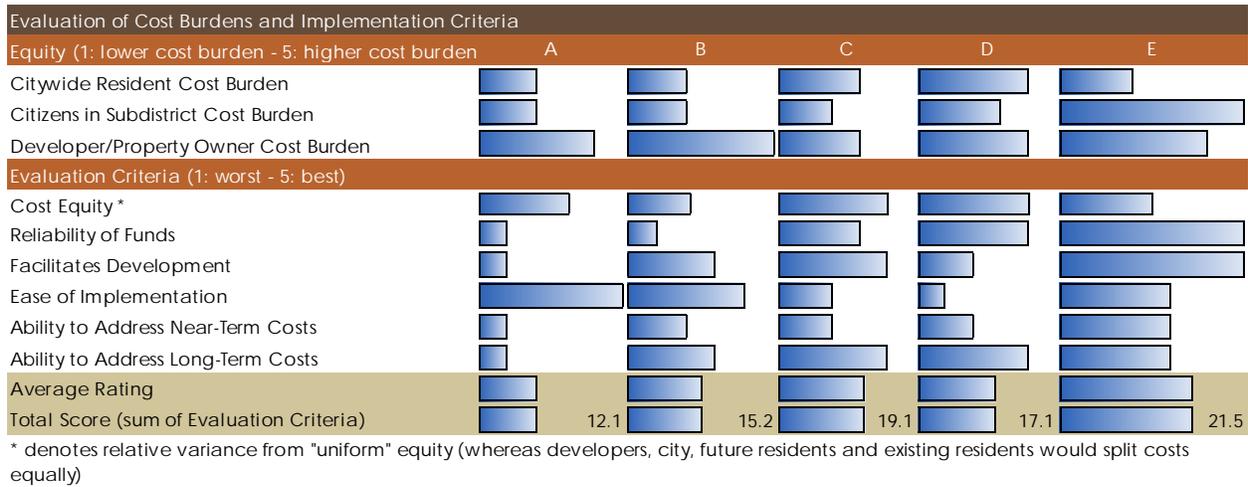
Scenario E is the recommended transportation funding scenario since it received the highest average rating with high marks for equity, facilitating development, reliability of funds, ease of implementation, and ability to address near-term and long-term costs.

Scenario C placed second in the evaluation, but since it relies on the creation of a voter-approved urban renewal district, it is very complex and difficult to implement, and may not generate adequate funding which could delay facility construction and delay development for many years.

Scenario D would also be difficult to implement, since it would rely upon a voter-approved GO Bond, and would not facilitate development, since it would rely on relatively high TSDC and LID costs per dwelling unit.

Scenarios A and B are not likely to generate adequate long-term funding to implement the planned transportation facilities (see **Exhibit 20**).

Exhibit 20: Transportation Funding Evaluation



E.5 Analysis of Preferred Funding Scenarios

Funding Scenario E assumes that the City provides approximately \$150,000/year in street funds (state or local fuel tax revenue) to projects in River Terrace, which equates to \$3M over the next 20 years. Additionally, it is assumed that a new citywide TSDC is created (cost per dwelling unit assumed to be \$5,000 at this time with 75% of funding allocated to RT); and a new River Terrace district TSDC generates an additional \$3,000 per average dwelling unit (100% of funding allocated to RT); and 75% of the TDT revenue collected in River Terrace stays in River Terrace. A new River Terrace Transportation/Street Utility Fee surcharge of \$18/month would also generate much needed funding (\$5M over 20 years) for capital projects in River Terrace. Cost sharing among developers, Washington County and ODOT could result in additional funding for selected facilities listed above. See **Exhibit 21** for details.

Exhibit 21: Transportation Funding Strategy, Scenario E

Draft Recommended Funding Strategy (Scenario E)

Funding Mechanism	Who Pays?	How Much \$?	Notes
Fund Transfers	Citizens	Avg. \$150,000 a year contributions	Could come from local or state gas tax funds
SDC (Citywide)	Developers (citywide)	\$5,000 per dwelling (avg)	New citywide SDC; assumes 75% allotted to RT district
TDT (existing)	Developers (citywide)	TDT = \$6,323 per dwelling (avg)	Existing TDT (assumes 75% allotted to RT district)
SDC (RT Subdistrict)	Developers (RT only)	Subdistrict Transportation SDCs = \$3,000 per dwelling (avg)	New subdistrict SDC (100% dedicated to RT)
Street Utility Fee Surcharge in RT	Property Owners (RT only)	\$18/month surcharge	100% dedicated to RT projects
Street Dedications	Developers (RT only)	Local street and ROW dedications	Focus is usually for on site improvements
Grants	State/Metro citizens	\$900,000	focus on trails
WA County (cost share)	County property owners/citizens	varies	County roadway improvements
ODOT/Metro (cost share)	State/Metro citizens	varies	Hwy 99 improvements