



LAND USE & TRANSPORTATION MEMORANDUM

Office of the Director

Date: April 20, 2021

To: North Bethany County Service District for Roads Budget Subcommittee

From: Stephen Roberts, Director

A handwritten signature in blue ink, appearing to read "SR", is written over the printed name "Stephen Roberts, Director".

RE: Meeting summary and follow up materials from April 9, 2021 Budget Subcommittee meeting

Thank you again for your time on April 9 and for your help shaping the Fiscal Year 2021-22 North Bethany County Service District for Roads budget proposal. At the meeting, our four community members unanimously supported the following funding allocations totaling \$10.8 million for FY 2021-22:

- \$8.7 million to complete construction of the Springville Road Ph. 4 project (PCC entrance to Joss Avenue). Total estimated project cost is \$10.5 million (\$1.8m previously allocated + proposed \$8.7m allocation).
- Up to \$2.1 million toward design and construction of potential improvements on Kaiser Road between Springville Road and Sato School:
 - Improvements could be constructed in the event that Taylor Morrison opts not to proceed with voluntary Kaiser Road improvements and/or a decision is delayed much longer.
 - Initial focus on pedestrian safety improvements – interim or permanent. These may include wide road shoulders, pedestrian paths, sidewalks, and/or one or more pedestrian crossings.
 - Staff will prepare pedestrian improvement options and cost estimates to be shared with this subcommittee for feedback.

In addition, please see the following attachments:

1. April 9 Budget Subcommittee meeting summary (4 pages)
2. Updated “Cost-to-Complete” memo, including Springville Road Phase 4, Kaiser Road, and a table showing the current status of all 12 projects in the North Bethany Transportation Funding Strategy that are eligible for public funding, with updated cost-to-complete estimates for the remaining projects (2 pages)

I look forward to seeing you at the May 12 Budget Committee briefing and May 27 budget public hearing. Please let me know if you have questions or comments. I can be reached at stephen_roberts@co.washington.or.us or 503-846-3798.

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North Bethany County Service District for Roads (NBCSDR) Budget Subcommittee Meeting Summary

April 9, 2020

NBCSDR Budget Subcommittee members (all were present):

- Kathryn Harrington, County Board Chair*
- Pam Treece, District 2 County Commissioner
- Sarah Beachy, NBCSDR Budget Committee community member
- Dan Reid, NBCSDR Budget Committee community member
- Fuhua Xu, NBCSDR Budget Committee community member
- Bruce Young, NBCSDR Budget Committee community member

* Departed the meeting at 6:30 due to a conflicting event.

Washington County staff present:

- Stephen Roberts, Director of Land Use & Transportation (LUT)
- Sheila Giambrone, Sr. Administrative Services Manager, LUT
- Sarah Lundin, Administrative Assistant, LUT
- Michael Nemeyer, Client Services Technician (meeting technical support)

The meeting was convened at approximately 5:05 p.m.

Information presented:

Staff reviewed the [presentation](#) posted in advance of the meeting on the [district's web page](#).

Topic outline:

- North Bethany background
- North Bethany Transportation Funding Strategy
- Development and road improvement status
- Fiscal Year 2020-21 funding allocation review: \$900,000 to complete design of Springville Road Ph. 4 (PCC entrance to Joss Avenue)
- Fiscal Year 2021-22 funding snapshot
- Staff recommendation for Fiscal Year 2021-22 funding allocation: \$8.7 million (in addition to \$1.8 million already allocated for design and engineering) to construct Springville Ph. 4 improvements (PCC entrance to Joss Avenue)
- Future meetings/budget approval steps

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April 9, 2021

Presentation and Discussion:

- Staff noted the completion of several improvements on Springville Road over the past couple of years and that the current Springville Road improvement project between Joss Avenue and Kaiser Road (Springville Phase 3) should be substantially complete by June 2021.
- Staff noted the remaining roadway deficiencies and sidewalk gaps on Brugger Road may be addressed with upcoming development activity.
- There was discussion about the anticipated longer-term timing of the western extension of Shackelford Road to 185th Avenue. The North Bethany Transportation Funding Strategy assumed a future allocation of \$7.3 million, which was assumed to be about half the cost of a long bridge that will be needed to span Rock Creek. The most recent cost estimate for the road extension is approximately \$22 million, including the bridge. No funding has been identified at this time. It is anticipated that the Shackelford extension will most likely be constructed in conjunction with future development of the land between North Bethany and 185th Avenue. The subject property is rural, but is designated as an urban reserve, meaning it could be added to the regional urban growth boundary by Metro within the next 45 years. After adding the property to the urban growth boundary, additional community planning work would be required before development can commence.
- It was noted that while the recent connection of Ernst Street to Kaiser Road has provided another route into and out of the community, completing Shackelford Road between Brugger Road and Kaiser Road will help alleviate traffic on Joss Avenue and Brugger Road. Staff noted they are continuing to monitor development activity in this area, which will construct some of the missing segments of Shackelford Road. At some point, the County may want to step in to complete gaps on “holdout” properties that are not expected to develop for the foreseeable future. It was also noted that opening Shackelford to Kaiser would increase traffic on Kaiser Road.
- After a long period of inactivity during their corporate acquisition process, Taylor Morrison (formerly Polygon) recently restarted discussions with County staff about Taylor Morrison’s potential construction of voluntary Kaiser Road improvements. In exchange for constructing credit-eligible transportation improvements, Taylor Morrison would be granted credits against their Transportation Development Tax (TDT) and/or North Bethany Transportation System Development (TSDC) charges for residential units they construct. They are working with County staff to refine estimates of TDT/TSDC credit eligibility. These voluntary Kaiser Road improvements would be a combination of “ultimate” improvements (with sidewalks and bike lanes constructed to County standards) in areas where the ultimate right-of-way width is available, and “interim” improvements (such as a road shoulder or pedestrian path to accommodate cyclists and

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April 9, 2021

pedestrians) in areas where the ultimate right-of-way is not available. It remains uncertain at this time whether or when Taylor Morrison will make Kaiser Road improvements. County staff hope to get more clarity in the next few weeks or months.

- Community representatives noted that traffic volumes and pedestrian activity are increasing on Kaiser Road even though there are few sidewalks and limited roadway shoulders in some areas. If Taylor Morrison opts not to construct the voluntary Kaiser Road improvements, or if the decision is delayed much longer, the subcommittee members present unanimously supported having staff evaluate construction of interim pedestrian safety measures on Kaiser Road, particularly in the area between Ernst Street and Sato Elementary School, and to set aside funding in the upcoming budget that would be available for that purpose. Staff agreed to prepare some potential improvement candidate concepts and preliminary cost estimates and share them with the subcommittee for feedback.
- County staff agreed to update “cost-to-complete” estimates for the County to deliver the remaining road improvements identified in the North Bethany Funding Strategy.

Public comment:

Steve Barker, a Multnomah County property owner, asked whether any improvements are planned for Germantown Road due to increasing traffic. Stephen Roberts noted that the North Bethany Transportation Funding Strategy did not allocate funds for any improvements on Germantown Road, but suggested Mr. Barker share his concerns so they could be discussed with Multnomah County staff. Mr. Barker agreed to follow up with Mr. Roberts.

FY 2021-22 budget recommendation:

The four community members on the subcommittee unanimously supported the following funding allocations totaling \$10.8 million for Fiscal Year 2021-22:

- \$8.7 million to complete construction of the Springville Road Ph. 4 project (PCC entrance to Joss Avenue). Total estimated project cost is \$10.5 million (\$1.8m previously allocated + proposed \$8.7m allocation).
- Up to \$2.1 million toward design and construction of potential improvements on Kaiser Road between Springville Road and Sato School:
 - Improvements could be constructed in the event that Taylor Morrison opts not to proceed with voluntary Kaiser Road improvements and/or a decision is delayed much longer.

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- Initial focus on pedestrian safety improvements – interim or permanent. These may include wide road shoulders, pedestrian paths, sidewalks, and/or one or more pedestrian crossings.
- Staff will prepare pedestrian improvement options and cost estimates to be shared with this subcommittee for feedback.

The meeting was adjourned at approximately 6:45 p.m.

North Bethany County Service District for Roads

“Cost-to-Complete” Estimates

Updated April 19, 2021

The following information updates the project cost estimates that were provided to the Budget Committee in May 2020.

Springville Road Phase 4 “cost-to-complete” estimate

- Springville Phase 4 refers to the segment between the PCC Rock Creek Campus entrance and Joss Avenue.
- Improvements will include widening Springville Road to provide three vehicle lanes (one lane each way plus center turn lane/median), buffered on-street bicycle lanes, sidewalks, street lighting, a potential traffic signal at the Springville/Joss intersection (subject to meeting traffic signal warrants), and associated stormwater conveyance and water quality treatment facilities.
- The total estimated project cost is \$10.5 million.
- A total of \$1.8 million has previously been allocated to this project—\$900,000 in FY 2019-20 for preliminary design (up to 50%) plus an additional \$900,000 in FY 2020-21 to complete final design and get the project to “ready for construction” status.
- **The remaining anticipated funding allocation needed to complete construction is \$8.7 million** (\$10.5 million total cost - \$1.8 million allocated to date = \$8.7 million remaining funding need).

Kaiser Road “cost-to-complete” estimate

- This “cost-to-complete” estimate addresses the portion of Kaiser Road from Springville Road to Ridgeline Drive (north of Sato school).
- Improvements would include widening Kaiser Road to provide three vehicle lanes (one lane each way plus center turn lane/median), bicycle facilities, sidewalks, street lighting, and associated stormwater conveyance and water quality treatment facilities.
- These cost estimates assume Washington County will be responsible for project design/engineering, right-of-way acquisition, project construction and administration.
- No funding has been allocated for these improvements to date.

Segment	Estimated Cost
Southern (Springville Road to Brugger Road)*	\$4.5 million
Middle (Brugger Road to Shackelford Road)*	\$4.0 million
Northern (Shackelford Road to Ridgeline Road)	\$4.5 million
Total “cost-to-complete” estimate	\$13.0 million

* The southern and middle segments were jointly identified as project 6 in the original North Bethany Funding Strategy Project List

NBCSDR “Cost to Complete” Estimates

April 19, 2021

Updated North Bethany Funding Strategy Project List with unfunded cost-to-complete estimates

This table lists the original project segments from the 2011 North Bethany Transportation Funding Strategy, including original cost estimates, provides the current status of each segment and the estimated unfunded amount that would be needed for Washington County to design and construct those portions of the projects that have not been completed to date.

Project #	Project Description	Original Estimate (2011)	Project Status (March 2021)	Unfunded Cost-to-Complete Estimate
1	Shackelford (west boundary to Brugger)	\$9.3 M	Complete	N/A
2	Shackelford (Brugger to Kaiser)	\$8.8 M	About 20% complete; expect most of the remainder to be built with development	\$9.0 M
3	Springville Ph. 1, 2 & 4 (185th to Joss)	\$11.1 M	Ph. 1 & 2 complete; Ph. 4 in design	\$8.7M
4	Springville Ph. 3(Joss to Kaiser)	\$3.6 M	\$5.4M construction funding allocated; completion in summer 2021	N/A
6	Kaiser (Shackelford to Springville) ¹	\$7.8 M	Potential voluntary improvement by developer	\$8.5 M
7	185th (Springville to West Union)	\$4.5 M	Complete	N/A
9	Shackelford (½ cost of bridge over Rock Creek)	\$7.3 M	Long-term horizon (pending future UGB expansion)	\$7.3 M
10	185th/Springville Intersection	\$0.9 M	Complete	N/A
11	Kaiser (Springville to Bethany)	\$6.1 M	Interim bike lane/sidewalk improvement completed; ultimate improvement not funded	\$6.1 M
12	Brugger (Joss to Kaiser)	\$3.2 M	About 85% complete; expect remainder to be built with development in FY 2021-22.	\$2.5 M
13	Joss/Brugger (Shackelford to Brugger)	\$4.1 M	About 95% complete; expect remainder to be built with development	\$0.5 M
14	160th Ave/P15 (Springville to Brugger)	\$2.3 M	Complete	N/A
Totals:			\$69.0 M	\$42.6 M²

Table Notes:

1. This project extent does not include the portion of Kaiser Road north of future Shackelford Road (the “northern” segment identified in the Kaiser Road cost-to-complete estimate on Page 1).
2. Excluding the remaining project segments that staff anticipates may be constructed by development (projects 2, 6, 12 and 13), the unfunded cost-to-complete drops to an estimated \$22.1 million.