



Regional Freight Investments Projects

Name of Project Basalt Creek Ext: Grahams Ferry Rd to Boones Ferry Rd

(project name will be adjusted to comply with ODOT naming convention if necessary)

Project application

The project application provides in depth process, location and project definition details and serves as the nomination form for project funding consideration. **Project applications should be kept to 12 pages total per project.** The application form is available electronically at:

<http://www.oregonmetro.gov/rffa>. Please complete the following:

Project Definition

Project Description

- Facility or area: street(s), intersection(s), or area:

Basalt Creek Parkway in the Basalt Creek Planning Area

- Beginning facility or milepost (west or north end): Grahams Ferry Road
- Ending facility or milepost (east or south end): Boones Ferry Road
- Provide a brief description of the project elements:

Response: This project will complete Basalt Creek Parkway, the key new arterial roadway providing industrial freight access identified in the Basalt Creek Planning Area, a Regionally Significant Industrial Area. The extension of Basalt Creek Parkway would have an east-west alignment that would cross the Seely Ditch with a 600 foot long bridge at a location that minimizes bridge length and provides excellent slopes to support a bridge structure.

- City (ies): Tualatin, Wilsonville
- County(ies): Washington County

Base project information

- Corresponding RTP project number(s) for the nominated project.

Response: The Basalt Creek Parkway extension is RTP Project #11470, which would construct a new 5-lane east-west arterial with bike lanes and sidewalks between Grahams Ferry Road and Boones Ferry Road.

- Attach a completed Public Engagement and Non-discrimination checklist (Appendix A).

Response: A completed Public Engagement and Non-discrimination checklist is attached.

- Purpose and need statement (The purpose and need statement should address the criteria as they apply to the project, for example: decrease delay for freight vehicles in accessing the X industrial area from Interstate 205 to accommodate expected growth in the consolidation and

distribution of A, B, C commodity sectors. Project will have co-benefit of reducing transit delay on the ZZ Frequent Bus line from the Y area that has significant populations of persons with low-income).

Response: The project:

- (1) Reduces freight vehicle delay while increasing freight reliability and access for the development of 1,700 acres of surrounding industrial and employment lands in Basalt Creek, Coffee Creek, West Railroad, Southwest Tualatin Concept, and Tonquin Employment planning areas.
 - (2) Provides system link improvements that would lower gas consumption, and reduce air toxics and particulate matter.
 - (3) Removes constraints from development of industrial lands supporting the creation of family wage jobs that provide social inclusion.
 - (4) Increases safety and mitigates conflicts between freight movements with commuting bicyclists by separating the cyclists from the vehicular lanes used by freight.
 - (5) Result in a reduction of freight detours through Environmental Justice communities, reducing impacts such as noise and emissions.
 - (6) Leverage unallocated remaining MSTIP funds in the Basalt Creek Planning Area, where \$51 million in transportation improvements is already being invested in short-term projects.
 - (7) Provides multi-modal improvements within the project extents, and decreases the need for expansion of SW Grahams Ferry Road and SW Day Road.
- Description of post implementation measurement of project effectiveness (Metro staff is available to help design measurement methodologies for post-construction project criteria performance).

Response: Post implementation metrics are proposed for measuring the effectiveness of the project construction on safety, freight mobility, and industrial development.

Safety effectiveness would be measured through monitoring crash rates, severity, and types of crashes during design and then again when at least one year of data is available after project construction.

Freight mobility effectiveness would be measured by determining the difference in intersection operational level of service (LOS) for the primary truck-turning movements. Intersection traffic counts would be taken that reflects vehicle type as well as volumes. The LOS would be determined during design and then again approximately one year after project construction. The project would be considered successful for freight mobility if the LOS for the primary truck-turning movements is improved.

Effectiveness for the project's ability to support industrial development would be evidenced by issuance of land development permits to Title 4 lands designated by Metro as Employment, Industrial, or Regionally Significant Industrial Area within the vicinity. Specifically, the project would be deemed successful if development permits are issued to any industrial or commercial development that adds trips to the Basalt Creek/Grahams Ferry Road intersection, Grahams Ferry Road/Day Road intersection, or Basalt Creek/Boones Ferry Road intersection, but does not result in additional intersection improvements being required. Development effectiveness would be assessed at one year after project construction. If effectiveness is not yet apparent, this metric would be assessed again at three years after project construction.

Project Cost and Funding Request Summary

- Attach a completed Cost Methodology worksheet (see Appendix E or alternative cost methodology). Describe how the project cost estimate was determined, including details on project readiness and ability for project funding to be obligated within the 2019-21 timeframe. Reference availability of local match funds, status of project development relative to the requirements of federal-aid projects, and indicators of political and community support.

Response: The attached project cost estimate was determined based upon a methodology worksheet similar to the one provided in Appendix E. To support the provided estimate is Part I, II, and III of the ODOT Project Prospectus for Basalt Creek Pkwy: Grahams Ferry Rd - Boones Ferry Rd for Key Number 19358.

The Right-of-Way estimate was developed by County Right-of-Way staff. Parcels potentially impacted by the Basalt Creek Parkway Extension were recently appraised as part of either the County's 2013 Boones Ferry Road Widening, or the current SW 124th Avenue Extension Project. The Right-of-Way agent had access to recent appraisals in the area as well as relocation costs, demolitions and land uses.

The project will be commencing the P.E. phase upon the impending execution of Washington County's agreement with ODOT. The project's design and permitting will be completed in time for these funds to be obligated and the right-of-way to be acquired within the 2019-21 timeframe.

Local match funds through the MSTIP Opportunity Fund have been approved for use upon RFFA Award. The project is supported politically by the Washington County Coordinating Committee, City of Tualatin, City of Wilsonville, and City of Sherwood. Letters of support have been provided by the City of Tualatin and City of Wilsonville.

- Total project cost
(Include and describe any cost elements beyond those funded by the request + match):

Response: The total project cost is estimated at about \$31,178,000. The applicant notes that this is less than the \$57,900,000 indicated in the 2014 RTP, which also included costs for the

portion of Basalt Creek Parkway now under construction between 124th Avenue and Grahams Ferry Road.

The P.E. and Environmental phases are estimated at \$2,376,017 total. The Right-of-Way phase is estimated at \$4,000,000 total. The construction phase, including overall project contingencies, is estimated at \$28,798,000.

- RFFA funding request by project phase:
(e.g. Project Development, P.E., Environmental, ROW acquisition, Construction)

Response: The applicant requests \$3,000,000 in 19-21 RFFA funds for the Right-of-Way phase.

- Local match or other funds
(Minimum match = 10.27% of funds requested + match):

Response: The applicant is committed to the \$308,100 minimum match plus an additional \$691,900, together totaling \$1,000,000. Washington County's commitment represents 33.33% match of the funds requested, and would be provided by the MSTIP Opportunity Funds.

Map of project area

- Provide a map of the project consistent with instructions in Appendix B.

Response: A map of the project is attached, and consistent with the instructions in Appendix B.

Project sponsor agency

Contact information (phone # & email) for:

- Application lead staff - Russell Knoebel, Principal Engineer,
Russell_Knoebel@co.washington.or.us, (503) 846-7861
- Project Manager (or assigning manager) - Renus Kelfkens, Project Manager,
Renus_Kelfkens@co.washington.or.us, (503) 846-7808
- Project Engineer (or assigning manager) - Russell Knoebel
- Describe the agency's record in delivering federal aid transportation projects on time and budget or whether the lead agency has failed to deliver a federal aid transportation project and if so, why.

Response: To date, Washington County has never failed to deliver a federal aid transportation project, and is an agency well experienced in delivering projects with ODOT review and administration. Washington County has delivered numerous federal aid transportation projects in recent years, including Oleson Road Bridge over Fanno Creek, nine American Recovery and Reinvestment Act of 2009 (ARRA) projects, Meacham Road Bridge over Dairy Creek, the Banks-Vernonia Trail Extension, and Tualatin Sherwood Road ITS Phase 1. Within this same period, the County delivered several projects successfully for the Oregon Jobs in Transportation Act as well as projects with County and City funding. Washington County continues to deliver federal aid projects including Safe Routes to School projects, and Tualatin Sherwood Road ITS Phase 2 currently in construction.

- Describe how the agency currently has the technical, administrative and budget capacity to deliver the project, with an emphasis on accounting for the process and requirements of federal aid transportation projects.

Response: Washington County is a robust organization with proven experience in transportation planning and capital project management. The Land Use and Transportation Department routinely handles numerous planning and capital projects at any given time, including 47 current capital projects and numerous transportation planning projects. The Engineering and Construction Services Division alone delivers an estimated \$50 million annually in projects of various sizes and complexities.

Washington County has committed funding set-aside through the P.E., Environmental, and Right-of-Way phases via the Major Streets and Transportation Improvement Program (MSTIP) 3d and MSTIP Opportunity Funds.

Highest priority criteria

1. What additional sources of funding, and the amounts, will be leveraged by an investment of regional flexible funds in the proposed project?

Response: Washington County has committed an expenditure of \$51 million to roadway and freight infrastructure within this project's general vicinity through design and current construction of the 124th Avenue Extension, realignment and widening of Tonquin Road, constructing Basalt Creek Parkway from Tonquin Road to Grahams Ferry Road, widening and improving the profile of Grahams Ferry Road from Tonquin Road to Day Road, and widening and safety improvements on Boones Ferry Road from Norwood Street to Day Road.

In addition to the \$51 million mentioned above, the Basalt Creek Extension's Preliminary Engineering (P.E.) and Environmental phases are funded at their estimated \$2,376,017 total. Funding is through the STP (16-18 RFFA Award) of \$2,132,000 plus \$244,017 in Washington County MSTIP 3d funds.

Washington County MSTIP Opportunity Funds would provide \$1,000,000 towards the Right-of-Way Phase, with the requested 19-21 RFFA Award providing the remaining \$3,000,000 to complete the right-of-way acquisitions. The project would not receive the MSTIP Opportunity Funds if the RFFA is not awarded.

The project's \$28,798,000 construction phase is currently unfunded. However, the project is listed on Washington County's MSTIP 3e 150% Project List, with up to \$4,000,000 identified in the 5 year funding cycle between FY 18-19 and FY 22-23. The MSIP 3e funding would be used as the construction phase local match of approximately \$3,000,000 for federal fiscal aid through the STP, with any excess amounts reimbursing the MSTIP Opportunity Fund.

This 19-21 RFFA Award would allow the MSTIP 3e funds to be leveraged and secure the construction phase funding identified through the STP.

With the P.E. phase funded and IGA's between Washington County and ODOT to commence the project's design, all of the funding would be aligned to deliver a completed project within the MSTIP 3e funding cycle.

The project is also expected to leverage private investments in the area for development and infrastructure. The Industrial Site Readiness project conducted by Washington County in 2014 and 2015 studied 7 large-lot industrial sites (25+ acres) in the South County Industrial Area, adjacent to or near Basalt Creek Parkway. This Metro CPGD grant-funded study identified that infrastructure and annexation are the two largest barriers to development of these sites. The new extension of 124th Avenue and the proposed extension of Basalt Creek Parkway will make the area more attractive for investment. The County is partnering with the Tualatin Valley Water District on aligning the 124th Avenue road project with the Willamette Water Supply pipeline investment, and has identified other opportunities to align investments cost-effectively. Investing in the transportation system of this area will impact the economic vitality of the entire region.

2. Describe the freight vehicle delay problem and how the proposed project will reduce this problem.

Response: Upon completion of the current construction of the 124th Avenue extension and Basalt Creek Parkway from 124th Avenue to Grahams Ferry Road, the corridor route to provide industrial access to I-5 and Elligsen Road interchange will be through Day Road. The resulting route along Grahams Ferry Road and Day Road is projected to exceed each facility's 3 lane capacity in the PM peak hour by 2020. The intersection of Grahams Ferry Road/Day Road is projected to be nearing its mobility standard under the 2020 scenario, projected to have a volume/capacity ratio of 0.98 and congesting the through traffic and left-turning freight movement between the industrial lands and the interstate freeway.

This project is intended to provide an alternate freight route to Interstate 5 southbound at Elligsen Road via SW Boones Ferry Road. This will result in more freight reliability by offering routes that allow right turns and through movements, instead of left turns. As documented in the Basalt Creek Transportation Refinement Plan, this project would construct the key new roadway link that addresses a location with known reliability issues. It will prolong the use of the available capacity of Grahams Ferry Road at least 10 years.

3. How will the proposed project increase freight access to industrial lands, employment centers and local businesses, and/or rail facilities for regional shippers?

Response: The Basalt Creek Extension project is located amidst several industrial land planning areas, and also serves existing employment centers, trucking businesses, quarries, and industrial sites.

The project site is located within Basalt Creek Planning Area, identified by Metro to be a Regionally Significant Industrial Area. The project would also serve the West Railroad Planning Area and Coffee Creek Planning Area. These 775 acres of industrial lands currently rely on capacity along Grahams Ferry Road. The Southwest Tualatin Concept Planning Area, a

614 acre industrial area to the west, has identified Grahams Ferry Road as a key route to access Interstate 5. Likewise, the Tonquin Employment Area further west on Tonquin Road will add trips to access Interstate 5 as its 300 acres of industrial lands develop.

In total, the project would provide safe freight access and reduced delays to approximately 1,700 acres of industrial and employment lands. The freight safety and access benefits would be realized both during their construction (quarries, asphalt, and concrete plants are located to the west) and afterward as freight increases to serve the developments themselves.

4. How will the proposed project help support economic sectors that are low-carbon and resource efficient? How will the proposed project offer economic opportunities for Environmental Justice or underserved communities?

Response: The new roadway link will allow the surrounding 1,700 acres of industrial lands to be more "development ready" attracting those economic sectors that are low-carbon and resource efficient, such as industrial production of solar products, LED products, and smart appliances. The new roadway link itself will accommodate the looping of utility pathways, whose availability, proximity, and reliability is extremely important in the go/no-go decision of siting industrial developments.

The roadway and bridge construction will directly create family-wage jobs available to Environmental Justice and underserved communities, as well as be a catalyst of family-wage job creation within the adjacent industrial areas.

Higher priority criteria

5. How will the proposed project improve safety? Describe how conflicts between freight vehicles and active transportation or other modes will be removed or mitigated.

Response: Potential conflicts between freight and existing commuting bicyclists are a safety concern within the general project vicinity. Cyclists commute along Grahams Ferry Road and along Boones Ferry Road between the residential areas of Tualatin to the north and the Coffee Creek and City of Wilsonville industrial areas to the south. The undulating terrain can be challenging for these active transportation choices. Commuting cyclists have been seen to accelerate downhill in order to increase their momentum for uphill climbs, rolling through intersections instead of stopping.

In order to mitigate the potential conflicts between freight and active transportation, the improvements would provide intersection approach profile grades between 2-3% with adequate sight distance for vehicles, trucks, and cyclists alike. This will decrease the likelihood of cyclists rolling through the intersection. Intersection crossings at Grahams Ferry Road and Boones Ferry Road would be signalized.

Additionally, the new roadway will include, at a minimum, buffered bike lanes (5 ft wide, with 2 ft buffers) and sidewalks to separate cyclists and pedestrians from the vehicular lanes used by freight. Intersections would have corner radii accommodating the freight turn movements

while clearly demarking areas and movements for pedestrians and cyclists in accordance with the NATCO guidelines.

Although additional roadway approaches are not currently planned to introduce new conflict areas, grade separated crossings of non-vehicular modes, such as a north-south trail being planned in the Basalt Creek Concept Plan, would occur in the future under the proposed 600 ft long bridge or an undercrossing of Basalt Creek Parkway. In addition, the bridge width would allow for any future east-west trail connections in the Basalt Creek Concept Plan to the Ice Age Tonquin Trail.

6. How will the proposed project reduce air toxics or particulate matter in the project area? What is the current air quality condition of the project area? What strategies (e.g. diesel retrofit trucks, engine change outs, etc.) will be used during construction and after the implementation (e.g. diesel retrofit trucks, etc.) of the project to reduce air pollution?

Response: The proposed project is in an area relatively near Interstate 5, mapped by the Regional Equity Atlas to have 21 to 40 times above the State of Oregon's clean air benchmarks.

The Basalt Creek Extension project would reduce vehicle and freight VMT by providing a new limited access roadway link that serves as an alternate route to other more congested options. By allowing a more direct route, vehicle and freight idling will be reduced, preventing air pollution that would otherwise occur.

7. Describe the EJ communities which are in proximity to the proposed project area. How will the project reduce the impacts of freight movement on these communities (e.g. reduced noise, traffic, land use conflicts, emissions, etc.)?

Response: The Regional Equity Atlas indicates "Above 20.75% Populations of Color" are located in south Tualatin census tracts north of SW Avery Street, and in north Wilsonville census tracts, south of SW Elligsen Road. Most of the same Tualatin and Wilsonville census tracts also indicate an "Above 6.73% Populations in Poverty". The general project vicinity indicates "Above 23.68% Youth (ages 0-17)". These communities more frequently use active transportation choices, where proximity to high volumes of freight traffic may make their modes of travel feel unsafe.

The Basalt Creek Transportation Refinement Plan Technical Report, Figure 53, shows that with the Basalt Creek Extension in place, traffic would be reduced on nearly all roads in the south Tualatin EJ communities, reducing noise, emissions, and land use conflicts. As shown on the Technical Report's Figure 55, traffic would additionally be reduced in the north Wilsonville EJ communities west of Interstate 5. The project's proposed roadway extension would therefore help minimize freight related impacts of the industrializing community located these two EJ community centers.

By providing this new roadway link, thereby reducing freight traffic through the proximate EJ communities, the project increases safety for active transportation choices, increasing transportation equity.

8. Describe the freight reliability issues the proposed project is intended to address. What are the anticipated improvements to reliability this project will deliver?

Response: Upon completion of the current construction of the 124th Avenue extension and Basalt Creek Parkway from 124th Avenue to Grahams Ferry Road, the corridor route to provide industrial access to Interstate 5 and Elligsen Road interchange will be through Day Road. The resulting route along Grahams Ferry Road and Day road is projected to exceed each roadway's 3 lane capacity by 2020. The intersection of Grahams Ferry Road/Day Road is projected to be nearing its mobility standard under the 2020 scenario, congesting the left-turning freight movement between the industrial lands and the interstate freeway.

This project is intended to provide an alternate freight route to Interstate 5 southbound at Elligsen Road via SW Boones Ferry Road. This will result in more freight reliability by offering routes that allow right turns and through movements, instead of left turns. As documented in the Basalt Creek Transportation Refinement Plan, this project would construct the key new roadway link to addresses a location will have known reliability issues.

A 2013 letter from Knife River states that improvements in this area would have an immediate impact to delivery times and make delivery more reliable. The letter states that Knife River intends to maintain operations in this area for a long time in the future and they see improvements to roads in this area as investments in the future by decreasing freight vehicle delay and increasing freight reliability and safety.

Priority criteria

9. Why may the proposed project not be eligible to receive funding from other potential sources? Is the project of an innovative or unique nature such that it is not eligible or typically funded with large, traditional transportation funding sources such as state trust fund pass through to local agencies, local bridge program, or large state funding programs (Modernization, Bridge, Preservation, etc.), or have any other significant sources of funds?

Response: The proposed project is a new arterial roadway with a long bridge crossing natural resources in a developing Regionally-Significant Industrial Area. It is intended to be constructed before the inevitable traffic congestion problem, to spur development more quickly. The large state funding programs are geared toward those that enhance and replace existing infrastructure, rather than construct new roadway links.

The project is not eligible to receive Congestion Mitigation and Air Quality Improvement funds as it is not one of the 17 project types that may qualify. Although the project includes a new bridge, it does not qualify for Local Agency Bridge funding since it would not be a bridge replacement or rehabilitation.

The STP Allocation to Cities, MPOs & Counties, with local match, is funding the P.E. phase under ODOT Key 19358. With the large overall project cost, funding from every available source will be necessary to complete the project.

These project improvements would exceed the development requirements conditioned upon adjacent property owners as part of the normal course of development. Due to the large changes in grade, anticipated bridge and retaining walls, and their associated impacts to properties not in their control, a public agency improvement would be required.

10. Describe how the proposed project reduces the need to expand highway capacity.

Response: This final link of Basalt Creek Parkway will reduce the need to expand Day Road, the existing roadway parallel route to the south, and Grahams Ferry Road, the connecting road between SW Day Road and Basalt Creek Parkway. Both facilities will realize increased congestion as industrial development occurs within the surrounding 1,700 acres.

According to the Basalt Creek Transportation Refinement Plan, the traffic benefits of Basalt Creek Parkway between Tonquin Road and Grahams Ferry Road (now in construction) will not be realized until this project is completed. Without the proposed improvements, both Day Road and Grahams Ferry Road could experience significant congestion, delaying freight travel to and from Interstate 5.

11. Describe how the proposed project addresses issues and improves connectivity among multiple freight modes.

Response: The extension of Basalt Creek Parkway would improve the freight access between the 1,700 acres of surrounding Regionally-Significant Industrial Areas and Interstate 5, a statewide freight corridor. The freight-designated truck route would create a new connection between Grahams Ferry Road and Boones Ferry Road, two designated truck routes. It would provide the final link creating a through over-dimensional truck route along SW 124th Avenue and Basalt Creek Parkway, between Highway 99W to the northwest and Boones Ferry Road to the southeast.

The project will also complete a portion of the "Southern Arterial", as described in the I-5 to 99W Connector Study, providing an arterial connection between 99W and Interstate 5 between Sherwood and Wilsonville.

Process

- Describe the planning process that led to the identification of this project and the process used to identify the project to be put forward for funding consideration. (Answer should demonstrate that the process met minimum public involvement requirements for project applications per Appendix A)

Response: On June 10, 2010 the METRO Council adopted the 2035 Regional Transportation Plan, whose Project List included several projects related to the proposed I-5 to Hwy 99W Connector Project Alternative 7 "Southern Arterial".

The RTP called for detailed project planning and near term construction of an extension of SW 124th Avenue from Tualatin-Sherwood Road to the I-5/Elligsen Road interchange,

supporting industrial access from the Tonquin Employment, Southwest Tualatin, and Basalt Creek Planning Areas.

On December 11, 2012, the Basalt Creek Policy Advisory Group (PAG), which consisted of elected officials and key staff from the project's five partner agencies, recommended adoption of the Basalt Creek Transportation Refinement Plan Recommendations. The purpose of this refinement plan was to determine the major transportation system connecting Tualatin-Sherwood Road to I-5 in North Wilsonville through the Basalt Creek Planning Area. This study built on the analysis and findings of the I-5 to 99W Connector Study, the SW Tualatin Concept Plan, the Wilsonville Coffee Creek Concept Plan, the Washington County TSP, and Metro's 2035 RTP. The recommended roadway framework is being used by Washington County, Wilsonville and Tualatin as they develop a concept plan for the Basalt Creek Area.

This project is one of the projects mentioned in the Basalt Creek Transportation Refinement Plan Recommendations because it would make an immediate impact to freight reliability while serving a regionally significant industrial area and the future build out of the Basalt Creek Planning Area and thousands of jobs. Washington County selected this project to be put forward for RFFA funding consideration as a continuation of an existing project now funded only through the Preliminary Engineering phase.

Public engagement was performed as part of the Basalt Creek Transportation Refinement Plan starting in 2011 and completed in early 2013, following Metro's requirements in place at that time. The public was provided with information on the planning process and concepts being explored through two broad mailings, a website sharing the concepts, and two open houses that attracted about 80 participants per event. Public stakeholders were also able to attend the Policy Advisory Group meetings, and Tualatin and Wilsonville Councils received briefings open to the public. Presentations were given to Tualatin Citizen Involvement Organization 5, and had information stations at both Tualatin and Wilsonville Transportation System Plan open houses. Meetings were held in accessible forums, including public schools and city offices.

Washington County's adoption of the recommendations from the Basalt Creek Transportation Refinement Plan was included in its Transportation System Plan (TSP) 2035 update. Open House notices for community events held in January 2014 offered translation services with prior notice. Community meetings were held in accessible forums, including schools and churches, and public comments were considered throughout the process. Prior to the TSP adoption, notification of the public hearings at Planning Commission and Board of Commissioners was posted on its website.

Washington County follows its, "PUBLIC INVOLVEMENT GUIDELINES FOR TRANSPORTATION PLANNING, PROGRAMS AND PROJECTS", adopted on October 7, 2014. This document reiterates the County's commitment to follow Title VI of the Civil Rights Act. Title VI and Executive Order 13166 require "Improving Access to Services for Persons with Limited English Proficiency (LEP)." The County's process did reduce language barriers that may impede access to engagement activities by people who may not be proficient in English as well

as ensured low income communities and communities of color were and are engaged. To ensure opportunities for meaningful access by people who have a limited ability to speak English, the County utilizes the implementation principles found in Metro's "Limited English Proficiency Plan", which provides a needs assessment and implementation steps for providing language assistance.

In addition, the County provides assistance to disabled populations and complies with the Americans with Disabilities Act of 1990 (ADA). The County provides reasonable accommodations and services for persons who require special assistance to participate in engagement activities. Services are available, with reasonable notices for requests, for persons with hearing or speech loss, who have a physical disability or who are visually disabled. Anyone interested in this can call 503-846-4530 or email lutdir@co.washington.or.us for additional information or to make a request for additional assistance.

Although this funding request is for the Right-of-Way phase, through which notification would follow state right-of-way acquisition processes, the applicant is committed to following the Environmental Justice Appendix A checklist through its earlier project development and design process.

- Describe how you coordinated with regional or other transportation agencies (e.g. Transit, Port, ODOT, Metro, Freight Rail operators, ODOT Region 1, Regional Safety Workgroup, and Utilities if critical to use of right-of-way) and how it impacted the project location and design.

Response: Transportation agencies have been involved in the planning efforts that have been underway for more than a decade for this area of the region. The Metro Council adopted its 2035 Regional Transportation Plan ("2035 RTP" on June 10, 2010 via Metro Ordinance 10-1241B. The RTP called for detailed planning and near term construction of an extension of 124th Avenue from Tualatin-Sherwood Road to the Interstate 5/Elligsen Road interchange, supporting industrial access from the existing Tonquin Employment Area near Oregon Street, and the proposed Southwest Tualatin Concept and Basalt Creek planning areas.

This project is an outcome of the Basalt Creek Transportation Refinement Planning process. Participating transportation agency stakeholders included ODOT Region 1, Metro, City of Wilsonville, City of Tualatin, and Washington County. The process included performing an alternatives analysis that considered 3 corridor level alignments and a hybrid refinement, and considered future overcrossings of Interstate 5. The project location is supported by these 5 transportation agency stakeholders, and was selected based upon its traffic analysis and benefit, cost considerations, travel patterns, policy, and public involvement.

At the request of the multi-agency group, field visits and a detailed topographical analysis were performed to find an optimal alignment, balancing cuts and fills and minimizing risks and costs associated with crossing the Seely Ditch and its surrounding natural resources. The project alignment has since been adopted into the Washington County Transportation System Plan, and is reflected in the City of Tualatin and City of Wilsonville's continued planning of the Basalt Creek Planning Area.

APPENDIX A – ENVIRONMENTAL JUSTICE COMPLIANCE

Public engagement and non-discrimination certification

Regional flexible funds 2019-21

Background and purpose

Use of this checklist is intended to ensure project applicants have offered an adequate opportunity for public engagement, including identifying and engaging historically underrepresented populations. Applications for project implementation are expected to have analyzed the distribution of benefits and burdens for people of color, people with limited English proficiency and people with low income compared to those for other residents.

The completed checklist will aid Metro in its review and evaluation of projects.

Instructions

Applicants must complete this certification, including a summary of non-discriminatory engagement (see Section B), for projects submitted to Metro for consideration for 2019-21 regional flexible funding.

Project sponsors should keep referenced records on file in case of a dispute. Retained records do not have to be submitted unless requested by Metro.

Please forward questions regarding the public involvement checklist to regional flexible funds allocation project manager Dan Kaempff at daniel.kaempff@oregonmetro.gov or 503-813-7559.

1. Checklist

Transportation or service plan development

- At the beginning of the agency's transportation or service plan, a public engagement plan was developed to encourage broad-based, early and continuing for public involvement.
Retained records: public engagement plan and/or procedures
- At the beginning of the agency's transportation or service plan, a jurisdiction-wide demographic analysis was completed to understand the location of communities of color, limited English proficient and low-income populations, disabled, seniors and youth in order to include them in engagement opportunities.
Retained records: summary of or maps illustrating jurisdiction-wide demographic analysis
- Public notices included a statement of non-discrimination (Metro can provide a sample).
Retained records: public engagement reports including/or dated copies of notices
- Throughout the process, timely and accessible forums for public input were provided.
Retained records: public engagement reports including/or descriptions of opportunities for ongoing engagement, descriptions of opportunities for input at key milestones, public meeting records, online or community survey results

- Throughout the process, appropriate interested and affected groups were identified and contact information was maintained in order to share project information, updates were provided for key decision points, and opportunities to engage and comment were provided.

Retained records: *public engagement reports including/or list of interested and affected parties, dated copies of communications and notices sent, descriptions of efforts to engage the public, including strategies used to attract interest and obtain initial input, summary of key findings; for announcements sent by mail or email, documented number of persons/groups on mailing list*

- Throughout the process, focused efforts were made to engage underrepresented populations such as communities of color, limited English proficient and low-income populations, disabled, seniors and youth. Meetings or events were held in accessible locations with access to transit. Language assistance was provided, as needed, which may include translation of key materials, using a telephone language line service to respond to questions or take input in different languages and providing interpretation at meetings or events.

Retained records: *public engagement reports including/or list of community organizations and/or diverse community members with whom coordination occurred; description of language assistance resources and how they were used, dated copies of communications and notices, copies of translated materials, summary of key findings*

- Public comments were considered throughout the process, and comments received on the staff recommendation were compiled, summarized and responded to, as appropriate.

Retained records: *public engagement reports or staff reports including/or summary of comments, key findings and final staff recommendation, including changes made to reflect public comments*

- Adequate notification was provided regarding final adoption of the plan or program, at least 15 days in advance of adoption, if feasible, and follow-up notice was distributed prior to the adoption to provide more detailed information. Notice included information and instructions for how to testify, if applicable.

Retained records: *public engagement reports or final staff reports including/or dated copies of the notices; for announcements sent by mail or email document number of persons/groups on mailing list*

Project development

This part of the checklist is provided in past tense for applications for project implementation funding. Parenthetical notes in future tense are provided for applicants that have not completed project development to attest to ongoing and future activities.

- At the beginning of project development, a public engagement plan was (is budgeted to be) developed to encourage broad-based, early and continuing opportunity for public involvement.

Retained records: *public engagement plan and/or procedures*

- At the beginning of project development, a demographic analysis was (is budgeted to be) completed for the area potentially affected by the project to understand the location of

communities of color, limited English proficient and low-income populations, disabled, seniors and youth in order to include them in engagement opportunities.

Retained records: *summary of or maps illustrating demographic analysis*

- Throughout project development, project initiation and requests for input were (will be) sent at least 15 days in advance of the project start, engagement activity or input opportunity.

Retained records: *public engagement reports including/or dated copies of notices*

- Throughout project development, public notices included (will include) a statement of non-discrimination.

Retained records: *public engagement reports including/or dated copies of notices*

- Throughout project development, timely and accessible forums for public input were (will be) provided.

Retained records: *public engagement reports including/or descriptions of opportunities for ongoing engagement, descriptions of opportunities for input at key milestones, public meeting records, online or community survey results*

- Throughout project development, appropriate interested and affected groups were (will be) identified and contact information was (will be) maintained in order to share project information, updates were (will be) provided for key decision points, and opportunities to engage and comment were (will be) provided.

Retained records: *public engagement reports including/or list of interested and affected parties, dated copies of communications and notices sent, descriptions of efforts to engage the public, including strategies used to attract interest and obtain initial input, summary of key findings; for announcements sent by mail or email, documented number of persons/groups on mailing list*

- Throughout and with an analysis at the end of project development, consideration was (will be) given to the benefits and burdens of the project for people of color, people with limited English proficiency and people with low income compared to those for other residents, as identified through engagement activities.

Retained records: *staff reports including/or description of identified populations and information about benefits and burdens of the project for them in relation to other residents;*

- There was a finding of inequitable distribution of benefits and burdens for people of color, people with limited English proficiency and people with low income

Submitted records: *for a finding of inequitable distribution of benefits and burdens, attach analysis, finding and documentation justifying the project and showing there is no less discriminatory alternative.*

- Public comments were (will be) considered throughout project development, and comments received on the staff recommendation were (will be) compiled, summarized and responded to, as appropriate.

Retained records: public engagement reports or staff reports including/or summary of comments, key findings and final staff recommendation, including changes made to reflect public comments

- Adequate notification was (will be) provided regarding final adoption of the plan, at least 15 days in advance of adoption, if feasible, and follow-up notice was distributed prior to the adoption to provide more detailed information. Notice included (will include) information and instructions for how to testify, if applicable.

Retained records: public engagement reports or final staff reports including/or dated copies of the notices; for announcements sent by mail or email document number of persons/groups on mailing list

2. Summary of non-discriminatory engagement

Attach a summary (1-2 pages) of the key elements of the public engagement process, including outreach to communities of color, limited English and low-income populations, for this project or transportation or service plan.

3. Certification statement

Washington County (agency) certifies adherence to engagement and non-discrimination procedures developed to enhance public participation and comply with federal civil rights guidance.

As attested by:


(signature)

Russell Knoebel Principal
(name and title) Engineer

8/15/16
(date)



August 23, 2016

Basalt Creek Parkway Extension RFFA Freight Application Summary of Non-Discriminatory Engagement

This summary lists the key elements of the public involvement process for the Basalt Creek Parkway Extension Project. The multiagency group which included Metro, City of Wilsonville, City of Tualatin, ODOT and Washington County, hired JLA Public Involvement to conduct and manage the public involvement for Basalt Creek Transportation Refinement Plan. More information on the refinement plan can be found at www.basaltcreek.com.

The project team wanted to ensure that stakeholders who may be affected by the specific transportation effort were provided with adequate information. Stakeholders were encouraged to participate in opportunities to provide feedback prior to agency decision-making on the major transportation system framework for the Basalt Creek Planning Area. The objective was to show transparency in the decision-making process, coordinate information about transportation planning in this area, and to engage stakeholders to influence decisions related to this effort. A Project Advisory Group (PAG) of elected officials from each of the partner jurisdictions was convened to serve as the consensus-building group for defining the major transportation network for the area. All meetings were open to the public and included an opportunity for the public to provide comments. Open houses were held where the community was able to provide feedback. For those unable to attend the open houses the website provided an opportunity to view displays and submit comments. Community group meetings were held with Citizen Involvement Organization (CIO) 5, Tualatin CIO 6, Wilsonville Chamber of Commerce, Boones Ferry Road Neighbors, Wilsonville Planning Commission and Wilsonville Rotary. Project staff provided updates and received public comments at city council briefings with the City of Tualatin and the City of Wilsonville. Neighboring jurisdictions, such as the City of Sherwood, were also approached and provided briefings.

Information was dispersed through newsletter mailing (which included approximately 2000 addresses), interested parties lists, email messages, project website, and news releases through media outlets by the various agencies. A summary report is available and contains an overview of public involvement performed to date.

Moving forward into project development, the Preliminary Engineering phase of the Basalt Creek Parkway Extension Project has budgeted for public involvement and will follow Washington County's newly adopted Public Involvement Guidelines for Transportation Planning, Programs and Projects. The guide provides a checklist for criteria for public involvement as well as a check list for public involvement and non-discrimination. The checklist includes Washington County's specific adopted procedures for its public involvement

**Department of Land Use & Transportation
Engineering and Construction Services • Capital Project Management**

1400 SW Walnut Street, MS 18, Hillsboro, OR 97123-5625

phone: 503-846-7800 • fax: 503-846-7810

www.co.washington.or.us/lut • lutproj@co.washington.or.us

to comply with Title VI of the Civil Rights Act, the Americans with Disabilities Act, and Executive Order 13166 which requires "Improving Access to Services for Persons with Limited English Proficiency (LEP)".

The key elements of the public engagement process planned during project development include:

- Providing timely information on the internet through the project website, and providing a means to comment.
- Providing press releases to announce open houses.
- Sending public newsletters and open house invitation mailings at least 15 days in advance to all properties within a large geographic area, from Tualatin Sherwood Road to south of Elligsen Road in order to engage the nearby Environmental Justice communities.
- Holding open houses at transit-accessible venues.
- Offering translation services and providing language assistance to those requesting.
- Holding special community meeting presentations, when and if requested.
- Considering available comments before making decisions.



PROJECT PROSPECTUS

Part 1 — Project Request (Page 1 of 2)

| | | | | | | | | | | | |
|---|--|---|----------|---|--|---------------------------------|--|---|--|---------------------------------------|--|
| | | | | | | Key Number: 19358 | | Jurisdiction: Washington County | | | |
| Section: Basalt Cr. Parkway: Grahams Ferry Rd. - Boones Ferry Rd. | | | | | | Region: 1 | | Area: Metro West | | District: 2B | |
| State Highway No.: | | Highway Name: Basalt Creek Parkway | | | | Mile Point From: N/A To: N/A | | Length: (MI) 0.47 | | | |
| <input checked="" type="checkbox"/> Urban <input type="checkbox"/> Rural | | City: Incorporate | | MPO: Within UGB <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | | County: Washington | | Road/Street Name: Basalt Creek Parkway | | | |
| Route No.: | | NHS <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO | | HPMS: | | FC: Arterial | | Applicant (If other than State): Washington County | | | |
| US Congressional District: 1 | | | | State Senate District: 13 | | | | State Representative District: 26 | | | |
| Cost Estimates (x \$ 1,000) | | | | Project Components | | | | Right Of Way | | | |
| Preliminary Engineering | | \$ 2,376 | | Grading | | X | | Files (#) | | 4 | |
| Right Of Way | | \$ 4,000 | | Paving | | X | | Acres (#) | | 5.7 | |
| Utility Reimbursement | | \$ 5 | | Structures | | X | | Relocations (#) | | 1 | |
| | | | | Signing | | X | | Acquisitions (#) | | 4 | |
| Roadway | | \$ 5,000 | | Signals | | X | | Easements (#) | | 5 | |
| Structures | | \$ 14,100 | | Illumination | | X | | Work By: State / Consultant / Applicant | | | |
| Signals | | \$ 700 | | Detour | | | | Preliminary Engineering (S,C,A) | | A, C | |
| Illumination | | \$ 375 | | | | | | Construction Engineering (S,C,A) | | A | |
| Temp. Protection | | \$ 22 | | | | | | Right of Way Descriptions (S,C,A) | | A,C | |
| Const. Contingencies | | \$ 2,000 | | | | | | Right Of Way Acquisitions (S,C,A) | | A | |
| Const. Engineering | | \$ 2,500 | | Project Categories | | | | Constructed By | | | |
| Detour | | | | Environmental Class (1, 2, 3, PCE) | | 2 | | <input checked="" type="checkbox"/> Contract | | <input type="checkbox"/> County Force | |
| | | | | Design Category (1-7) | | 02 | | <input type="checkbox"/> State Force | | <input type="checkbox"/> Other | |
| Total CE and Construction: | | \$ 24,697 | | Work Type Code (1-13) | | 05 | | <input type="checkbox"/> City Force | | | |
| Total Estimate: | | \$ 31,078 | | Primary STIP Work Type: | | Modern | | | | | |
| Recommended Let Date By Federal Fiscal Year (Quarter-Year): | | | | | | Q3 - FFY16 | | | | | |
| PE Fund: | | R/W Fund: | | UR Fund: | | CE-CN Fund: | | | | | |
| PE EA: | | R/W EA: | | UR EA: | | CE-CN EA: | | | | | |
| Item | | Existing | Proposed | Define The Problem: | | | | | | | |
| Travel Lanes (#) | | N/A | 4 | The Basalt Creek Planning Area encompasses approximately 850 acres. Surrounding it is the Tonquin Employment Area, Southwest Tualatin Concept Planning Area, and Coffee Creek Planning Area together compromise an additional 1,000 acres. These areas are planned for primarily light industrial use and are expected to generate freight and work-related travel demands on the transportation network. The existing transportation system is unable to meet the growth of the adjacent planning area, but also cannot meet the projected transportation demand of the Basalt Creek Planning area itself. | | | | | | | |
| Structures (#) | | N/A | 2 | | | | | | | | |
| Signals (#) | | 1 | 2 | | | | | | | | |
| Bike Way (#) | | N/A | Y | | | | | | | | |
| Average Daily Traffic | | N/A | 5000 | | | | | | | | |
| Year of ADT | | N/A | 2020 | | | | | | | | |
| Throughway Y/N | | N/A | Y | | | | | | | | |
| | | | | Describe Proposed Solution: - Attach Sketch Map | | | | | | | |
| | | | | This Project will construct the needed 5 lane limited access arterial roadway with bicycle lanes and pedestrian facilities. The proposed project includes an approximate 600ft bridge across the Seely Ditch, and a new signalized intersection at Boones Ferry Road. | | | | | | | |
| Prepared By: | | | | Date: | | OTC Approval Date: | | Program Year: | | Funding Amount: | |
| X Renus Kelfkens, Project Manager | | | | 12/14/15 | | | | | | | |



PROJECT PROSPECTUS

Part 1 Project Request (Page 2 of 2)

| | |
|-----------------------------|---|
| Key Number: 19358 | Jurisdiction: Washington County |
|-----------------------------|---|

| | | | |
|---|---------------------|----------------------------|------------------------|
| Section: Basalt Cr. Parkway: Grahams Ferry Rd. - Boones Ferry Rd. | Region: 1 | Area: Metro West | District: 2B |
|---|---------------------|----------------------------|------------------------|

Project Justification

The 2035 Regional Transportation Plan (RTP) calls for detailed project planning and near-term construction of an extension of SW 124th Avenue from Tualatin Sherwood Road to the I-5/Elligsen Road interchange, supporting industrial access from the Tonquin, Southwest Tualatin and Basalt Creek Planning Areas.

A multi-agency group lead by Washington County, and included the City of Tualatin, the City of Wilsonville, Metro and ODOT, analyzed four alternatives as part of the Basalt Creek Planning Area Transportation Plan. The four alternatives analyzed were: Improve existing facilities, a diagonal alignment, east-west alignment and a diagonal hybrid alignment. Improving the existing facilities was discharged early in the process as this approach failed to meet the demand of future traffic projections.

The east-west alignment crosses at a part of the Seely Ditch that minimizes the bridge length and provides excellent slopes to support a bridge structure. The east-west alignment also has the least environmental and right-of-way impacts and is also the only alignment that allows for two future I-5 overcrossings. Although the diagonal hybrid alignment, which was proposed by landowners, faired similarly to the east-west alignment in the 2030 RTP scenario, it failed in the 2035 RTP scenario due to only allowing one I-5 overcrossing. The diagonal hybrid also has considerable higher project risks due to a longer bridge and also has greater environmental and right-of-way impacts.

The multi-agency group selected the east-west alignment as the preferred alternative to provide the needed infrastructure for future development of the area.

Additional Information For Project Requested By Local Jurisdictions

Responsible Local Office To Be Contacted For The Following Activities:

| | | | | |
|--|--------------|----------|--------------|---------|
| 1. Public Hearing / Citizen Involvement | Russ Knoebel | (Office) | 503-846-7800 | (Phone) |
| 2. Environmental / Planning | Russ Knoebel | (Office) | 503-846-7800 | (Phone) |
| 3. Pre-Engineering | Russ Knoebel | (Office) | 503-846-7800 | (Phone) |

This Official Request is From:

City of: _____ **and/or** _____ **Washington** _____ **County**

By: _____ **By:** Gary Stockhoff, County Engineer

By: _____ **By:** Andrew Singelakis, Director Dept. of Land Use and Transportation

By: _____

Applicable Intergovernmental Agreements:

| IGA Number: | Jurisdiction Name: | Agreement Date: |
|-------------|--------------------|-----------------|
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| _____ | _____ | _____ |

Administrative Recommendation



PROJECT PROSPECTUS

Part 2 Project Details (Page 1 of 2)

Key Number:

19358

Jurisdiction:

Washington County

Section:

Basalt Cr. Parkway: Grahams Ferry Rd. - Boones Ferry Rd.

Region:

1

Area:

Metro West

District:

2B

Enter: S-State C - Consultant A - Applicant E - Existing N - No

Activity Responsibilities

Permits and Clearances

| | | | | | | | | | |
|-----------------------------|-------|---------------------------------|-----|-------------------|-------|-----------------------------|-----|----------------------------|-------|
| Surplus Property | N | Signs (Permanent) | C | Storm Sewer | C | Airport Clearance | N | Wetlands | C |
| Citizen's Advisory | E | Striping (Permanent) | C | Landscaping | C | Land Use Actions/Permits | A,C | Endangered Species | C |
| Photogrammetry | N | Project Signing | C | Irrigation | N | Flood Plain | C | Hazmat | C |
| Reconnaissance Survey | N | Detour | C | Borrow Source | N | Building | A | Historic Resource | C |
| Public Hearing | A | Illumination | C | Material Source | N | Corps Engrs/DSL Remove/Fill | A,C | DEQ Indirect Source Air | N |
| Field Survey | C | RR Crossing | N | Disposal Source | N | Coast Guard | N | DEQ Non-Point Source Water | C |
| Vicinity Map | A/C | RR Protection | N | Local Agreement | S/A | Geology and Minerals | A/C | Archaeology Survey | C |
| Soils/Geotech Investigation | C | RR Separation | N | Sensitive Land | A/C | Signals Warrants | A/C | Noise Study | C |
| Hydraulic Study | C | RR Encroachment | N | Value Engineering | S/C/A | Utilities (see below) | C/A | Section4(F) | S/C/A |
| Utility Coordination | S/C/A | Utility Verify Vert Horiz (VVH) | A/C | | | | | | |

Right-Of -Way

| | | | | | | | | | |
|----------------------|-------------|----------------------|------------------|---------------|-----------------|---|--|--|--|
| Right-Of-Way Liaison | A/S | Access Control (Y/N) | Curr | Propsd | Y | List of Utilities: PGE Aerial Transmission Line Frontier AT&T (Underground Fiber) Comcast Verizon Northwest Natural Gas | | | |
| Acquisitions | | Relocations | | | | | | | |
| Simple No. | Complex No. | Business No. | Residential No. | | | | | | |
| 4 | 0 | 0 | 1 | | | | | | |
| | | | Design Standards | Design Speeds | Exception (Y/N) | | | | |
| | | | AASHTO | 45 | N | | | | |

Suggested Base Design

| Item | New Work Surface (in) | Over Existing Surface (in) | Item | New Work Surface (in) | Over Existing Surface (in) |
|----------------|-----------------------|----------------------------|------|-----------------------|----------------------------|
| Aggregate Base | 12" | | | | |
| AC | 7" | | | | |

Structures

| Structures | Length | Width | Height | Cost | Structure | Length | Width | Height | Cost |
|------------|--------|-------|--------|--------------|-----------|--------|-------|--------|------|
| Bridge | 600ft | 98ft | | \$11,600,000 | | | | | |
| Wall | 1000ft | | 25ft | \$2,500,000 | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |

Approved Area Manager

Date

X



PROJECT PROSPECTUS

Part 2 — Project Details (Page 2 of 2)

| | |
|--------------------------|------------------------------------|
| Key No.: 19358 | Jurisdiction: Washington |
|--------------------------|------------------------------------|

| | | | |
|---|---------------------|----------------------------|------------------------|
| SECTION: Basalt Cr. Parkway: Grahams Ferry Rd. - Boones Ferry Rd. | Region: 1 | Area: Metro West | District: 2B |
|---|---------------------|----------------------------|------------------------|

Segment of Alternative 1:

Comments on Segment or Alternative:

Existing (below) Units In: Feet Comment on Existing:

| Bike Path | Side-Walk | Curb Type | Parking | Shoulder/Bikelane | Lane 3 | Lane 2 | Lane 1 | Median | Lane 1 | Lane 2 | Lane 3 | Shoulder/Bikelane | Parking | Curb Type | Side-Walk | Bike Path |
|-----------|-----------|-----------|---------|-------------------|--------|--------|--------|--------|--------|--------|--------|-------------------|---------|-----------|-----------|-----------|
| | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | |
| | 7ft | 6-inch | | 7ft | | 12ft | 12ft | 8ft | 12ft | 12ft | | 7ft | | 6-inch | 7ft | |

Proposed (above) Units In: Feet Comment on Proposed:

Segment or Alternative 2:

Comments on Segment or Alternative:

Existing (below) Units In: Feet Comment on Existing: Testing second alternative

| Bike Path | Side-Walk | Curb Type | Parking | Shoulder/Bikelane | Lane 3 | Lane 2 | Lane 1 | Median | Lane 1 | Lane 2 | Lane 3 | Shoulder/Bikelane | Parking | Curb Type | Side-Walk | Bike Path |
|-----------|-----------|-----------|---------|-------------------|--------|--------|--------|--------|--------|--------|--------|-------------------|---------|-----------|-----------|-----------|
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

Proposed (above) Units In: Feet Comment on Proposed:

Segment or Alternative 3:

Comments on Segment or Alternative:

Existing (below) Units In: Comment on Existing:

| Bike Path | Side-Walk | Curb Type | Parking | Shoulder/Bikelane | Lane 3 | Lane 2 | Lane 1 | Median | Lane 1 | Lane 2 | Lane 3 | Shoulder/Bikelane | Parking | Curb Type | Side-Walk | Bike Path |
|-----------|-----------|-----------|---------|-------------------|--------|--------|--------|--------|--------|--------|--------|-------------------|---------|-----------|-----------|-----------|
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

Proposed (above) Units In: Comment on Proposed:

Segment or Alternative 4:

Comments on Segment or Alternative:

Existing (below) Units In: Comment on Existing:

| Bike Path | Side-Walk | Curb Type | Parking | Shoulder/Bikelane | Lane 3 | Lane 2 | Lane 1 | Median | Lane 1 | Lane 2 | Lane 3 | Shoulder/BIKELANE | Parking | Curb Type | Side-Walk | Bike Path |
|-----------|-----------|-----------|---------|-------------------|--------|--------|--------|--------|--------|--------|--------|-------------------|---------|-----------|-----------|-----------|
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

Proposed (Above) Units In: Comment on Proposed:

Washington County Interoffice Memo

Date: December 22, 2015

To: Tara Heesacker
R/W Supervisor

From: Clifford Hamby
Right-of-Way Agent

Subject: Program Estimate
Roadway: Basalt Cr Parkway Extension
Section: Grahams Ferry Rd-Boones Ferry Rd
Project # 100273

I estimate the funds necessary to complete the Right of Way acquisition on the above referenced project as follows:

This estimate is effective December 22, 2015
and is subject to market change.

| | |
|------------------------|---------------------|
| Estimated No. of Files | 5 |
| Land | 1,471,250 |
| Improvements | 797,000 |
| Damages | 501,500 |
| Relocation | 75,000 |
| Demolition | 90,000 |
| Personnel Cost | 52,650 |
| Misc. Cost | 1,500 |
| Legal & Contingencies | 820,425 |
| Total: | \$ 3,809,325 |
| (Rounded) | \$4,000,000 |

Assumes 244000 sq. ft. of right-of-way purchased. (Estimated)
Assumes 184500 sq. ft. of Permanent Easement purchased. (Estimated)
Assumes 0 sq. ft. of Temporary Construction Easement purchased. (Estimated)

Estimated Impacts:

0 Sq. ft. of Wetland Mitigation purchased
2 Number of Relocations
0 Number of Displaced Businesses/NPO
0 Number of Displaced Residences
9 Estimated time in months to acquire the right-of-way

This estimate assumes that all parcels are free of hazardous materials. The property owners will be asked about the possibility of hazardous materials and/or ground contamination at the onset of acquisition. Although there is no evidence of either a septic system or water well located in the area being acquired, property owners will also be asked about such improvements.

Instructions for Using This Workbook

Password for locking/unlocking this sheet is 'metro'. All other sheets have no password.

Purpose:

This workbook provides a methodology for planning-level cost estimating for transportation infrastructure projects. Alternative methodology of similar or better detail is acceptable.

Where agencies propose cost methodology significantly different from this methodology, documentation should be provided.

This includes unit costs which vary significantly from that specified here. Consistency of such costs between projects is desirable in that it allows for equitable comparison of projects.

Instructions:

This workbook or a comparable cost estimate must be completed for each project submitted.

Complete the project information below and in Sheets 1 through 5. Worksheets are accessed by tabs at the bottom of the window.

Sheet 6 summarizes total estimated cost of the project.

Input cells are shaded light blue, and should be filled in by the user (where applicable). Other cells are locked and should not be changed.

<sample> ← Appearance of input cells used throughout this workbook.

Locked cells can be unlocked by selecting Review > Unprotect Sheet. This is not recommended in most cases. Password is 'metro'.

Questions about completing the workbook should be directed to Anthony Buczek, Transportation Engineer with Metro.

Feedback and comments about this workbook are encouraged, and will help to improve it for future updates.

phone: 503-797-1674

e-mail: anthony.buczek@oregonmetro.gov

These cells are shaded light blue, which means they should be filled in.

Project Information: Fill in all of the information below for your project.

| | | |
|-------------------------|---|------|
| Funding year: | PE | 2019 |
| | ROW | 2020 |
| | Const | 2021 |
| Project name: | Basalt Creek Parkway Extension | |
| Corridor and endpoints: | Grahams Ferry Road and Boones Ferry Road | |
| Project description: | Extension of Basalt Creek Parkway from Grahams Ferry Road to Boones Ferry Road, includes pedestrian and bicycle facilities. | |
| Local plan project #: | | |
| RTP project #: | 11470 | |
| Submitting agency: | Washington County | |
| Agency contact: | Renus Kelfkens | |
| Contact phone: | 503-846-7808 | |
| Contact e-mail: | renus_kelfkens@co.washington.or.us | |

Proceed to Sheet 1 when the above is completed.

Unit costs year: 2007

| Escalation rate | Used in Calculations | Default | Override | |
|-----------------|----------------------|---------|----------|--|
| 2007 - 2008 | 100.38% | 100.38% | | Do not override these unless better escalation factors are identified. |
| 2008 - 2009 | 84.72% | 84.72% | | |
| 2009 - 2010 | 96.78% | 96.78% | | 2016 - 2021 based on ODOT inflation assumptions |
| 2010 - 2011 | 101.04% | 101.04% | | |
| 2011 - 2012 | 105.05% | 105.05% | | |
| 2012 - 2013 | 97.86% | 97.86% | | |
| 2013 - 2014 | 100.79% | 100.79% | | |
| 2014 - 2015 | 100.71% | 100.71% | | |
| 2015 - 2016 | 104.00% | 104.00% | | |
| 2016 - 2017 | 104.00% | 104.00% | | |
| 2017 - 2018 | 104.00% | 104.00% | | |
| 2018 - 2019 | 104.00% | 104.00% | | |
| 2019 - 2020 | 104.00% | 104.00% | | |
| 2020 - 2021 | 104.00% | 104.00% | | |

Escalation Lookup Table

| v From \ To > | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 |
|---------------|---------|---------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-------|-------|-------|
| 2007 | 100.00% | 100.38% | 85.04% | 82.30% | 83.16% | 87.36% | 85.49% | 86.16% | 86.78% | 90.25% | 93.86% | 97.61% | ##### | ##### | ##### |
| 2008 | --- | 100.00% | 84.72% | 81.99% | 82.84% | 87.03% | 85.17% | 85.84% | 86.45% | 89.91% | 93.50% | 97.24% | ##### | ##### | ##### |
| 2009 | --- | --- | 100.00% | 96.78% | 97.79% | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### |
| 2010 | --- | --- | --- | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### |
| 2011 | --- | --- | --- | --- | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### |
| 2012 | --- | --- | --- | --- | --- | ##### | 97.86% | 98.63% | 99.33% | ##### | ##### | ##### | ##### | ##### | ##### |
| 2013 | --- | --- | --- | --- | --- | --- | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### |
| 2014 | --- | --- | --- | --- | --- | --- | --- | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### |
| 2015 | --- | --- | --- | --- | --- | --- | --- | --- | ##### | ##### | ##### | ##### | ##### | ##### | ##### |
| 2016 | --- | --- | --- | --- | --- | --- | --- | --- | --- | ##### | ##### | ##### | ##### | ##### | ##### |
| 2017 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | ##### | ##### | ##### | ##### | ##### |
| 2018 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | ##### | ##### | ##### | ##### |
| 2019 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | ##### | ##### | ##### |
| 2020 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | ##### | ##### |
| 2021 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | ##### |

Workbook revision date: June 27, 2016 (metro)

| | |
|---|--|
| <p>1. Construction</p> <p>Sections A through E must be completed. Complete Sections F and/or G if applicable.</p> <p>Projects will not include all elements below, but most will include elements from multiple sections.</p> <p>Enter quantities only for elements actually included in your project.</p> | <p>Basalt Creek Parkway Extension Grahams Ferry Road and Boones Ferry Road Washington County</p> |
|---|--|

1.A - Road Construction, Reconstruction, or Resurfacing

| Item | Unit | Quantity | Unit cost | Total | Description |
|---|------|-----------|-----------|--------------------|---|
| Road - new/reconstruct (incl. curb, sidewalk, drainage) | SF | 175,000.0 | \$15 | \$2,625,000 | Specify SF of pavement, not including sidewalks and curbs (these are assumed in unit cost). |
| Road - resurface | SF | 0.0 | \$4 | \$0 | |
| ◦ Specify length and typical width of project | | | | | For documentation of assumptions used. |
| Section 1.A Subtotal | | | | \$2,625,000 | |

1.B - Addition of Roadway Elements to Existing Roadway

| Item | Unit | Quantity | Unit cost | Total | Description |
|---|------|------------------|-----------|---------------------|---|
| Minor widening, no curbs | SF | 0.0 | \$15 | \$0 | Used for bike lanes, other minor widening. Does not include curbs, sidewalks, or drainage. |
| Remove pavement | SF | 0.0 | \$0.75 | \$0 | |
| Curb only | LF | 0.0 | \$16 | \$0 | For new curb installation. Does not include drainage. |
| Remove curb | LF | 0.0 | \$6 | \$0 | |
| Median in existing lane no drainage | LF | 0.0 | \$86.50 | \$0 | Includes pavement removal, curbs, landscaping for a 12' median in 14' lane. No drainage included. |
| Landscaping only - medians and bulbouts | SF | 0.0 | \$4 | \$0 | |
| Drainage system - both sides | LF | 0.0 | \$115 | \$0 | For new installations. Length is overall project length where drainage is added. |
| Bridge - new or replace | SF | 45,600.0 | \$250 | \$11,400,000 | |
| ◦ Specify length and width of bridge | | | | | For documentation of assumptions used. |
| Street trees with tree grates | LF | 0.0 | \$40 | \$0 | Per side. |
| Irrigation system | | Provide estimate | → | | For irrigation of medians and bulbouts. Specific estimate required if used (describe in Section 1.G). |
| Signing/markings | LF | 15,000.0 | \$2 | \$30,000 | Use when new pavement markings are to be installed (per line). |
| Clearing | SF | 175,000.0 | \$0.06 | \$10,500 | Used for new alignments. |
| Grading | CY | 26,750.0 | \$17.50 | \$468,125 | Provide an estimate of grading and describe assumptions in Section 1.G. |
| Retaining walls (by wall area) | SF | 38,000.0 | \$55 | \$2,090,000 | Use SF of walls if known. If not, estimate length of walls and describe assumptions in Section 1.G. |
| Retaining walls (by length) | LF | 0.0 | \$250 | \$0 | |
| Section 1.B Subtotal | | | | \$13,998,625 | |

1.C - Addition of Pedestrian Elements to Existing Roadway

| Item | Unit | Quantity | Unit cost | Total | Description |
|------------------------------|------|----------|-----------|------------|----------------------|
| Sidewalk, no curb | SF | 0.0 | \$10 | \$0 | Includes curb ramps. |
| Remove sidewalk | SF | 0.0 | \$1.25 | \$0 | |
| Shared-use path | SF | 0.0 | \$5 | \$0 | Includes curb ramps. |
| Street furniture - bench | EA | 0 | \$2,275 | \$0 | |
| Street furniture - bike rack | EA | 0 | \$330 | \$0 | |
| Street furniture - trash can | EA | 0 | \$1,350 | \$0 | |
| Section 1.C Subtotal | | | | \$0 | |

1.D - Utilities

| Item | Provide estimate | Total | Description |
|--|------------------|------------|---|
| Utility burial | → | | If utility burial is included, provide a detailed cost from the appropriate utility. |
| Utility relocation | → | | Describe what utilities will or may be relocated. Provide cost estimate and describe assumptions. |
| Description: <input style="width: 100%; height: 20px;" type="text"/> | | | |
| Railroad impacts | | | Summarize impacts Describe potential impacts to railroads in project area. |
| Summary: <input style="width: 100%; height: 20px;" type="text"/> | | | |
| Section 1.D Subtotal | | \$0 | |

1.E - Traffic Signals and Lighting

| Item | Unit | Quantity | Unit cost | Total | Description |
|-------------------------------------|------|----------|-----------|------------------|--|
| Traffic signals (4-lanes or more) | EA | 2 | \$150,000 | \$225,000 | Use where at least one roadway is 4 lanes or more. |
| Traffic signals (less than 4-lanes) | EA | 0 | \$105,000 | \$0 | Use where both roadways are 3 lanes or less. |
| Street lighting - per side | LF | | \$80 | \$0 | Install street lighting at 100' spacing per side. |
| Section 1.E Subtotal | | | | \$225,000 | |

1.F - Associated Costs

| Item | Basis | Total | Description |
|--|-------|--------------------|--|
| Mobilization, staging, traffic control | 15% | \$2,527,294 | |
| Erosion control - enter value to override fixed 1.5% | 1.5% | \$252,729 | Use 1.5% of construction costs, or provide a cost estimate and describe assumptions. |
| No Description Required: <input style="width: 100%; height: 20px;" type="text"/> | | | |
| Section 1.F Subtotal | | \$2,780,023 | |

1.G - Additional Information

Use the space below to provide additional information, including items not listed above, or to expand on assumptions used.

Grading, based on concept design from the Basalt Creek Transportation Refinement Plan.

| | | |
|-----------------------------|--------------------|------------|
| Other Expected Costs | Provide estimate → | \$0 |
| Section 1.G Subtotal | | \$0 |

SUMMARY

Total of sections A through G **\$19,628,648** Section 1 Total

2. Environmental Impact and Mitigation

Sections A and B must be completed. Complete Section C if applicable. Contact Metro if information for 2.B is needed.

Basalt Creek Parkway Extension
 Grahams Ferry Road and Boones Ferry Road
 Washington County

2.A - Status and Information

Please place an 'X' in the appropriate box.

| | |
|--|-------------------------------------|
| EA not completed; an EIS IS expected. | <input type="checkbox"/> |
| EA not completed; an EIS is NOT expected. | <input checked="" type="checkbox"/> |
| EA not completed; unknown whether EIS is expected. | <input type="checkbox"/> |
| EA has been completed; an EIS IS required. | <input type="checkbox"/> |
| EA has been completed; an EIS is NOT required. | <input type="checkbox"/> |
| Both an EA and an EIS have been completed. | <input type="checkbox"/> |

Describe expected environmental impacts, assumptions, and unknowns.

Description:

2.B - Environmental Impacts and Mitigation

| Item | Unit | Quantity | Unit cost | Total | Description |
|---------------------------------------|------|----------|-----------|------------------|-------------|
| Estimate acreage of impact/mitigation | ACRE | 1.04 | \$150,000 | \$156,000 | |
| Section 2.B Subtotal | | | | \$156,000 | |

2.C - Additional Information

Use the space below to provide additional information, including items not listed above, or to expand on assumptions used.

The project is currently conducting a noise study and archaeology study to ensure the correct environmental classification of the project.

Other Expected Costs Provide estimate → \$0

Section 2.C Subtotal

SUMMARY

Total estimate for environmental mitigation \$156,000 Section 2 Total

3. Right-of-Way Cost Estimation Basalt Creek Parkway Extension
Grahams Ferry Road and Boones Ferry Road
Washington County
 Use either Method 'A' or Method 'B'. Method 'A' is preferred. Complete Section C if applicable.
 Where the exact SF of ROW is unknown, an estimate must be made. At the most simplistic level, this estimate can be made by calculating the difference between the proposed cross-section width and the existing ROW width, multiplied by the project length. Where ROW width cannot be determined, it should be assumed to be the width of the existing roadway including sidewalks.

3.A - Method 'A' (moderate confidence)

| Item | Unit | Quantity | Unit cost | Total | Description |
|--|------|------------------------------|-----------|------------|--|
| Estimate area (SF) of ROW taking | SF | | | | |
| Describe assumptions used in calculating area: | | This is a new road alignment | | | |
| Estimate unit cost (per SF) of taking | \$ | | | | |
| Describe assumptions used in calculating unit cost(s): | | | | | |
| Estimated total cost of taking | | | | \$0 | Estimated area multiplied by estimated unit cost. |
| Number of affected parcels: | EA | | \$10,000 | \$0 | Reflects administrative costs of property acquisition. |
| Section 3.A Subtotal | | | | \$0 | |

3.B - Method 'B' (low confidence)

| Item | Unit | Quantity | Unit cost | Total | Description |
|--|------|----------|-----------|------------|---|
| Estimate square-feet of high-value ROW taking | SF | | \$30 | \$0 | Use in urban areas and moderate to high-priced neighborhoods. |
| Estimate square-feet of developed ROW taking | SF | | \$20 | \$0 | Use in other established neighborhoods. |
| Estimate square-feet of undeveloped ROW taking | SF | | \$15 | \$0 | Use in undeveloped areas. |
| Describe assumptions used in calculating area: | | | | | |
| Estimated total cost of taking | | | | \$0 | Estimated area multiplied by estimated unit cost. |
| Number of affected parcels: | EA | | \$10,000 | \$0 | Reflects administrative costs of property acquisition. |
| Section 3.B Subtotal | | | | \$0 | |

3.C - Additional Information

Use the space below to provide additional information, including items not listed above, or to expand on assumptions used.
 Washington County's Right-of-Way group provided an estimate.

SUMMARY

| | | |
|---|------------|---------------------------------------|
| Method 'A' Right-of-Way estimate (moderate confidence) | \$0 | Section 3 Total (moderate confidence) |
| Method 'B' Right-of-Way estimate (low confidence) | \$0 | Section 3 Total (low confidence) |

| | |
|---|---|
| 4. Design and Administration Costs Complete input cells in Sections A and B if applicable. Default markup values can be overridden. | Basalt Creek Parkway Extension Grahams Ferry Road and Boones Ferry Road Washington County |
|---|---|

[4.A - Design](#)

Construction Costs (from Section 1):

| |
|--------------|
| \$19,628,648 |
| \$156,000 |

Environmental Impact Costs (from Section 2):

| Item | Base Cost | Markup | Total | Description |
|---------------------------------|---|--------|-------------|---|
| Surveying, design, coordination | \$19,784,648 | 12% | \$2,275,235 | (Default 30%) Typically included in the professional engineering contract |
| Construction Engineering | \$19,784,648 | 13% | \$2,473,081 | (Default 20%) Engineering services during construction |
| Other Expected Costs | Provide estimate → | | | |

Description of other expected costs:

Section 4.A Subtotal **\$4,748,316**

[4.B - Administration](#)

Project Administration will be applied throughout project.

| | | | | |
|----------------|--------------|----|-----|--------------------------------|
| Administration | \$19,784,648 | 0% | \$0 | (Default 35%) Project overhead |
|----------------|--------------|----|-----|--------------------------------|

Section 4.B Subtotal **\$0**

[4.C - Additional Information](#)

Use the space below to provide additional information, including items not listed above, or to expand on assumptions used.

SUMMARY

Total of all above items **\$4,748,316** Section 4 Total

5. Contingency and Risk Basalt Creek Parkway Extension
Grahams Ferry Road and Boones Ferry Road
Washington County
 Complete input cells in Section A if applicable. Default markups can be overridden. Section B must be completed.

5.A - Contingency

| Item | Section Total | Markup | Contingency \$ | Description |
|--|--------------------|----------------------------------|----------------|---------------|
| Section 1 - Construction | \$19,628,648 | 10% | \$1,962,865 | (Default 20%) |
| Section 2 - Environmental | \$156,000 | 20% | \$31,200 | (Default 20%) |
| Section 3.A - Right-of-Way (moderate confidence) | \$0 | 0% | \$0 | (Default 40%) |
| Section 3.B - Right-of-Way (low confidence) | \$0 | 50% | \$0 | (Default 50%) |
| Section 4.A - Design | \$4,748,316 | 0% | \$0 | (Default 20%) |
| Section 4.B - Administration | \$0 | No contingency on Administration | | |
| Other Expected Costs | Provide estimate | → | | |
| Description of other expected costs: | | | | |
| Section 5.A Subtotal | \$1,994,065 | | | |

5.B - Risk

Describe project components, impacts, or unknowns that are uncertain in scope at this point. Items might include:

- environmental issues
- nearby historic or cultural resources
- railroad or utility work
- bridge work
- agency approvals
- existing deficient infrastructure
- complex or untested components
- other unique elements

Description of these items is not intended to affect project selection, but rather to identify and document key issues that need refinement.

6. Project Summary Sheet

Basalt Creek Parkway Extension

Grahams Ferry Road and Boones Ferry Road

Extension of Basalt Creek Parkway from Grahams Ferry Road to Boones Ferry Road, includes pedestriand and bicycle facilities.

Washington County

6.A - Cost Summary in 2007\$

| | Item Total | Phase Total |
|-------------------------------------|--------------|--------------|
| <u>Preliminary Engineering (PE)</u> | | \$2,275,235 |
| Surveying, design, coordination | \$2,275,235 | |
| Contingency at 0% | \$0 | |
| Administration at 0% | \$0 | |
| | | |
| <u>Right-of-Way (ROW)</u> | | \$0 |
| Right-of-Way (moderate confidence) | \$0 | |
| Contingency at 0% | \$0 | |
| Right-of-Way (low confidence) | \$0 | |
| Contingency at 50% | \$0 | |
| | | |
| <u>Construction (Const)</u> | | \$24,251,794 |
| Construction (Section 1) | \$19,628,648 | |
| Contingency at 10% | \$1,962,865 | |
| Environmental (Section 2) | \$156,000 | |
| Contingency at 20% | \$31,200 | |
| Construction Engineering | \$2,473,081 | |
| Contingency at 0% | \$0 | |
| Administration at 0% | \$0 | |
| | | Total |
| | | \$26,527,028 |

6.B - Funding Summary by Year of Expenditure

| Phase | | 2007 Dollars | YOE Year | Escalation | YOE Cost |
|-------------------------|--------------|----------------------|----------|------------|----------------------|
| Preliminary Engineering | PE | \$ 2,275,235 | 2019 | 1.52% | \$ 2,309,739 |
| Right-of-Way | ROW | - | 2020 | 5.58% | - |
| Construction | Const | \$ 24,251,794 | 2021 | 9.80% | \$ 26,628,537 |
| | Total | \$ 26,527,028 | | | \$ 28,938,276 |



City of Tualatin

www.tualatinoregon.gov

Regional Flexible Fund Allocation
Metro
600 NE Grand Avenue
Portland, OR

August 22, 2016

RE: Letter of Support for Washington County's RFFA request for the Basalt Creek Parkway Extension Project

To Whom it may Concern,

On behalf of the City of Tualatin's City Council, I would like to express the City of Tualatin's support for the Basalt Creek Parkway Extension Project.

We understand the purpose of the Basalt Creek Parkway Extension project is to provide the needed transportation system for the projected growth in the Basalt Creek Planning Area. The Basalt Creek Parkway Extension project will extend Basalt Creek Parkway from Grahams Ferry Road to Boones Ferry Road and will include pedestrian and bicycle facilities. This corridor will provide an essential east – west connection to residents and businesses alike.

The extension is viewed as a critical link to accommodate the projected freight and commuter needs of the planning areas. As stated in the Basalt Creek Transportation Refinement Plan, widening the existing road network will not accommodate the future needs in the area. New arterials will be needed to support growth and commerce in this part of the region.

Sincerely,

A handwritten signature in blue ink, appearing to read "Lou Ogden", with a long horizontal flourish extending to the right.

Lou Ogden
Mayor

August 23, 2016

Metro MTIP RFFA
c/o Pamela Blackhorse
600 NE Grand Ave.
Portland, OR 97232



**RE: Support for Washington County's 2019-21 MTIP RFFA
Grant Application to Metro for Basalt Creek Parkway**

Dear Ms. Blackhorse:

As Mayor of the City of Wilsonville, I am writing to support Washington County's 2019-21 MTIP RFFA grant application to Metro for the Basalt Creek Parkway transportation project. The proposed project advances key public-policy objectives of the Metro Council and local governments for urban development of key areas brought into the regional UGB in 2002 and 2004.

The cities of Tualatin and Wilsonville, together with Metro and Washington County, have engaged in a multi-years urban-planning process that has resulted in the Basalt Creek Transportation Refinement Plan, which lays out the general land-uses and the transportation network. A more detailed urban-development concept plan is underway and pending approval.

Specifically, the proposed Basalt Creek Parkway project provides access for the development of 1,700 acres of surrounding industrial and employment lands in Basalt Creek, Coffee Creek, West Railroad, Southwest Tualatin Concept and Tonquin Employment planning areas — all urban reserves already in the UGB. Development of the primary transportation arterial removes constraints from development of industrial lands that can support the creation of family-wage jobs and new property-tax resources for local governments.

The proposed project strategically leverages unallocated remaining Washington County MSTIP funds in the Basalt Creek Planning Area, where \$37 million in transportation improvements are already being invested in short-term projects. The proposed Basalt Creek Parkway is designed to enhance safety and mitigate conflicts between vehicles and bike/ped travelers by separating the pedestrians and cyclists from the vehicular lanes. The multi-modal improvements within the project extents also help to delay the need for expansion of SW Grahams Ferry Road and SW Day Road to accommodate increasing population and job growth.

Thank you for your time and consideration.

Sincerely,

A handwritten signature in blue ink that reads "Tim Knapp". The signature is written in a cursive, flowing style.

Tim Knapp, Mayor
City of Wilsonville

cc: Wilsonville City Council; Tualatin City Council; Washington County Board of Commissioners; Washington County Coordinating Committee



August 23, 2016

Subject: Basalt Creek Parkway Project Regional Flexible Fund Grant Application

To Whom It May Concern:

Washington County Coordinating Committee (WCCC), which consists of elected officials from Washington County and the cities in Washington County, and the Board of County Commissioners (Board) are pleased to submit this letter of support for Washington County's Basalt Creek Parkway Extension Regional Flexible Fund (RFFA) grant application. Washington County is seeking \$3 million in RFFA funds to advance this regionally significant project to the next phase and build upon the \$45 million already invested (124th Avenue and Basalt Creek Parkway) to serve this future growth area being planned by Sherwood, Tualatin, and Wilsonville. The Board took action at their August 16 regular meeting to authorize this application.

WCCC and Board members are committed to implementing a complete street network that supports the safe and efficient movement of people and goods. In demonstration of this commitment, WCCC members voted to commit \$1,000,000 in matching funds from the countywide Major Streets Transportation Improvement Program (MSTIP). MSTIP is a countywide, voter approved, property tax, which has been vital to the strong and sustained economic growth in Washington County by contributing over \$730 million in strategic transportation investments over the last 28 years.

WCCC and Board members are encouraged that through this grant opportunity, these grant funds will support multimodal transportation solutions, improve access to jobs, and complete a key link accessing over 1,800 acres of regionally significant industrial lands.

I respectfully request you give the Washington County's application the fullest consideration.

Sincerely,

Roy Rogers, Chairman
Washington County Coordinating Committee

cc: Washington County Board of Commissioners
Washington County Coordinating Committee
Andrew Singelakis, Director, Land Use & Transportation

Department of Land Use & Transportation