



Regional Freight Investments Projects

Name of Project Hunziker Industrial Core Connective Infrastructure

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.** Tech Center Drive connection to Wall Street/Hunziker Road as alternative route to Hunziker Rd/72nd Ave & Hwy 2-17 intersections.
- **Beginning facility or milepost (west or north end).** Hunziker Road (west)
- **Ending facility or milepost (east or south end).** Tech Center Drive (east)
- **Provide a brief description of the project elements.**

With this investment, Tigard's Tech Center Drive, (home to firms like Seagate/Lacie, Port Plastics, Solutions Yes and others) will connect to SW Wall Street (home to firms like Agilyx, Charter Mechanical and others) as well as a new Trammell Crow commercial development with more than 3,500 linear feet of new public road. Primary project components include a 36' paved width road and a short retaining wall parallel to a ¼ mile heavy rail line and switching yard. Within the new road alignment, an 8" sewer, 12" waterline and an 18" storm line will serve business in the area. This complete street serves as an alternative freight route to the overburdened Hunziker Rd/72nd Ave and Hwy 217 intersection.

- **City (ies).** City of Tigard
- **County (ies).** Washington County

Base project information

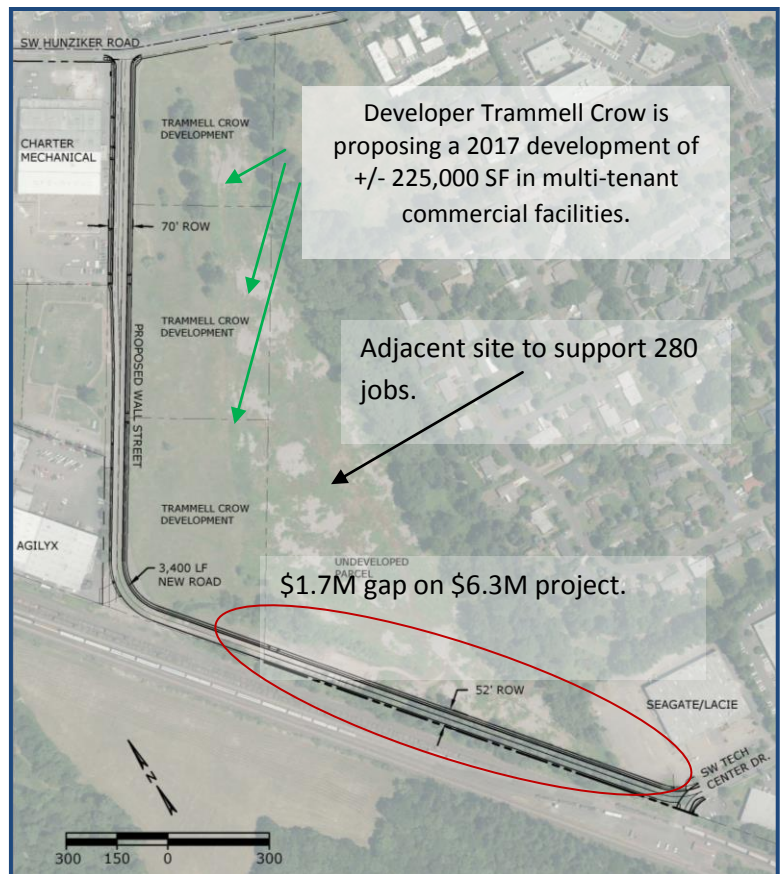
- **Corresponding RTP project number(s) for the nominated project.** This project is related to the following RTP projects: 10599, 10751, 11223, and 10755.
- Attach a completed Public Engagement and Non-discrimination checklist (Appendix A).
 - a. Attached to email.

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).

This project completes a road connection for freight and commercial vehicles to route around the overloaded Hunziker Road /72nd Avenue and HWY 217 intersections in Tigard. This is the main surface road connection to Hwy-217 and I-5 for the Tigard Triangle to the north and Oregon Business Park to the south. The Hunziker Industrial Core and 72nd Avenue Industrial Corridor are home to more than 300 freight depended manufacturers, warehousing, and distribution facilities and commercial businesses serving regional and national clients.

This investment also supports new development by unlocking access to more than 40 undeveloped acres of industrial/commercial property in the Hunziker Industrial Core. Use of this undeveloped industrial area reduces pressure on the urban growth boundary, ensuring existing, but currently empty, industrial sites in can be used for industrial activities without the current limits imposed by an incomplete and undersized road network. Developer Trammell Crow is proposing a 2017 development of about 225,000 SF in multi-tenant commercial facilities in this investment area. Completed road connections will provide access for at least two new tenants employing at least 150 people from around the region (based upon forecasts) and an adjacent 20 acre site which is required to support more than 280 employees. This development brings jobs to a part of the region where per capita income is less than 80% of the national average according to US Census ACS data.

Within the regional labor pool of more than 1 million residents, just over 8,000 people are employed by a manufacturing or supply-chain firm in Tigard. This low level of employment is due to a lack of accessible industrial property. The Hunziker Industrial Core is ¾ of a mile from HWY 217 and I-5 access and immediately accessible by heavy rail, well suited to manufacturing and distribution. With improved access to these sites, Tigard can more realistically achieve its regional share of employment and improve operations for an overburdened pinch point in the freight system.



- **Description of post implementation measurement of project effectiveness (Metro staff is available to help design measurement methodologies for post-construction project criteria performance).**

Implementation measures include tracking of increases in freight travel along the newly connected road segments compared to the overloaded Hunziker Road/72nd Avenue and HWY 217 intersections, and decreased congestion at the same intersection. Secondly measures include private sector financial investment measured in dollars and property value, square footage of new production/manufacturing space, and increases in employment at firms located adjacent to new road connection.

Project Cost and Funding Request Summary

- **Attach a completed Cost Methodology worksheet. 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.**

In 2015, the City of Tigard hired MSA to develop 30% plans and costs for the Hunziker Infrastructure Project. Overall the project is anticipated to cost more than \$7 million. Work on the first segment (a \$4.6M project) is planned to begin in January 2017. RFFA funding of \$1.8 million can help complete the missing segment of the project (a \$2.3M expense in 2019 dollars) making a full freight connection. This work can begin concurrently in preparation for the 2019 construction season. A State of Oregon appropriation for \$1.5 million will serve as match to cover right-of-way acquisition and some construction costs for this project. Project costs cited below are derived from the City of Tigard’s 30% Design estimates.

Project Phasing/Budget Breakdown

- **Total project cost (include and describe any cost elements beyond those funded by the request + match):**
The components of the project for which the City has secured funding unlocks industrial sites in the Hunziker Industrial Core – characterized as “*Access Segment Costs*” below. RFFA funds and local match of 18% will be used to build the *Connecting Segment*.

Costs

Access Segment Costs Estimate @ 30% Design	\$4,698,900
(RFFA Request + Match) <i>Connecting Segment</i> Cost Estimate @ 30% Design	<u>\$2,331,654</u>
Hunziker Infrastructure Project Cost Total	\$7,030,554

Sources of Funding

RFFA Request for Connecting Segment	\$1,851,740
Project cost covered by city, state, private and other sources	<u>\$5,178,814</u>
Hunziker Infrastructure Project Funding Total	\$7,030,554

RFFA Match Freight Connection Segment

- **RFFA funding request by project phase:** (P.E., Environmental, Construction)
RFFA funding for P.E. and Construction of *Connecting Segment* **\$1,851,740**
- **Local match or other funds (minimum match = 10.27% of funds requested + match):**
City Match for *Connecting Segment* Phase

(Non Match 2017 ROW Expense)	\$150,000
(Local Match) P.E. & Construction	\$330,000

(18% match to RFFA funds)

Map of project area

- **Provide a map of the project consistent with instructions in Appendix B.** GIS shape files are attached to email. A map exhibit is included for reference as page 12 of this document.

Project sponsor agency

Contact information (phone # & email) for:

- **Application lead staff** Lloyd Purdy, Economic Development Manager 503.718.2442
- **Project Manager (or assigning manager)** Lloyd Purdy, 503.718.2442
- **Project Engineer (or assigning manager)** Andy Newbury, 503-718-2472
- **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.** In 2014 the City of Tigard completed a \$2.5 million federally funded street upgrade in downtown Tigard known as Main Street/Green Street project. There were no budget or delivery issues with this project. Tigard is currently delivering on the 2013 RFFA funded Fanno Creek Trail gap project. A City of Tigard proposal to the US Department of Commerce EDA is currently under review, announcement expected by September 30, 2016.
- **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.** Tigard employs a financial analyst in the engineering department who administers all active project grants for the department and has experience with Federal grants. Tigard employs 6 licensed engineers, a transportation planner and 2 engineering project coordinators to oversee all project tasks and processes to ensure the project is successfully managed and constructed. Partial funding for the project has been secured. The project is also on the city's Capital Improvement Plan.

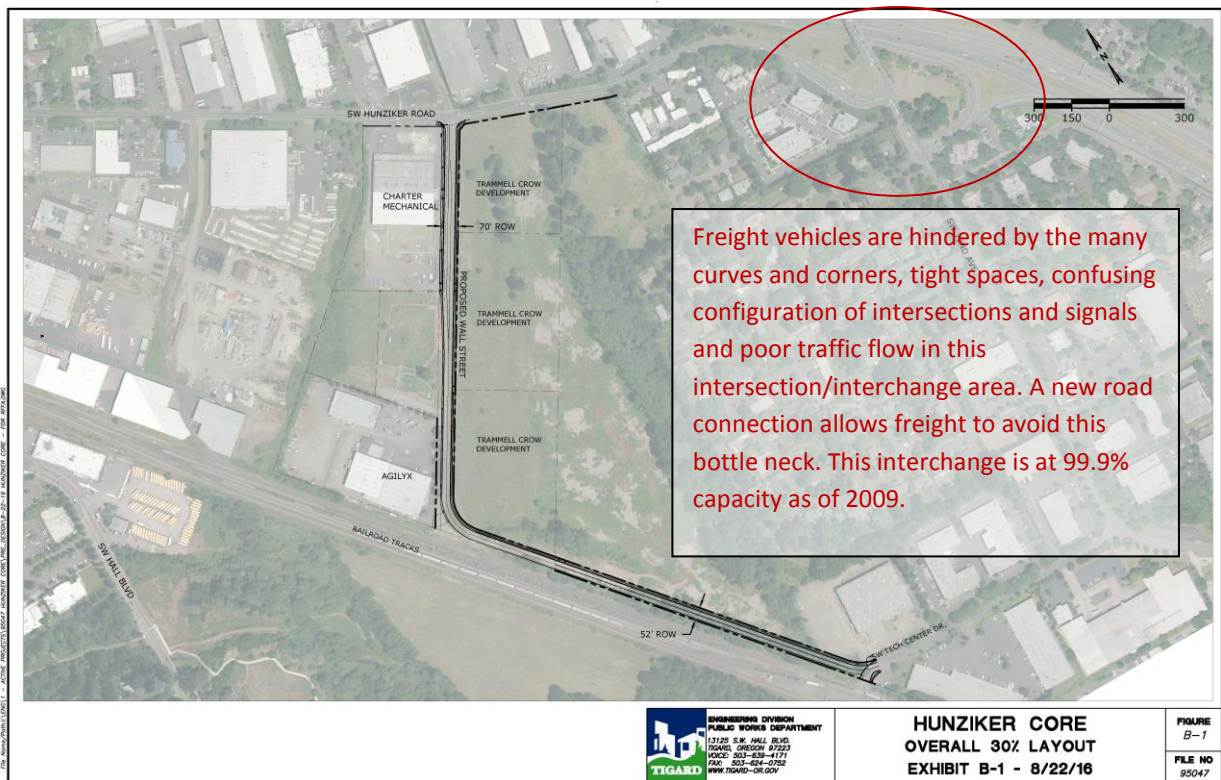
Highest priority criteria

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

This project makes a full road connection building upon an initial investment of more than \$4.6 million in road infrastructure initiated by the City of Tigard in 2015 and scheduled to finish in 2018. RFFA funding of \$1.8 million will enable the City of Tigard to complete a freight route with a new road connection between Hunziker Road and 72nd Avenue via Tech Center Drive – bypassing the overloaded Hunziker Rd./ 72nd Ave and Hwy-217 intersections at the Hwy 217 ramp. A \$1.5 million State of Oregon appropriation to the City of Tigard from the state's Capital Construction Fund will be used as match. Local funding and match will be used for preliminary architecture and engineering (30% design complete), right of way acquisition (in progress), final design and a portion of construction costs.

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

Congestion delays occur throughout the business day, affecting freight haulers' schedules. An alternative route bypassing the overburdened Hunziker Road/72nd Avenue intersection and 217 access point at the southern tip of the Tigard Triangle alleviates congestion that occurs on this arterial freight route at a key access point to Highway 217 (part of the Statewide Highway and Oregon Freight Routes). If left unaddressed, congestion in this area will cause backups onto the mainline of 217 in the near future. As of the a 2009 traffic engineering analysis, **the Hunziker/72nd and Hwy 217 area intersection was at 99.9% capacity for traffic volume.** More than 24,000 vehicles per day enter or exit Hwy 217 via this confluence of roads. The daily volume of traffic across the adjacent Hwy 217 overpass is over 20,000 vehicles per day.



Hundreds of firms in the Hunziker Industrial Core and Tigard's 72nd Avenue Industrial Corridor truck in raw materials and truck out significant amounts of finished products daily. Examples include *Fought Steel*, which creates the steel beams used in project ranging from the Park Avenue Tower in downtown Portland to bridges spanning the Deschutes River; *Curtis Wright/Williams Controls* producing control devices for heavy equipment manufacturers like CAT; *Medline*, which distributes medical equipment to clients around the region. Tigard is home to a surprising number of traded-sector firms that require efficient freight routes.

New industrial development in the Hunziker Industrial Core and commercial development in the Tigard Triangle will continue to exacerbate this issue. A new road connection will provide an alternative freight route south of this intersection/highway access point and reduces these challenges.

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

RFFA funding will help complete a road connection by turning a dead end street into a fully functioning freight route for firms in the Hunziker Industrial Core and the 72nd Street Industrial Corridor as far south as Oregon Business Park. More than 346 firms in manufacturing, trades and commercial services in the immediate area (Tigard Triangle, Hunziker Industrial Core, and 72nd Avenue corridor) rely upon the overloaded Hunziker Road/72nd Ave and Hwy 217 intersections. This number will increase over the next two years as currently inaccessible sites in the Hunziker Industrial Core are unlocked due to the first phase of infrastructure investment. RFFA funding will be needed to complete a road connection that reduces traffic congestion and improves safety at a challenging intersection.



Photo shows 138 acres of the Hunziker Industrial Core. Forty acres on lower left corner of photo are unlocked for development with the first part of this project (“Access Segment” from budget).

Tigard’s Hunziker Industrial Core includes more than 138 acres of industrial and commercial zoned property located $\frac{3}{4}$ of a mile from Hwy 217 and I-5 access. In this area, 96 acres are developed but underutilized. More than 40 acres are undeveloped and limited in industrial and manufacturing potential due to lack of access and road infrastructure. The first phase of this project will unlock these undeveloped sites providing limited access. RFFA funding can help make the complete connection on a freight route that avoids a pinch point in the overall freight transportation system.

The 2014 regional survey of viable industrial properties excluded industrial land in the Hunziker Core due to lack of access. Inner ring suburbs like Tigard, with an existing supply of industrial lands, need to support infill development that puts vacant and underutilized industrial sites into productive use. Surrounded on all sides by existing development, industrial sites within Tigard will need to support more activity if the city is expected to meet its responsibility as a regional employer over the next 15 years. The project increases

access to industrial property and employment centers and, with RFFA funding, provides a new alternative route for users west and south of the overburdened Hunziker Road/72nd Ave and Hwy-217 intersection.

In 2014, with grant support from the DLCD, the City of Tigard retained consulting firm ECONorthwest to develop a public infrastructure finance strategy for the Hunziker Industrial Core. This study explored infrastructure alternatives, costs and benchmarks for infrastructure development. A Hunziker Road to 72nd Ave. connection via Tech Center Drive unlocks immediate access to more than 40 acres of land zoned for commercial and industrial uses. National developer Trammell Crow has expressed interest in developing 19 of these acres along this road alignment, which is expected to support 150 new employees. The adjacent parcel is required to support an additional 280 jobs.

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?

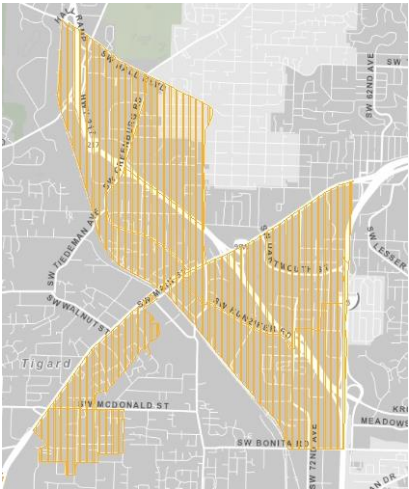
Low Carbon Impact

This project supports local firms that serve regional clients, which results in less carbon expenditures. New connections that route traffic around an overburdened intersection reduce freight delay and engine idling. The Hunziker Industrial Core and 72nd Avenue Industrial Corridor originally developed as a warehousing district for firms sourcing to regional accounts. These industrial areas still serves that purpose. Sourcing goods and services from regional suppliers as a preference to out of area suppliers reduces carbon impacts. One firm in this area (Huttig) breaks bulk from a weekly rail shipment – further reducing carbon costs due to rail freight service in the Hunziker Industrial Core. A second Hunziker Industrial Core firm (Agilyx) is pioneering ways to convert plastics back into oil.

Environmental Justice

This project provides freight connectivity that supports development estimated to provide at least 150 jobs in the first phase and 280 jobs in the second phase **in an area where per capita income is 80 percent below national average.** The map to the right shows low to moderate income (LMI) households near this investment area of the Hunziker Industrial Core, Tigard Triangle and 72nd Ave Industrial Corridor.

Environmental Justice: Ethnic Diversity Analysis - City of Tigard			
Race %	LMI Areas	Tigard	Oregon
White	58.0	79.6	83.6
Black or African American	2.4	1.8	1.8
American Indian or Alaska Native	0.8	0.7	1.4
Asian	3.1	7.2	3.7
Native Hawaiian or Pacific Islander	2.1	0.9	0.3
Hispanic or Latino (of any race)	22.8	12.7	11.7



Development in the Hunziker Industrial Core is also eligible for the City of Tigard’s Enterprise Zone program that offers tax abatement to firms when they *increase their*

workforce by at least 10 percent. This program creates a relationship between a local employer and the local WorkSource office (Oregon Employment Department) and the local WIB, ensuring an employment pipeline for participating firms. According to Oregon WorkSource there are currently 909 residents actively receiving services from WorkSource Partnership programs and 853 firms in Tigard receiving services. Through Tigard’s Economic Development program and Enterprise Zone we create a connection between these employers and employment resources. This work will continue as new firms locate in the Hunziker Industrial Core. Tigard’s Economic Development team is also working on a Career and Technical Education (CTE) collaboration with Tigard Tualatin School District focused on pairing disadvantaged high-school students with manufacturing career opportunities. New firms locating into the Hunziker Industrial Core will be invited to participate as hosts.

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.**

The Highway 217 access ramp off of 72nd Street and the Hunziker Road/72nd Ave. intersection pose a safety problem. The lack of sidewalks and bike lanes makes non vehicle users such as pedestrians, bicyclists and people waiting for buses, more vulnerable to getting hit by vehicles. State crash data from 2007-10 shows 64 recorded crashes in this interchange area (not counting crashes on the mainline of 217). Twenty two of these were injury crashes. New bike and pedestrian infrastructure as part of a new road connection will provide a shorter travel distance for commuters circumventing the Hunziker/72nd/Hwy-217 intersections.

Table 3 Intersection Crash Rate Assessment

Location	Total Crashes	Critical Crash Rate by Intersection	Critical Crash Rate by Volume	Observed Crash Rate at Intersection	Observed Crash Rate>Critical Crash Rate?
OR 99W/Southbound OR 217 Ramps	36	0.61	0.52	0.45	no
Highway OR 99W/SW Hall Boulevard	47	0.60	0.52	0.54	yes
SW Hall Boulevard/ SW Hunziker Street	3	0.69	0.45	0.09	no
SW Hall Boulevard/SW Scoffins Street	1	0.44	0.45	0.03	no
SW Hunziker Street/SW Wall Street	1	0.32	0.43	0.06	no
SW 72nd Avenue/Northbound OR 217 Ramps	15	0.41	0.42	0.33	no
SW Hunziker Street/SW 72nd Avenue	6	0.42	0.58	0.15	no
SW 72nd Avenue/Southbound OR 217 Ramps SW Vans	12	0.69	0.45	0.39	no
Southbound I-5 Ramps/ OR 217	31	0.62	0.53	0.46	no

Crash data referenced above, from the Wall Street Industrial Park Traffic Impact Analysis August 28, 2015, shows the Hunziker Road/72nd Ave Intersection has the highest critical crash rate by volume (0.58) compared to eight nearby intersections. A route alternative with sidewalks and bike lanes that avoid this overloaded intersection could reduce this crash rate.

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?

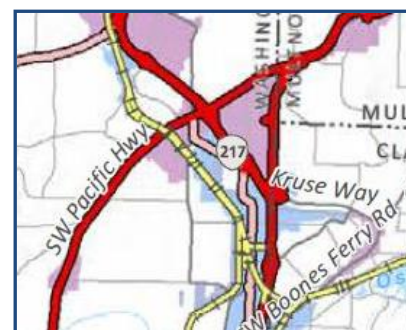
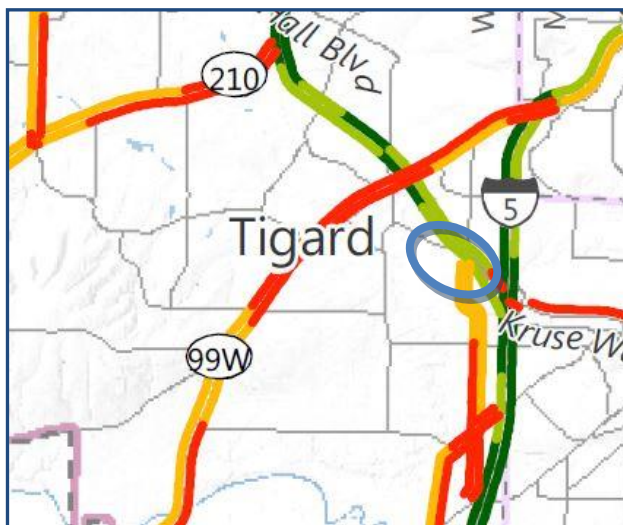
By increasing freight route alternatives and efficiency and decreasing travel distance, this project can reduce engine idle times compared to current performance levels at the Hunziker Road/72nd Ave and Hwy-217 intersections.

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.)?

This project routes freight traffic around the Hilltop neighborhood instead of through the Hilltop neighborhood. This includes more than 177 residences in single family and multi story buildings. This project does not displace any residences or businesses and minimizes impacts on existing communities by routing freight traffic through an existing commercial zone. The residential communities most directly impacted by this project have been identified. A public engagement plan will be completed to connect with and work with these communities.

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

Freight vehicles are hindered by the many curves and corners, tight spaces, confusing configuration of intersections and signals and poor traffic flow in this intersection/interchange area. Congestion delays occur at various times throughout the day, affecting freight haulers' schedules. This intersection/highway access point already ranks "less reliable" on MTIP's 2016-2018 travel reliability network analysis at a.m., mid-day and p.m. travel. The graphic below shows the freight reliability for the am analysis on the related local roads in Tigard.



A freight connection from Hunziker Road to 72nd Ave. can bypass the overloaded intersection (marked in blue circle on left graphic) at Hunziker Rd. /72nd Ave. and Hwy 217. Map segment on left shows ranking of "less reliable" local roads. RTP Freight Map segment above shows local freight connectors Hunziker Rd and 72nd Ave.

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?**

The City of Tigard has leveraged several funding sources (city, state, federal and private sector investments totaling more than \$4.6 M) to fund this project. This combination of funding still leaves a gap of \$1.8 million to connect public infrastructure for a complete road network.

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

This project is expected to reduce vehicle conflict and congestion (V/C) at the Hwy 217 on ramp at the Hunziker Road/72nd Avenue intersection. This intersection is at 99% capacity as of 2009. Further increases may cause increased queuing on the mainline of Hwy-217. This proposed new road connection provides an alternative freight route that disburses drivers to other highway access points.

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

The Hunziker Industrial Core and 72nd Avenue Industrial Corridor are home to firms that use both rail and container service for their raw materials and shipping (Fought Steel, Apex Industries and Huttig are examples). International shippers in this area (Kruger Optical and PolyCast are examples) already source to local ports. A new road connection provides a better “first mile/last mile” route avoiding freight container delays at the Hunziker Road/72nd Ave and Hwy-217 intersection.

Process

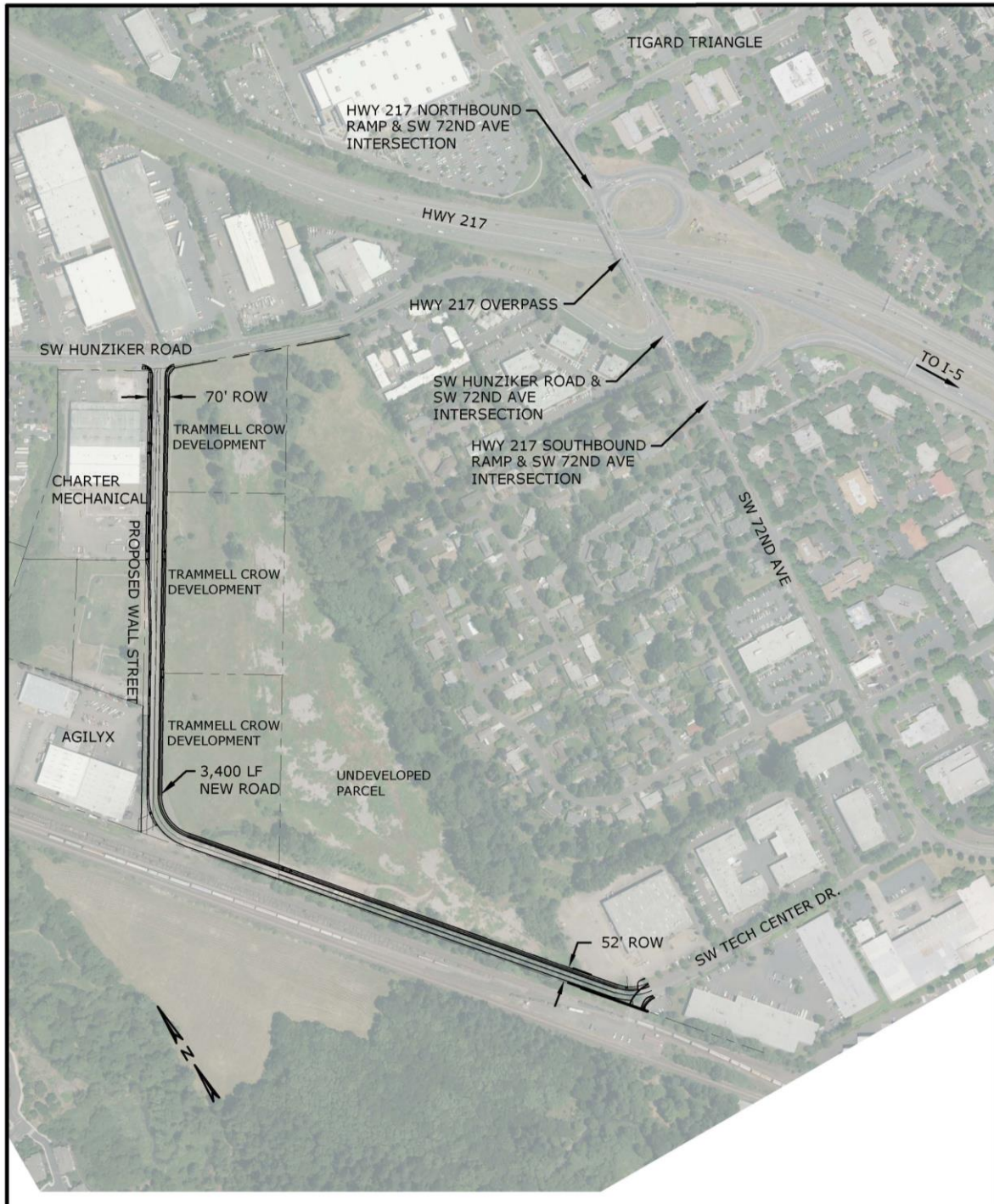
- Describe the planning process that led to the identification of this project and the process used to identify the project to be put forward for funding consideration. (Answer should demonstrate that the process met minimum public involvement requirements for project applications per Appendix A)**

The City of Tigard used a full spectrum approach to identify a project that meets the needs of multiple stakeholders. In 2015, with the assistance of Oregon’s Department of Land Conservation and Development (DLCD), the City of Tigard completed a public infrastructure finance strategy for the Hunziker Industrial Core. This provided the city with information needed to consult and involve residents, stakeholders and project partners. The project explored public infrastructure alternatives and economic impacts of public infrastructure and development with these partners. The study’s findings were reviewed in collaboration with adjacent businesses, commercial/industrial property owners, property owners and project partners. In order to meet the needs of the residents and stakeholders, a freight/commercial vehicle route directing traffic away from an adjacent neighborhood was proposed as the priority infrastructure investment in the Hunziker Industrial Core. Interested property owners, business owners and residents have been updated on project progress through meetings as progress has been made to secure funding. More stakeholder engagement can be planned and implemented as project funding is secured to move this project into the implementation phase.

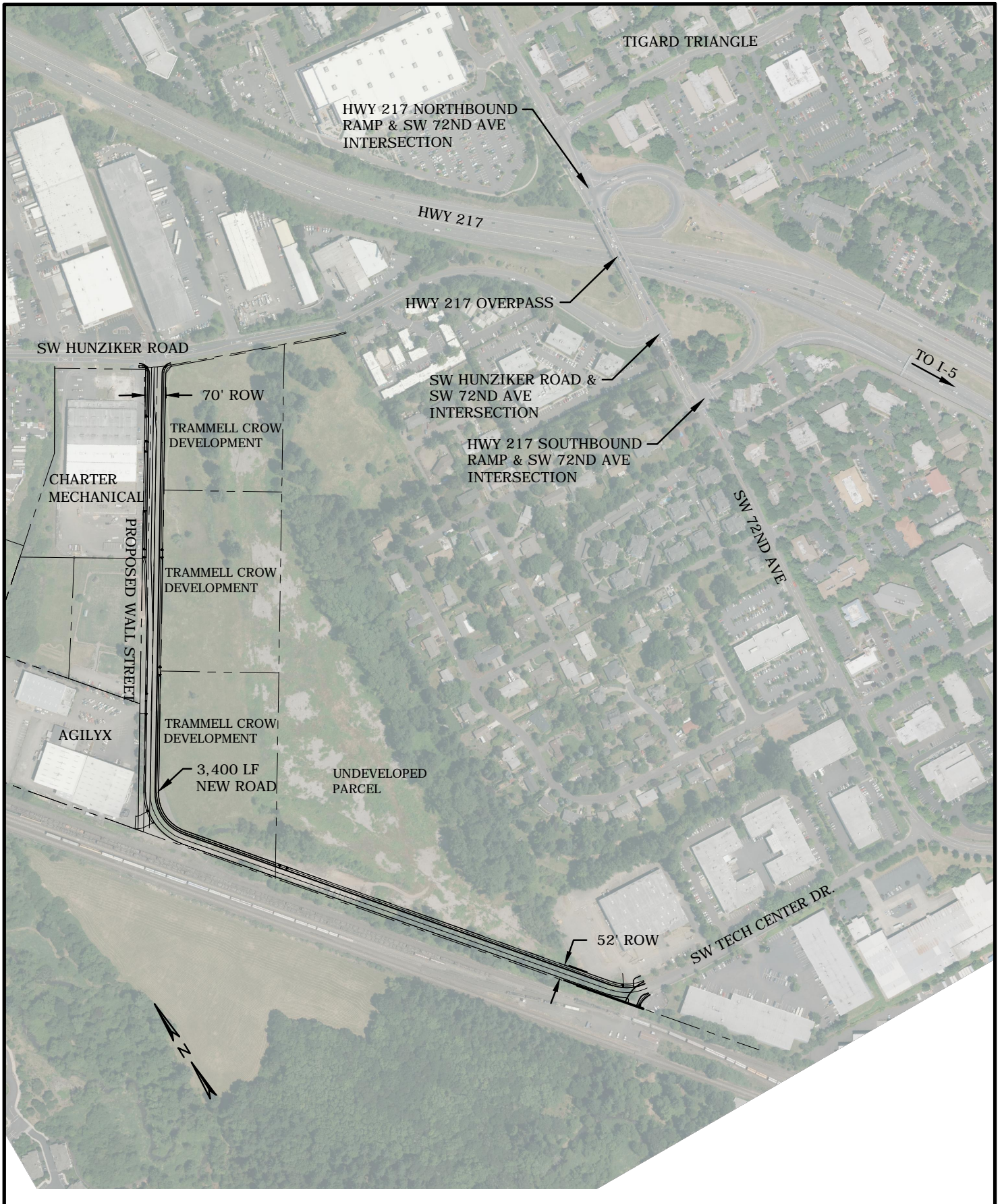
- **Describe how you coordinated with regional or other transportation agencies (e.g. Transit, Port, ODOT, Metro, Freight Rail operators, ODOT Region 1, Regional Safety Workgroup, and Utilities if critical to use of right-of-way) and how it impacted the project location and design.**


The Hunziker infrastructure Project has been shared with TriMet for input on how this road alignment relates to potential light rail alignments along the Southwest Corridor. The alignment of this segment was shifted to accommodate potential ROW. State agencies represented on the Governor's Regional Solutions Team are aware of this project based upon a presentation with City of Tigard staff. The Hunziker Road/72nd Ave interchange and Hwy 217 overpass area is under state jurisdiction, ODOT has been notified of recent land use changes and planned private sector development in this area. An alternative vehicle route from Hunziker Road to 72nd Ave could significantly improve the current and future traffic flow and safety in this area and maintain the viability of this important connection to Highway 217, preserving the effectiveness of the state's investment in this part of the transportation network.

Map of Project Area (Appendix B) GIS/shape files are included with digital submission. The Hunziker Infrastructure Project provides an alternative freight route bypassing the overburdened Hunziker Road/72nd and Hwy-217 intersections.



 <p>ENGINEERING DIVISION PUBLIC WORKS DEPARTMENT 13125 S.W. HALL BLVD. TIGARD, OREGON 97223 VOICE: 503-639-4171 FAX: 503-624-0752 WWW.TIGARD-OR.GOV</p>	<p>HUNZIKER CORE WALL ST. EXHIBIT EXHIBIT A-1 - 8/22/16</p>	<p>FIGURE A-1</p> <hr/> <p>FILE NO 95047</p>
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**HUNZIKER CORE
WALL ST. EXHIBIT
EXHIBIT A-1 - 8/22/16**

**FIGURE
A-1**
**FILE NO
95047**

<i>CONSTRUCTION COSTS</i>					
ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
<i>TEMPORARY FEATURES AND APPURTENANCES</i>					
0210-0100000A	MOBILIZATION	1	LS	\$ 161,000	\$ 161,000
0225-0101000A	TEMPORARY WORK ZONE TRAFFIC CONTROL, COMPLETE	1	LS	\$ 2,000	\$ 2,000
0280-0100000A	EROSION CONTROL	1	LS	\$ 12,000	\$ 12,000
0290-0100000A	POLLUTION CONTROL PLAN	1	LS	\$ 500	\$ 500
0290-0200000A	TURBIDITY MONITORING	1	LS	\$ 500	\$ 500
<i>ROADWORK</i>					
0305-0100000A	CONSTRUCTION SURVEY WORK	1	LS	\$ 13,500	\$ 13,500
0310-0106000A	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	1	LS	\$ 12,500	\$ 12,500
0320-0100000A	CLEARING AND GRUBBING	1	LS	\$ 21,000	\$ 21,000
0330-0105000K	GENERAL EXCAVATION	6,595	CUYD	\$ 17	\$ 112,115
0330-0130000K	EXTRA FOR SELECTED EMBANKMENT MATERIAL	9,425	CUYD	\$ 10	\$ 94,250
0350-0105000J	SUBGRADE GEOTEXTILE	3,664	SQYD	\$ 1.50	\$ 5,496
<i>DRAINAGE AND SEWERS</i>					
0445-030008BF	8 INCH SANITARY SEWER PIPE, 10 FT DEPTH	1,038	FOOT	\$ 60	\$ 62,280
0445-035010BF	10 INCH STORM SEWER PIPE, 10 FT DEPTH	395	FOOT	\$ 65	\$ 25,675
0445-035012BF	12 INCH STORM SEWER PIPE, 10 FT DEPTH	255	FOOT	\$ 75	\$ 19,125
0445-035015BF	15 INCH STORM SEWER PIPE, 10 FT DEPTH	440	FOOT	\$ 80	\$ 35,200
0445-035018BF	18 INCH STORM SEWER PIPE, 10 FT DEPTH	590	FOOT	\$ 85	\$ 50,150
0470-0100000E	CONCRETE SANITARY SEWER MANHOLES	2	EACH	\$ 3,750	\$ 7,500
0470-0101000E	CONCRETE STORM SEWER MANHOLES	5	EACH	\$ 3,750	\$ 18,750
0470-9Z90000A	CONCRETE INLETS, TYPE BEEHIVE	2	EACH	\$ 1,100	\$ 2,200
0470-9Z90000A	CONCRETE INLETS, TYPE METAL	29	EACH	\$ 650	\$ 18,850
0490-0100000E	ADJUSTING BOXES	2	EACH	\$ 475	\$ 950
0490-0104000E	CONNECTION TO EXISTING STRUCTURES	1	EACH	\$ 1,250	\$ 1,250
0490-0120000E	MINOR ADJUSTMENT OF MANHOLES	1	EACH	\$ 650	\$ 650
0495-0100000J	TRENCH RESURFACING	5	SQYD	\$ 37	\$ 185
<i>BRIDGES</i>					
0596-9Z90000A	MODULAR RETAINING WALL	1,315	SQFT	\$ 35	\$ 46,025
<i>BASES</i>					

<i>CONSTRUCTION COSTS</i>					
ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
0641-0112000M	3/4 INCH - 0 AGGREGATE BASE	3,922	TON	\$ 23	\$ 90,206
<i>WEARING SURFACES</i>					
0730-0100000M	EMULSIFIED ASPHALT FOR TACK COAT	2	TON	350	\$ 700
0744-0302000M	LEVEL 3, 1/2 INCH ACP MIXTURE	1,235	TON	75	\$ 92,625
0759-0105000F	CONCRETE CURBS, CURB AND GUTTER, MODIFIED	1,440	FOOT	30	\$ 43,200
<i>PERMANENT TRAFFIC SAFETY AND GUIDANCE DEVICES</i>					
0860-0200000F	LONGITUDINAL PAVEMENT MARKINGS - PAINT	3,050	FOOT	\$ 2	\$ 6,100
0867-0131000E	PAVEMENT LEGEND, TYPE B-HS: BICYCLE LANE STENCIL	4	EACH	\$ 275	\$ 1,100
<i>PERMANENT TRAFFIC CONTROL AND ILLUMINATION SYSTEMS</i>					
0930-9Z90000A	TRAFFIC SIGNING	1	LS	\$ 500	\$ 500
0970-9Z90000A	UTILITY VAULTS AND CONDUIT	1	LS	\$ 185,000	\$ 185,000
0970-9Z90000A	STREET LIGHTING	1	LS	\$ 77,500	\$ 77,500
<i>RIGHT OF WAY DEVELOPMENT AND CONTROL</i>					
1030-0103000R	TEMPORARY SEEDING	1	LS	\$ 4,300	\$ 2,150
1030-010800R	PERMANENT SEEDING	1	LS	\$ 4,300	\$ 4,300
1040-010100K	TOPSOIL	326	CUYD	\$ 40	\$ 13,040
1040-0000000Z	LANDSCAPING & ESTABLISHMENT	1	LS	\$ 37,500	\$ 37,500
1050-0135000F	6' CHAINLINK FENCE	500	FOOT	\$ 25	\$ 12,500
TOTALS					

Construction Subtotal \$ 1,290,072
 20% Contingency \$ 258,014
Construction Total \$ 1,548,086
12.49% Escalation \$ 193,356

<i>ARCHITECTURAL AND ENGINEERING FEES</i>	
DESCRIPTION	TOTAL
GEOTECHNICAL FEES	\$ 8,000
CULTURAL/ARCHAEOLOGICAL FEES	\$ 4,000
LANDSCAPE DESIGN FEES	\$ 14,000
SURVEY FEES	\$ 10,000

<i>CONSTRUCTION COSTS</i>					
ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
	CIVIL ENGINEERING FEES				\$ 190,000
				Total	\$ 226,000
				12.49% Escalation	\$ 28,227
<i>PROJECT INSPECTION FEES</i>					
	DESCRIPTION				TOTAL
	INSPECTION FEES				\$ 70,000
				Total	\$ 70,000
				12.49% Escalation	\$ 8,743
<i>MISCELLANEOUS FEES</i>					
	DESCRIPTION				TOTAL
	CITY PROJECT MANAGEMENT FEES				\$ 90,000
				Total	\$ 90,000
				12.49% Escalation	\$ 11,241
<i>RIGHT-OF-WAY FEES (2017 PRE-GRANT EXPENSE)</i>					
	DESCRIPTION				TOTAL
	ROW PURCHASE FEES (2017 PRE-GRANT EXPENSE)				\$ 150,000
				Total	\$ 150,000
				4% Escalation	\$ 6,000
				TOTAL PROJECT COSTS	\$ 2,331,654

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

Project Information:

Funding year:	PE	2019
	ROW	2017
	Const	2019
Project name:	Hunziker Infrastructure - Freight Connections	
Corridor and endpoints:	Tech Center Drive and Wall Street/Hunziker St.	
Project description:	1/4 mile of roadway with a 36' cross section and retaining walls along heavy rail line/switching yard	
Local plan project #:	CIP # 95047	
RTP project #:	10599, 10751, 11223 and 10755 (related projects)	
Submitting agency:	City of Tigard	
Agency contact:	Lloyd Purdy	
Contact phone:	503.718.2442	
Contact e-mail:	loyd@tiard-or.gov	

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

Proceed to Sheet 1 when the above is completed.

Unit costs year:

2016 Changed to 2016

Escalation rate	Used in Calculations	Default	Override
2007 - 2008	100.38%	100.38%	
2008 - 2009	84.72%	84.72%	
2009 - 2010	96.78%	96.78%	
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%	

Do not override these unless better escalation factors are identified.

2007 - 2015 based on FHWA NHCCI

2016 - 2021 based on ODOT inflation assumptions

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)

1. Construction Hunziker Infrastructure - Freight Connections
Tech Center Drive and Wall Street/Hunziker St.
City of Tigard

Sections A through E must be completed. Complete Sections F and/or G if applicable.

Projects will not include all elements below, but most will include elements from multiple sections.

Enter quantities only for elements actually included in your project.

1.A - Road Construction, Reconstruction, or Resurfacing

Item	Unit	Quantity	Unit cost	Total	Description
Road - new/reconstruct (incl. curb, sidewalk, drainage)	SF	45,609.0	\$22.5	\$1,026,203	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					36' width paved cross section with full utilities and sidewalk on side opposite rail line.
Section 1.A Subtotal				\$1,026,203	

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	Install 18" topsoil plus plants
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	0.0	\$250	\$0	
◦ 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	0.0	\$2	\$0	Use when new pavement markings are to be installed (per line).
Clearing	SF	0.0	\$0.06	\$0	Used for new alignments.
Grading	CY	0.0	\$17.50	\$0	Provide an estimate of grading and describe assumptions in Section 1.G.
Retaining walls (by wall area)	SF	0.0	\$35	\$0	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				\$0	

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	→	\$0	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: utility costs are included in road costs above.			
Railroad impacts			
Summary:		Summarize impacts	Describe potential impacts to railroads in project area.
None. Work is outside of rail road right of way.			
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	0	\$500,000	\$0	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	28.0	\$2,767	\$77,476	Lighting, vaults and conduit as of 30% Design.
Section 1.E Subtotal				\$77,476	

1.F - Associated Costs

Item	Basis	Total	Description
Mobilization, staging, traffic control	11%	\$163,000	Based upon 30% Design estimate
Erosion control - enter value to override fixed 1.5%	Estimate	\$13,000	Based upon 30% Design estimate
Description: Based upon 30% Design as of May 2016.			
Section 1.F Subtotal		\$176,000	

1.G - Additional Information

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

Construction costs are based upon 30% Design, from May 2016.

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

SUMMARY

Total of sections A through G **\$1,279,679** 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.

Hunziker Infrastructure - Freight Connections
 Tech Center Drive and Wall Street/Hunziker St.
 City of Tigard

2.A - Status and Information

Please place an 'X' in the appropriate box.

EA not completed; an EIS IS expected.	x
EA not completed; an EIS is NOT expected.	
EA not completed; unknown whether EIS is expected.	
EA has been completed; an EIS IS required.	
EA has been completed; an EIS is NOT required.	
Both an EA and an EIS have been completed.	

Describe expected environmental impacts, assumptions, and unknowns.

Description: A phase II ESA has been commissioned - August 2016.

2.B - Environmental Impacts and Mitigation

Item	Unit	Quantity	Unit cost	Total	Description
Estimate acreage of impact/mitigation	ACRE	0.00	\$150,000	\$0	
Section 2.B Subtotal				\$0	

2.C - Additional Information

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

A phase I ESA was completed and phase II ESA is underway. Remaining Environmental is included in design cost.

Other Expected Costs Provide estimate →
Section 2.C Subtotal **\$0**

SUMMARY

Total estimate for environmental mitigation **\$0** Section 2 Total

3. Right-of-Way Cost Estimation Hunziker Infrastructure - Freight Connections
Tech Center Drive and Wall Street/Hunziker St.
City of Tigard

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	11797.0			
Describe assumptions used in calculating area: Legal description of ROW will be available by September 2016.					
Estimate unit cost (per SF) of taking	\$	\$9.00			
Describe assumptions used in calculating unit cost(s): Based upon 2016 appraisal - ROW, Temporary Construction Easement and Public Utility Easement					
Estimated total cost of taking				\$106,173	Estimated area multiplied by estimated unit cost.
Number of affected parcels:	EA	1	\$10,000	\$10,000	Reflects administrative costs of property acquisition.
Section 3.A Subtotal				\$116,173	

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.

Appraisals of both parcels were completed in 2016. ROW is not counted as match nor part of grant request.

SUMMARY

Method 'A' Right-of-Way estimate (moderate confidence)	\$116,173	Section 3 Total (moderate confidence)
Method 'B' Right-of-Way estimate (low confidence)	\$0	Section 3 Total (low confidence)

4. Design and Administration Costs Hunziker Infrastructure - Freight Connections
Tech Center Drive and Wall Street/Hunziker St.
City of Tigard
Complete input cells in Sections A and B if applicable. Default markup values can be overridden.

4.A - Design

Construction Costs (from Section 1):

\$1,279,679
\$0

Environmental Impact Costs (from Section 2):

Item	Base Cost	Markup	Total	Description
Surveying, design, coordination	\$1,279,679	15%	\$191,952	(Default 30%) Typically included in the professional engineering contract
Construction Engineering	\$1,279,679	5%	\$63,984	(Default 20%) Engineering services during construction
Other Expected Costs	Provide estimate →			

Description of other expected costs:

Design expense based upon estimates from existing 30% design.

Section 4.A Subtotal **\$255,936**

4.B - Administration

Project Administration will be applied throughout project.

Administration	\$1,279,679	6%	\$79,340	(Default 35%) Project overhead
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Section 4.B Subtotal **\$79,340**

4.C - Additional Information

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

30% design for this phase is complete.

SUMMARY

Total of all above items **\$335,276** Section 4 Total

5. Contingency and Risk Hunziker Infrastructure - Freight Connections
Tech Center Drive and Wall Street/Hunziker St.
City of Tigard

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	\$1,279,679	20%	\$255,936	(Default 20%)
Section 2 - Environmental	\$0	20%	\$0	(Default 20%)
Section 3.A - Right-of-Way (moderate confidence)	\$116,173	20%	\$23,235	(Default 40%)
Section 3.B - Right-of-Way (low confidence)	\$0	50%	\$0	(Default 50%)
Section 4.A - Design	\$255,936	20%	\$51,187	(Default 20%)
Section 4.B - Administration	\$79,340	No contingency on Administration		
Other Expected Costs	Provide estimate	→		
Description of other expected costs: Right of way acquisition is in process.				
Section 5.A Subtotal	\$330,357			

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.

Project is currently only scoped/estimated to 30% design.

6. Project Summary Sheet

Hunziker Infrastructure - Freight Connections

Tech Center Drive and Wall Street/Hunziker St.

1/4 mile of roadway with a 36' cross section and retaining walls along heavy rail line/switching yard

City of Tigard

6.A - Cost Summary in 2016\$

	Item Total	Phase Total
<u>Preliminary Engineering (PE)</u>		\$242,243
Surveying, design, coordination	\$191,952	
Contingency at 20%	\$38,390	
Administration at 6.2%	\$11,901	
<u>Right-of-Way (ROW)</u>		\$139,408
Right-of-Way (moderate confidence)	\$116,173	
Contingency at 20%	\$23,235	
Right-of-Way (low confidence)	\$0	
Contingency at 50%	\$0	
<u>Construction (Const)</u>		\$1,695,702
Construction (Section 1)	\$1,279,679	
Contingency at 20%	\$255,936	
Environmental (Section 2)	\$0	
Contingency at 20%	\$0	
Construction Engineering	\$63,984	
Contingency at 20%	\$12,797	
Administration at 6.2%	\$83,307	
		Total
		\$2,077,353

6.B - Funding Summary by Year of Expenditure

Phase		2016 Dollars	YOE Year	Escalation	YOE Cost
Preliminary Engineering	PE	\$ 242,243	2019	12.49%	\$ 272,491
Right-of-Way	ROW	\$ 139,408	2017	4.00%	\$ 144,984
Construction	Const	\$ 1,695,702	2019	12.49%	\$ 1,907,434
	Total	\$ 2,077,353			\$ 2,324,909

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

City of Tigard (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]
(signature)

Tom McGuire, Asst. Comm. Devlp Director
(name and title)

8/24/16
(date)



August 23, 2016

Metro - RFFA
C/O Pamela Blackhorse
600 NE Grand Ave.
Portland OR, 97223

Re: RFFA – Regional Freight Investments Project Nomination City of Tigard

RFFA Committee;

The City of Tigard is investing in infrastructure to support manufacturing, commerce and business growth in the 138 acres of the Hunziker Industrial Core. Key to this investment is improved freight connectivity. This portion of the city is zoned for industry, manufacturing and commerce but it is under-developed. It lacks sufficient transportation access and road connections limiting mobility for freight traffic generated by local firms with a region-wide service area.

In 2014, the City of Tigard used a DLCD technical assistance grant to explore public infrastructure solutions that address economic development and transportation challenges in the Hunziker Industrial Core. In 2015, the city secured a \$1.5 million appropriation from the state's capital construction fund to transportation infrastructure in the Hunziker Industrial Core. In 2016, the city submitted a funding request, currently under consideration by the U.S. Department of Commerce, for \$1.8 million to improve freight and commercial vehicle access in the Hunziker Industrial Core to catalyze new development. These investments are supported by more than \$2 million in related locally funded infrastructure and utility service upgrades. These projects will catalyze private-sector investment of \$34 million planned for 2017.

The City of Tigard's RFFA-Freight proposal builds upon these investments to create a complete road connection as a freight and commercial vehicle alternative to the Hunziker Road/72nd Ave. and Hwy-217 intersections used by firms in the Tigard Triangle, the Hunziker Industrial Core and the 72nd Avenue Industrial Corridor.

The City of Tigard approves this project for nomination and consideration for the RFFA Regional Freight Investment program.

Regards,

Mayor John Cook
City of Tigard

Cc: Lloyd Purdy, Economic Development Manager