



## 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/72<sup>nd</sup> 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/72<sup>nd</sup> Ave and Hwy 217 intersection.

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

#### Base project information

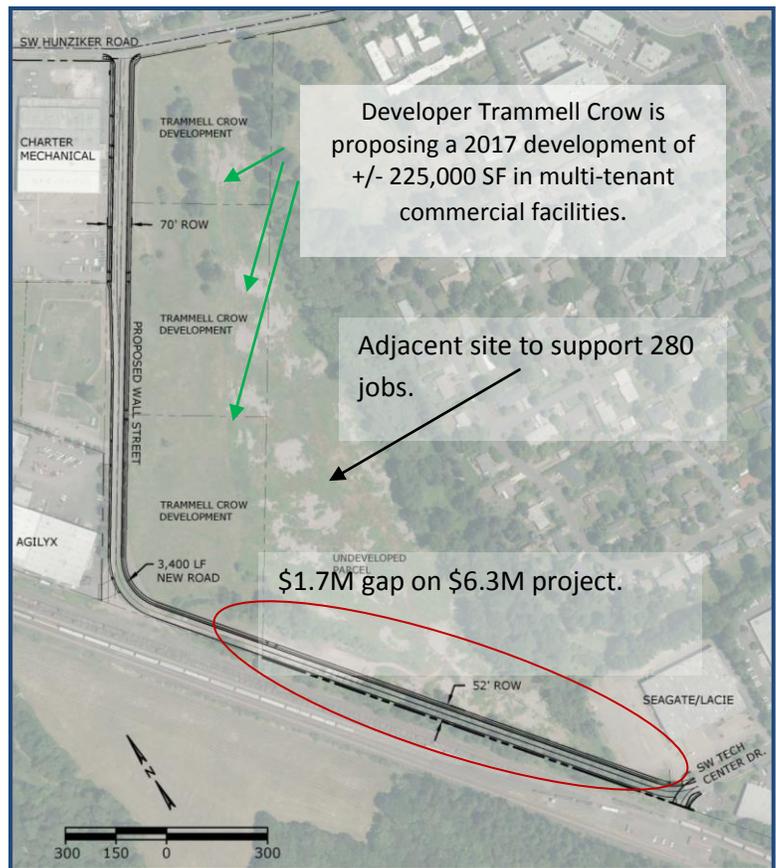
- **Corresponding RTP project number(s) for the nominated project.** This project is related to the following RTP projects: 10599, 10751, 11223, and 10755.
- Attach a completed Public Engagement and Non-discrimination checklist (Appendix A).
  - a. Attached to email.

**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 /72<sup>nd</sup> 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 72<sup>nd</sup> 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/72<sup>nd</sup> 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**

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

**Sources of Funding**

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

**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.

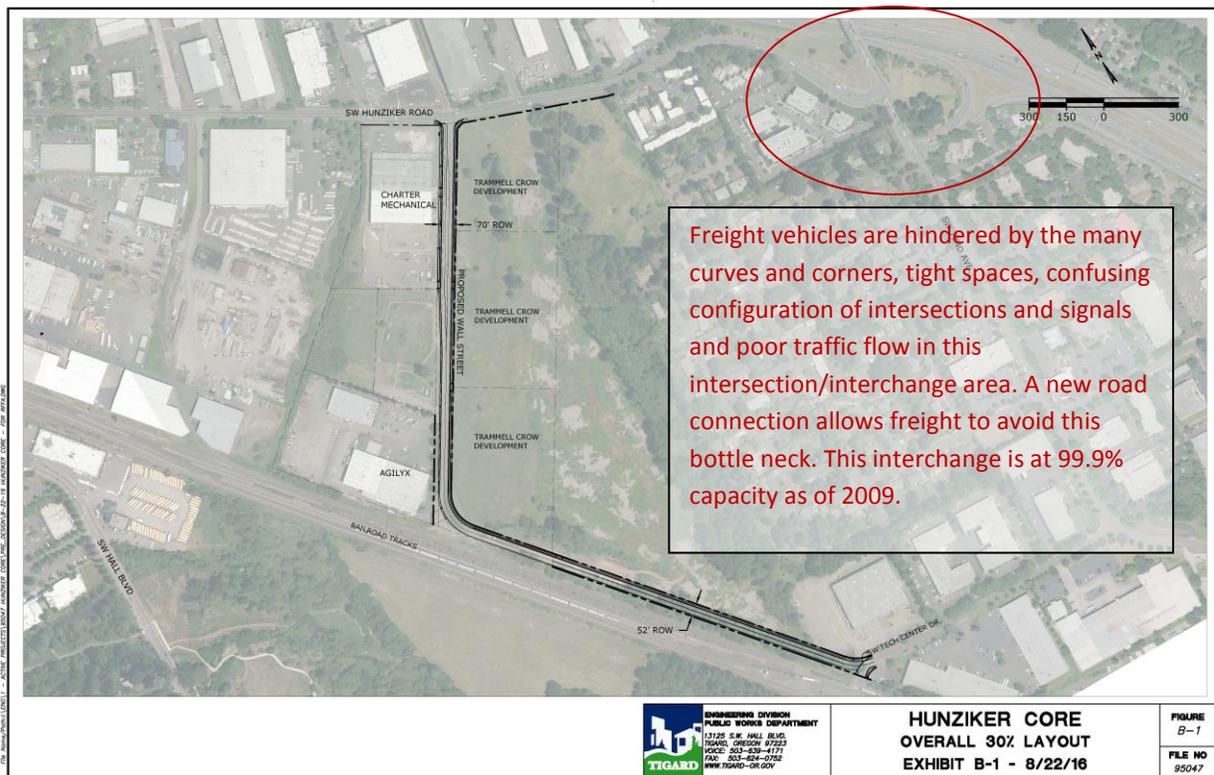
### Highest priority criteria

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 72<sup>nd</sup> Avenue via Tech Center Drive – bypassing the overloaded Hunziker Rd./ 72<sup>nd</sup> 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/72<sup>nd</sup> 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/72<sup>nd</sup> 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 72<sup>nd</sup> 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 72<sup>nd</sup> 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 72<sup>nd</sup> Avenue corridor) rely upon the overloaded Hunziker Road/72<sup>nd</sup> 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/72<sup>nd</sup> 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 72<sup>nd</sup> 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?**

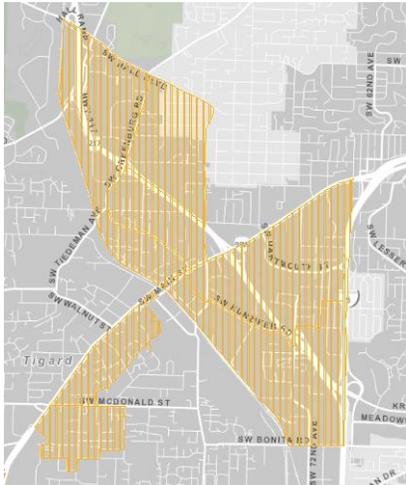
Low Carbon Impact

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 72<sup>nd</sup> 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 72<sup>nd</sup> 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 72<sup>nd</sup> Street and the Hunziker Road/72<sup>nd</sup> 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/72<sup>nd</sup>/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/72<sup>nd</sup> 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?**

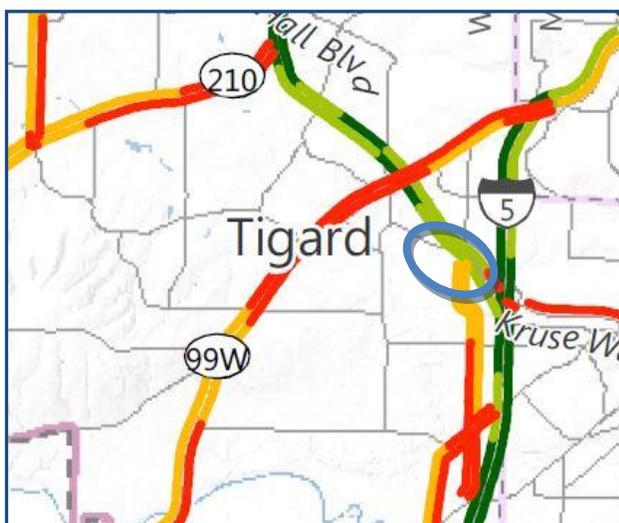
By increasing freight route alternatives and efficiency and decreasing travel distance, this project can reduce engine idle times compared to current performance levels at the Hunziker Road/72<sup>nd</sup> Ave and Hwy-217 intersections.

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 72<sup>nd</sup> Ave. can bypass the overloaded intersection (marked in blue circle on left graphic) at Hunziker Rd. /72<sup>nd</sup> 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 72<sup>nd</sup> 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/72<sup>nd</sup> 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 72<sup>nd</sup> 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/72<sup>nd</sup> Ave and Hwy-217 intersection.

## Process

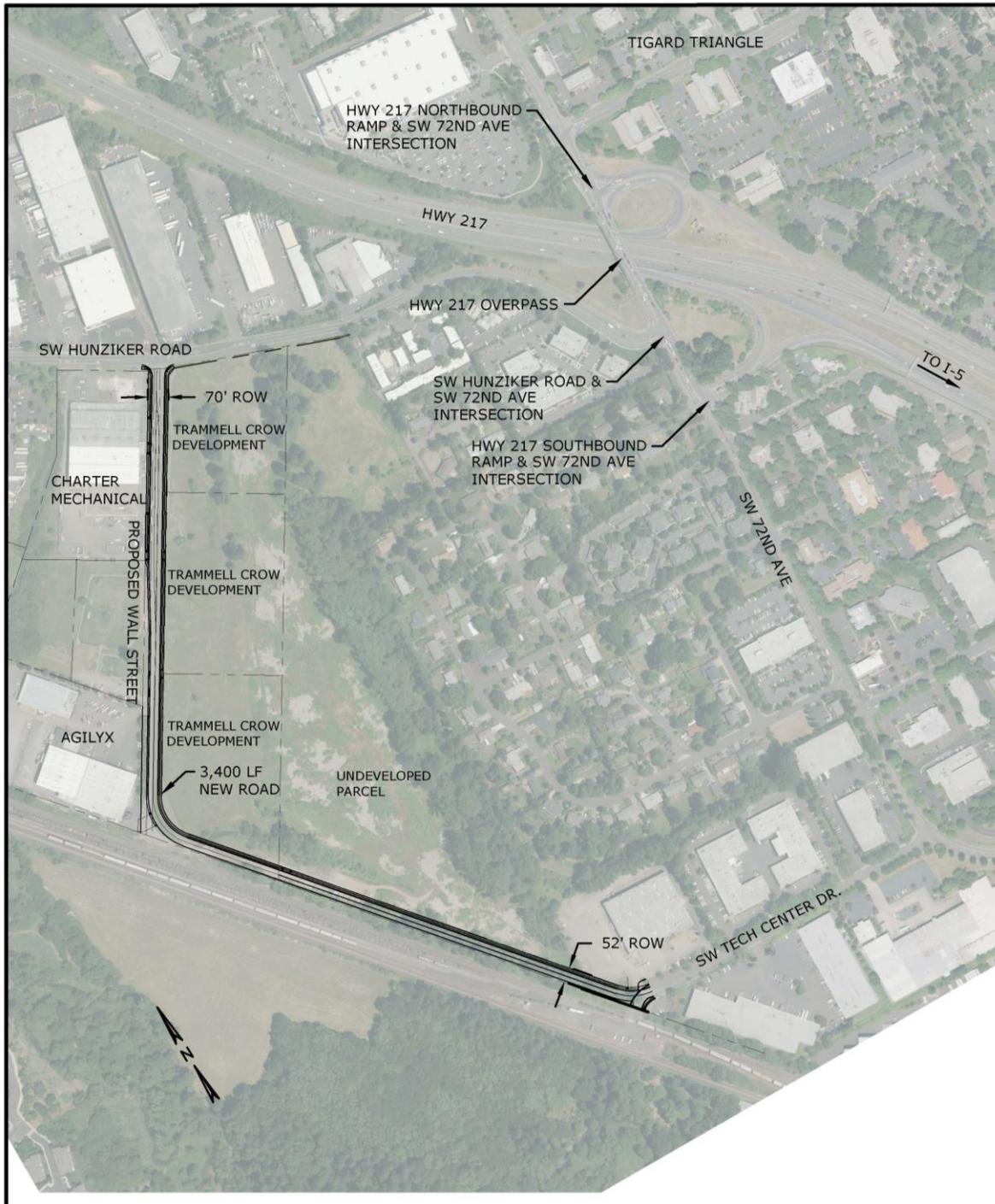
- **Describe the planning process that led to the identification of this project and the process used to identify the project to be put forward for funding consideration. (Answer should demonstrate that the process met minimum public involvement requirements for project applications per Appendix A)**

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/72<sup>nd</sup> 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 72<sup>nd</sup> 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/72<sup>nd</sup> and Hwy-217 intersections.



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	<b>HUNZIKER CORE WALL ST. EXHIBIT EXHIBIT A-1 - 8/22/16</b>

<b>FIGURE A-1</b>
<b>FILE NO 95047</b>