



2022-2024 Regional Flexible Funds Project Application

INTRODUCTION

This application is organized to consider, assess, screen, and select Regional Flexible Fund Allocation (RFFA) projects. The assessment is focused on first determining a candidate project's applicability to the RFFA program and their technical feasibility. Upon that assessment, promising projects will be assessed on the merits of their intended project outcomes that will be used for project scoring.

To be applicable to the RFFA program, a project must be at least one of the following project types:

- **Active Transportation and Complete Streets, or**
- **Freight and Economic Development Initiatives**

Each project should demonstrably support the four 2018 Regional Transportation Plan (RTP) investment priorities:

- **Advancing Equity**
- **Improving Safety**
- **Implementing the region's Climate Smart Strategy**
- **Managing Congestion**

Although information from the entire application may be used to inform project scoring, the questions presented in the section, "Project Outcomes" are directly related to scoring and evaluation criteria and the answers to these questions will directly inform the project scoring.

After all relevant questions are completed, please secure the required signatures as indicated at the end of this application form, and email it, along with other required information and supporting documentation to rffa@oregonmetro.gov. Applications MUST be received by 4:00 p.m. on Friday, June 21, 2019 in order to be considered.

APPLICANT INFORMATION

1. Jurisdiction name: City of Sherwood
2. Contact info: Julia Hajduk, 503-625-4204, hajdukj@sherwoodoregon.gov
3. Funding category (check one): ☐ Active Transportation ☒ Freight ☐ Both
4. Project name. Blake Street Design (aka Tonquin Area East-West Collector)
5. **Describe the project purpose. What problems or issues is the project intended to address?** The project will complete the project development and preliminary design of Blake Street between Oregon Street and 124th Avenue. Providing specificity and certainty to the road alignment and design will support development of the Tonquin Employment Area (TEA). Development of the TEA will provide more jobs to the region providing more economic opportunities for all. Ultimately, the construction of Blake Street will provide access to those jobs, access to freight and an additional transportation connection to reduce distances traveled and congestion on Tualatin-Sherwood Road.

The TEA was brought into the UGB for the purpose of jobs land in 2004 and a plan was developed and adopted in 2010. The concept plan identified an East/West collector connecting Oregon Street to 124th Avenue, which has now been preliminarily identified as Blake Street. Additional analysis and studies included a 2015 Tonquin Employment Area Implementation Plan and Washington County Industrial Site Assessment project and a 2016 Washington County South Industrial Area Funding Strategy, each of which refined the alignment, costs and benefit of the Blake Street connection. The Willamette Water Supply (WWSP) project will be constructing a regional water treatment plant at the intersection of Blake Street and 124th Avenue and will construct Blake Street across their project frontage as part of that project. Funding is needed to develop a final alignment and preliminary design of the remainder of the street which will provide answers to developers considering the area, provide jobs and, once built, freight access. The work that the WWSP will do in constructing their portion of Blake Street will leverage future funding and development of the remainder of the road.

PROJECT READINESS

The following questions intend to gather information about how developed the project is and the steps that will still be required to complete the project. This section will be used for screening project feasibility.

Project Detail

6. **Is this project on the 2018 RTP Constrained list?**¹ ☒ Yes ☐ No
7. **What is the RTP Project ID #?** 12046
8. **In which RTP network and policy map(s) is the project included? Check all that apply, indicate specific functional classification.**
 - ☐ High Injury Corridor (or ODOT ARTS Hotspot map) Click here to enter text.
 - ☒ Bicycle While not on the system map, it will provide a connection between 124th and the Ice Age Tonquin Trail.
 - ☒ Pedestrian While not on the system map, it will provide a connection between 124th and the Ice Age Tonquin Trail

¹ Project must be on the 2018 RTP Constrained list, available for download at: oregonmetro.gov/RTP or oregonmetro.gov/sites/default/files/2019/04/02/2018-RTP-Master-Project-List-All-Projects-20190315.xls

- ☒ Freight This will be a new collector street, therefore is it not currently on the system map but will provide a connection between 124th and Oregon Street and access to jobs.
- ☐ Transit Click here to enter text.

9. **List the project beginning and ending points. What specific streets/intersections are included in the project area?** This will be a new street connecting Oregon Street to SW 124th Avenue. The location of the intersection of Blake Street and 124th Avenue has been determined through discussions between Washington County, Tualatin, Sherwood and the Willamette Water Supply Project. The location of the intersection of Blake and Oregon Street has not been specifically determined but concept level planning has identified the location approximately halfway between the Oregon/Tonquin intersection and the Oregon/Tualatin-Sherwood road intersection.
10. **Is the project included in an adopted local transportation safety plan or audit?** ☐ Yes ☒ No
Please describe. Click here to enter text.
11. **Describe the non-RFFA funding sources available and amounts necessary for the project to be completed. How secured is the funding for each funding source (Certain, Probable, or Competitive?)** The City has a commitment from the Washington County MSTIP Opportunity fund for the required \$89,863 match.
12. **Which Project Development Stages are to be considered for RFFA funding?**² Project development and preliminary design
13. **If your project is found to not be as far along as indicated or has specific challenges that need to be (re)addressed to improved technical feasibility, are you interested in RFFA funding for project development activities?** ☒ Yes ☐ No
14. **Attach or describe the project schedule and include information about important schedule considerations or drivers.** Once funds are available and any necessary agreements signed, we anticipate approximately 3 months to develop and solicit proposals and select a consultant to conduct the preliminary design work. Once under contract, the consultant will begin survey work, complete the initial environmental review and geotechnical analysis. This initial preliminary work is expected to take 2-3 months. The consultant will then develop a potential alignment and, in coordination with the City, begin public outreach with the affected property owners and agency stakeholders to refine the alignment (1-2 months). A 30% design will be developed which includes the road alignment as well as sanitary and water infrastructure connections within the road and stormwater treatment options for the road surface. (1-2 months). With the 30 % design work complete, the consultant will once again, seek input and comment from stakeholders prior to developing a 60% design and cost estimates. This is expected to take an additional 2-3 months. The total project time is expected to be 9-12 months and will result in a specific road alignment, clear understanding of right of way needs, clear understanding of opportunities and expectations for construction of utilities within the right of way, permitting requirements and a construction cost estimate.

Project Completeness

15. **At what stage of the project development process is the project, and what is the status of each project stage (refer to Defining Project Development Stages above)?** Through the course of the development of the TEA concept plan (2010), the concept of an east-west collector connection Oregon Street to the future 124th Avenue was identified. Subsequent planning

² Please refer to guidance found in the RFFA nomination process handbook.

efforts further evaluated and refined the road connection; however, no further work has taken the project to the more detailed level of preliminary design. Because it has been 9 years since initial stakeholder outreach on the TEA concept plan, we will need to re-engage stakeholders to ensure the location, especially the Oregon/Blake connection is properly located and work with existing property owners regarding the best location for the roadway connection that will provide access, maximize developability and be located in a way that is buildable given the geology, topography and other existing constraints in the area.

16. **Is right of way (ROW) acquisition likely? Will the project need any unique ROW requirements such as temporary easements, special coordination with other agencies? What is the status of the ROW acquisition task of the project?** Right of way acquisition will not be required at this stage. With the preliminary engineering, we will be better prepared to convey dedication and construction requirements to property owners and potential developers as part of the development process. Depending on funding availability, right of way may be needed if the City determines to proceed with construction of the full road connection or to complete unbuilt sections once development starts constructing portions of the road.
17. **What project development (project study reports, transportation safety plan, safety audit, feasibility studies) has been completed? How recent are these reports or this project development, and are they still relevant? Are they in digital format for possible transfer?** Significant preliminary studies have been conducted related to the development of the TEA including the following: 2010 Tonquin Employment Area Concept Plan; 2015 TEA implementation plan and Washington County Regional Employment Lands Inventory; 2016 Washington County South Industrial Area Infrastructure Funding Strategy. Each of these studies provide increasingly detailed analysis of the Blake Street connection and concept level cost estimates. Digital copies are available.
18. **Does the project area intersect with Title 13 resource areas³, wetlands, cemeteries, railroad tracks, Native American burial grounds, protected species habitat, or any other qualifiers that would require permitting?** There are Class A and Class B upland habitat areas that will be impacted by a road connection. However, design of the road will aim to minimize impacts. There are wetlands in the area, however the road connection to the east near 124th Avenue has been aligned to minimize impacts to the wetland. This impact is more known and certain due to work that the Willamette Water Supply Project and Washington County, as part of the 124th Avenue construction have already done. There are no other known protections, but this project will help identify any likely risks.
19. **To what extent has environmental permitting been scoped or completed?** This has not occurred

Community Support

20. **What needs expressed by community members (e.g., unsafe crossing; egregiously long red lights) does the project address?** Design of the road will help address the community and City Council's desire for economic development and development of the TEA. Providing this connection between Oregon Street and 124th Avenue will also provide more direct connections to 124th Avenue and help to relieve congestion on Tualatin-Sherwood Road by providing an alternate route for people who are traveling to 124th Avenue or Oregon Street.

³ Available for download at: oregonmetro.gov/urban-growth-management-functional-plan

21. **Which community partners are involved?** None directly involved
22. **Describe the agency and community support (and any opposition) for the project. Discuss the focus on equity and stakeholder engagement process.** There is no known opposition to this project. We have received letters of support from the Sherwood Chamber of Commerce, Washington County, City of Tualatin and the Willamette River Water Supply Program, which are included with this application.

Interagency Connections

23. **Are TriMet, SMART, or adjacent or overlapping jurisdictions (counties, cities) involved in and supportive of the project?** They are not involved; however Washington County and the City of Tualatin are adjacent and are supportive of this request. Letters of support are included with this application.
24. **Is the project on or does it connect with a separate agency facility? Indicate all potentially involved agencies' awareness of and cooperation with the project. Potential agencies include Oregon Department of Transportation (ODOT) (Highway, Rail divisions and others as required), railroads, utilities, Bonneville Power Administration, or Port of Portland.** The road will go under BPA and PGE transmission lines and close coordination will occur during the design. The preliminary alignment of the road takes into account these transmission lines and the need to locate the facility perpendicular to the lines and specific distances from existing poles. The road will connect Oregon Street to 124th Avenue, both County-owned facilities. The County is supportive of this project and will be involved in the design as it impacts County facilities.
25. **Will utilities need to be relocated? Who owns the utilities and what is their level of awareness and support for the utility relocation?** This will be determined through the course of the project development and design, however it is unlikely that utilities will need to be relocated as the area is currently undeveloped and not in an "urban" area with access or connection to public utilities.
26. **Do you have design control consistently across the project area? If other agencies are affected by this project, do you have the necessary documentation of agreement regarding design elements reflected within this project? (Please obtain signatures as indicated on the Signature Page of this application.)** The road will be a City street and designed to City standards. The City will work closely with the County to ensure the intersections with County facilities comply with County standards as well.

PROJECT RISKS

The following questions intend to identify potential risks to project completion.

27. **Has a person(s) with the proper authority reviewed and agreed to the project design, and signed off on this application?**⁴ ☐ Yes ☐ No **N/A** – This is a project design project
28. **Are there any anticipated risks for the following:**
 - a. **Right of way (ROW)**
 - i. **Are ROW acquisition costs included in the cost estimate?** ROW needs will be determined through the design process. At the time ROW acquisition takes place, negotiation and acquisition will comply with federal requirements.

⁴ As indicated on final page of application.

- ii. **Were the federal Right of Way Uniform Act's acquisition and negotiation processes performed during the ROW acquisition stage or considered in the schedule and budget, for those projects which have not yet performed ROW acquisition?** N/A
- b. **Utility Relocation**
 - i. **Are utility relocation costs included in the cost estimate?** N/A
- c. **Stormwater considerations**
 - i. **Water quantity** Design will ensure that storm water quantity and quality will comply with DEQ MS4 permit requirements
 - ii. **Water quality** Design will ensure that storm water quantity and quality will comply with DEQ MS4 permit requirements
- d. **Environmental and Permitting**
 - i. **Have potential State environmental (SEPA)/ National Environmental Policy Act (NEPA) impacts been identified?** SEPA and NEPA impacts, if any, will be identified through the design process.
- e. **Schedule** N/A; we believe that because the project is for preliminary design only and does not include construction, it will be able to completed within the anticipated timeframe
- f. **Budget** The total design and construction budget has been estimated between \$5.6 million and \$10.9 million. Recent staff analysis identified \$5.8 million in construction costs (exclusive of row of acquisition) and a design cost of 15% (\$875,000) We are assuming 15% design costs due to the topographical and geologic constraints and existing conditions in the area, which lead us to believed that design costs will be higher than what is traditionally required on other projects.
- g. **Staff availability**
 - i. **Does the agency have sufficient and qualified staffing resources to lead, manage, and deliver the project? Please describe.** City staff will contract with an engineering firm to lead the project development and design efforts. There are qualified staff who can manage this project and resources will be allocated to ensure that ample time is provided to manage the project

PROJECT DESIGN

Project designs will be scored on the level of safety and environmental improvements they can provide. A project that includes as many safety and environmental mitigation elements as feasible will more completely meet the criteria.

- 29. **Describe the project elements and countermeasures that address safety.** This will be considered in the project design
- 30. **What countermeasures are included that reduce conflicts between modes (vehicles, pedestrians, bicycles, railroad crossings) and improve safety? (Use Appendix C design checklist, check all that apply)** This will be considered in the project design
- 31. **What specific project design elements are aimed at reducing environmental impacts (street trees, bioswales, etc.)?**⁵ This will be considered in the project design. The design will minimize and mitigate environmental impacts as much as possible. In addition, the design will fully

⁵ 2018 RTP Environmental Assessment and Potential Mitigation Strategies (Table 4 summarizes potential strategies by resource areas and pages 34 to 59 identify all RTP Projects that intersect with one or more environmental resource area)
oregonmetro.gov/sites/default/files/2019/03/01/RTP-Appendix_F_EnvironmentalAnalysisMitigationStrategies190301.pdf

comply with environmental permitting requirements, including DEQ MS4 permit criteria for storm water treatment and detention. Street trees will be provided within the design as they are required on all streets.

32. **Are there additional design elements or countermeasures not on the checklist that are included in the project design that will improve safety and environmental outcomes?** These will be considered in the project design

PROJECT OUTCOMES

Projects will be scored in terms of their ability to create positive outcomes that align with RFFA priorities and regional goals. The following questions aim to gather details directly related to those potential outcomes. Please provide all relevant data to support your response, using Metro-provided data or additional sources. Metro staff will provide data to the scoring committee to confirm

Affordability/Equity

33. **Is the project in an Equity Focus Area?** ☐ Yes ☒ No **Please indicate which Focus Area.** While not within an equity focus area, the project is in very close proximity. To the northeast of the TEA is a focus area in Tualatin for People of Color/limited English proficiency. The development of the TEA and access to and through the TEA will serve this equity focus area.
34. **List the community places⁶, affordable housing, and Title 1 schools within ¼ mile of project.** There are none within ¼ mile of the project as the project is within a future employment area and generally surrounded by land designated for employment.
35. **What are the estimated totals of low-income, low-English proficiency, non-white, seniors and youth, and persons with disabilities who will benefit from this project?** The project is for design only of a street that does not currently exist. When constructed, it will provide an additional connection from 124th Avenue to Oregon Street which will provide quicker access to jobs for people who would otherwise travel to Tualatin-Sherwood road to make the necessary connection. In addition to this additional connection, at full build out, the Tonquin Employment Area is estimated to provide approximately 3,520 new jobs which will provide more opportunities for all persons in the area and region. According to the Metro Beta version of the Economic Value Atlas, the TAZ that the Tonquin Employment Area is located, the poverty rate is 2.7% and 10% of the population is people of color. While this is lower than the regional average (which is 12.87 poverty rate and 13.59 people of color), the TAZ has fewer low wage, medium and high wage jobs within 30 minutes of the TAZ. Currently there are 21% fewer low wage jobs within 30 minutes of the area and 19% fewer mid-high wage jobs in the area than the regional average. This means that with the ultimate development of the TEA and other industrial areas in south Washington County, the access to jobs will significantly improve for all.
36. **What are the barriers faced by these communities that the project addresses or overcomes, and how will these populations benefit from this project?** Jobs and access to jobs
37. **What contracting opportunities are available to Office for Business Inclusion and Diversity (COBID) firms through this project? What is your agency's policy, history, or removing of barriers to hire and advance COBID firms in infrastructure projects?** The project will hire a consultant firm to design the road including property owner outreach, engineering, geotechnical, and environmental work. Consultant team will be selected through a RFP process

⁶ Community places are defined as key local destinations such as schools, libraries, grocery stores, pharmacies, hospitals and other medical facilities, general stores, parks, greenspaces, and other places that provide key services and/or daily needs.

where COBID and MWBE firms are encouraged to apply. The City has a good track record of hiring MWBE firms.

Safety

38. **How many fatal or serious injury crashes have occurred in the project area in the last 5 years (or most recent 5 years of available crash data)?** Zero as this is a new road and will be connecting to 124th Avenue, which is also a fairly new road. That said, however, the connection from Oregon Street to 124th Avenue will reduce traffic on Tualatin-Sherwood Road which is identified on the high injury/equity focus area map as “auto 50% of fatality and injury A”
39. **How does the project aim to reduce the number of fatal or serious injury crashes?** While not the primary purpose of this road or the project, providing an alternate freight route to Tualatin Sherwood Road relieves traffic conflict on that facility.
40. **How does the project remove or mitigate conflicts, with (including) active transportation, railroad crossings, turning movements, and others? (Use Appendix C design checklist, indicate all that apply)** N/A

System Completion

41. **What network gap(s) will be completed by this project?** How will system connectivity or network deficiencies be improved? This will facilitate the ultimate development of Blake Street from Oregon Street to 124th Avenue which will provide access into the TEA and create a new connection that does not currently exist.
42. **How will access to active transportation be improved? What specific barriers in addition to the network gaps identified above will the project eliminate?** This road will be designed with active transportation elements and will provide connections to the Ice Age Tonquin trail, 124th Avenue, Oregon Street and jobs.

Multimodal Travel, Mode Share, and Congestion

43. **How will the project reduce transit delay and improve transit reliability?** N/A
44. **How does the project improve connections to transit and employment or residential sites/areas?** The construction of the new road would provide access into an employment area where one does not currently exist. It will also provide an additional connection between Oregon Street and 124th Avenue which will provide improved access for people currently traveling up to Tualatin-Sherwood Road to 124th Avenue to get to jobs and housing. In addition, the connection will likely reduce travel time and congestion on Tualatin-Sherwood Road. Reduced congestion and travel time on Tualatin-Sherwood Road will provide more reliable access to transit, employment and residential areas.
45. **How will the project reduce vehicle trips or VMT (other than freight-related trips)?** This project will provide access into the employment area for freight. In addition, it will provide a shorter and quicker connection between Oregon Street and 124th Avenue which will likely reduce travel time and congestion on Tualatin-Sherwood Road.
46. **How does the project reduce the need for thoroughway expansion?** Providing an alternate route to Tualatin Sherwood road will reduce the need to widen Tualatin Sherwood road further than already planned.

Climate Change and Environmental Impact

47. **Describe the measures included to specifically mitigate the project’s greenhouse gas emissions and environmental impact.** This will be considered in the project design
48. **What specific project design elements are aimed at reducing environmental impacts (street trees, bioswales, etc.)?** This will be considered in the project design. The design will minimize and mitigate environmental impacts as much as possible. In addition, the design will fully

comply with environmental permitting requirements, including DEQ MS4 permit criteria for storm water treatment and detention. Street trees will be provided within the design as they are required on all streets

Freight Related Impact

49. **How does the project address freight travel time reliability and reoccurring or nonrecurring congestion affecting freight goods movement?** The Blake Street connection would provide an alternative to Tualatin-Sherwood Road for many trucks. Tualatin-Sherwood Road currently carries around 5,000 trucks per day, this is similar to the number of trucks on Highway 217. As the industrial areas in the vicinity develop over time the number of trucks is expected to increase.

Tualatin-Sherwood Road is extremely congested with recurring delay and the resulting travel time is unreliable. Depending on the time of day, the measured travel time varies significantly. Eastbound the measured travel time can vary between 7:14 minutes up to 16:55 minutes. Westbound the measured travel time can vary between 7:24 seconds up to 20:12 minutes. These measured travel times are direct measures of actual user experience on the ground today. As the community continues to grow these measured travel times are expected to increase without significant investments in transportation infrastructure such as the Blake Street connection.

Many of the trucks using Tualatin-Sherwood Road today do so because they lack other alternatives. There are currently no road connections between 124th Avenue and Oregon Street other than Tualatin-Sherwood Road. South of Tualatin-Sherwood Road, there are no connections between Tualatin and Sherwood until Tonquin Road which is over 1.5 miles south. The Blake Street connection would provide an alternative South of Tualatin-Sherwood Road and is intended to address the lack of connections. This lack of transportation infrastructure is problematic for the development of the area and forces all the traffic to rely on the limited connections that are available. The Blake Street connection would directly address this by providing a facility where none exists currently. The Blake Street connection would provide an alternative to recurring congestion on Tualatin-Sherwood Road for truck traffic. This would improve the freight travel times throughout the area, improve freight travel time reliability and reduce truck delay.

50. **Is this project on a "Reduction Review Route" (defined and stipulated by statute; OAR 731-012 and ORS 366.215) and to what extent has coordination occurred with the freight industry?** No it is not on a reduction review route.
51. **If there is freight delay along the corridor, when does this delay occur, to what extent is there delay, and how does this project address that delay?** Tualatin-Sherwood Road currently experiences significant delay between 7:00 AM and 6:00 PM. Washington County Land Use and Transportation staff provided a summary of the spring 2018 hour by hour directional congestion measured along Tualatin-Sherwood Road between Langer Farms Parkway and Interstate 5. Their analysis shows that eastbound traffic on Tualatin Sherwood Road, by 7:00 AM traffic already takes 63% longer than free flow to travel the corridor. The congestion persists until 6:00 PM measuring between 31% longer than free flow, to as slow as 69% longer than free flow. Westbound, the morning delay is not as significant as eastbound measuring under 30% longer travel time than free flow until 11:00 AM. By 11:00 AM the travel time increases to 48% longer than free flow and the slow congested travel continues until 6:00 PM peaking at 86% longer than free flow.

The Blake Street connection would provide an alternative to Tualatin-Sherwood Road for many trucks. Tualatin-Sherwood Road currently carries around 5,000 trucks per day, this is a similar the number of trucks on Highway 217. As the industrial areas in the vicinity develop over time the number of trucks is expected to increase. The Blake Street connection would provide an alternative to recurring congestion on Tualatin-Sherwood Road for truck traffic. This would improve the freight travel times throughout the area, improve freight travel time reliability and reduce truck delay

Employment/Economic Development

- 52. Describe the employment area(s) served by this project. What is the number of current and projected jobs in traded sectors?**⁷ Currently this employment area is significantly under developed. According to the Economic Value Atlas there are 615 “Goods-producing jobs” and 54 “other tradable industry jobs” within the Census tract. However because this tract includes a portion of Tualatin that is already developed and a portion of Tualatin’s SW Tualatin Concept Plan area, the potential for jobs is immense. In the TEA alone, we anticipate 3520 jobs, many of which are anticipated to be traded sector jobs. Providing access into this employment area from 124th Avenue and Oregon Street is critical to this area developing.
- 53. Describe how the project supports and catalyzes low-carbon and resource efficient economic sectors.**⁸ The City’s most recent Economic Opportunities Analysis identifies clean tech as a target industry in Sherwood’s TEA. By providing infrastructure investment to facilitate and incentivize development of the TEA, we are supporting the opportunities for these industries to locate in the area. By facilitating efficient development and seeking out opportunities to expedite development of the road, we are removing a costly barrier that might otherwise undermine our ability to target the best development of the area. Having the road designed and the future possibility of road construction funded, provides us leverage to seek out and recruit clean technology industry sectors.

Project Leverage

- 54. How does this project leverage other funding sources?** By completing the preliminary design work, we will be able to leverage both private funding through development as well as provide information needed to fund construction of the project through public funding. Project funding for construction could seek to utilize regional, state or federal grant funds but may also include use of local SDC, County TDT, or MSTIP funds.
- 55. Will the receipt of RFFA funding position the region to take advantage of federal and state funding opportunities as they arise? If so, explain.** Yes. Knowing the overall project costs and needs will enable us to consider and, if appropriate, apply for state and federal funding.
- 56. Will this help advance any Transportation Systems Management and Operations (TSMO) goals and strategies?** Yes. This project advances:

Goal #1 – Reliability - When the road is ultimately constructed, it will provide an alternate connection to 124th Avenue which will improve system reliability on Tualatin-Sherwood Road. It will also provide access to employment and economic opportunities by supporting development

⁷ Traded sector industries as indicated in the Economic Value Atlas, available at: oregonmetro.gov/tools-partners/guides-and-tools/economic-value-atlas

⁸ Clean Technology industry sectors as defined in the Oregon Business Plan, <https://oregonbusinessplan.org/about-the-plan/industry-clusters/>

of the TEA. The road will be designed with multi-modal elements which will further promote choices for people traveling to and through the area which would be anticipated to further decrease vehicle trips.

Goal #3 –Quality of Life - By providing a more direct connection from Oregon Street and 124th Avenue, the new road will reduce out of direction travel and reduce congestion on Tualatin-Sherwood Road, both of which result in increased vehicle emissions. Through the design and ultimate construction of the road, out of direction travel and congestion will be reduced. In addition, because the road will include multi-modal design options and connect to existing transportation networks, people will have more opportunity to travel to and through the area in foot or bicycle.

57. **Is this project on the Regional Emergency Transportation Network?⁹ Will this project help improve resiliency of the transportation network? If so, describe how.** No but providing an additional connection between arterials will improve system resiliency.

PROJECT COST ESTIMATE

58. **What is the source of the project cost estimate?**

☒ **Conceptual:** These cost estimates are used where a significant need has been identified but a detailed project scope has not been developed. These cost estimates have the potential to change significantly as the project scope becomes more defined.

☐ **Planning level:** These cost estimates are based on a generally defined scope. Cost estimates are usually based on limited field-work and general cost assumptions. No actual design work has been done prior to the development of these cost estimates. The cost estimate could still change significantly as design work begins, but the estimate is more reliable than the conceptual estimates. (e.g., comprehensive plan, TSP, Metro cost estimate worksheet, corridor plan).

☐ **Engineering level:** These cost estimates are based on actual preliminary design work. If done for all facets of the project and there are no further additions to the project scope, these estimates should represent a fairly accurate cost for the project. (e.g. detailed planning report, preliminary engineering, final design, NEPA documentation, etc.)

59. **During what project development stage (refer to page 9 of the RFFA application guidebook) was the cost estimate created?**

☒ Planning

☐ Alternatives Identification and Evaluation

☐ Preliminary Design

☐ Final Design

60. **What year was the cost estimate created? Does it include any escalation factors and to what year?** The costs estimates were developed and refined between 2010 (\$5.6 million) and 2016 (\$10.9 million). Each planning effort provided updated and refined costs. To ensure as accurate a request as possible, costs were again reviewed by our City Engineer Bob Galati. Our estimates, developed May 2019 are consistent with those in the 2018 RTP. We estimate a total project cost of approximately \$12 million with \$5.9 in construction, \$5.3 in right of way acquisition and \$875,000 in design. The \$875,000 design cost is 15% of the construction cost. This percentage is slightly higher than normal due to the environmental, and geotechnical and other technical

⁹ oregonmetro.gov/sites/default/files/2019/04/05/Regional_Emergency_Transportation_Routes_2006.pdf

work that will be needed due to the basalt close to the surface, wetlands, kolk ponds, slopes and powerline easements that the road design will have accommodate

61. **To what extent were the following considered during cost estimating?** The cost estimates assume an identification of right of way needs but does not include right of way acquisition. The design will identify the needs for items b-i. Items j-l will be determined at the final design and construction stage which is not included in this application. The budget assumes local staff time to manage the project with a consultant team heading up the majority of work tasks.

- a. Right of way (ROW)
- b. Utility relocation or underground
- c. Stormwater considerations
- d. Environmental mitigation strategies
- e. Bridge, railroad, or major facility impacts
- f. Retaining walls
- g. Clearing and grading
- h. Removal of current pavement or facilities
- i. Signing and pavement markings
- j. Sidewalk and street furniture
- k. Street trees, landscaping, irrigation
- l. Mobilization, staging, and traffic control
- m. Staff availability or need for outside services

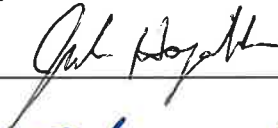

62. **Please attach your cost estimate. Verify that it includes the following items:** This is N/A as this is for design only

- a. Unit cost assumptions
- b. Contingency assumptions

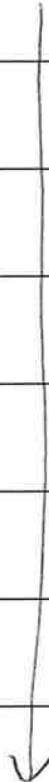
SIGNATURE PAGE

All relevant applicant agency and other agency staff with authority must attest to the design and cost estimates of the project, and that proper coordination and cooperation exists between all parties. Please attach additional signature pages as warranted.

Applicant agency staff signatures:

Project manager	
Engineering	
Right of Way	N/A
Environmental	N/A

Other agency signatures (as required):

ODOT Highway	N/A
ODOT Rail	
TriMet	
SMART	
Utilities	
Railroads	
Other (please indicate)	

Tonquin Employment Area
Blake Road Concept Plan
Cost Estimate

Length of Roadway Alignment	5,192	LF
Width of Roadway ROW	62	LF

Category & Item	Quantity	Units	\$/Unit	Total
Traffic Control & ESC Measures				
Traffic Control	1	LS	\$ 15,000.00	\$ 15,000.00
ESC Fencing	10,384	LF	\$ 2.50	\$ 25,960.00
Construction Entrance	2	EA	\$ 10,000.00	\$ 20,000.00
Tire Wash	2	EA	\$ 2,500.00	\$ 5,000.00
Grading				
Clearing and Grubbing (5,192' x 62' x 12")	11,922	CY	\$ 2.50	\$ 29,805.93
Excavation (5,192' x 62' x 3')	35,767	CY	\$ 17.50	\$ 625,924.44
Rock Excavation	8,942	CY	\$ 28.00	\$ 250,369.78
Roadway				
Geotextile (5,192' x 62')	35,767	SY	\$ 2.00	\$ 71,534.22
Aggregate Base (5,192' x 62' x 2')	23,845	CY	\$ 38.00	\$ 906,100.15
Aggregate Leveling (5,192' x 62' x 10")	9,935	CY	\$ 28.00	\$ 278,188.64
HMAC Level 2, 1/2" Dense, 5" Thick, Width 34'	5,517	Tons	\$ 125.00	\$ 689,562.50
Curb & Gutter	10,384	LF	\$ 27.00	\$ 280,368.00
Sidewalk	62,304	SF	\$ 12.00	\$ 747,648.00
Street Trees	297	EA	\$ 250.00	\$ 74,171.43
Street Lighting	104	EA	\$ 9,000.00	\$ 934,560.00
Storm Water Systems				
Storm Water Quality Treatment Facility	2	EA	\$ 25,000.00	\$ 50,000.00
Storm Water Outfall	2	EA	\$ 15,000.00	\$ 30,000.00
48" Std MH	21	EA	\$ 5,000.00	\$ 103,840.00
CB's	42	EA	\$ 3,500.00	\$ 145,376.00
24" Dia HDPE	500	LF	\$ 38.00	\$ 19,000.00
12" Dia HDPE	5,192	LF	\$ 28.00	\$ 145,376.00
10" Dia HDPE	831	LF	\$ 25.00	\$ 20,768.00
Sanitary Sewer Systems				
Connection to Existing	1	EA	\$ 7,500.00	\$ 7,500.00
48" Std MH	21	EA	\$ 5,000.00	\$ 103,840.00
10" Dia PVC	2,596	LF	\$ 25.00	\$ 64,900.00
8" Dia PVC	2,596	LF	\$ 22.00	\$ 57,112.00
ROW & Easement Acquisition				
ROW Land	321,904	SF	\$ 15.00	\$ 4,828,560.00
Easement Land	62,304	SF	\$ 7.50	\$ 467,280.00
Sub-Total of All Materials				\$ 5,701,905.09
Contingency on Material Costs (15%)				\$ 855,285.76
Mobilization Costs (1.5%)				\$ 85,528.58
Engineering, Environmental, Geotechnical Design Costs (13%)				\$ 875,905.66
Sub- Total of All Land Acquisition Costs				\$ 5,295,840.00
Land Appraiser Consultant (1%)				\$ 52,958.40
Total of all costs				\$ 12,867,423.49



RESOLUTION 2019-049

AUTHORIZING AND SUPPORTING THE SUBMITTAL OF A REQUEST FOR REGIONAL FLEXIBLE FUNDS AND MSTIP OPPORTUNITY FUNDS FOR THE DESIGN OF BLAKE STREET IN THE TONQUIN EMPLOYMENT AREA

WHEREAS, the Tonquin Employment Area (TEA) was brought into the Urban Growth Boundary in 2004 by Metro for the purpose of jobs land; and

WHEREAS, a concept plan was developed and adopted in 2010 which identified an East/West collector connecting Oregon Street to 124th, which is now identified as "Blake Street"; and

WHEREAS, additional analysis and studies included a 2015 TEA implementation plan and Washington County Industrial Site Assessment project and a 2016 Washington County South Industrial Area Funding Strategy, each of which refined the alignment, costs and benefit of the Blake Street connection; and

WHEREAS, one of the City Council's top goals is economic development, especially development of the TEA to provide more jobs to the region and providing more economic opportunities; and

WHEREAS, funding is needed to develop a final alignment and preliminary design of the remainder of the street which will provide answers to developers considering the area and to provide information for the City as it considers future funding needs and options for construction of the facility; and

WHEREAS, Metro is currently in the solicitation phase for the FY2022-24 Regional Flexible Funds with applications due at the end of June; and

WHEREAS, the City believes that this project would be competitive for funding under the Freight and Active Transportation categories; and

WHEREAS, Washington County has established a fund, called the MSTIP opportunity fund, to help local jurisdictions leverage funds for transportation projects; and

WHEREAS, the City has determined that it is appropriate and reasonable to request MSTIP opportunity funds to provide the required match for this project.

NOW, THEREFORE, THE CITY OF SHERWOOD RESOLVES AS FOLLOWS:

Section 1. The City Council supports and encourages the submittal of a request for \$875,000 Regional Flexible Funds for the 30% design of Blake Street and the submittal of a request for \$89,863 in MSTIP opportunity funds to provide the local match.

Section 2. This Resolution shall be effective upon its approval and adoption.

Duly passed by the City Council this 4th of June, 2019.



Keith Mays, Mayor

Attest:



Sylvia Murphy, MMC, City Recorder



June 17, 2019
JPACT and Metro Council
Metro
600 NE Grand Ave
Portland, OR 97232-2736

RE: Sherwood Regional Flexible fund request for "Blake Street" design

Dear JPACT members and Metro Council,

The Sherwood Chamber of Commerce's mission is to "give value to our members and the community through innovation and bold leadership and programs that develop the business climate." As such we strongly support the City's request to obtain funding to complete project development and preliminary design of the east-west collector (currently referred to as Blake Street) in the Tonquin Employment Area (TEA). The construction of this new street will incentivize development of the area and bring increased jobs and investments into the community.

The City's proposed project will provide information on specific road alignment and right of way requirements which will help both as development is considering to locate in the area and as the City is seeking out additional funding opportunities for construction of the street. The Chamber is supportive of any funding efforts to help ensure that the TEA is able to develop and bring jobs into our communities and the region.

We strongly support the City's efforts to further economic development in the community. We have a wonderful partnership with the City and know that the City has the capability to expertly manage the grant and facilitate the development of the new road and development of the TEA to provide additional jobs in the community and increase the tax base.

Sincerely,
Best regards,

Corey Kearsley
Executive Director
Sherwood Chamber of Commerce

Willamette Water Supply *Our Reliable Water*

June 17, 2019

JPACT and Metro Council
Metro
600 NE Grand Avenue
Portland, OR 97232-2736

RE: Sherwood Regional Flexible fund request for Blake Street design

Dear JPACT members and Metro Council,

I am writing to express support for the City of Sherwood's request for project development funding to plan and design Blake Street in the Tonquin Employment Area. As you may know, the Willamette Water Supply Program is a \$1.3 billion effort to design and construct water supply infrastructure for the Tualatin Valley Water District, and the cities of Hillsboro and Beaverton. It will include an expanded intake on the Willamette River in Wilsonville, 32-miles of pipeline stretching from the intake up to Highway 26, and a new water treatment plant within the Tonquin Employment Area at the southern intersection of the future Blake Street and SW 124th Avenue. With a project that has so much regional benefit and touches so many jurisdictions, there are and have been many opportunities to partner and leverage resources to benefit all. Sherwood's request is yet another example.

While the timing is such that the design of our portion of Blake Street will be complete in 2020, we believe that we would benefit from the City proceeding with design work, as this would also include the design of other City infrastructure elements, such as water and sewer, that may better serve our project over time. In addition, when ultimately constructed, Blake Street will provide additional connections for our employees and delivery trucks to access the area. It will provide a much needed parallel route to Tualatin-Sherwood Road, which will improve access to the Tonquin Employment Area and help solve the area's congestion problems – a good return on Metro's investment.

The Willamette Water Supply Program team is fully supportive of the City of Sherwood's request and hopes that you fund their request.

Sincerely,



David Kraska, P.E.
Willamette Water Supply Program Director



WASHINGTON COUNTY OREGON

June 14, 2019

Dan Kaempff, Principal Transportation Planner
Resource Development Section
Planning and Development Department
Metro
600 NE Grand Ave
Portland, OR 97232-2736

RE: Sherwood Regional Flexible fund request for Blake Street design

To Whom It May Concern:

I am writing to express support for the City of Sherwood's request for project development funding to plan and design Blake Street in the Tonquin Employment Area. Washington County and City of Sherwood have partnered and collaborated on several occasions to help move development of the South County Industrial area forward. Most recently, we have partnered with the cities of Sherwood, Tualatin and Wilsonville to develop the 2016 "South County Industrial Area Funding Strategy." This study provided a road map for funding and development of the area. Within this study, Blake Street was identified as an important mobility connector.

The City of Sherwood's proposal to complete project development and preliminary design of Blake Street in Sherwood will provide information on a specific road alignment and right-of-way requirements. This information will help both as development is occurring and as the City is seeking funding opportunities for construction of the street. The County is supportive of any funding to support development of the South County Industrial area and bring jobs into our communities and the region.

Sincerely,

Stephen Roberts, AICP
Interim Director, Land Use & Transportation



City of Tualatin

www.tualatinoregon.gov

May 30, 2019

JPACT and Metro Council
Metro
600 NE Grand Ave
Portland, OR 97232-2736

RE: Sherwood Regional Flexible Fund Allocation request for Blake Street design

Dear JPACT members and Metro Council,

As Mayor for the City of Tualatin, I am writing in support of the City of Sherwood's Regional Flexible Fund Allocation (RFFA) request for project development funding to plan and design Blake Street in the Tonquin Employment Area.

The City of Tualatin and Sherwood have collaborated on several occasions to help move development of our respective industrial areas forward. Most recently, the cities of Sherwood, Tualatin, and Wilsonville partnered with Washington County to develop the 2016 "Washington County South Industrial Area Funding Strategy." This study was funded with Metro Community Development and Planning Funds and helped provide a road map for funding and development in our shared industrial areas. In addition to this study, Tualatin's adopted Southwest Tualatin Concept Plan identifies Blake Street as an important mobility connector.

The City of Sherwood's request to complete project development and preliminary design (30% design) of Blake Street in Sherwood will provide information on a specific alignment and right of way requirements to inform efforts in business recruitment and seeking opportunities for roadway construction. Tualatin is supportive of funding efforts to help ensure that Washington County South Industrial area is able to develop and bring jobs into our communities and the region.

Sincerely,

Frank Bubenik, Mayor