



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 Gresham*
2. **Contact info: Name, phone #, email** *Katherine Kelly, 503-618-2110, Katherine.Kelly@GreshamOregon.gov*
3. **Funding category (check one):** Active Transportation Freight Both
4. **Project name.** *Division Complete Street – Phase 1*
5. **Describe the project purpose. What problems or issues is the project intended to address?** *This project is the first phase of a two-phase project to fill significant gaps in the active transportation network along NW Division St. The first phase of the Division Complete Street project will extend between NW Wallula Ave. and NW Birdsdale Ave. The second phase of the project will extend between NW Birdsdale Ave. and the Gresham-Fairview Trail intersection and will be completed when additional funding becomes available. Both phases will add continuous and ADA-compliant sidewalks, curbs, curb ramps, and bike lanes.*

Sidewalk gaps exist on both sides of the street, with gaps of over 800 feet in length between NW Wallula and NW Birdsdale Avenues. Bike lanes currently do not exist. Completion of the sidewalk and bicycle network will enhance access to transit stations being developed on the north and south sides of NW Division at NW Angeline St. Those stations will be constructed by 2021 as part of the Division Transit Project (DTP), a bus rapid transit line that will provide important connections within Gresham and the region. In addition, the project will enhance access to key regional destinations including the Gresham Civic Regional Center and Title 4 Industrial and Employment Lands. The community served by this project includes higher-than-average populations of low-income, low-English proficiency, non-white, elderly, young and persons with disabilities when compared citywide and regionally.

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 #?** *10440*
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 - Gap in Network
 - Pedestrian - Pedestrian Parkway

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 [Click here to enter text.](#)

Transit - Frequent Bus, HCT in progress

9. List the project beginning and ending points. What specific streets/intersections are included in the project area? *The project is located along NW Division St. between NW Wallula Ave. and NW Birdsdale Ave. It includes the intersections of Division at NW Birdsdale Ave., NW Wonderview Ct., NW Wonderview Dr., NW Riverview Ave., NW Bella Vista Pl., NW Angeline Ave., NW Towle Ave., and NW Wallula Ave.*

10. Is the project included in an adopted local transportation safety plan or audit? Yes No Please describe. *Yes, both phase 1 and phase 2 of the Division Complete Street project are adopted in Gresham's Transportation System and Active Transportation Plans.*

Development of the City's Active Transportation Plan, adopted in 2018, included evaluation of the city's most recent crash data. The data showed that arterials such as NW Division St. were found to have the majority of bicycle and pedestrian crashes that happen within Gresham. Based on this data as well as criteria for pedestrian and bicycle comfort, access to transit and everyday destinations, equity, and public input, filling sidewalk and bicycle gaps on NW Division St. is a priority project for the city.

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 allocated \$1,600,000 of System Development Charges, which are a "Certain" funding source.*

12. Which Project Development Stages are to be considered for RFFA funding?² *The City seeks consideration for RFFA funding to complete preliminary design, support right-of-way acquisition, utility relocation, final plan specification and estimate (PS&E) development, and construction of the project.*

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. *In anticipation of being awarded this grant in 2021, we expect the schedule to coincide with typical ODOT programming guidance and milestones. Under this assumption, we expect project engineering to commence no later than 2022. Right-of-way acquisition will commence no later than 2024. Construction will commence no later than 2026.*

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)? *The project is near 30% plan*

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

development, including preliminary environmental scoping. Pending additional funding, right-of-way acquisition and additional plan development is upcoming.

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 is expected to include temporary construction easements and permanent dedications. The acquisition process will begin once additional funding is received. No coordination with other agencies is anticipated.*
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?** *The following documents have been prepared for portions of the proposed project corridor and are available in digital format: No Effects Memo (USFWS), Section 106 4C Archeology, Botanical Clearance Report, L1 Hazardous Materials Study, Section 106 Architectural/Historic Properties/Section 106.*
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?** *No.*
19. **To what extent has environmental permitting been scoped or completed?** *Environmental permitting is fully scoped.*

Community Support

20. **What needs expressed by community members (e.g., unsafe crossing; egregiously long red lights) does the project address?** *This project was identified as a critical corridor in need of design and building through four planning projects with robust community engagement efforts. These four projects are: 1) Division Transit Project, 2) East Metro Connections Plan, 3) Update of the City's Transportation Plan, and 4) the City's Active Transportation Plan.*
21. **Which community partners are involved?** *When this project enters project development, Gresham staff will engage the public, particularly area residents, businesses, and jurisdictional partners following its Community Engagement Strategy handbook. In addition to identifying stakeholders the handbook helps in selection of appropriate opportunities for public feedback, such as conversations with residents and business owners, public meetings, site visits, and a project web presence.*
22. **Describe the agency and community support (and any opposition) for the project. Discuss the focus on equity and stakeholder engagement process.** *Gresham City Council is supportive of this project and advanced it as the priority for RFFA funding at its March 5, 2019 meeting. The City of Gresham adheres to the following principles when engaging the public:*
- 1. Value active citizen involvement as essential to the future of our community.*
 - 2. Respect and consider all citizen input.*
 - 3. Encourage effective outreach efforts that reflect the city's rich diversity.*

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

4. *Promote communications and processes that encourage citizen participation and produce results.*
5. *Involve citizens early in policy development and planning projects.*
6. *Respond in a timely manner to citizens' input and respect all perspectives and insights.*
7. *Coordinate City outreach and involvement activities to make the best use of citizens' time and efforts.*

Development of Gresham's Active Transportation Plan included broad, citywide stakeholder engagement through community meetings, online surveys, and social media. In order to reach minority and low-income residents, Community Liaisons were hired to support outreach efforts that were culturally-specific. Projects were prioritized using equity analyses developed in collaboration with the community, where this project was ranked 7th of over 50 city-wide pedestrian projects.

Interagency Connections

23. **Are TriMet, SMART, or adjacent or overlapping jurisdictions (counties, cities) involved in and supportive of the project?** *Yes, TriMet is supportive of the Division Complete Street project, as it will enhance access to transit. In particular, it will construct sidewalk and bicycle lanes on a segment of NW Division St. that is within the scope of the Division Transit Project (DTP). The City of Gresham is working closely with TriMet on the DTP, which includes new transit stations on the north and south side of NW Division St. at the intersection of NW Angeline Ave. That project also includes upgrading all traffic signals in the Division St. corridor that includes new pedestrian signal heads in some locations. A letter of support from TriMet is attached.*
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.** *Apart from adjacent TriMet-owned transit stops, the project is entirely a City of Gresham owned and maintained facility.*
25. **Will utilities need to be relocated? Who owns the utilities and what is their level of awareness and support for the utility relocation?** *Minor utility relocation for PGE, Frontier, NW Natural, and City-owned utilities are anticipated. Formal utility notification for the project has not occurred and will occur once additional funding is received.*
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 City of Gresham is the road authority for the right-of-way in the project area and maintains design control.*

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

28. Are there any anticipated risks for the following:

- a. **Right of way (ROW)**
 - i. Are ROW acquisition costs included in the cost estimate? *Yes.*
 - 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? *Right-of-way acquisition for this project has not taken place yet. Provisions of the Uniform Act will be followed during acquisition.*
- b. **Utility Relocation**
 - i. Are utility relocation costs included in the cost estimate? *Yes.*
- c. **Stormwater considerations**
 - i. **Water quantity** *Not applicable.*
 - ii. **Water quality** *Applicable City, State, and Federal rules related stormwater quantity considerations are included in the cost estimates and will be followed during design.*
- d. **Environmental and Permitting**
 - i. Have potential State environmental (SEPA)/ National Environmental Policy Act (NEPA) impacts been identified? *Yes.*
- e. **Schedule** *Preliminary engineering will take place 2022-23. Right-of-way acquisition will take place 2023-24. Construction will take place 2024-26.*
- f. **Budget** *The City of Gresham manages a budget for the project and includes a contingency of 15% to address potential additional costs during design and construction.*
- g. **Staff availability**
 - i. Does the agency have sufficient and qualified staffing resources to lead, manage, and deliver the project? **Please describe.** *As a Certified Local Agency through the Oregon Department of Transportation (ODOT), the City of Gresham maintains a qualified staff to lead all aspects of project delivery.*

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. *The proposed project will add continuous and ADA-compliant sidewalks and curb ramps, enhanced curbs and gutters, and bicycle lanes. These amenities will define users' space as a pedestrian, bicyclist, and vehicle driver while removing vehicle conflicts and ensuring people have access to a safe and accessible travel environment.*

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) *Appendix C design checklist is attached.*

⁴ As indicated on final page of application.

31. ~~What specific project design elements are aimed at reducing environmental impacts (street trees, bioswales, etc.)?~~⁵
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? *No.*

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. *The Division Complete Street project is connected to equity focus areas. The project scope is within the Division Transit Project (DTP) alignment. The DTP corridor includes equity focus areas for people of color and/or limited English proficiency from the City of Gresham/Portland border at 174th Ave. to the Gresham-Fairview Trail and from NW Wallula Ave. to downtown Gresham.*
34. List the community places⁶, affordable housing, and Title 1 schools within ¼ mile of project. *The community places nearby include a regionally-significant multiuse path, places of worship, a grocery store, and retail shopping and dining. At the east end of the project area is the Civic Regional Center which is planned for increased affordable and workforce housing on soon-to-be-developed lots owned by Metro. In particular, one of the Metro-owned lots requires that 40% of housing units built be affordable, at 60% of area median income.*
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? *Data used ACS 2012-2016, Tract No 100.02. Low-income - 5,634, Low-English proficiency - 996, Non-white - 1,432, Seniors and youth - 2,010, Persons with disabilities - 859.*
36. What are the barriers faced by these communities that the project addresses or overcomes, and how will these populations benefit from this project? *NW Division St. is an important east/west arterial within the region and within Gresham, and the segment this project will address is a key gap in providing travel that is continuous and safe along the full Division corridor. Alternate routes for pedestrians and bicyclists are over one quarter of a mile away and the out-of-direction travel to get to those facilities is not practical.*
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 City regularly reaches out to MWESB businesses during construction phases of all transportation Capital projects. As a Certified Local Agency through the State of Oregon DOT, the City solicits business from MWESB firms for design*

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

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.

and construction services toward predetermined goals set by the State Office of Civil Rights. The City is tasked with monitoring and tracking MWESB participation on all federal aid projects towards compliance with project goals.

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)?** *There have been two "Major Injury" crashes within the project scope within the past 5 years (1 in 2015 and 1 in 2017).*
- 39. How does the project aim to reduce the number of fatal or serious injury crashes?** *The project will add continuous and ADA-compliant sidewalks and curb ramps, enhanced curbs and gutters, and bicycle lanes. These amenities will provide separate space for pedestrian, bicyclist, and vehicle driver while ensuring people have access to a safe and accessible travel environment.*
- 40. How does the project remove or mitigate conflicts, with (including) active transportation, railroad crossings, turning movements, and others?** *The project will add continuous and ADA-compliant sidewalks and curb ramps, enhanced curbs and gutters, and bicycle lanes. By providing separate space for pedestrian, bicyclist, and vehicles the conflicts between modes are removed or mitigated.*

System Completion

- 41. What network gap(s) will be completed by this project? How will system connectivity or network deficiencies be improved?** *Phase 1 of the Division Complete Street project will provide over 800 feet of new sidewalk on both sides of the street between NW Wallula and NW Birdsdale Avenues. It will add bicycle lanes the entire scope of the project on both sides of the street. These network gaps were highlighted as priority needs during development of the Gresham Active Transportation Plan. Completion of the sidewalk and bicycle network will enhance local access to transit stops being developed for the Division Transit Project and connectivity for residential neighborhoods that are both north and south of NW Division St. to the Civic Regional Center, a commercial area just over one quarter-mile away. With future completion of the second phase of the project, connectivity for pedestrians and bicyclists to the Gresham Fairview Trail and the regional trail network will be complete along NW Division St.*
- 42. How will access to active transportation be improved? What specific barriers in addition to the network gaps identified above will the project eliminate?** *Along the project segment of NW Division St., the Division Transit Project will create changes to stop locations, increasing the distance between transit stops to speed transit operations. The further distance between transit stops exacerbates the barrier of incomplete sidewalks and bicycle lanes in the project area. Construction of a complete network of sidewalks and bicycle lanes is needed to remove barriers to accessing public transit at the further spaced stops and provide more people access to the regionally supported Division Transit Project.*

Multimodal Travel, Mode Share, and Congestion

- 43. How will the project reduce transit delay and improve transit reliability?** *The project will improve infrastructure between transit stops and the neighborhood streets, providing easier access for*

pedestrians and bicycles to travel to these stops from homes and neighborhood destinations. Easy and safe connections to transit stops reduce potential transit wait time while loading of passengers, as all passengers arrive at stops safely in advance of bus arrival.

44. How does the project improve connections to transit and employment or residential sites/areas? *The project improves connections to transit by providing direct, continuous connections for pedestrian and bicycle access to transit stops. Transit service along NW Division St. provides important connections (both throughout this corridor and by connecting to other high ridership transit) from residential areas to key employment areas in the city.*
45. How will the project reduce vehicle trips or VMT (other than freight-related trips)? *The project reduces vehicle trips by providing a better walking and bicycling experience for potential transit users connecting to transit stops. By improving conditions for transit access, people interested in transit, but unwilling to try transit because of the unsafe pedestrian and bicycle environment on NW Division St., will find transit a more attractive travel option.*
46. How does the project reduce the need for throughway expansion? *The project reduces the need for throughway expansion by creating a complete street that is safe for pedestrian and bicyclists and those accessing transit. A complete street supports connectivity to pedestrian, bicycle and transit networks and multimodal users, instead of encouraging vehicle trips, which contribute to throughway expansion.*

Climate Change and Environmental Impact

47. Describe the measures included to specifically mitigate the project's greenhouse gas emissions and environmental impact. *Public transit is more efficient than any other mode to move people around. The Division Complete Street project supports the use of public transit by improving transit access for users by providing new and enhanced pedestrian and bicycle access. The shift from driving personal vehicles mitigates our environmental impact by reducing emissions from these individual vehicles as we shift to more enjoyable, accessible transit system.*
48. What specific project design elements are aimed at reducing environmental impacts (street trees, bioswales, etc.)? *Due to right of way costs, this project does not include a planter strip for trees or bioswales.*

Freight Related Impact

49. How does the project address freight travel time reliability and reoccurring or nonrecurring congestion affecting freight goods movement? *The project focuses on improving active transportation and public transit, not on freight movement or travel time reliability.*
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*
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? *No delay has been reported.*

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 *This project will make access improvements for a public transit line with one of the highest levels of ridership in the region. Better access to public transit supports the use of transit to reach employment areas in both Portland and Gresham. The project supports an easier transit connection to key employment areas in north Gresham's industrial area and employers such as Boeing, Microchip, and ON Semiconductor, by connecting to north/south bus lines. Completion of the second phase of the project, to the Gresham Fairview Trail and the regional multi-use path system, will allow for more direct pedestrian and bicycle connections to key employment areas in north Gresham.*
53. Describe how the project supports and catalyzes low-carbon and resource efficient economic sectors.⁸ *The project supports all of the clusters located in Gresham and Portland through better access for employees to use the Division Transit Project. The Division Transit Project connects to downtown Portland and to north/south bus lines that take employees to Gresham's north industrial area and employers such as Boeing, Microchip, and ON Semiconductor.*

Project Leverage

54. How does this project leverage other funding sources? *The City has allocated \$1,600,000 available from City System Development Charges, which are a Certain funding source.*
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, in the event RFFA funding is not adequate for the project scope, the City will seek additional Federal and/or State funding opportunities for project completion.*
56. Will this help advance any Transportation Systems Management and Operations (TSMO) goals and strategies? *The Division Transit Project will upgrade the signals along the Division corridor, including in the project segment. Upgraded signals include coordination along the corridor for Next Generation Transit Signal Priority to help buses travel faster in the corridor.*
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. *This project is not on the regional emergency transportation network.*

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.

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/>

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

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?

2019

61. To what extent were the following considered during cost estimating? *Right of way – number of impacted properties, Utility relocation – number of utility conflicts, Retaining walls – type size and location, Clearing and grading – general construction limits defined, Removal of current pavement or facilities – general construction limits defined, Sidewalk and curb ramps - infill locations, Mobilization and traffic control – assumed as percent of project cost.*

- 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

F

62. Please attach your cost estimate. Verify that it includes the following items:

- 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 Katherine Kelly

Engineering [Signature]

Right of Way [Signature]

Environmental [Signature]

Other agency signatures (as required):

ODOT Highway _____

ODOT Rail _____

TriMet _____

SMART _____

Utilities _____

Railroads _____

Other (please indicate) _____