



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.](#)

X 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 Birdsdales Ave. It includes the intersections of Division at NW Birdsdales 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? X 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? X 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 Birdsdales 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) _____

June 20, 2019

Metro

600 NE Grand

Portland, OR 97232

Re: RFFA Application for Division Complete Street

Dear Selection Committee:

The City of Gresham is pleased to submit this letter for the 2022-2024 Regional Flexible Funds Allocation program in support of the Division Complete Street project. This project will build continuous sidewalks and bicycle lanes on Division Street between Birdsedale Avenue and Wallula Avenue.

The project will provide enhanced pedestrian and bicycle access to transit, supporting the region's commitment to the Division Transit Project. The Division Transit Project improves one of the region's highest ridership routes and provide faster, more reliable transit service to key destinations throughout Gresham.

Once constructed, pedestrians and bicyclists will have a more direct connection to the Gresham Regional Center. Gresham urges you to fund this critically important transportation project and support better connections to transit.

Thank you for your consideration.

Sincerely,



Shane Bemis

Mayor, City of Gresham

June 20, 2019

Metro

600 NE Grand

Portland, OR 97232

Re: Division Complete Street RFFA Application

Dear Committee Members and Staff:

I am writing on behalf of Gresham's Transportation Subcommittee in support of the City of Gresham's application for 2022-2024 Regional Flexible Funds for street improvements along Division Street between Birdsedale Avenue and Wallula Avenue. This project will add sidewalks, bike lanes, curbs, and ADA-compliant curb ramps along a busy arterial in an auto-centric area. This project also supports TriMet's Division Transit Project) by improving safety and access to public transit stops along Division Street.

The Division Complete Street project will improve multimodal access and safety along an arterial corridor with high volumes of traffic, addressing priority areas outlined in the RFFA program. It aligns with City goals to improve safety, mobility, and quality of life for our community. The project will provide valuable connectivity for pedestrians and bicyclists in the community. With connections to key destinations such as Downtown Gresham, employment areas, and the regional trail system, this project will enhance alternative commuting and recreational opportunities for East Multnomah County residents.

The Transportation Subcommittee strongly urges funding for this important active transportation improvement project.

Sincerely,



Greg Olson

Chair, City of Gresham Transportation Subcommittee



June 20, 2019

Metro
600 NE Grand Avenue
Portland, OR 97232

RE: 2019-2021 Regional Flexible Funds Allocation Division Complete Street, Gresham-Fairview Trail to Wallula Avenue

Dear Selection Committee,

TriMet is pleased to support Gresham's MTIP/RFFA grant application for the Division Complete Street project from Birdsdales Avenue to Wallula Avenue.

This project is located on the Division Transit Project's alignment and would directly support implementation of the region's first bus rapid transit line. This project will enhance connectivity, active transportation, and improve safety for pedestrians and bicyclists along Division Street.

TriMet currently operates the Frequent Service Line 2 along Division Street. Bus stops within this segment of Division Street are not completely accessible due to narrow and/or obstructed sidewalks and missing sidewalks/curb ramps. Line 2 is one of the highest ridership bus lines in the region and safe access is critical for our current and future riders. This project achieves that goal by adding sidewalks, curb ramps and bike lanes along a busy five-lane arterial. In addition to enhancing access and safety this project supports regional active transportation goals by providing transportation options and access to transit.

We encourage you to approve funding for this project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Steve Witter", with a stylized flourish at the end.

Steve Witter
Executive Director
Engineering & Construction

c: Katherine Kelly, City of Gresham

East Multnomah County Transportation Committee

City of Fairview City of Gresham City of Troutdale City of Wood Village Multnomah County Port of Portland

Regional Flexible Funds Allocation Grant Program
Oregon Metro
600 NE Grand Avenue
Portland, OR 97232

June 17, 2019

Re: East Multnomah County Regional Flexible Funds Allocation (RFFA) Grants

Attention:

The East Multnomah County Transportation Committee (EMCTC) took action at the Monday June 17th EMCTC meeting to strongly support the following grant applications for Regional Flexible Funds. All three of these projects are high priorities to East Multnomah County. They represent multimodal improvements on regional transit corridors, freight corridors, and connect parts of our region that have high populations of lower income families and communities of color.

NE 223rd Avenue Access for Freight and Active Transportation

Bike-pedestrian access along 223rd will improve safety and access along this well-traveled freight corridor. This project will close an existing gap that causes walkers and bikers to either walk or bike on an undeveloped shoulder. By providing these improvements, this project will also remove conflict in an identified freight corridor where land uses vary from residential, commercial and industrial. This project is to construct the 223rd segment from Sandy Boulevard up to the railroad undercrossing just north of Townsend Way and will leverage work that Multnomah County and Fairview are collaborating on to provide a context sensitive solution under the railroad bridge.

Completing the Sandy Boulevard Transportation Gap: Sandy Boulevard Freight and Active Transportation Improvements from Gresham City Limits to NE 230th Ave

This project closes an important east-west gap in the regional active transportation network in order to increase safe, non-auto trips, especially for underserved populations in Fairview and surrounding East County communities. The project also has a dual purpose of improving the reliability of Sandy Boulevard as a regional freight route by reducing congestion and conflicts between users, thereby attracting more business to this major employment center. The grant will be used to fund project development for design and engineering to reconstruct Sandy Blvd to minor arterial standards with bike lanes, sidewalks, and drainage improvements.

NW Division Street Multimodal Improvements

This project will fill in significant gaps in the active transportation network by adding continuous and ADA-compliant sidewalks, curbs, curb ramps, and bike lanes on NW Division Street between NW Birdsdales Avenue and NW Wallula Avenue. Two stations for the forthcoming Division Transit Project are within this project area and will benefit from these improvements. In addition, the project will enhance access to key regional destinations including the Gresham Civic Regional Centers and Title 4 Industrial and Employment Lands.

Each of these projects advance the goals of the Regional Transportation Plan. They improve the safety of all users by reducing conflicts between freight traffic and vulnerable users. They seek to reduce congestion by making walking

and bicycling safer and improving access to transit. They advance equity by constructing improvements in areas that serve low-income families and people of color. They advance the goals of the Climate Smart Strategies by creating access and improving mobility.

We urge you to strongly consider funding these projects.

Sincerely,

A handwritten signature in blue ink that reads "Lori Stegmann". The signature is fluid and cursive, with the first name "Lori" and last name "Stegmann" clearly legible.

Commissioner Lori Stegmann, Multnomah County District 4
EMCTC Chair

cc: Mayor Brian Cooper, Fairview
Councilor Karylinn Echols, Gresham
Councilor Jamie Kranz, Troutdale
Councilor John Miner, Wood Village
Emerald Bogue, Port of Portland

June 21, 2019

Metro

600 NE Grand

Portland, OR 97232

Re: Division Complete Street RFFA Application

Dear Committee Members and Staff:

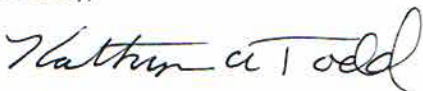
I am writing on behalf of the Northwest Neighborhood Association in support of the City of Gresham's grant application for the Division Complete Street project. The project will support our community by creating safer, more comfortable conditions for walking and bicycling along a busy arterial with multiple key destinations.

NW Division Street runs east-west through our neighborhood. The corridor between Birdsdale Avenue and Wallula Avenue has sidewalk gaps and portions of sidewalk that are non-ADA compliant. The segment also lacks bike lanes. Providing a safe, comfortable pedestrian and bicycle environment is vital to community livability and would complete a portion of the much-needed connection to the Gresham-Fairview Trail multi-use path. Complete sidewalks would also help community members get to the new bus stops for the future Division Transit Project.

Recent and anticipated multi-family development projects around the Division/Birdsdale intersection, as well as day care centers and houses of worship on Division are bringing more and more pedestrians, bicycles and strollers along this high-capacity arterial.

If the City is awarded this grant, the Northwest Neighborhood Association will continue to support and be involved in the project as we work together to improve our community.

Sincerely,

A handwritten signature in black ink that reads "Kat Todd". The signature is written in a cursive, flowing style.

Kat Todd

Northwest Neighborhood Association President

2022-2024 RFFA Public Engagement and Non-Discrimination Certification

Submitting agency name City of Gresham

Project name Division Complete Street

Background and purpose

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

- project sponsors have performed plan-level public engagement, including identifying and engaging historically marginalized communities, during development of local transportation system plans, subarea plans or strategies, topical plans or strategies (e.g., safety), modal plans or strategies (e.g., freight) and transit service plans from which the applicant project is drawn.
- if project development is completed, project sponsors have performed project-level public engagement, including identifying and engaging historically marginalized populations, and have analyzed potential inequitable impacts for people of color, people with limited English proficiency and people with low incomes compared to those for other residents.
- if project development is not completed, project sponsors attest the intent to perform project-level public engagement, including identifying and engaging historically marginalized populations, and to analyze potential inequitable impacts for people of color, people with limited English proficiency and people with low income compared to those for other residents.

Metro is required to comply with federal (US. Department of Transportation, Federal Highways Administration and Federal Transit Administration) and state (ODOT) guidance on public engagement and on Title VI of the Civil Rights Act and other civil rights requirements. Documentation of the local actions described below may be requested by regulators; if such a request is unable to be met, the allocation may be found to be out of compliance, requiring regional and local corrective action.

The completed checklist will aid Metro in its review and evaluation of projects for the 2022-2024 regional flexible funds allocation.

Instructions

Applicants must complete this certification, including a summary of non-discriminatory engagement (see Section 2) and certification statement (see Section 3), for projects submitted to Metro for consideration for 2022-2024 regional flexible funding.

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

A public engagement quick guide is available at oregonmetro.gov/rffa. Please forward questions regarding the public involvement checklist to regional flexible funds allocation project manager Dan Kaempff at daniel.kaempff@oregonmetro.gov or 503-813-7559.

1. Checklist

Transportation or service plan development (from which the applicant project was drawn)

X At the beginning of the agency's transportation system, topical modal, subarea or transit service plan, a public engagement plan was developed to encourage broad-based, early and continuing opportunity for public involvement.

Retained records: public engagement plan and/or procedures

X During the development of the agency's transportation system, topical, modal, subarea or transit service plan, a jurisdiction-wide demographic analysis was completed to understand the locations of communities of color, people with limited English proficiency, people with low income and, to the extent reasonably practicable, people with disabilities, older adults and youth in order to include them in engagement opportunities.

Retained records: summary of or maps illustrating jurisdiction-wide demographic analysis

☐ Public notices included a statement of non-discrimination (Metro can provide a sample).

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

X Throughout the process, timely and accessible forums for public input were provided.

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

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

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

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

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

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

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

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

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

Project development

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

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

Retained records: public engagement plan and/or procedures

X During project development, a demographic analysis was (shall be) completed for the area potentially affected by the project to understand the locations of communities of color, people with limited English proficiency, people with low income and, to the extent reasonably practicable, people with disabilities, older adults and youth in order to include them in engagement opportunities.

Retained records: summary of or maps illustrating demographic analysis

X Throughout project development, public notices were (shall be) published and requests for input were (shall be) sent in advance of the project start, engagement activity or input opportunity.

Retained records: dated copies of notices (may be included in retained public engagement reports)

X Throughout project development, public documents included (shall include) a statement of non-discrimination (Metro can provide a sample).

Retained records: public documents, including meeting agendas and reports

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

Retained records: descriptions of opportunities for ongoing engagement, descriptions of opportunities for input at key milestones, public meeting records, online or community survey results (may be included in retained public engagement reports)

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

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

X Throughout project development, focused efforts were made to engage historically marginalized populations, including people of color, people with limited English proficiency and people with low income, as well as people with disabilities, older adults and youth. Meetings or events were held in accessible locations with access to transit. Language assistance was provided, as needed, such as translation of key materials, use of a telephone language line service to respond to questions or take input in different languages, and interpretation at meetings or events.

Retained records: description of focused engagement efforts, list of community organizations and/or community members representing diverse populations with whom coordination or consultation occurred, description of language assistance resources and how they were used, dated copies of communications and notices, copies of translated materials, summaries of key findings (may be included in retained public engagement reports)

X Throughout – and with an analysis at the end of – project development, consideration was (shall be) given to potential inequitable impacts of the project for people of color, people with limited English proficiency and people with low income compared to those for other residents, as identified through engagement activities.

Retained records: description of identified populations and information about and analysis of potential inequitable impacts of the project for them in relation to other residents (may be included in retained public engagement reports)

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

Retained records: summary of comments, key findings and changes made to final staff recommendation or adopted plan to reflect public comments (may be included in retained public engagement reports or legislative staff reports)

X Adequate notification was (shall be) provided regarding final adoption of the plan, including how to obtain additional detailed information, at least 15 days in advance of adoption. Notice included (shall include) information on providing public testimony.

Retained records: dated copies of the notices; for announcements sent by mail or email, documentation of number of persons/groups on mailing list (may be included in retained public engagement reports or legislative staff reports)

2. Summary of non-discriminatory engagement

Attach a summary (1-2 pages) of the key elements of:

- if project development is completed, the public engagement process for this project, including outreach to communities of color, people with limited English proficiency and people with low income
- if project development is not completed, the public engagement plan for this project or agency public engagement practice, including outreach to communities of color, people with limited English proficiency and people with low income.

3. Certification statement

City of Gresham (agency) certifies the information provided on this checklist is accurate.

As attested by:

Katherine Kelly
(signature)

Katherine Kelly, Planning & Implementation Mgr.
(name and title)

6-20-2019
(date)

APPENDIX C – ACTIVE TRANSPORTATION DESIGN GUIDELINES

Please note: These guidelines are taken from Metro's Regional Active Transportation Plan (2014) and Regional Transportation Safety Strategy (2018), and is consistent with Metro's street and trail design guidance, which is currently in the process of being updated. The street and trail guidance is scheduled to be completed in July 2019. Applicants are free to use design guidance from draft regional documents prior to adoption.

The following checklist items are street design elements that are appropriate and desirable in regional mobility corridors. Trail projects should use the Off-Street and Trail Facilities checklist (item D) at the end of this list. All other projects should use items A – C.

A. Pedestrian Project design elements – check all that apply

Design elements emphasize separating pedestrians from motor vehicle traffic with buffers, increasing the visibility of pedestrians, especially when crossing roadways, and making it easier and more comfortable for people walking to access destinations.

For every element checked describe existing conditions and proposed features:

- ☒ Add sidewalks or improve vertical delineation of pedestrian right-of-way (i.e. missing curb)
- ☐ Add sidewalk width and/or buffer for a total width of 17 feet or more (recommended), 10 feet minimum (over 30 mph, ADT over 6,000). Buffer may be provided by parking, protected bike lane, furnishing zone, street trees/planting strip. Greater width overall is desired in high activity areas, greater buffer separation is desired on streets with higher motor vehicle speeds and or volumes.
- ☐ Add sidewalk width and/or buffer for a total width of 10 feet or more (recommended), 8 feet minimum on streets with lower traffic volumes and speeds (ADT less than 6,000 and 25 mph or less). Buffer may be provided by parking, protected bike lane, furnishing zone, street trees/planting strip. Greater width overall is desired in high activity areas, greater buffer separation is desired on streets with higher motor vehicle speeds and or volumes.
- ☐ Sidewalk clear zone of 6 feet or more
- ☒ Remove obstructions from the primary pedestrian-way or add missing curb ramps
- ☐ Add enhanced pedestrian crossing(s) at appropriate locations
- ☐ Re-open closed crosswalks
- ☐ Add crosswalk at transit stop
- ☐ Raised pedestrian refuge median or raised crossing, required if project is on a roadway with 4 or more lanes
- ☐ Reduced pedestrian crossing distance
- ☒ Narrowed travel lanes (reduces pedestrian crossing distance)
- ☐ Reduced corner radii (e.g. truck apron) (enhances pedestrian safety)
- ☐ Curb extensions and/or in-lane transit boarding
- ☐ Rectangular Rapid Flashing Beacon (RRFB) or pedestrian signal
- ☐ Lighting, especially at crosswalks – pedestrian scale (10-15 feet), preferably poised over sidewalk
- ☐ Dark skies compliant lighting
- ☐ Add countdown heads at signals
- ☐ Shorten signal cycle lengths of 90 seconds or less – pedestrian friendly signal timing, lead pedestrian intervals
- ☐ Access management: minimize number and spacing of driveways

- ☐ Arterial traffic calming: Textured intersections, gateway treatments, raised medians, road diets, roundabouts
- ☒ Wayfinding
- ☐ Pedestrian priority street treatment (e.g. woonerf) on very low traffic/low volume street
- ☐ Other pedestrian priority design elements

B. Bicycle Project design elements

Design elements emphasize separating bicycle and motor vehicle traffic, increasing visibility of bicyclists, and making it easier and more comfortable for people traveling by bicycle to access routes and destinations.

For every element checked describe existing conditions and proposed features:

- ☐ On streets with traffic speeds and volumes over 30 mph, ADT over 6,000: Protected bicycle lane with vertical separation, minimum width 6 feet with minimum 2 foot buffer (refer to table below for recommended widths based on projected use)
- ☐ On streets with traffic speeds and volumes over 30 mph and ADT 3,000 to 6,000: Buffered bicycle lane, at least 6 foot bike lane with minimum 2 foot buffer (refer to table below for recommended widths based on projected use)
- ☐ Bicycle boulevard treatment (markings, slowed traffic speeds, wayfinding etc.) where ADT is less than 3,000 per day and speeds are equal to or less than 20 mph
- ☐ Separated multi-use path parallel to roadway with at least 5 foot separation from roadway (refer to item D below)
- ☐ Bike priority treatments at intersections and crossings, including advance stop lines, bike boxes, bicycle priority signals, high-intensity activated crosswalk (HAWK) signals, user-activated signals
- ☐ Protected intersection treatments
- ☐ Access management: minimize number and spacing of driveways
- ☐ Arterial traffic calming: Textured intersections, gateway treatments, raised medians, road diets, roundabouts
- ☐ Raised pedestrian refuge median or raised crossing with bicycle crossing treatments, required if project is on a roadway with 4 or more lanes
- ☐ Lighting at intersections
- ☐ Dark skies compliant lighting
- ☐ Other bicycle priority design elements

Use the following table to help determine the suitable bikeway widths:

Peak Hour One-way User Volume	Preferred Operating Space Width	Minimum Operating Space Width
<150	6.5 feet	5 feet
150-750	8 feet	6.5 feet
>750	10 feet	8 feet
Peak Hour Two-way User Volume	Preferred Operating Space Width	Minimum Operating Space Width
<150	11 feet	8 feet
150-350	12 feet	10 feet
>350	16 feet	12 feet

Source: Metro

Note: Recommended widths do not include 2' minimum buffer, or shy distance from curb, if applicable

C. Other Complete Street Features

For every element checked describe existing conditions and proposed features:

- ☐ Transit priority treatments (e.g. queue jumps, transit signal priority)
- ☐ Move transit stop to far side of signal
- ☐ Benches
- ☐ Transit stop amenities or bus stop pads
- ☐ Gateway feature
- ☐ Street trees and/or landscaping
- ☐ Stormwater treatments
- ☐ Intelligent Transportation System (ITS) elements (i.e. signal timing and speed detection)
- ☐ Wayfinding
- ☐ Other complete streets design elements:

D. Off-Street and Trail Facilities

Use of federal transportation funds on separated pathways are intended for projects that primarily serve a transportation function. Pathways for recreation are not eligible for federal transportation funding through the regional flexible fund process. Federal funds are available from other sources for recreational trails. To allow for comfortable mixing of persons on foot, bicycle and mobility devices at volumes expected to be a priority for funding in the metropolitan region, a 12-foot hard surface with shoulders is a base design width acceptable to FHWA Oregon. Exceptions to this width for limited segments is acceptable to respond to surrounding context, with widths less than 10-feet subject to a design exception process. Wider surfaces are desirable in high volume locations.

- ☐ For every element checked describe existing conditions and proposed features:
- ☐ Minimum 12' trail width (plus at least 1' shoulder on each side)

- ☐ Treatments separating pedestrians and bicycles (e.g., separate pedestrian path), if necessary
- ☐ Always maintains minimum 5' separation when adjacent to street or is never adjacent to street
- ☐ All on-street segments with average annual daily traffic over 1,000 include one of the following treatments, (item C, above) or no on-street segments
- ☐ Sidewalks and separated bikeway on each side of the street - this configuration is appropriate along streets with frequent access points and where the on-street connection continues for more than a couple blocks. This configuration needs to design for transitions between the multi-use path and the bicycle lanes on each side of the street. Refer to Item B above to check off bikeway treatments.
- ☐ Sidewalk and two-way separated bicycle lane on one side of the street - this configuration is most appropriate when one side of the street has few or no access points, and therefore would have few motor vehicle conflicts with users. It also offers the possibility of transitioning to and from the multi-use paths without needing to cross the street. Refer to Item B above to check off bikeway treatments.
- ☐ A multi-use path on one or both sides of the street (with 5' separation) - this configuration is also appropriate when the street has few or no access points. It also offers the possibility of transitioning to and from the trail without needing to cross the street. A multi-use path is more space efficient than separated bicycle lanes and sidewalks and can be used when trail user volumes do not warrant separation
- ☐ At least 3' of shy distance (more in high traffic areas) from the edge of paved trail to walls, light fixtures, trees or other vertical elements; shy distance can include buffer
- ☐ All street crossings include an appropriate enhanced high-visibility crosswalk treatment
- ☐ Trail users do not have to travel out of direction at street crossings
- ☐ All 4-lane street crossings include appropriate refuge island or no 4-lane street crossings
- ☐ Frequent access points (generally every ¼-mile)
- ☐ Access points are easily visible and provide adequate sight distance
- ☐ All crosswalks and underpasses include Dark Skies compliant lighting
- ☐ Dark Skies compliant trail lighting throughout
- ☐ Trailhead improvements (e.g., signs, information, trash receptacles, bicycle parking, seating)
- ☐ Rest areas with benches and wheelchair spaces
- ☐ Wayfinding or interpretive signage
- ☐ Signs regulating bike/pedestrian interaction (e.g. bikes yield to pedestrians)
- ☐ Trail priority at all local street/driveway crossings
- ☐ Landscaping, trees, enhancements to the natural landscape
- ☐ Wildlife crossings are incorporated into the design, if necessary
- ☐ Pervious pavement treatments

TOTAL

Preliminary Cost Estimate 2019 - RFFA - COG Division Complete Street Project - Birdsdale to Wallula

SPEC NO.	ITEM NO.	ITEM	NUMBER	UNITS	UNIT PRICE	ITEM TOTAL	NOTES
TBD	TBD	MOBILIZATION	1	LS	\$ 256,450.00	\$ 256,450.00	10%
TBD	TBD	TEMPORARY WORK ZONE TRAFFIC CONTROL, COMPLETE	1	LS	\$ 256,450.00	\$ 256,450.00	10%
TBD	TBD	EROSION CONTROL	1	LS	\$ 51,290.00	\$ 51,290.00	2%
TBD	TBD	POLLUTION CONTROL PLAN	1	LS	\$ 51,290.00	\$ 51,290.00	2%
TBD	TBD	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	1	LS	\$ 25,645.00	\$ 25,645.00	1%
TBD	TBD	EXCAVATION	3500	CY	\$ 40.00	\$ 140,000.00	
TBD	TBD	CLEARING AND GRUBBING	1	LS	\$ 51,290.00	\$ 51,290.00	2%
TBD	TBD	CURB	5000	LF	\$ 30.00	\$ 150,000.00	
TBD	TBD	SIDEWALK	25000	SF	\$ 25.00	\$ 625,000.00	
TBD	TBD	ASPHALT	700	TON	\$ 110.00	\$ 77,000.00	
TBD	TBD	PAVEMENT RESURFACING - SEAL	1	LS	\$ 80,000.00	\$ 80,000.00	
TBD	TBD	BASE ROCK	150	CUYD	\$ 50.00	\$ 7,500.00	
TBD	TBD	RETAINING WALLS	12000	SF	\$ 95.00	\$ 1,140,000.00	Assume 5' wall along 2400 foot frontage
TBD	TBD	TREE REMOVALS	15	EA	\$ 3,000.00	\$ 45,000.00	
TBD	TBD	TRAFFIC SIGNAL MODIFICATION - WALLULA/DIVISION	1	LS	\$ 100,000.00	\$ 100,000.00	
TBD	TBD	TRAFFIC SIGNAL MODIFICATION - BIRDSDALE/DIVISION	1	LS	\$ 150,000.00	\$ 150,000.00	
TBD	TBD	STORMWATER IMPROVEMENTS	1	LS	\$ 25,000.00	\$ 25,000.00	
TBD	TBD	SIGNING AND STRIPING	1	LS	\$ 25,000.00	\$ 25,000.00	
Subtotal						\$ 2,564,500.00	
CONSTRUCTION TOTAL						\$ 3,256,915.00	
		COG PE	1		\$ 227,984.05	\$ 227,984.05	7%
		CONSULTANT PE & Const.	1		\$ 521,106.40	\$ 521,106.40	16%
		ROW	40000		\$ 30.00	\$ 1,200,000.00	assume 8' depth of r/w per linear foot
		ODOT PE ADMIN	1		\$ 45,000.00	\$ 45,000.00	
		CONTINGENCY	1		\$ 488,537.25	\$ 488,537.25	15.0%
		CE	1		\$ 374,545.23	\$ 374,545.23	10%
		COG ADMINISTRATION	1		\$ 681,672.31	\$ 681,672.31	14%
		ODOT CE ADMIN	1		\$ 45,000.00	\$ 45,000.00	
GRAND TOTAL						\$ 6,840,760.23	