



Active Transportation & Complete Streets Projects

Name of Project *Designing Hogan Road: Powell Boulevard to Rugg Road*
(project name will be adjusted to comply with ODOT naming convention if necessary)

Project application

The project application provides in depth process, location and project definition details and serves as the nomination form for project funding consideration. **Project applications should be kept to 12 pages total per project.** The application form is available electronically at: <http://www.oregonmetro.gov/rffa>. Please complete the following:

Project Definition

Project Description

- Facility or area: street(s), intersection(s), path or area. *Hogan Road*
- Beginning facility or milepost. *Powell Boulevard/Highway 26*
- Ending facility or milepost. *Rugg Road*
- Provide a brief description of the project elements: *This project will create a shovel ready project by completing project design for a vital north/south arterial between the Springwater Plan Area and Powell Boulevard/Highway 26.*
- City (ies). *City of Gresham*
- County(ies). *Multnomah County*

Base project information

- **Corresponding RTP project number(s) for the nominated project.**

RTP Project Numbers:

1. *10417: Hogan Corridor Improvements to complete study for future construction of new principal arterial connection from Palmquist to Rugg Road.*

- **Attach a completed Public Engagement and Non-discrimination checklist (Appendix A).**

Public Engagement and Non-Discrimination checklist is attached as Attachment A.

- **Purpose and need statement (The purpose and need statement should address the criteria as they apply to the project, for example: increase non-auto trip access to essential services in the X town center, particularly for the high concentration of Y and Z populations in the project area).**

This project will complete project development for Hogan Road from Powell Boulevard to Rugg Road. The corridor is a vital link from the Gresham Downtown Regional Center to the Springwater Plan Area which includes key regional employment and residential areas. Currently this segment does not include pedestrian or bicycle facilities and the roadway cross section does not meet the

city's Transportation System Plan design for full build-out. The community served by this project includes higher than average low-income, low-English proficiency, non-white, elderly and young.

- **Attach a completed Active Transportation Design checklist (Appendix C).**

Active Transportation Design checklist is included as Attachment B.

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

Upon completion of project development, the City of Gresham will seek funding to acquire needed right-of-way and construct to full build-out.

Project Cost and Funding Request Summary

- **Attach a completed Cost Methodology workbook (Appendix E) or alternative cost methodology. Describe how the project cost estimate was determined, including details on project readiness and ability for project funding to be obligated within the 2019-21 timeframe. Reference availability of local match funds, status of project development relative to the requirements of federal-aid projects, and indicators of political and community support**

Cost Methodology Workbook is included as Attachment C.

The project cost estimate was determined utilizing the Cost Methodology workbook. Costs are based on 2016 dollars. The City is ready for obligation of funds and project development during the 2019-2021 timeframe. Local match funds of 10.5% will be sourced from City of Gresham Transportation System Development Charges. Funding of this project will initiate project development. City Council is supportive of this project and advanced it as a priority for the MTIP/Flexible Funds program during its June 7, 2016 Council meeting.

- **Total project cost**
This RFFA funding request is for project development only, at an estimated cost of \$9.6M. Full build-out for this segment of the corridor is estimated at \$67M.
- **RFFA funding request by project phase:**
Preliminary Engineering: \$9,633,428
- **Local match or other funds**
\$1,130,178 in Gresham Transportation System Development Charge Revenues (equals 10.5 percent of total project cost)

Map of project area

- **Provide a map of the project consistent with GIS shapefile standards found in Appendix B**

A map of the project consistent with the GIS shapefile standards is included as Attachment D.

Project sponsor agency

- **Contact information for:** *Katherine Kelly; 503-618-2110; Katherine.Kelly@GreshamOregon.gov*
- **Application lead staff:** *Katherine Kelly*
- **Project Manager (or assigning manager):** *Jeff Shelley, PE*
- **Project Engineer (or assigning manager):** *Jeff Shelley, PE*
- **Describe the agencies record in delivering federal aid transportation projects on time and budget or whether the lead agency has failed to deliver a federal aid transportation project and if so, why.**

The City of Gresham has delivered several federal-aid projects in recent years, providing project design, consultant selection, advertisement bid & award, construction surveying, construction inspection, and other construction administration functions. Recently completed projects include:

- *Hood Ave: This project included construction of curb extensions, stormwater treatment facilities and pedestrian scale lighting in downtown Gresham.*
- *NE 172nd Avenue/HB Lee Middle School: This project constructed sidewalk and ADA improvements around HB Lee Middle School as part of the Safe Routes to School program.*
- *190th Avenue: This project constructed additional travel lanes, turn lanes and bike lanes, a new traffic signal and storm water pre-treatment facilities on Pleasant View Drive (190th Ave) between Highland Drive to Willow Parkway*
- *Wy'East Way Path (aka "Max Path"): This project, constructed a bicycle/pedestrian path parallel to the light rail line between the Ruby Junction Station and Cleveland Station light rail stations.*

Each of these projects was delivered within their respective budgets.

In addition to these projects, the following projects are either upcoming or in various stages of development and are on track and within budget:

- *Cleveland Avenue (Powell to Stark) Phase 1: This project including project design from Stark to Powell and complete street construction between Burnside and Powell*
- *East Metro Connections ITS: Update traffic signal hardware and communications; install changeable message sign*
- *Sandy Boulevard Improvement Project: Construction of multimodal, freight access and mobility facilities, NE 181st Avenue to East Gresham City Limit*
- *Hogan Road: Operational improvements, signal upgrades, bicycle and pedestrian improvements, NE Burnside to East Powell Boulevard.*

- **Describe how the agency currently has the technical, administrative and budget capacity to deliver the project, with an emphasis on accounting for the process and requirements of federal aid transportation projects.**

Through the Oregon Department of Transportation, Active Transportation Section, the City of Gresham has received Local Agency Certification in the Advertise, Bid and Award phase of project delivery. Currently, the City is seeking full certification from ODOT in the following additional project delivery areas:

- Design
- Construction Contract Administration

Through this process, the City has developed a detailed set of project delivery guides, QA/QC guidelines, and boilerplate contract documents to ensure effective delivery of federal aid transportation projects. Technically, these documents are intended to guide current staff and educate future staff regarding federal aid project delivery and compliance.

In its efforts to become fully certified to own and manage federal projects, City of Gresham is currently going through a process with ODOT to review City of Gresham’s processes and procedures to verify compliance with federal and state laws and rules. Under conditional certification, City of Gresham is operating as a certified agency, but with increased oversight by ODOT to ensure compliance with all agreements and standards.

The City has engineering, planning and administrative staff qualified and experienced in delivering federal aid projects including project design, public involvement and contract management. The City’s budget capacity includes all required staff.

Highest priority criteria

1. What communities will the proposed project serve? What are the estimated totals of low-income, low-English proficiency, non-white, elderly and young, and persons with disabilities populations that will benefit from this project, and how will they benefit?

This project will serve communities with higher than average low-income, low-English proficiency, non-white, elderly and young when compared to the regional population. The equity communities identified are similar in numbers to the Gresham population citywide. This project will serve a higher than average community of persons with disabilities, as measured by average bus ramp deployment, when compared to Gresham citywide but similar in numbers when compared regionally. More specifically, per the Regional Equity Atlas and TriMet ridership data, the percentages of equity communities this project will serve are:

	Hogan Average	Gresham Average	Region Average
Low Income	12.80%	12.96%	8.90%
Low English Proficiency	1.10%	0.80%	0.83%
Non-White	24.60%	27%	15.30%
Elderly	7.60%	6.40%	6.60%
Young	25.30%	23.30%	13%
Persons With Disabilities	164	99	168

Of the 6 communities identified within the equity criteria, 5 are higher in numbers than average when compared to the region. The Regional Active Transportation Plan has identified SE242nd/SE Hogan and SE 242nd Ave - SE Butler Rd. to SE Roberts Rd. as a “pedestrian corridor with higher percentages of underserved populations within one mile in 2010.”

Hogan Road is an important north/south arterial, connecting the Gresham Downtown Regional Center with the Springwater Plan Area, and areas in Clackamas County. It also connects to the Region’s Springwater Corridor Trail, providing east/west connectivity west to downtown Portland and east eventually to Estacada. It is planned as a Major Arterial and a critical transportation corridor for East Multnomah County and the Region but currently is a two- to three-lane road between Rugg Road and Powell Boulevard/Hwy 26. The Regional Active Transportation Plan designates Hogan Road as a Bicycle Parkway and Pedestrian Parkway. However, it is a critical gap in the active transportation network, lacking both continuous, accessible bicycle and pedestrian facilities and alternative routes. Travel as a pedestrian or bicyclist within this rurally built road is not within a safe environment. As such, Hogan Road acts as a barrier for the area it serves as communities with higher than average numbers of low income, low English proficiency, non-white and young face a barrier to travel north/south. This project addresses that barrier by designing continuous obstruction-free and buffered sidewalks, bike lanes and ADA compliant curb ramps from Rugg Road to Powell Boulevard. Having a design in-place will ensure the project build-out follows planning guidance.

2. What safety problem does the proposed project address in an area(s) with higher-than-average levels of fatal and severe crashes? How does the proposed project make people feel safer in an area with high walking and bicycling demand by removing vehicle conflicts?

This corridor experienced one severe crash involving a bicyclist at the intersection of Hogan Road and Butler Road and 134 non-fatal crashes, all modes included, between 2010 and 2014. The crash incidents occurred all along this 2.5 mile corridor. In addition to this crash history, this segment has high active transportation demand. The Regional Active Transportation Plan designates Hogan Road as a Bicycle Parkway and Pedestrian Parkway and the Regional High Capacity Transit Plan designates Hogan Road as a Regional Vision Corridor. Furthermore, the Regional Active Transportation Plan also anticipates increased bicycle demand on Hogan Road showing, “... high to moderate bicycle volumes in 2035 with a completed ATP bicycle network.”

Of equal importance, Hogan Road is designated as a Road Connector on the Regional Freight Network and a critical north/south connector serving access and mobility by the East Metro Connections Plan. Thoughtful project engineering of Hogan Road will be critical if it is to accommodate the active transportation and freight volumes for which Hogan is designated in a manner that is safe and inviting for the active transportation modes.

Currently, Hogan Road between Powell Boulevard and Rugg Road is a two-to-three lane road and lacks continuous, accessible sidewalks and bicycle lanes and the amenities to create an inviting bicycle and pedestrian corridor. A top priority for the City of Gresham and East Multnomah County,

as agreed upon with the East Metro Connections Plan is the project engineering and full-build out of Hogan Road to a five-lane Major Arterial with continuous bike lanes, curbs, gutters, landscape strips and sidewalks. Additionally, Gresham's Parks and Recreation Trails and Natural Areas Master Plan designates a multi-use path along the west side of Hogan Road between Butler Road and Burnside Road. Designing full build-out of Hogan Road will create a shovel ready project and move this critical corridor closer to better serving the region and local residents. The design will define users' space as a pedestrian, bicyclist and vehicle/freight driver as well as remove vehicle conflicts and ensure people of all ages and abilities have access to a safe and accessible travel environment.

3. What priority destinations will the proposed project will serve? How will the proposed project improve access to these destinations?

This 2.5 mile corridor is bookended by the Springwater Plan Area, a Title 4 designated area for future employment and industrial development, and the Downtown Gresham Regional Center. The East Metro Connections Plan identifies this corridor as a critical access and mobility investment package. Hogan Road extends south beyond the Multnomah County boundary into Clackamas County and connects with Highway 212, reinforcing the regional significance of this road and need to improve north/south access and mobility by building out the regional arterial network. North of Palmquist Road to Division, the East Metro Connections Plan designates Hogan Road as a Southeast Regional Gateway. Consistent with EMCP, this project will address future capacity needs, safety, way-finding, pedestrian improvements and Hogan intersection improvements, as well as widening of Hogan/242nd south of Powell Boulevard and Palmquist improvements by completing project development. While outside of this project's extents, this project will serve enhanced connections to I-5 and the Gresham Vista Business Park, Title 4 Employment land at Hogan and Stark.

4. How will the proposed project support the existing and planned housing/employment densities in the project area?

This project will support existing and planned housing and employment densities within two regionally significant areas: the Gresham Regional Center and the Springwater Plan Area.

The Gresham Regional Center and is an active hub for employment, housing and transit. Per the Metro Community Investment Strategy, State of the Centers: Investing in Our Communities, the Gresham Regional Center "has 4,684 residents, 6,902 employees and 2,098 dwelling units" and "contains 692 gross acres." Furthermore, "Aspirations reflected in adopted plans for development in the downtown portion of the Regional Center include growing from 2,500 jobs to 6,000 jobs and from 1,000 residents to 3,300 residents. In Civic Neighborhood, aspirations reflected in adopted plans call for doubling from 1,000 jobs to 2,000 jobs and increasing residences five-fold from 400 residences to 2,000" (Policy Report Achieving Sustainable, Compact Development in the Portland Metropolitan Area: New Tools and Approaches for Developing Centers and Corridors). The Springwater Plan Area was added to the Metro UGB in 2002 as a location for planned housing and employment. Gresham's share of the Springwater Area is 1,272 acres and is planned to be populated by "clean industries that focus on technology, medicine and outdoor recreation

equipment. These industries employ thousands, many who live nearby in an exciting community that's quaint yet contemporary, pedestrian-friendly and served by a vibrant village center of retail, office and commercial services" (Gresham website). The area can accommodate an estimated 15,000 jobs and approximately 2,000 households within a 2-mile radius of the village center.

This project will help to catalyze development of the Springwater Plan Area and eventually provide a direct multimodal connection between the Gresham Regional Center and the Springwater Plan Area, two areas with high levels of projected housing and employment, as well as further north and south along this critical corridor between Highway 212 and I-5.

Higher priority criteria

- 5. How does the proposed project complete a gap or improve a deficiency in the Regional Active Transportation network? (See Appendix 1 of the Regional ATP: Network Completion, Gaps and Deficiencies).**

This project fills a major Regional Active Transportation Plan gap and removes a major barrier to people walking, biking and taking transit along this critical spine in the active transportation network. This corridor is identified in the ATP as a Bicycle Parkway and a Pedestrian Parkway. The project will address ATP project "P71: SE 242nd Ave, from SE Butler Road to SE Roberts Road." Gresham believes the entire corridor between Rugg Road and Powell Boulevard should enter into project development at the same time in order to create a consistent design for this 2.5 mile corridor. The gap will begin to be filled by designing a continuous Major Arterial cross section with a quality pedestrian and bicycle environment including a multi-use path between Butler Road and Powell Boulevard. Eventual build-out will provide a vital connection to the Springwater Corridor Trail.

Furthermore, the Hogan Road project is identified on Gresham's 2035 Transportation System Plan (TSP) and the Metro Regional Transportation Plan (RTP). The TSP identifies projects #32c as Hogan Road - Powell Boulevard to Palmquist Road, construct to major arterial cross section, and 32d Hogan Road - Palmquist Road to Rugg Road, construct to major arterial cross section. Both are 20 year projects.

The RTP identifies Project #10417 as Hogan Corridor Improvements to complete study and construct new principal arterial connection from Palmquist to Rugg Road.

- 6. What design elements of the proposed project will lead to increased use of Active Transportation modes by providing a good user experience/increasing user comfort? What barriers will be eliminated or mitigated?**

This proposed complete streets project will add the street elements needed to create a good user experience and increase user comfort and, as a result, encourage active transportation modes. This project will provide the design to complete a critical gap in the active transportation network. This project promotes a healthy community by creating a safer and accessible bicycle and pedestrian environment along an auto-centric and substandard arterial.

More specifically, this project includes 17 design elements listed in the “Active Transportation Design Guidelines” (checklist is included in this application packet as Attachment B). The design elements featured are numerous since the project intent is to bring a rural road to urban major arterial standards. This project offers the opportunity to design a major transportation corridor with the active transportation modes at the forefront.

7. How does the proposed project complete a so-called ‘last-mile’ connection between a transit stop/station and an employment area(s)?

This project has significant potential to work towards completing a ‘last-mile’ connection between transit stops at Powell Boulevard/Hogan Road and the Springwater Plan Area, a future destination for 15,000 jobs and 2,000 households. Transit routes 80, 81 and 84 are currently on Powell Boulevard and make stops at Hogan Road. Heading south on Hogan as a bicyclist or pedestrian currently requires conflicts of roadbed space with vehicles since bike lanes and sidewalks are not continuously in place. Multimodal access to the Springwater employment area will be critical as this area develops and timing of this project funding is ideal to complete project design as this area continues to develop.

Priority criteria

8. How the public will be engaged relative to the proposed project? Include description of engagement during project development and construction, as well as demand management efforts to increase public awareness and utilization of the project post-construction. (Metro Regional Travel Options staff is available to help design an effective and appropriate level of education and marketing for your project nomination).

This project has been identified as a critical corridor that needs to be designed and built through three planning efforts that included robust community engagement: 1) development of the Springwater Community Plan, 2) East Metro Connections Plan and 3) update of the City’s Transportation System Plan. Additionally, City Council confirmed this project as a critical project for RFFA funding at their June 7th public meeting.

The City of Gresham adheres to the following principles, adopted by City Council, when engaging the public:

- Value active citizen involvement as essential to the future of our community.*
- Respect and consider all citizen input.*
- Encourage effective outreach efforts that reflect the city’s rich diversity.*
- Promote communications and processes that encourage citizen participation and produce results.*
- Involve citizens early in policy development and planning projects.*
- Respond in a timely manner to citizens’ input and respect all perspectives and insights.*
- Coordinate City outreach and involvement activities to make the best use of citizens’ time and efforts.*

When this project enters into project development, Gresham staff will engage the public, particularly area residents, businesses and jurisdictional partners in accordance with these

principles to garner feedback on the design and area needs/concerns regarding transportation along the corridor. Engagement will include public meetings, site visits, conversations with business owners and residents and a project webpage. No land use approval processes are required.

Gresham is actively engaged in Metro's Regional Travel Options marketing subcommittee and has both proven experience and success in conducting outreach regarding the use of non-auto modes. Gresham will utilize this experience and success to increase public awareness and use of the project post-construction. Monitoring of travel mode change is supported through work with Metro as well as staff-led annual parking volume counts in Downtown Gresham.

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

The City of Gresham will provide 10.5 percent (\$1,130,178) of the costs of the preliminary engineering/project development phase as its local match.

10. How will the proposed project provide people with improved options to driving in a congested corridor?

The Atlas of Mobility Corridors identifies the Fairview/Wood Village/ Troutdale to Damascus mobility corridor (Corridor 24). More specifically, it states:

The Fairview/Wood Village/ Troutdale to Damascus mobility corridor encompasses the arterial and collector streets that provide connections to I-84 and US 26, as well as transit service and bicycle routes that support movement in and through the corridor. SE 223rd, SE 238th/242nd/Hogan and SE 257th/Kane provide intra- and interregional travel between Gresham and central Oregon. Although the corridor has a well-connected arterial and collector street grid, the local street network is generally discontinuous with many cul-de-sac and dead-end streets.

The East Metro Connections Plan (EMCP) was the first mobility corridor refinement plan to come out of the 2035 Regional Transportation Plan. The intent of EMCP was to study and develop a plan for travel between Highway 26/Powell Boulevard and I-84 in recognition of the importance of this corridor for freight, commercial, commute and recreation travel. It adopted proposed investments that, "emerged through prioritization of over 200 transportation projects evaluated and target enhancements with a focus on: 1. North/south Connections; 2. Downtowns and employment areas; 3. Regional mobility." Hogan/242nd, from I-84 to Rugg Road is identified as "242nd Connections to Clackamas County" Access and Mobility Investment Package. The EMCP project list includes the following as a Phase II project, "Complete arterial improvements on Hogan between Division and Clackamas County line" lists RFFA and CIP as potential funding sources. More specifically, per EMCP, "Projects address future growth with additional roadway capacity along this corridor, particularly south of Powell, along with opportunities for access and safety enhancements to the existing conditions. This includes intersection improvements at Glisan and Stark, including signal

coordination. CATALYST PROJECTS: Widening of Hogan/242nd south of Powell Boulevard, Palmquist improvements, intersection improvements Stark.”

This corridor carries an average of 7,800 to 8,700 vehicles daily between Butler Road and Rugg Road; 9,600 to 10,000 between Palmquist Road and Butler Road and 14,600 and 13,000 between Powell Boulevard and Palmquist Road. This corridor is a critical transportation route for the Springwater Plan Area, an area with substantial development potential, traffic volumes will continue to increase as Springwater meets its potential. By making the proposed improvements, people will have new accessible walking and biking options as envisioned.

Process

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

The Hogan Road project has been identified as a priority project since Gresham adopted its first Transportation System Plan in 2002; needed as a major route between Highway 212 and I-5 and access to all of the key destinations in between. The 2002 TSP was developed, and then updated in 2014, through a public process that included citizen stakeholder committees, publicly noticed public forums, presentations to Neighborhood Associations and publicly noticed public hearings before the City’s Planning Commission and Council. Gresham’s 2035 TSP identifies the Hogan Road Corridor from Stark Street to Rugg Road as a 20-year project and Phase 3, Powell Boulevard to Palmquist, as well as Phase 4 Palmquist to Rugg Road are also on the 20 year list. Development of the Springwater Community Plan and the East Metro Connections Plan also included robust community engagement efforts and identified Hogan Road as a critical corridor.

Furthermore, City Council advanced this project as a priority for the MTIP/Flexible Funds program during its June 7, 2016 Council meeting. That public meeting had public notice and comment opportunities per the requirements of Appendix A. Continued public involvement will meet the requirements of Appendix A.

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

Gresham staff coordinated with the East Multnomah County jurisdictional partners and Metro throughout the development of the East Metro Connections Plan. That planning effort resulted in the prioritization of Hogan Road as a critical north/south corridor for access and mobility. Gresham staff will continue to coordinate with jurisdictional partners, ODOT and Metro throughout the design of this critical project.

2. Summary of non-discriminatory engagement

Attach a summary (1-2 pages) of the key elements of the public engagement process, including outreach to communities of color, limited English and low-income populations, for this project or transportation or service plan.

The City adheres to its Title VI program and is committed to assuring no person shall be discriminated against or denied benefits of any program or activity, on the basis of race, color, national origin, limited English proficiency, sex, income, age or disability.

All outreach for future projects will be executed in accordance with the City's "Community Engagement Handbook" and its guiding principles:

- *Value active citizen involvement as essential to the future of our community*
- *Respect and consider all citizen input*
- *Encourage effective outreach efforts that reflect the city's rich diversity*
- *Promote communications and processes that encourage citizen participation and produce results*
- *Involve citizens early in policy development and planning projects*
- *Respond in a timely manner to citizens' input and respect all perspectives and insights*
- *Coordinate City outreach and involvement activities to make the best use of citizens' time and efforts*

The City of Gresham's 2035 Transportation System Plan was updated through a robust community engagement process. The key elements of the engagement process are listed below. While all outreach events and opportunities were open to everyone, specific outreach to communities of color, limited English and low-income populations was accomplished primarily through coordination with the City's Urban Design and Planning project to implement Healthy Eating Active Living (HEAL) policies. The City was a partner in Multnomah County's "Communities Putting Prevention to Work" grant, awarded by the Center for Disease Control and Prevention, at the same time as the TSP update and HEAL project. This grant provided additional resources and community partners for a more focused effort to engage underrepresented populations. Open houses were held in the Rockwood neighborhood and included translation services.

- *City Council: 10/14/2010, 6/14/2011, 9/13/2011, 10/4/2011, 09/03/2012, 6/11/2013*
- *Planning Commission: 3/14/2011, 7/11/2011, 8/13/2012, 6/10/2013, 10/28/2013*
- *Transportation Subcommittee: 10/2010 – Current (Monthly)*
- *Neighborhood Coalition: 7/12/2011, 11/9/2011, 3/13/2012, 6/11/2013*
- *Neighborhood Associations:*
 - *Wilkes East NA: 10/24/2011*
 - *Rockwood NA: 11/21/2011*
 - *North Central NA: 9/1/2011, 3/1/2012, 4/5/2012*

- Centennial NA: 11/1/2011
- Northwest NA: 11/29/2010, 2/6/2011
- Gresham Downtown Development Assn.: 10/24/2011
- Historic Gresham Downtown Business Assn.: 11/1/2011
- Powell Valley NA: 10/7/2010, 10/13/2011
- ASERT NA: Roberts Ave. Community Mtg.: 7/18/2011
- Mt. Hood NA: 10/20/2011
- Kelly Creek NA: 10/26/2011, 1/25/2012
- Southwest NA: 1/19/2012, Info Fair: 7/21/2011
- Gresham Butte NA: 3/12/2012, 4/9/2012
- Southeast Gresham NA Information Fair: 5/25/2011, 6/6/2012, 5/22/2013
- Open House with City's Urban Design and Planning project Healthy Eating, Active Living: 4/6/2011, 6/28/2011, 10/3/2011
- TSP Community Forums: 7/26/2011, 7/11/2013
- Persimmon Homeowners Association: 3/14/2011
- Active Transportation Stakeholder Team: 3/31/2011, 5/19/2011, 8/2/2011, 12/5/2011
- Multnomah County Bicycle and Pedestrian Committee: 3/9/2011
- Freight Stakeholders: Oregon Truck Driving Championship: 6/18/2011
- Freight Expert Panel: 8/1/2011
- School Expert Panel: 8/9/2011
- Gresham Transportation Fair: 9/24/2011
- Online Transportation Survey: 7/21/2011 – 9/2012
- TSP Webpage & Neighborhood Connections Announcements: 9/2010 through Adoption

ATTACHMENT B – ACTIVE TRANSPORTATION DESIGN GUIDELINES CHECKLIST

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.

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.

A. Pedestrian Project design elements – check all that apply
Design elements emphasize separating pedestrians from auto traffic with buffers, increasing the visibility of pedestrians, especially when crossing roadways, and make it easier and more comfortable for people walking to access destinations.

For every element checked describe existing conditions and proposed features:

- #1 - Add sidewalks or improve vertical delineation of pedestrian right-of-way (i.e. missing curb)
- #2 - Add sidewalk width and/or buffer for a total width of 17 feet (recommended), 10 feet minimum; buffer may be provided by parking on streets with higher traffic volumes and speeds (over 35 mph, ADT over 6,000)
 - Add sidewalk width and/or buffer for a total width of 10 feet (recommended), 8 feet minimum on streets with lower traffic volumes and speeds (ADT less than 6,000 and 30 mph or less); Buffer may be provided by parking, protected bike lane, furnishing zone, street trees/planting strip
- #3 - Sidewalk clear zone of 6 feet or more
- #4 - Remove obstructions from the primary pedestrian-way or add missing curb ramps
- #5 - Add pedestrian crossing at appropriate location
 - Re-open closed crosswalks
- #6 - 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
 - Reduced corner radii (e.g. truck apron)
- #7 - Curb extensions
- #8 - Rectangular Rapid Flashing Beacon (RRFB) or pedestrian signal
- #9 - Lighting, especially at crosswalks – pedestrian scale (10-15 feet), preferably poised over sidewalk
- #10 - 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
- #11 - Arterial traffic calming: Textured intersections, gateway treatments, raised medians, road diets, roundabouts
- #12 - Wayfinding
 - Benches

- Transit stop amenities or bus stop pads
- Add crosswalk at transit stop
- Pedestrian priority street treatment (e.g. woonerf) on very low traffic/low volume street

B. Bicycle Projects design elements

Design elements emphasize separating bicycle and auto traffic, increasing visibility of bicyclists, 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:

- #13 - On streets with higher traffic volumes and speeds (over 35 mph, ADT over 6,000): Buffered bicycle lane, 6 foot bike lane, 3 foot buffer; Protected bikeway with physical separation (e.g. planters, parking); Raised bikeway
- #14 - Separated multi-use trail parallel to roadway
 - Bike priority treatments at intersections and crossings (i.e. advance stop lines, bike boxes, signals, high-intensity activated crosswalk (HAWK) signals, user-activated signals)
- #15 - Medians and crossing treatments
 - Wayfinding, street markings
- #16 - Lighting at intersections
 - Bicycle boulevard treatment where ADT is less than 3,000 per day: Buffered bicycle lane, 6 foot bike lane, 3 foot buffer

C. Other Complete Street Features

For every element checked describe existing conditions and proposed features:

- Turning radius improvements (freight route only)
- Gateway feature
- #17 - Street trees
 - ITS elements (i.e. signal timing and speed detection)

D. Off-Street and Trail Facilities

For every element checked describe existing conditions and proposed features:

- Minimum 12' trail width (plus 2' graded area each side)
- Always maintains minimum 5' separation when adjacent to street **or** never adjacent to street
- All on-street segments include improvements beyond bike lanes (item C, above) **or** no on-street segments
- All street crossings include an appropriate high-visibility crosswalk treatment
- All 4-lane street crossings include appropriate refuge island **or** no 4-lane street crossings
- Frequent access points (generally every ¼-mile)
- All crosswalks and underpasses include lighting
- Trail lighting throughout
- Trailhead improvements
- 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

Active transportation design checklist for Hogan

The following Active Transportation Design Checklist Hogan Street: Powell to Rugg project development grant application.

The numbers below correspond with the numbers added to the Active Transportation Design Guidelines form.

1. *Hogan Road, between Powell Boulevard and SE Cleveland Drive (approximately 7,800 feet of roadway), has intermittent sidewalks, planter strips and bike lanes, mostly due to infill from adjacent development, resulting in variable widths of and gaps in these elements. South of SE Cleveland Drive, to Rugg Road, Hogan Road is a two lane section without sidewalks, bike lanes, planter strips or other urban amenity. This project will result in the design of Hogan Road to the City's Major Arterial cross-section with a multi-use path on the west side, between Butler Road and Powell Boulevard. The design will also include curbs to provide vertical delineation of pedestrian right-of-way.*
2. *Current sidewalk width is narrow or not existent and the entire corridor lacks continuous landscape strips. This project will result in the corridor design with a 6 foot sidewalk and 8 foot planting strip with street trees. Total buffer will be 14 feet wide.*
3. *This corridor currently lacks a 6 foot sidewalk clear zone. The project design will include a sidewalk clear zone of at least 6 feet along the entire project length.*
4. *This corridor lacks a primary pedestrian-way and curb ramps. The project design will include a primary pedestrian-way and ADA compliant curb ramps.*
5. *This corridor lacks pedestrian crossings. The project design will enhance pedestrian crossings at up to 8 intersections, at least 4 intersections will be signalized, providing pedestrian access to major destinations across this Major Arterial.*
6. *Hogan Road, from Cleveland Drive to Rugg Road (south City limits), is currently a two lane road. The project design will be consistent with the Transportation System Plan functional classification system which designates Hogan Road a Major Arterial. The City's Parks and Recreation, Trails and Natural Areas Master Plan designates a multi-use path on the west side (Butler north to Burnside). The cross-section will include raised pedestrian refuge medians in appropriate locations.*
7. *This corridor does not currently have curb extensions. The project design will include curb extensions as appropriate.*
8. *This corridor does not currently have RRFB's or pedestrian signals. The project design will include RRFB's and/or pedestrian signals as appropriate.*

9. *This corridor does not currently have adequate lighting. The project design will include enhanced street lighting, especially at crosswalks.*
10. *This corridor does not currently have countdown heads at signals. The project design will include countdown heads at signals, as appropriate.*
11. *This corridor does not currently have arterial traffic calming. The project design will include arterial traffic calming, as appropriate.*
12. *This corridor does not currently have wayfinding. The project design will include wayfinding, as appropriate.*
13. *This corridor does not currently have continuous bike lanes. The project design will include bicycle lanes and will consider protected bicycle lanes.*
14. *This corridor does not currently have a separated multi-use trail parallel to a roadway. The project design will be consistent with the City's Transportation System Plan and Path and Recreation Plan, which designate a multi-use path along Hogan Road, on the west side, between Butler and Burnside.*
15. *This corridor does not currently have adequate medians or crossing treatments. The project design will include medians and crossing treatments as appropriate.*
16. *This corridor does not currently have adequate lighting at intersections. The project design will include adequate lighting at intersections as appropriate.*
17. *This corridor does not currently have street trees. The project design will include street trees as appropriate.*

ATTACHMENT C: COST METHODOLOGY WORKBOOK

Instructions for Using This Workbook

Password for locking/unlocking this sheet is 'metro'. All other sheets have no password.

Purpose:

This workbook provides a methodology for planning-level cost estimating for transportation infrastructure projects. Alternative methodology of similar or better detail is acceptable.

Where agencies propose cost methodology significantly different from this methodology, documentation should be provided.

This includes unit costs which vary significantly from that specified here. Consistency of such costs between projects is desirable in that it allows for equitable comparison of projects.

Instructions:

This workbook or a comparable cost estimate must be completed for each project submitted.

Complete the project information below and in Sheets 1 through 5. Worksheets are accessed by tabs at the bottom of the window. Sheet 6 summarizes total estimated cost of the project.

Input cells are shaded light blue, and should be filled in by the user (where applicable). Other cells are locked and should not be changed.

<sample> ← Appearance of input cells used throughout this workbook.

Locked cells can be unlocked by selecting Review > Unprotect Sheet. This is not recommended in most cases. Password is 'metro'.

Questions about completing the workbook should be directed to Anthony Buczek, Transportation Engineer with Metro.

Feedback and comments about this workbook are encouraged, and will help to improve it for future updates.

phone: 503-797-1674

e-mail: anthony.buczek@oregonmetro.gov

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

Project Information:

Fill in all of the information below for your project.

Funding year:	PE	2019	
	ROW	2020	
	Const	2021	
Project name:	Hogan Road Widening, Palmquist to Rugg		
Corridor and endpoints:	Powell to Rugg (south city limits)		
Project description:	This project includes constructing Hogan Road to a City of Gresham Arterial standard		
Local plan project #:	SW5004		
RTP project #:			
Submitting agency:	City of Gresham		
Agency contact:	Kate Dreyfus		
Contact phone:	(503) 618-2294		
Contact e-mail:	Kate.Dreyfus@greshamoregon.gov		

Proceed to Sheet 1 when the above is completed.

Unit costs year:

2007

Escalation rate

	Used in Calculations	Default	Override
2007 - 2008	100.38%	100.38%	
2008 - 2009	84.72%	84.72%	
2009 - 2010	96.78%	96.78%	
2010 - 2011	101.04%	101.04%	
2011 - 2012	105.05%	105.05%	
2012 - 2013	97.86%	97.86%	
2013 - 2014	100.79%	100.79%	
2014 - 2015	100.71%	100.71%	
2015 - 2016	104.00%	104.00%	
2016 - 2017	104.00%	104.00%	
2017 - 2018	104.00%	104.00%	
2018 - 2019	104.00%	104.00%	
2019 - 2020	104.00%	104.00%	
2020 - 2021	104.00%	104.00%	

Do not override these unless better escalation factors are identified.
2007 - 2015 based on FHWA NHCCI
2016 - 2021 based on ODOT inflation assumptions

Escalation Lookup Table

v From \ To >	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
2007	100.00%	100.38%	85.04%	82.30%	83.16%	87.36%	85.49%	86.16%	86.78%	90.25%	93.86%	97.61%	#####	#####	#####
2008	---	100.00%	84.72%	81.99%	82.84%	87.03%	85.17%	85.84%	86.45%	89.91%	93.50%	97.24%	#####	#####	#####
2009	---	---	100.00%	96.78%	97.79%	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####
2010	---	---	---	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####
2011	---	---	---	---	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####
2012	---	---	---	---	---	#####	97.86%	98.63%	99.33%	#####	#####	#####	#####	#####	#####
2013	---	---	---	---	---	---	#####	#####	#####	#####	#####	#####	#####	#####	#####
2014	---	---	---	---	---	---	---	#####	#####	#####	#####	#####	#####	#####	#####
2015	---	---	---	---	---	---	---	---	#####	#####	#####	#####	#####	#####	#####
2016	---	---	---	---	---	---	---	---	---	#####	#####	#####	#####	#####	#####
2017	---	---	---	---	---	---	---	---	---	---	#####	#####	#####	#####	#####
2018	---	---	---	---	---	---	---	---	---	---	---	#####	#####	#####	#####
2019	---	---	---	---	---	---	---	---	---	---	---	---	#####	#####	#####
2020	---	---	---	---	---	---	---	---	---	---	---	---	---	#####	#####
2021	---	---	---	---	---	---	---	---	---	---	---	---	---	---	#####

Workbook revision date: June 27, 2016 (metro)

1. Construction Hogan Road Widening, Palmquist to Rugg
Powell to Rugg (south city limits)
City of Gresham

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

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

Enter quantities only for elements actually included in your project.

1.A - Road Construction, Reconstruction, or Resurfacing

Item	Unit	Quantity	Unit cost	Total	Description
Road - new/reconstruct (incl. curb, sidewalk, drainage)	SF	0.0	\$15	\$0	Specify SF of pavement, not including sidewalks and curbs (these are assumed in unit cost).
Road - resurface	SF		\$4	\$0	
◦ Specify length and typical width of project					For documentation of assumptions used.
Section 1.A Subtotal				\$0	

1.B - Addition of Roadway Elements to Existing Roadway

Item	Unit	Quantity	Unit cost	Total	Description
Minor widening, no curbs	SF	500,000.0	\$15	\$7,500,000	Used for bike lanes, other minor widening. Does not include curbs, sidewalks, or drainage.
Remove pavement	SF	250,000.0	\$0.75	\$187,500	
Curb only	LF	20,500.0	\$16	\$328,000	For new curb installation. Does not include drainage.
Remove curb	LF	10,250.0	\$6	\$61,500	
Median in existing lane no drainage	LF	0.0	\$86.50	\$0	Includes pavement removal, curbs, landscaping for a 12' median in 14' lane. No drainage included.
Landscaping only - medians and bulbouts	SF	120,000.0	\$4	\$480,000	
Drainage system - both sides	LF	18,000.0	\$115	\$2,070,000	For new installations. Length is overall project length where drainage is added.
Bridge - new or replace	SF	12,500.0	\$250	\$3,125,000	
◦ Specify length and width of bridge					For documentation of assumptions used.
Street trees with tree grates	LF	18,000.0	\$40	\$720,000	Per side.
Irrigation system		Provide estimate →			For irrigation of medians and bulbouts. Specific estimate required if used (describe in Section 1.G).
Signing/marketing	LF	100,000.0	\$2	\$200,000	Use when new pavement markings are to be installed (per line).
Clearing	SF	500,000.0	\$0.06	\$30,000	Used for new alignments.
Grading	CY	30,000.0	\$17.50	\$525,000	Provide an estimate of grading and describe assumptions in Section 1.G.
Retaining walls (by wall area)	SF	0.0	\$55	\$0	Use SF of walls if known. If not, estimate length of walls and describe assumptions in Section 1.G.
Retaining walls (by length)	LF	5,000.0	\$250	\$1,250,000	
Section 1.B Subtotal				\$16,477,000	

1.C - Addition of Pedestrian Elements to Existing Roadway

Item	Unit	Quantity	Unit cost	Total	Description
Sidewalk, no curb	SF	121,500.0	\$10	\$1,215,000	Includes curb ramps.
Remove sidewalk	SF	60,000.0	\$1.25	\$75,000	
Shared-use path	SF	0.0	\$5	\$0	Includes curb ramps.
Street furniture - bench	EA	0	\$2,275	\$0	
Street furniture - bike rack	EA	0	\$330	\$0	
Street furniture - trash can	EA	0	\$1,350	\$0	
Section 1.C Subtotal				\$1,290,000	

1.D - Utilities

Item	Provide estimate	Total	Description
Utility burial	→	\$0	If utility burial is included, provide a detailed cost from the appropriate utility.
Utility relocation	→	\$0	Describe what utilities will or may be relocated. Provide cost estimate and describe assumptions.
Description:			
Railroad impacts			
Summary:		Summarize impacts	Describe potential impacts to railroads in project area.
Section 1.D Subtotal		\$0	

1.E - Traffic Signals and Lighting

Item	Unit	Quantity	Unit cost	Total	Description
Traffic signals (4-lanes or more)	EA	4	\$150,000	\$600,000	Use where at least one roadway is 4 lanes or more.
Traffic signals (less than 4-lanes)	EA	0	\$105,000	\$0	Use where both roadways are 3 lanes or less.
Street lighting - per side	LF	18000.0	\$80	\$1,440,000	Install street lighting at 100' spacing per side.
Section 1.E Subtotal				\$2,040,000	

1.F - Associated Costs

Item	Basis	Total	Description
Mobilization, staging, traffic control	15%	\$2,971,050	
Erosion control - enter value to override fixed 1.5%	1.5%	\$297,105	Use 1.5% of construction costs, or provide a cost estimate and describe assumptions.
No Description Required: n/a			
Section 1.F Subtotal		\$3,268,155	

1.G - Additional Information

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

2 Culvert replacements @ approx. \$250,000 each. \$500,000
 Utility Relocation and coordination assumed to be approx. 10% of construction subtotal. \$2,200,000

Other Expected Costs	Provide estimate →	\$2,700,000
Section 1.G Subtotal		\$2,700,000

SUMMARY

Total of sections A through G **\$25,775,155** Section 1 Total

2. Environmental Impact and Mitigation

Hogan Road Widening, Palmquist to Rugg
Powell to Rugg (south city limits)
City of Gresham

Sections A and B must be completed. Complete Section C if applicable. Contact Metro if information for 2.B is needed.

2.A - Status and Information

Please place an 'X' in the appropriate box.

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

Describe expected environmental impacts, assumptions, and unknowns.

Description: Expected environmental impacts include excavation and removal of contaminated soil from existgin roadside drainage ditches.
No additional environmental impacts are anticipated.

2.B - Environmental Impacts and Mitigation

Item	Unit	Quantity	Unit cost	Total	Description
Estimate acreage of impact/mitigation	ACRE	4.00	\$150,000	\$600,000	
Section 2.B Subtotal				\$600,000	

2.C - Additional Information

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

Environmental impact/mitigation area is assumed to be approx 50% of the estiamtes ROW acquisition area.

Other Expected Costs Provide estimate →

Section 2.C Subtotal **\$0**

SUMMARY

Total estimate for environmental mitigation **\$600,000** Section 2 Total

3. Right-of-Way Cost Estimation Hogan Road Widening, Palmquist to Rugg
Powell to Rugg (south city limits)
City of Gresham

Use either Method 'A' or Method 'B'. Method 'A' is preferred. Complete Section C if applicable.

Where the exact SF of ROW is unknown, an estimate must be made. At the most simplistic level, this estimate can be made by calculating the difference between the proposed cross-section width and the existing ROW width, multiplied by the project length. Where ROW width cannot be determined, it should be assumed to be the width of the existing roadway including sidewalks.

3.A - Method 'A' (moderate confidence)

Item	Unit	Quantity	Unit cost	Total	Description
Estimate area (SF) of ROW taking	SF	0.0			
Describe assumptions used in calculating area:					
Estimate unit cost (per SF) of taking	\$	\$0.00			
Describe assumptions used in calculating unit cost(s):					
Estimated total cost of taking				\$0	Estimated area multiplied by estimated unit cost.
Number of affected parcels:	EA	0	\$10,000	\$0	Reflects administrative costs of property acquisition.
Section 3.A Subtotal				\$0	

3.B - Method 'B' (low confidence)

Item	Unit	Quantity	Unit cost	Total	Description
Estimate square-feet of high-value ROW taking	SF	35000.0	\$30	\$1,050,000	Use in urban areas and moderate to high-priced neighborhoods.
Estimate square-feet of developed ROW taking	SF	35000.0	\$20	\$700,000	Use in other established neighborhoods.
Estimate square-feet of undeveloped ROW taking	SF	260000.0	\$15	\$3,900,000	Use in undeveloped areas.
Describe assumptions used in calculating area: Area measured based on schematic design of future roadway. Total estimates ROW need for the project is 6.8 Acres					
Estimated total cost of taking				\$5,650,000	Estimated area multiplied by estimated unit cost.
Number of affected parcels:	EA	65	\$10,000	\$650,000	Reflects administrative costs of property acquisition.
Section 3.B Subtotal				\$6,300,000	

3.C - Additional Information

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

SUMMARY

Method 'A' Right-of-Way estimate (moderate confidence)	\$0	Section 3 Total (moderate confidence)
Method 'B' Right-of-Way estimate (low confidence)	\$6,300,000	Section 3 Total (low confidence)

4. Design and Administration Costs Hogan Road Widening, Palmquist to Rugg
Powell to Rugg (south city limits)
City of Gresham
Complete input cells in Sections A and B if applicable. Default markup values can be overridden.

4.A - Design

Construction Costs (from Section 1):

\$25,775,155
\$600,000

Environmental Impact Costs (from Section 2):

Item	Base Cost	Markup	Total	Description
Surveying, design, coordination	\$26,375,155	30%	\$7,912,547	(Default 30%) Typically included in the professional engineering contract
Construction Engineering	\$26,375,155	20%	\$5,275,031	(Default 20%) Engineering services during construction
Other Expected Costs	Provide estimate →			

Description of other expected costs:

Section 4.A Subtotal **\$13,187,578**

4.B - Administration

Project Administration will be applied throughout project.

Administration	\$26,375,155	14%	\$3,692,522	(Default 35%) Project overhead
----------------	--------------	-----	-------------	--------------------------------

Section 4.B Subtotal **\$3,692,522**

4.C - Additional Information

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

COG admin costs are 14% of the total project cost.

SUMMARY

Total of all above items **\$16,880,099** Section 4 Total

5. Contingency and Risk Hogan Road Widening, Palmquist to Rugg
Powell to Rugg (south city limits)
City of Gresham

Complete input cells in Section A if applicable. Default markups can be overridden. Section B must be completed.

5.A - Contingency

Item	Section Total	Markup	Contingency \$	Description
Section 1 - Construction	\$25,775,155	20%	\$5,155,031	(Default 20%)
Section 2 - Environmental	\$600,000	20%	\$120,000	(Default 20%)
Section 3.A - Right-of-Way (moderate confidence)	\$0	40%	\$0	(Default 40%)
Section 3.B - Right-of-Way (low confidence)	\$6,300,000	50%	\$3,150,000	(Default 50%)
Section 4.A - Design	\$13,187,578	20%	\$2,637,516	(Default 20%)
Section 4.B - Administration	\$3,692,522	No contingency on Administration		
Other Expected Costs	Provide estimate	→		
Description of other expected costs:				
Section 5.A Subtotal	\$11,062,547			

5.B - Risk

Describe project components, impacts, or unknowns that are uncertain in scope at this point. Items might include:

- environmental issues
- nearby historic or cultural resources
- railroad or utility work
- bridge work
- agency approvals
- existing deficient infrastructure
- complex or untested components
- other unique elements

Description of these items is not intended to affect project selection, but rather to identify and document key issues that need refinement.

At this time, contingency on Environmental was doubled because exact environmental needs for this project are unknown at this time.
Construction contingency was also doubled as the level of additional utility infrastructure, sewer and water is unknown at this time.

6. Project Summary Sheet

Hogan Road Widening, Palmquist to Rugg

Powell to Rugg (south city limits)

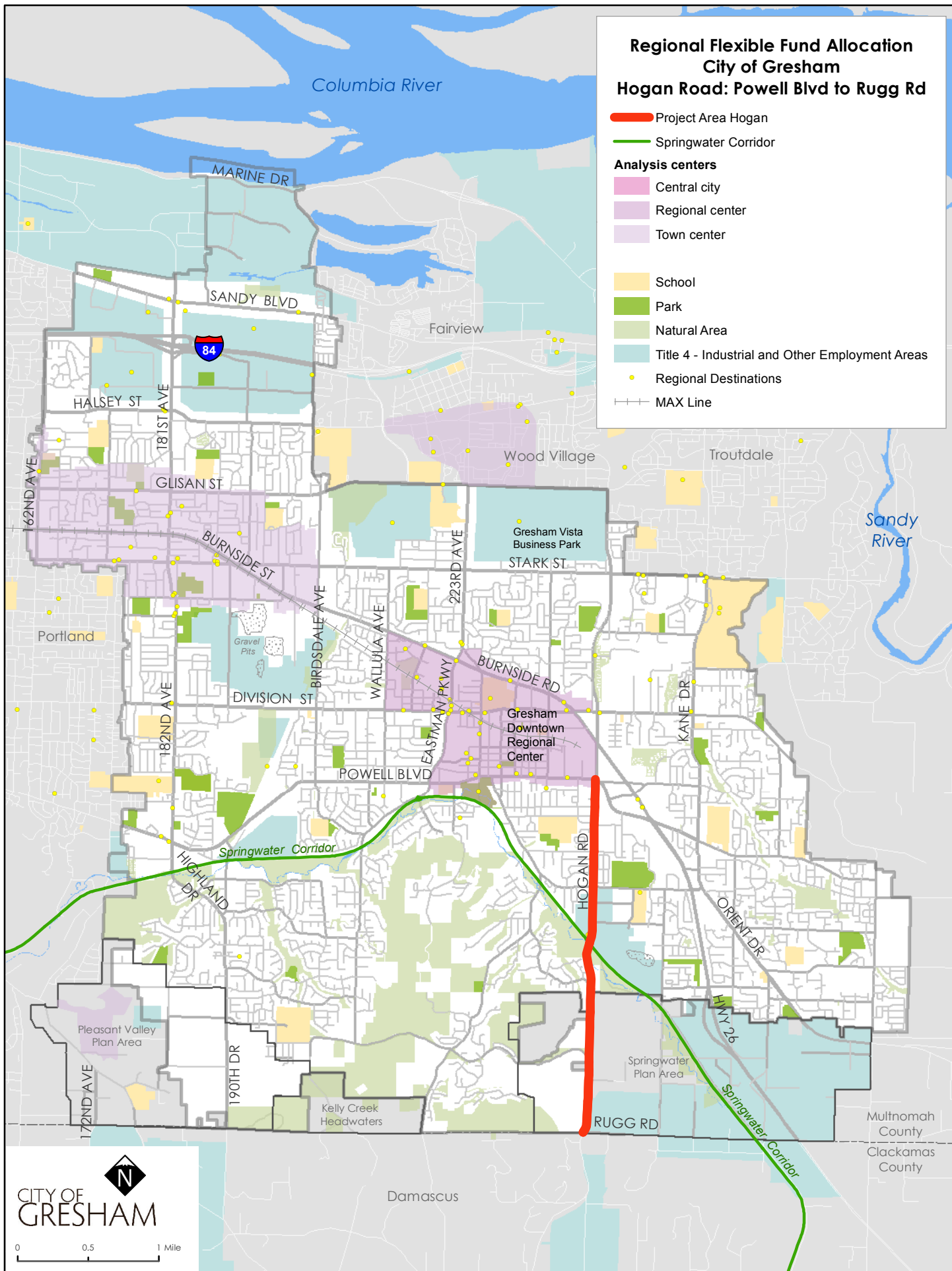
This project includes constructing Hogan Road to a City of Gresham Arterial standard
City of Gresham

6.A - Cost Summary in 2007\$

	Item Total	Phase Total
<u>Preliminary Engineering (PE)</u>		\$10,602,812
Surveying, design, coordination	\$7,912,547	
Contingency at 20%	\$1,582,509	
Administration at 14%	\$1,107,757	
<u>Right-of-Way (ROW)</u>		\$9,450,000
Right-of-Way (moderate confidence)	\$0	
Contingency at 40%	\$0	
Right-of-Way (low confidence)	\$6,300,000	
Contingency at 50%	\$3,150,000	
<u>Construction (Const)</u>		\$42,411,249
Construction (Section 1)	\$25,775,155	
Contingency at 20%	\$5,155,031	
Environmental (Section 2)	\$600,000	
Contingency at 20%	\$120,000	
Construction Engineering	\$5,275,031	
Contingency at 20%	\$1,055,006	
Administration at 14%	\$4,431,026	
		Total
		\$62,464,062

6.B - Funding Summary by Year of Expenditure

Phase		2007 Dollars	YOE Year	Escalation	YOE Cost
Preliminary Engineering	PE	\$ 10,602,812	2019	1.52%	\$ 10,763,607
Right-of-Way	ROW	\$ 9,450,000	2020	5.58%	\$ 9,977,044
Construction	Const	\$ 42,411,249	2021	9.80%	\$ 46,567,669
	Total	\$ 62,464,062			\$ 67,308,321



August 22, 2016

Metro
600 NE Grand Avenue
Portland, OR 97232

Re: 2019-2021 Regional Flexible Funds Allocation - Project Development for Hogan Road,
Powell Boulevard to Rugg Road

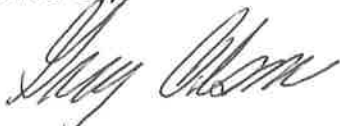
Dear Selection Committee,

The City of Gresham's Transportation Subcommittee wholeheartedly supports the City's application to fund project development for Hogan Road between Powell Boulevard to Rugg Road.

Hogan Road/242nd is designated as a major arterial in Gresham's Transportation System Plan and is a spine connecting the Springwater Plan area, Gresham's Downtown Regional Center, the Gresham Vista Business Park site and I-5, as well as businesses and residences along the entire corridor. The proposed project to complete project development of Hogan Road between Powell Boulevard and Rugg Road is of critical importance to Gresham and East Multnomah County. The East Metro Connections Plan identifies 242nd/Hogan Road as a critical component to the area's north/south connections. Along this portion, Hogan Road is a two- to three-lane road and lacks basic bicycle and pedestrian infrastructure. By designing this corridor before planned development occurs, the City will ensure the appropriate right-of-way and design is met by developers and will be able to strategically align construction investments and funding opportunities.

Gresham's Transportation Subcommittee strongly urges funding to enter into project development to advance this critically important transportation facility toward construction.

Sincerely,



Greg Olson, Chair
Gresham Transportation Subcommittee

cc: Katherine Kelly, City of Gresham