

Agenda



BMPO Technical Advisory Committee

July 9, 2024

Hybrid Meeting

Location

Council Chambers, Bend City Hall
710 NW Wall, Bend, Oregon

Zoom webinar link: <https://bendoregon-gov.zoom.us/j/81371328430?pwd=5252vDdYp1jarxagQXlLnGlqryZZAd.1>

Webinar ID: 813 7132 8430

Passcode: bendmpo

Phone: 1-888-788-0099

YouTube livestream: <https://youtube.com/live/nsZ2xN6lanM?feature=share>

10:30 a.m. Technical Advisory Committee Meeting

Start Time	Item	Information	Presenters
10:30	1. Call to Order & Introductions		Tyler Deke
10:33	2. Hybrid Meeting Guidelines		Tyler Deke
10:35	3. Public Comment		Tyler Deke
10:37	4. Meeting Summary	<u>Attachments</u> Attachment A: June 5, 2024, Technical Advisory Committee draft meeting summary	Tyler Deke

		<p><u>Action Requested</u> Review and approve the June 5, 2024, TAC meeting summary.</p> <p>Recommended Language for motion: <i>I move approval of the June 5, 2024, Technical Advisory Committee draft meeting summary as presented.</i></p>	
10:40	5. Federal COVID Funding – Project Summaries & Review	<p><u>Background</u> The “Consolidated Appropriations Act, 2021” was approved in December 2020 and included significant COVID related funding. From that legislation, approximately \$1.5 million was allocated to the Bend MPO. In 2023, the Policy Board awarded about \$1.2 million to several projects. In May and June, MPO staff coordinated an informal project solicitation process for the remaining funds. Applicants will provide brief project presentations (with Q & A).</p> <p><u>Attachments</u> Attachment B: CET project proposal Attachment C: Bend La Pine Schools proposal Attachment D: City of Bend proposal Attachment E: Cost summary</p> <p><u>Action Requested</u> Discuss project proposals and make funding recommendation to Policy Board.</p>	MPO Staff and Project Applicants
11:25	6. Bike Share Update	<p><u>Background</u> In 2022, the City of Bend initiated a 2-year e-bike share pilot program in collaboration with Bird. Tobi Marx will offer an update on the pilot project, covering system usage and potential next steps. Key talking points will include a quick review of the program's first two years, lessons learned, and metrics and focus areas for the current year.</p> <p><u>Attachments</u> None. Information about the bike share system is available on the following site: https://www.bendoregon.gov/services/parking/bike-share.</p> <p><u>Action Requested</u> None. Information item.</p>	Tobi Marx

11:45	7. Member & Guest Roundtable	Time for TAC members to provide updates on current projects and planning efforts.	TAC Members
11:55	8. Public Comment		Tyler Deke
11:57	9. Next TAC Meeting	The next meeting of the BMPO TAC is scheduled for August 7, 2024, at 10:00 a.m.	Tyler Deke
12:00	10. Adjourn		Tyler Deke



Accommodation Information for People with Disabilities

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BMPO Bend Metropolitan
Planning Organization

Meeting Summary

BMPO Technical Advisory Committee

Location: Board Room, Bend City Hall
710 NW Wall, Bend, Oregon

Date: June 5, 2024

Time: 10:00 a.m.

Prepared by: ABC Transcription Services, LLC.

In Attendance

TAC Voting Members

Sharon Smith, Bend-La Pine Schools (BLS)
Henry Stroud, Bend Park and Recreation District (BPRD)
Susanna Julber, City of Bend
Eric Lint, Cascade East Transit (CET)
James Dorofi, Citizen Representative
Brian Potwin, Commute Options
Tarik Rawlings, Deschutes County
Dave Thomson, Deschutes County BPAC
Ken Shonkwiler, ODOT Region 4
Casey Bergh, OSU Cascades

TAC Non-Voting Members

Angie Brewer, Department of Land Conservation & Development (DLCD)
Tyler Deke, MPO Manager

BMPO Staff and Other Attendees

Andrea Napoli, BMPO Senior Planner
Kelli Kennedy, BMPO Staff
Joel McCarroll, DKS Associates
Aaron Berger, DKS Associates
Quinn Kever, BPRD

Agenda Items

1. Call to Order and Introductions

Mr. Deke called the meeting to order at 10:03 a.m., with a quorum established.

2. Hybrid Meeting Guidelines

Mr. Deke reviewed the meeting guidelines.

3. Public Comment

None.

4. Meeting Summary

Materials referenced: May 1, 2024, TAC draft meeting summary (Attachment A)

Motion 1: Henry Stroud moved to approve the May 1, 2024, Technical Advisory Committee draft meeting summary as presented. Eric Lint seconded the motion which passed unanimously.

5. MTP Update: Draft Financially Constrained Project List

Materials referenced: Draft Financially Constrained Project List & Prioritization Memo (Attachment B)

Aaron Berger, DKS Associates, presented an update via PowerPoint on the 2045 Metropolitan Transportation Plan (MTP). Key highlights included a review of project objectives, funding projections and selection of the financially constrained project list broken down by jurisdiction, as well as financially constrained totals including a revision of the Colorado Avenue Project C-6, which the TAC discussed. DKS would move forward with the assumption the TAC supported keeping just Phase 1 of Project C-6 and pushing Phase 2 into the aspirational list.

He also presented the prioritization process, highlighting the funding breakdown excluding developer exactions, the results of a climate-friendly area (CFA) sensitivity scenario, and the prioritization outcomes of the near-term, mid-term, long-term, and development driven project lists as well as next steps.

Questions from the Committee were addressed as follows:

- DKS would follow up on whether the new SDC methodology was used to determine the estimated \$654.5 million in revenue.
- Park District projects were not currently included in the final plan, but DKS would follow up, as the matter could be discussed.
- Staff's past projections had ended up being rather accurate.
- It was assumed building out would occur toward the center of town where the CFAs were located. Future CFA areas were not factored into current models. The CFA test was done as an exercise.
- MTP 2045 was indeed the new plan being worked on.
- The greater area between 3rd Street and US 97 was probably a better example than the Central Westside of where to apply the logic for active transportation modes.
- The sensitivity analysis did inform the prioritization which ended up impacting only four or five projects in deciding which to include in mid-term projects and which to push to long-term.

6. STBG Funding Update

Materials referenced: STBG Funding Update Memo (Attachment C)

Andrea Napoli updated via PowerPoint on the Surface Transportation Block Grant (STBG), highlighting the background, MPO uses of STBG funds, and the recent history regarding STBG funds now being provided to the MPO as State Highway Funds (SHF) after the passing of House Bill 2021. The new SHF funding allocations were 12 to 18 percent lower than the STBG amounts.

This winter Staff realized the MPO would be able to fully fund all awarded projects and programs and continue to fund MPO reserves, planning, and staffing by putting the reconciliation amount with ODOT into MPO's available funds, subtracting the 10 percent exchange fee, which no longer applied, from all STBG awards, and due to the decreased Streets budget since the City of Bend assumed the funding would come as federal dollars. For the next Metropolitan Transportation Improvement Program (MTIP), the MPO would need to revisit how to distribute future SHF funds due to the decreased amount.

Questions from the TAC were addressed as follows:

- Ms. Napoli doubted eliminating the grant program funded through STBG would happen, although the decision would be up to the Board.
- Staff had not heard that larger grant programs like RTP, Community Paths, etc., would shift from federal to state dollars. The issue in the future would be the HB 2021 funding amount was being locked in unless the legislation was modified.
- A lot of SHF dollars were limited to projects in the right-of-way which would cause issues with the biggest impact being the MPO's ability to help fund multi-use trail projects.
- Some federal transportation programs were funded based on a formula. Population was a primary factor in how funds were distributed across the state.

7. Member & Guest Roundtable

Deschutes County: Mr. Rawlings said they were finalizing their CFEC exemption letter and would probably submit it within a week or so, noting a maximum population of 199 people was forecasted in the county areas of the urban growth boundary that were not yet annexed. He would let the TAC know how the review of the exemption went.

CET: Mr. Lint reported CET just launched its first bus routes in Redmond which were deviated flex routes and part of CET's plan to roll out more service to Redmond. CET started testing increasing frequency on the Community Connector between cities with Route 3 on the west side, and would evaluate the delays caused by traffic, as improving the frequency was a big goal for CET. Andrea Breault would leave CET at the end of June, and CET would post a job announcement shortly. CET expected a junior position as well, so there will be two job postings.

BPRD: Mr. Stroud announced Quinn Keever would replace him on the TAC, but he would still work with BPRD and Quinn. After considering adaptive reuse, the STBG-funded Gilchrist Bridge had returned to the original plan to do the 30 percent design for a full bridge replacement. Ms. Keever would provide a schedule update at the next meeting. The City had stepped up with immediate money to re-deck the bridge and do minor improvements to the structure.

Ms. Keever reported participating in the statewide household travel survey, noting the survey asked good questions and she was impressed by the technology. Tyler confirmed the end of the survey period was approaching, adding he could do another presentation to the TAC on the survey. One of the follow-up surveys was about to kick off, looking at the impacts of e-commerce on travel behaviors.

ODOT Region 4: Mr. Shonkwiler reported that the Land Use Board of Appeals (LUBA) hearing was held last week for the Lava Butte path and he would give a more detailed update after ODOT heard back from LUBA on June 24th. If the ruling was favorable, construction was still on pause due to funding needs. ODOT hoped to construct for next year. Currently the Federal Lands Access Program had \$5.8 million for

the project. More preliminary engineering (PE) and construction funding was still needed. He just started reworking the Revere Avenue rail-crossing project with the City.

DLCD: Ms. Brewer shared that DLCD's Commission would meet in Bend at the end of June. She would email information to the group about the agenda, mainly focused on water and housing, and participating in the meeting. She thanked Mr. Lint in advance for DLCD's request for help to get a bus to do a housing tour with Lynne McConnell.

Mr. Deke said he would send TAC members the dates for the Oregon Transportation Commission (OTC) September meeting in Bend.

8. Public Comment

None.

9. Next TAC Meeting

Mr. Deke asked if the next TAC meeting should be held July 3, 2024, at 10:00 a.m., as he had heard some people may not work on July 3rd. Staff would send out potential alternate meeting dates and times.

10. Adjournment

Mr. Deke adjourned the meeting at 11:25 a.m.



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Cascades East Transit

Central Oregon Intergovernmental Council
334 NE Hawthorne Ave, Bend, OR 97701
cascadeseasttransit.com



COIC

Bus Stop Improvement Project

Cascades East Transit (CET) is launching a Bus Stop Improvement Project to visibly and materially improve the condition and utility of bus stops within Bend. The project was initially funded by the Bend MPO allocating \$300,000 to CET to obtain and install new shelters at key locations in Bend. CET now proposes expanding the scope of the project beyond shelters toward improving the standard of quality at *all* bus stops within the Bend MPO service area. This new part of the project does not yet have a funding source.

CET's network of bus stops was constructed over years to varying standards, with differing equipment, and periods of neglectful maintenance due to insufficient funds and personnel. This project seeks to standardize the equipment used, improve the ease of ongoing maintenance, and create a uniform design language making navigation easier for riders. By improving amenities and wayfinding elements, CET hopes to improve the overall rider experience.

This project seeks to establish a firm foundation for quality transit while other elements of CET's 2040 Transit Master Plan are pursued, such as improved frequency. The below elements are suggested for inclusion in this project. However, the final and precise elements used will be the product of a public input and prioritization process, combined with the necessities of government procurement rules.

The CET bus network in Bend currently includes 216 bus stops. This project will touch every single stop, but the most intensive work will affect roughly one-third to half of the stops in Bend.

Benches

CET last went through a round of installing furniture at stops more than 5 years ago. That past process left several key locations unimproved and underserved – to the extent that the public started bringing their own furniture to CET bus stops! Kitchen chairs and cinder blocks at stops have garnered the attention of local media and comments on social media. CET's goal is to build on past work and ensure at least one-third of stops have seating available.

This element may require enlarging concrete pads at certain stops.

Flag signs

Existing flag signs at stops use an overlay sticker on top of Bend Area Transit signs that are almost 20 years old. Most are faded and do not readily convey route information. Newly designed flag signs will introduce clear, colorful branding making stops stand out as bus stops, with large route labels that are easier to identify at a glance.

Schedules

Existing schedule holders are a mix of types placed with little coherent reason and information that has not been updated in years. This project will ensure that all stops are equipped with quality, up-to-date information inside durable holders appropriate to each bus stop. Nearly a third of stops will need to have the schedule holders replaced.

Signposts and miscellaneous hardware

Several bus stops in Bend lack permanent signposts and continue to use temporary, above surface posts. These line items will ensure that all stops are properly equipped with permanent fixtures and attendant items needed to complete a functional bus stop. Only hardware is included in these estimates.

Bus stop pad/site rehabilitation

Most stops in the CET network will need concrete work to enlarge the site before adding benches. Others require ADA improvements (boarding zone) or concrete work to install signposts.

Real-time signage (RTS)

CET recently completed procurements for Automatic Vehicle Locators and a new system providing GTFS-RT feeds – the building blocks for providing live updates to riders. CET expects the bulk of RTS to be deployed as mobility hubs are built, however, a pilot using interactive kiosk-style signage is appropriate. These may be developed in partnership with the City of Bend and include information and wayfinding beyond CET's transit system.

As part of this project, CET will be building standards and specifications for hardware used at bus stops. Protocols for maintenance will be established with personnel assigned to regularly inspecting bus stop facilities. And members of the public will be involved every step of the way through both CET's Regional Public Transit Advisory Committee and direct outreach specific to this project.

Rough cost estimates are included on the next page.

CET Bus Stop Improvement Project

Projected costs, Bend only

Overall project cost \$ 257,275

Project	Qty	Expected unit cost	Expected total cost	Notes
Bus stop bench, small	75	\$ 275.00	\$ 20,625.00	Goal to equip one third of stops with seating; cost is for materials only.
Bus stop flag sign improvements	250	\$ 55.00	\$ 13,750.00	Upgrade all signs to new standard. Materials and printing cost included.
Bus stop schedule holder improvements	100	\$ 254.00	\$ 25,400.00	Replace broken holders at nearly a third of stops
Bus stop signposts	50	\$ 150.00	\$ 7,500.00	Install permanent posts where existing hardware is temporary, above surface post; replace damaged posts
Bus stop miscellaneous hardware	--	\$ 10,000.00	\$ 10,000.00	Fasteners, replacement parts, etc
Bus stop pad/site rehabilitation	--	\$ 60,000.00	\$ 60,000.00	Improve concrete pads where appropriate for bench installation, ADA standards
Real-time signage	4	\$ 30,000.00	\$ 120,000.00	Install modern, kiosk-style RTS at key locations

7/01/2024 Covid Funding Proposal to the Bend MPO

PLANNING/DESIGN REQUEST

Bend-La Pine Schools (BLS) seeks \$50,000 for planning and design of a pedestrian/bike multi-use path that would connect north from High Desert Middle School (HDMS) to Ferguson road and ultimately the new central library as the South East Area Plan (SEAP) develops. The path would extend south to HDMS and to the southern boundary of BLS property. BLS will coordinate with Bend Metropolitan Parks and Recreation District (BMPRD) to extend the path to the south all the way to Knott Road.

In the future, the path would extend west along the future Caldera Collector to 15th street and Caldera High School as the SEAP properties develop. The SEAP design for Caldera Road includes a multi-use path.

The city is in the process of constructing a sewer pump station and gravity/pressure line in collaboration with BLS. BLS is providing easements for the pump station, sewer lines and construction staging at HDMS. This work will facilitate the multi-use path design and development as the area will be cleared, graded and much of the survey work has been done.

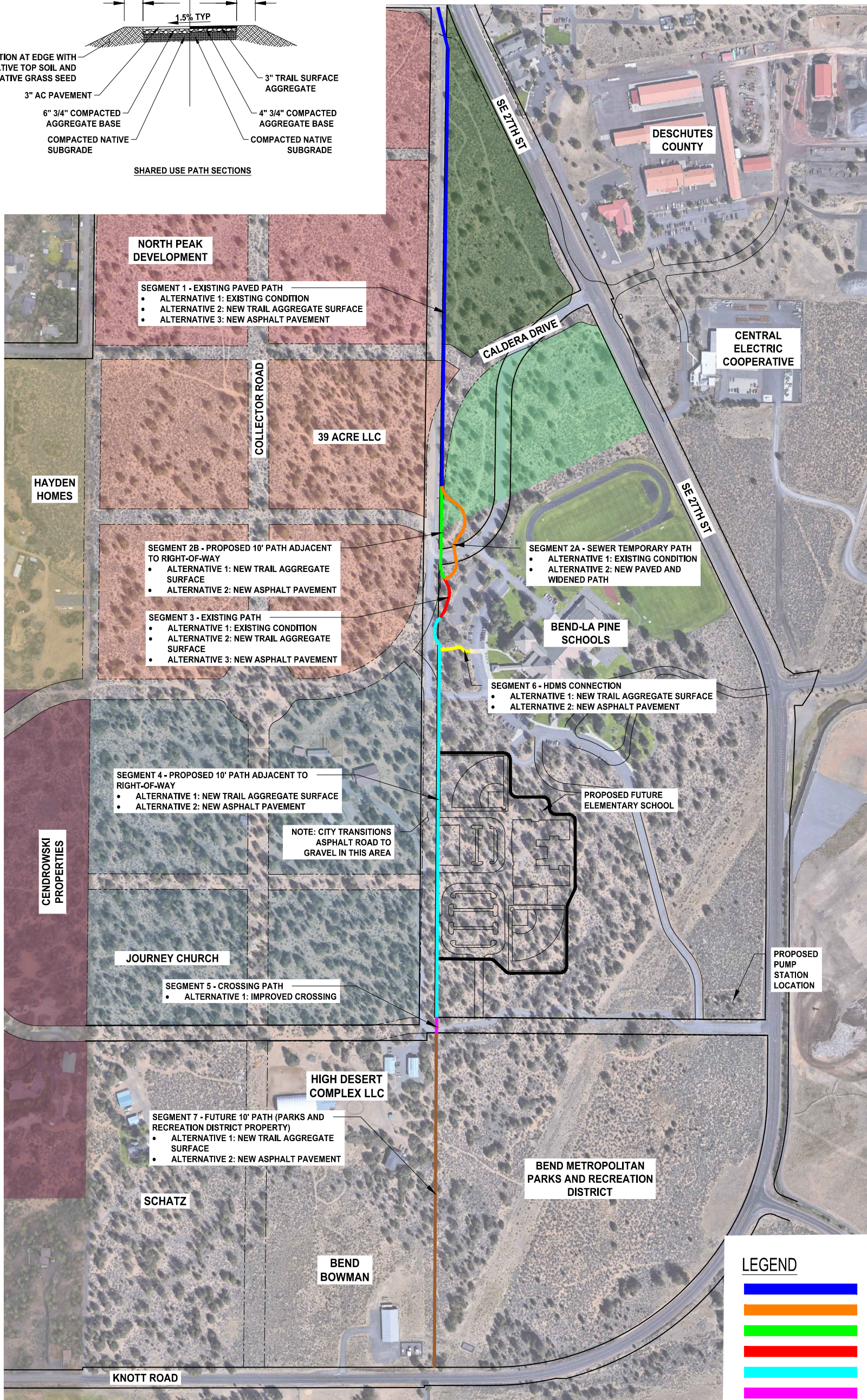
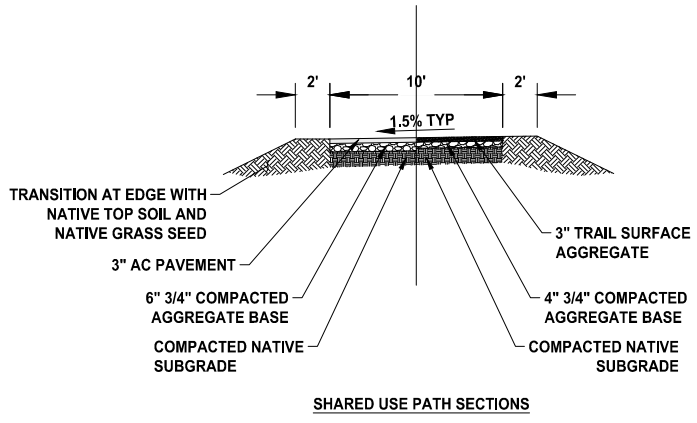
The attached exhibit shows a possible alignment of the path along BLS property and BMPRD property. There are design alternatives that need to be evaluated, including: alignment of the path, topography, type of surface (trail aggregate/asphalt), and others. This multi-use path may be temporary until the Southeast area fully develops. However, that could be 5-15 years or longer. The grant funds would be used to develop a design in collaboration with the city, BMPRD and surrounding property owners to evaluate alternatives and pay for engineering design and land use/permitting.

This multi-use path will have a regional benefit, providing alternative transportation for walkers/cyclists to the library, schools and those who prefer not to travel along the busy roads along Knott and 27th where there is inadequate right of way, high speeds and fast traffic.

CONSTRUCTION FUNDING REQUEST

In addition to the Planning and Design request, BLS seeks additional funding to construct key segments of the path. The HDMS Shared Use Path Exhibit shows the different segments of the path, and the current conditions and alternatives. Some segments of the path exist, although they are older and need renovating. Also attached are spreadsheets providing the cost estimates for different segments of the path. In order to get the greatest connectivity, asphaltting Segment 4 would provide a path all the way from the school to the southerly boundary of BLS property. This would be a new segment of the path in the area that the city sewer project will already be clearing, gravelling and using as a construction access. The Class 4 Cost Estimate is \$217,900 to \$466,800. BLS requests \$220,000.

Alternatively, or in addition, BLS requests funds to asphalt Segment 2A. The city sewer project will be constructing a temporary gravel path for this Segment because the existing path is in the sewer alignment. While this temporary path connection could remain, it would be preferable to have this Segment improved with Asphalt. The Class 4 Cost Estimate is \$71,600 to \$153,700. BLS requests \$75,000.



NORTH PEAK DEVELOPMENT

SEGMENT 1 - EXISTING PAVED PATH

- ALTERNATIVE 1: EXISTING CONDITION
- ALTERNATIVE 2: NEW TRAIL AGGREGATE SURFACE
- ALTERNATIVE 3: NEW ASPHALT PAVEMENT

SEGMENT 2B - PROPOSED 10' PATH ADJACENT TO RIGHT-OF-WAY

- ALTERNATIVE 1: NEW TRAIL AGGREGATE SURFACE
- ALTERNATIVE 2: NEW ASPHALT PAVEMENT

SEGMENT 3 - EXISTING PATH

- ALTERNATIVE 1: EXISTING CONDITION
- ALTERNATIVE 2: NEW TRAIL AGGREGATE SURFACE
- ALTERNATIVE 3: NEW ASPHALT PAVEMENT

SEGMENT 4 - PROPOSED 10' PATH ADJACENT TO RIGHT-OF-WAY

- ALTERNATIVE 1: NEW TRAIL AGGREGATE SURFACE
- ALTERNATIVE 2: NEW ASPHALT PAVEMENT

NOTE: CITY TRANSITIONS ASPHALT ROAD TO GRAVEL IN THIS AREA

SEGMENT 5 - CROSSING PATH

- ALTERNATIVE 1: IMPROVED CROSSING

SEGMENT 7 - FUTURE 10' PATH (PARKS AND RECREATION DISTRICT PROPERTY)

- ALTERNATIVE 1: NEW TRAIL AGGREGATE SURFACE
- ALTERNATIVE 2: NEW ASPHALT PAVEMENT

SEGMENT 2A - SEWER TEMPORARY PATH

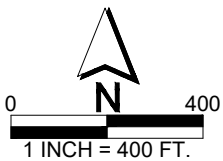
- ALTERNATIVE 1: EXISTING CONDITION
- ALTERNATIVE 2: NEW PAVED AND WIDENED PATH

SEGMENT 6 - HDMS CONNECTION

- ALTERNATIVE 1: NEW TRAIL AGGREGATE SURFACE
- ALTERNATIVE 2: NEW ASPHALT PAVEMENT

LEGEND

	SEGMENT 1
	SEGMENT 2A
	SEGMENT 2B
	SEGMENT 3
	SEGMENT 4
	SEGMENT 5
	SEGMENT 6
	SEGMENT 7 (BPRD)
	EXTG. ROW



HDMS SHARED USE PATH EXHIBIT

HDMS Shared Use Path						
Concept-Level Construction Cost Estimate - Segment 2A						
Segment	Alternative	Improvements	Alternative Selection	Alternative Cost	Construction Total	
1	1	Existing Condition	YES	\$ -	\$ -	
	2	New Trail Aggregate Surfacing	NO	\$ 158,230	\$ -	
	3	New Asphalt Pavement	NO	\$ 190,240	\$ -	
2A/2B	2A - 1	Existing Condition	NO	\$ -	\$ -	
	2A - 2	New Paved and Widened Path	YES	\$ 48,610	\$ 48,610	
	2B - 1	New Trail Aggregate Surfacing	NO	\$ 29,670	\$ -	
	2B - 2	New Asphalt Pavement	NO	\$ 63,170	\$ -	
3	1	Existing Condition	YES	\$ -	\$ -	
	2	New Trail Aggregate Surfacing	NO	\$ 14,980	\$ -	
	3	New Asphalt Pavement	NO	\$ 18,010	\$ -	
4	1	New Trail Aggregate Surfacing	NO	\$ 120,470	\$ -	
	2	New Asphalt Pavement	NO	\$ 148,150	\$ -	
5	1	Improved Crossing	NO	\$ 8,820	\$ -	
6	1	New Trail Aggregate Surfacing	NO	\$ 9,060	\$ -	
	2	New Asphalt Pavement	NO	\$ 11,130	\$ -	
7	1	New Trail Aggregate Surfacing	NO	\$ 97,880	\$ -	
	2	New Asphalt Pavement	NO	\$ 120,370	\$ -	
MATERIALS AND LABOR SUBTOTAL					\$	48,700
ADDITIONAL CONST. COSTS						
		TYPICAL	PERCENTAGE	COST		
Construction Surveying		1.0-2.5%	1.8%	\$ 900		
Temporary Traffic Control		12.0-20.0%	5.0%	\$ 2,500		
Mobilization		8.0-10.0%	10.0%	\$ 4,900		
Erosion Control		0.5-2.0%	0.5%	\$ 300		
Contingency		30-40%	40.0%	\$ 19,500		
Escalation (compounded annually)		1.0-4.0%	4.0%	\$ 1,900		
Design Year			2024			
Construction Year			2025			
CONSTRUCTION TOTAL					\$	78,700
Class 4 Estimate Range				-30%	\$ (23,700)	
				+50%	\$ 39,400	
Construction Subtotal with Range			\$ 55,000	to	\$ 118,100	
Planning & Engineering		15%	\$ 8,300	to	\$ 17,800	
Permitting & Costruction Services		15%	\$ 8,300	to	\$ 17,800	
PROJECT RANGE			\$ 71,600	to	\$ 153,700	
ASSUMPTIONS						
1. Assume no right-of-way impacts outside of school district property.						

HDMS Shared Use Path						
Concept-Level Construction Cost Estimate - Segment 4						
Segment	Alternative	Improvements	Alternative Selection	Alternative Cost	Construction Total	
1	1	Existing Condition	YES	\$ -	\$ -	
	2	New Trail Aggregate Surfacing	NO	\$ 158,230	\$ -	
	3	New Asphalt Pavement	NO	\$ 190,240	\$ -	
2A/2B	2A - 1	Existing Condition	YES	\$ -	\$ -	
	2A - 2	New Paved and Widened Path	NO	\$ 48,610	\$ -	
	2B - 1	New Trail Aggregate Surfacing	NO	\$ 29,670	\$ -	
	2B - 2	New Asphalt Pavement	NO	\$ 63,170	\$ -	
3	1	Existing Condition	YES	\$ -	\$ -	
	2	New Trail Aggregate Surfacing	NO	\$ 14,980	\$ -	
	3	New Asphalt Pavement	NO	\$ 18,010	\$ -	
4	1	New Trail Aggregate Surfacing	NO	\$ 120,470	\$ -	
	2	New Asphalt Pavement	YES	\$ 148,150	\$ 148,150	
5	1	Improved Crossing	NO	\$ 8,820	\$ -	
6	1	New Trail Aggregate Surfacing	NO	\$ 9,060	\$ -	
	2	New Asphalt Pavement	NO	\$ 11,130	\$ -	
7	1	New Trail Aggregate Surfacing	NO	\$ 97,880	\$ -	
	2	New Asphalt Pavement	NO	\$ 120,370	\$ -	
MATERIALS AND LABOR SUBTOTAL					\$	148,200
ADDITIONAL CONST. COSTS						
		TYPICAL	PERCENTAGE	COST		
Construction Surveying		1.0-2.5%	1.8%	\$ 2,700		
Temporary Traffic Control		12.0-20.0%	5.0%	\$ 7,500		
Mobilization		8.0-10.0%	10.0%	\$ 14,900		
Erosion Control		0.5-2.0%	0.5%	\$ 800		
Contingency		30-40%	40.0%	\$ 59,300		
Escalation (compounded annually)		1.0-4.0%	4.0%	\$ 5,900		
Design Year			2024			
Construction Year			2025			
CONSTRUCTION TOTAL					\$	239,300
Class 4 Estimate Range				-30%	\$ (71,800)	
				+50%	\$ 119,700	
Construction Subtotal with Range				\$ 167,500	to	\$ 359,000
Planning & Engineering		15%	\$ 25,200	to	\$ 53,900	
Permitting & Costruction Services		15%	\$ 25,200	to	\$ 53,900	
PROJECT RANGE				\$ 217,900	to	\$ 466,800
ASSUMPTIONS						
1. Assume no right-of-way impacts outside of school district property.						

City of Bend Cooley Road Sidewalk Project

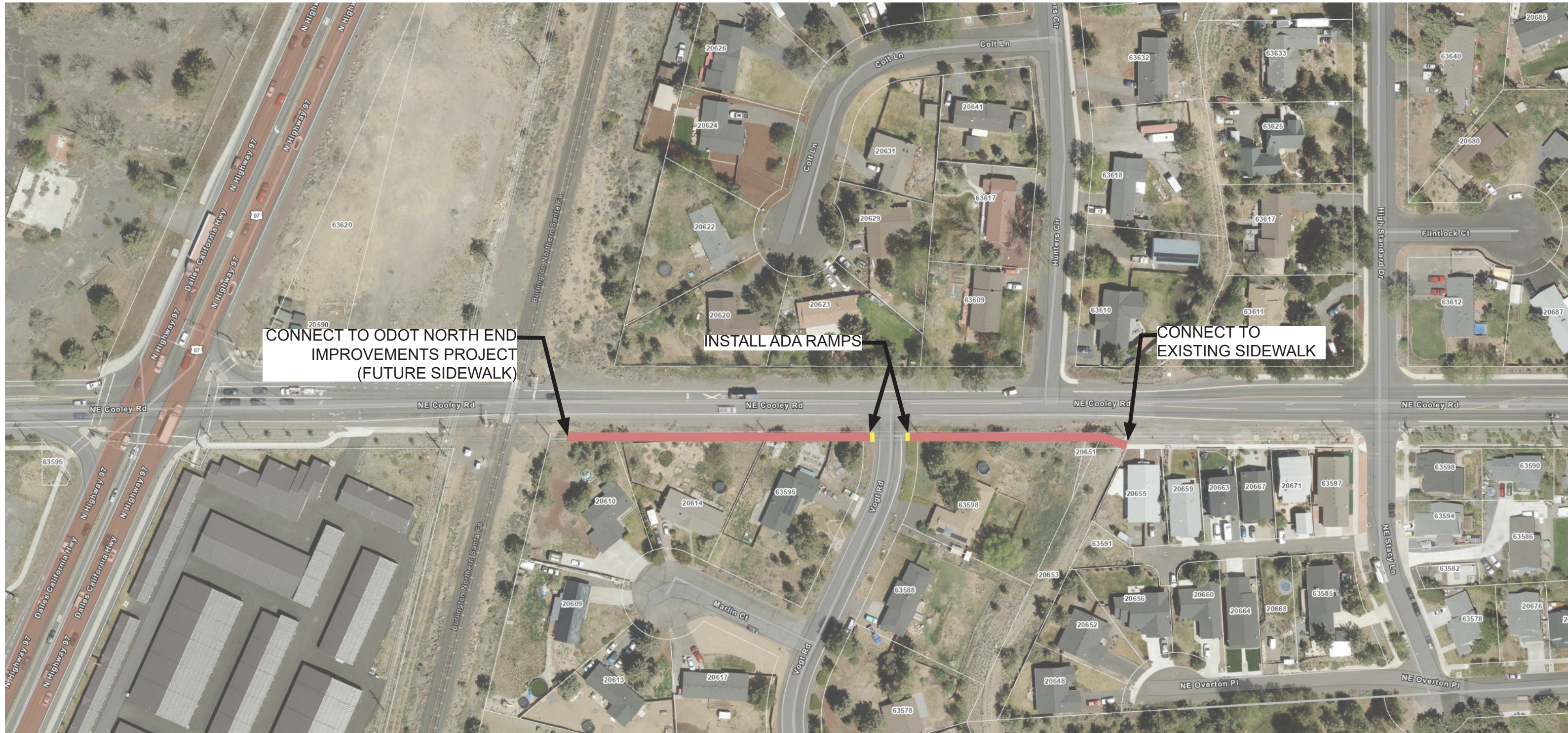
City of Bend crews would self-perform construction of infill sidewalk on the south side of Cooley between the ODOT North Corridor Improvement and the existing sidewalk to east near Hunters Circle. The estimated cost is \$60,000.

The new US 97 alignment and BNSF Railroad are a barrier for alternative modes of travel to get west to the Cascade Village Shopping Center, Food 4 Less, Trader Joes, Lowes, Home Depot, Target, and the new Costco. The ODOT North Corridor Project is building numerous shared use paths. This infill sidewalk would provide connectivity for a large under-served area.





NE COOLEY ROAD PEDESTRIAN MOBILITY ENHANCEMENTS PROPOSED SIDEWALK CONNECTION WITH FUTURE ODOT SIDEWALK



COVID Relief Funding - 2024 Proposals Summary

Available Funding: \$290,586.84

Agency	Proposal	Request
Cascades East Transit	Bus stop improvements (various)	\$257,275
Bend La Pine Schools	Multi-use path plan/design	\$50,000
	Multi-use path (4) construction	\$220,000
	Multi-use path (2A) construction	\$75,000
City of Bend	Cooley Rd sidewalk	\$60,000
	<i>Total</i>	\$662,275