

# Agenda



## BMPO Policy Board

July 19, 2024

Hybrid Meeting

### Location

ODOT Region 4, Building M, Baney Conference Room

63055 N. Highway 97, Bend, Oregon

(From the DMV entrance on Mervin Sampels Road, Building M is straight ahead.)

**Zoom webinar link:** <https://bendoregon-gov.zoom.us/j/84242119069?pwd=7bcRLsu4e0mJWlJSI0d4PcYb9wUX9l.1>

Webinar ID: 842 4211 9069

Passcode: bmpo

Phone: 1-888-788-0099

**YouTube livestream:** <https://youtube.com/live/urH6jezP8Ro?feature=share>

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### 12:00 p.m. Policy Board Meeting

Start Time	Item	Information	Presenters
12:00	<b>1. Call to Order &amp; Introductions</b>		Chair Campbell
12:05	<b>2. Hybrid Meeting Guidelines</b>		Tyler Deke
12:06	<b>3. Public Comment</b>		Chair Campbell
12:08	<b>4. Meeting Minutes</b>	<b><u>Attachments</u></b> Attachment A: June 21, 2024, Policy Board draft meeting minutes.	Chair Campbell

		<p><b><u>Action Requested</u></b></p> <p>Review and approve the June 21, 2024, Policy Board meeting minutes.</p> <p>Recommended language for motion: <i>I move approval of the June 21, 2024, Policy Board draft meeting minutes as presented.</i></p>	
12:10	<p><b>5. Metropolitan Transportation Improvement Program (MTIP) Full Amendments &amp; Administrative Amendments Update</b></p>	<p><b><u>Background</u></b></p> <p>Four amendments to the 2024-2027 MTIP are proposed. The amendments are to add two new projects and increase funding for two transit projects.</p> <p>The amendments were noticed on the bendoregon.gov website and through email notification to the MPO email lists and news media. Any comments received will be discussed at the Board meeting.</p> <p><b><u>Attachments</u></b></p> <p>Attachment B: Public notice, which includes a summary of the proposed amendments.</p> <p>Attachment C: Public comment record, as of July 12, 2024.</p> <p><b><u>Action Requested</u></b></p> <p>Review and consider approval of the proposed amendments.</p> <p>Recommended language for motion: <i>I move approval of the proposed amendments to the 2024-2027 MTIP as presented.</i></p>	MPO Staff
12:25	<p><b>6. TSAP Implementation – MPO Funding Support</b></p>	<p><b><u>Background</u></b></p> <p>COIC submitted a grant application to hire a transportation safety coordinator and continue transportation safety outreach throughout Central Oregon for FFY25 and FFY26. The grant, if awarded, requires local match. To meet the local match requirement, COIC will be seeking support (in-kind and funding) from local agencies, non-profits, and private partners.</p> <p><b><u>Attachments</u></b></p>	MPO Staff

		<p>None. Information will be provided during the meeting.</p> <p><b><u>Action Requested</u></b>  Consider MPO support for the safety grant</p> <p>Recommended language for motion: <i>I move the MPO provide \$___ to COIC for the safety grant local match requirement.</i></p>	
12:35	<b>7. Federal COVID Funding – Remaining Funds</b>	<p><b><u>Background</u></b>  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. At the direction of the Board, staff coordinated an informal project solicitation process in May and June for the remaining funds. At its July meeting, the Technical Advisory Committee (TAC) reviewed the applications and developed a recommendation for Board consideration. Applicants will provide brief project presentations (with Q &amp; A).</p> <p><b><u>Attachments</u></b>  Attachment D: TAC funding recommendation  Attachment E: CET project proposal  Attachment F: Bend La Pine Schools proposal  Attachment G: City of Bend proposal  Attachment H: Proposals cost summary</p> <p><b><u>Action Requested</u></b>  Review project proposals and TAC recommendation. Consider awarding remaining COVID funding.</p> <p>Recommended language for motion: <i>I move approval of the Technical Advisory Committee COVID funding recommendation as presented (or with modifications).</i></p>	MPO Staff & Project Applicants

1:10	<b>8. MPO Boundary (US20/Tumalo)</b>	<p><b><u>Background</u></b>  After each Census, the Census Bureau adjusts the Urbanized Area Boundary (UZA) and Federal Aid Urban Boundary (FAUB) for every City to reflect population growth and land use changes. The state then works with cities to adjust the FAUB to incorporate local conditions. The MPO boundary must include all areas identified within the FAUB. It should also include areas that may become urbanized over the next 20 years. At the August 2023 meeting, the Policy Board approved changes to the FAUB and the MPO boundary. Potential additional boundary adjustments could be considered along US20 between Bend and Tumalo. MPO staff will review the potential changes to the MPO boundary and discuss next steps.</p> <p><b><u>Attachments</u></b>  None. Information will be distributed at the meeting.</p> <p><b><u>Action Requested</u></b>  Discuss possible boundary adjustments and next steps.</p>	MPO Staff
1:20	<b>9. Other Business</b>	<p>Time for Policy Board members to provide updates on current projects and planning efforts and request future meeting topics.</p> <ul style="list-style-type: none"> <li>• Policy Board member agenda item requests</li> <li>• MTP Update – public engagement</li> <li>• The next meeting of the BMPO Policy Board is scheduled for August 16, 2024, at 12:00 p.m.</li> </ul>	Chair Campbell & Staff
1:27	<b>10. Public Comment</b>		Chair Campbell
1:30	<b>11. Adjourn</b>		Chair Campbell



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**BMPO** Bend Metropolitan  
Planning Organization

# Meeting Minutes

## BMPO Policy Board

**Location:** Baney Conference Room, Building M, ODOT Region 4  
63055 N. Highway 97, Bend, Oregon

**Date:** June 21, 2024

**Time:** 12:00 p.m.

**Prepared by:** ABC Transcription Services, LLC.

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### In Attendance

#### Policy Board Members

Chair Barb Campbell, Bend City Councilor

Ariel "Ari" Mendez, Bend City Councilor

Bob Townsend, Oregon Department of Transportation (ODOT) Region 4 Area Manager

#### Member Alternates

Chris Doty, Deschutes County

#### BMPO Staff and Other Attendees

Tyler Deke, BMPO Manager

Andrea Napoli, BMPO Senior Planner

Kelli Kennedy, BMPO Staff

David Abbas, City of Bend

Aaron Berger, DKS Associates

Chris Maciejewski, DKS Associates

Tiffany Johnson, ODOT Region 4

James Dorofi, TAC member

### Agenda Items

**1. Call to Order and Introductions**

Chair Campbell called the regular meeting to order at 12:05 p.m., with a quorum established.

**2. Hybrid Meeting Guidelines**

Mr. Deke reviewed the meeting guidelines.

**3. Public Comment**

None.

**4. Meeting Minutes**

Materials referenced: May 17, 2024, Policy Board draft meeting minutes (Attachment A)

**Motion 1:** Ariel Mendez moved approval of the May 17, 2024, Policy Board draft meeting minutes as presented. Chris Doty seconded the motion which passed unanimously.

## **5. 2045 MTP Update: Draft Financially Constrained Project List**

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

Aaron Berger, DKS Associates, presented an update via PowerPoint on the Bend Metropolitan Transportation Plan (MTP) 2045. Key highlights included an overview of the MTP process, the funding projections summary with a total revenue forecast of \$654.5 million, selection of the financially constrained projects, the financially constrained totals, the prioritization process, prioritization outcomes, and next steps.

During the presentation, Mr. Berger and Chris Maciejewski, DKS Associates answered clarifying questions from Board members about funding availability for financially constrained projects, how the updates could help facilitate mode shift projects and other transit improvements, the proposed timelines for near-, mid-, and long-term funding intervals, the Climate Friendly Area (CFA) scenario changes in land use, and the mid-term project list.

Mr. Berger requested feedback from Board members on the proposed updates. Board members confirmed that the MTP Project List integrated regionally specific projects.

Mr. Berger and Mr. Maciejewski addressed questions about the data used to develop the proposed updates. Mode share shift estimates were conservative because the tools used are typically based on the Bend/Redmond Travel Demand Model which was limited to the point in time it was done in 2011. Some of the expected sensitivity in people taking advantage of other modes and systems was not captured. ODOT was working to develop another model update including a new travel survey underway right now to start to capture the sensitivity. There was an opportunity in the MTP to spell out some of the constraints DKS was working with and the community trends being seen over the past several years. However, the MTP update was not the place to go into a lot of testing of the different options because the updates focus on a bottom-up approach.

There was discussion about respective agencies failing to understand the MTP was a planning tool. Suggestions to address this included adding language to Chapter 5 regarding future opportunities or a summary of the outcomes of previous MTPs.

There was also discussion on the pros and cons of postponing or eliminating projects with each update.

## **6. Federal Safe Streets and Roads for All Grant Acceptance and Authorization**

Mr. Deke presented the Staff report on the Safe Streets and Roads for All (SS4A) grant program via PowerPoint. Staff requested the Board authorize the Manager and the Chair to accept the grant award.

Mr. Deke answered questions from the Board as follows:

- The Transportation Safety Action Plan (TSAP) update was expected to start in October and take 12-16 months for completion. The existing TSAP took about a year to finish, which was fast. The updated plan would include more analysis as more funding was received.
- To ensure the TSAP would be received and incorporated into planning, the updated list of high-crash locations and methods for preventing bike and ped crashes would be translated into projects that can be funded. If the program continued at the federal level, the City could go after a large federal grant to implement some high-priority projects.
- The success of mitigation efforts at some locations could be factored into the update.
- With the County's plan done, the Board was doing a lot of cutting and pasting in the overlap areas as well as focusing on more than just capital improvements such as continuing education, outreach, and enforcement.

**Motion 2:** Ariel Mendez moved to authorize the MPO Manager and Policy Board Chair to accept the federal Safe Streets for All grant award. Chris Doty seconded the motion which passed unanimously.

## 7. Metropolitan Transportation Improvement Program (MTIP) Amendment

Materials referenced: Public notice, which includes a summary of the proposed amendment (Attachment D)

Kelli Kennedy presented the Staff report on the 2024-2027 MTIP amendment via PowerPoint. Staff requested approval of the proposed amendment.

Mr. Townsend noted there was not yet a lot of information on the project, and it would need to be discussed how to go through the protocol to add charging stations on private property without acquiring it. He confirmed the chargers were supposed to be compatible for all vehicles.

**Motion 3:** Ariel Mendez moved to approve the proposed amendment to the 2024-27 MTIP as presented. Chris Doty seconded the motion which passed unanimously.

## 8. STBG Funding/Program Update

Materials referenced: STBG Funding Update Memo (Attachment E)

Andrea Napoli gave the Staff report on updates to STBG funding and programs via PowerPoint. The current allocation of annual State Highway Fund dollars was about \$1.3 million and she confirmed the amount would decrease by 12% to 18% because the STBG kept increasing while the State Highway Fund remained flat. She also confirmed that lack of access to the ODOT Exchange would not necessarily create a Staff burden but it would mean less funding to spend on smaller pedestrian projects, Safe Routes to School projects, or for consultants or staffing. Additionally, there were actually fewer reporting requirements.

Mr. Deke noted the longer-term issue was that the State Highway Fund (SHF) had a capped amount right now and he hoped the cap would be addressed in the 2025 state legislative session.

## 9. Other Business

Councilor Mendez said at the last meeting, the Board discussed whether to explore a value statement to use when awarding grants. He and Chair Campbell spoke briefly and agreed they did not want to



complicate the matter and spend a lot of time if there would be no huge direct benefit. For now, the Board would continue as it had been and maybe consider the matter again in the future.

Chair Campbell believed the Board might discuss the matter given the planned discussion later this year on overriding parts of the MPO, including membership, such as Cascade East Transit (CET) having a seat on the Board. She noted when the governor created the MPO, it was said that transportation providers should be at the table. Mr. Deke confirmed the discussion would take place in the September/October timeframe.

Policy Board member agenda item requests: Chair Campbell reminded everyone they could speak with her or Mr. Deke if they had agenda item requests.

The next scheduled meeting of the Policy Board was July 19, 2024, at 12:00 p.m.

#### **10. Public Comment**

None.

#### **11. Adjournment**

Chair Campbell adjourned the meeting at 1:44 p.m.



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# News from the City of Bend

## BMPO Transportation Project Amendments - Public Comment Period

**Post Date:** 06/27/2024 12:45 PM

## News Release

For Immediate Release

June 27, 2024

# BMPO Notice of Metropolitan Transportation Improvement Program (MTIP) Amendments

## 21-Day Public Comment Period Open Until July 18, 2024

The [Bend Metropolitan Planning Organization \(BMPO\) Policy Board](#) will consider approval of four amendments to the MTIP at their next meeting, on July 19, 2024, at 12:00 p.m. Public comments can be submitted via email for the next three weeks to [kkennedy@bendoregon.gov](mailto:kkennedy@bendoregon.gov), or during Public Comment at the hybrid (in-person/online) BMPO Policy Board meeting.

In-person meeting information, including a Zoom link to attend online, will be posted to the [BMPO Policy Board webpage](#) one week prior to the meeting date.

## Summary of Amendments

PROJECT KEY NUMBER	PROJECT NAME & DESCRIPTION	PROPOSED PROJECT TOTAL	CHANGES
23681	<p><b>Update of Bend Transportation Safety Action Plan.</b></p> <p>This award will be used by the Bend Metropolitan Planning Organization to update its 2019 Transportation Safety Action Plan to address risk factors; to</p>	\$250,000	Add project to the BMPO MTIP.

PROJECT KEY NUMBER	PROJECT NAME & DESCRIPTION	PROPOSED PROJECT TOTAL	CHANGES
	assess new technologies; to focus on underserved populations with equity centered planning; and to assess strategies for safely accommodating personal mobility devices.		
22395	<b>Bend Transit Operations Capital 2023 (5307).</b> Operations, ADA service, preventative maintenance, project administration, and security system upgrades for Bend urban area transit services for federal fiscal year 2023.	\$3,049,460	Increase project by \$872,882 to match the Federal Transit Administration (FTA) grant.
22998	<b>Bend Transit Operations Capital 2024 (5307).</b> Program 5307 operations, ADA service, preventative maintenance, project administration, and security system upgrades for Bend urban area transit services during federal fiscal year 2024.	\$4,078,089	Increase the project by \$1,017,435 to match the FTA grant.
23678	<b>Region 4 and 5 Transportation Options FFY24-FFY27.</b> Commute Options funding to promote and encourage the use of alternative transportation options in Regions 4 and 5 during federal fiscal years 2024, 2025, 2026, and 2027.	\$1,141,541	Add project. Create new Transportation Options project, moving \$456,604.66 from project key 23147, \$285,848.71 from project key 23048, and \$399,088.00 from project key 23397.

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**2024-27 MTIP Amendments - Public Comment Record - Comment Log**

Updated: 7/12/2024

COMMENT PERIOD (CP) DATES	
CP No.	8
Open Date	6/27/2024
Close Date	7/18/2024
Policy Board Review Date	7/19/2024

COMMENT LOG						BMPO RESPONSE/ACTION			
Date Rec'd	Method (email, mtg)	Name (Last, First)	Comment No.	Comment	Project Key Number(s)	Date of MPO Response	MPO Response	Method (email, mtg)	Action
6/27/2024	Email	Teeter, James	01	<p>Hello,</p> <p>This is James Teeter, a Bend resident. I would like to make a public comment for the BMPO MTIP Amendment project # 23861 Update of Bend Transportation Safety Action Plan.</p> <p>The Transportation Safety Action Plan needs to include an on-going program that facilitates reflection and documentation of fatal and serious-injury crashes within Bend. The most effective way to prevent crashes is to move from blaming victims to understanding the many and various environmental and design factors that coincided to create dangerous situations. We as a community must have the courage and grace to analyze traumatic events and document the many potential factors that could have contributed to the fatality or serious injury. We can no longer continue to accept transportation related deaths as part of the status quo. Please update the Transportation Safety Action plan and provide funding for a program that is able to collate a handful of transportation and land use professionals who have the credibility to discuss fatal crashes publicly and to answer one simple question: "What are the design factors that may have contributed to the incident?"</p> <p>Thank you, James Teeter</p>	23861	6/27/2024	Your comment has been received and will be passed on to BMPO Policy Board members. Thank you!	Email	Include in Policy Board agenda and presentation for MTIP amendment.

**COVID Relief Funding - TAC Recommendation****Available Funding: \$290,586.84**

<b>Agency</b>	<b>Proposal</b>	<b>Request</b>
Cascades East Transit	Bus stop improvements (various)	\$105,586.84
Bend La Pine Schools	Multi-use path plan/design	\$50,000.00
	Multi-use path (2A) construction	\$75,000.00
City of Bend	Cooley Rd sidewalk	\$60,000.00
	<i>Total</i>	\$290,586.84

## 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 15<sup>th</sup> 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.

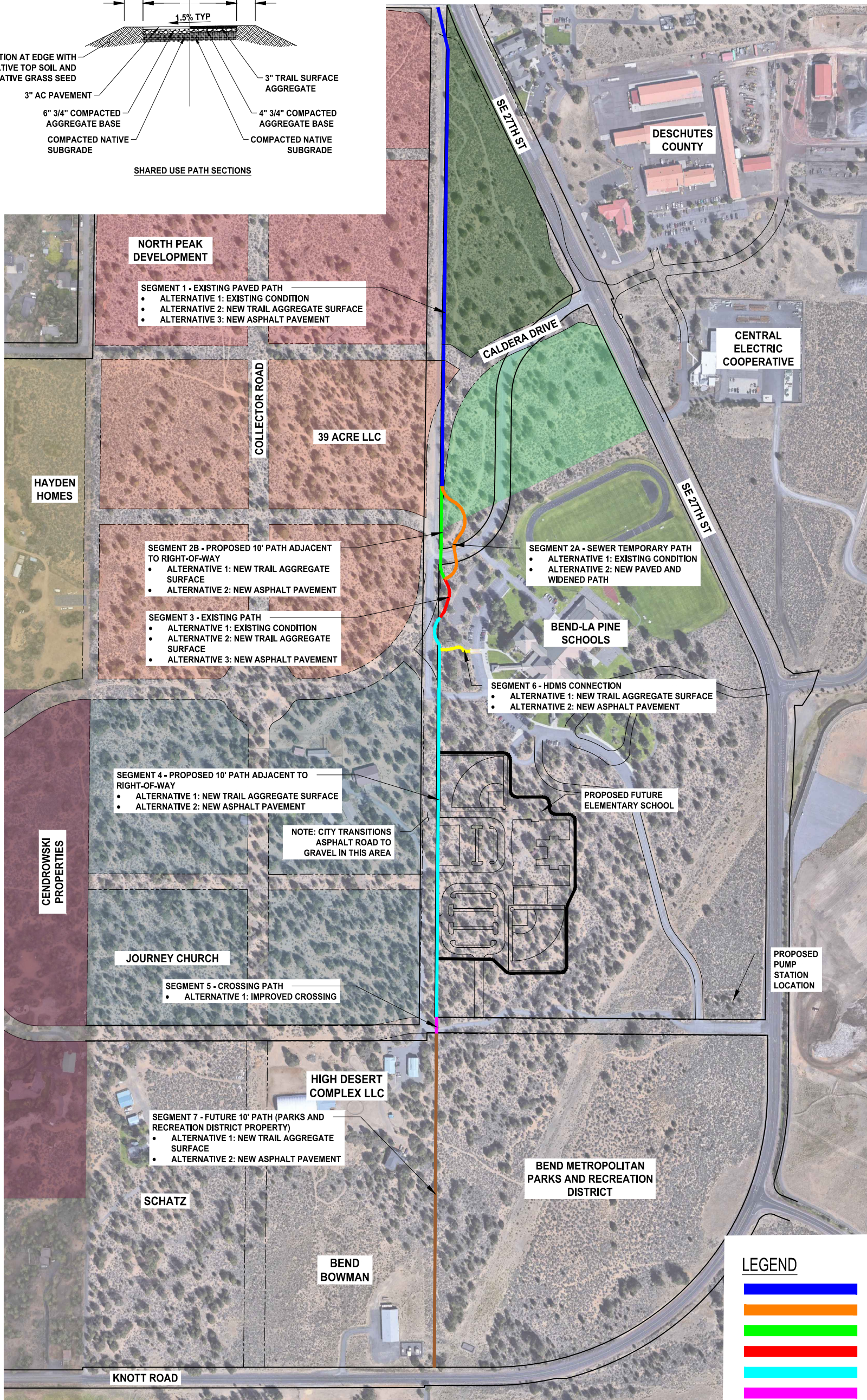
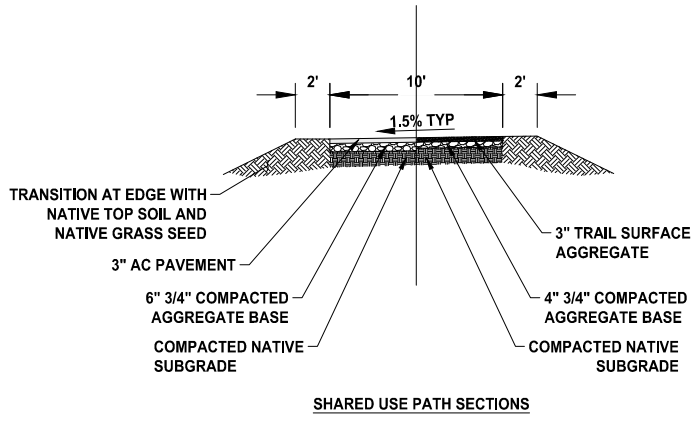
The attached exhibit shows a possible alignment of the path along BLS property and BMPRD property. There are design alternatives that need to be evaluated, including: alignment of the path, topography, type of surface (trail aggregate/asphalt), and others. This multi-use path may be temporary until the 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 27<sup>th</sup> where there is inadequate right of way, high speeds and fast traffic.

### CONSTRUCTION FUNDING REQUEST

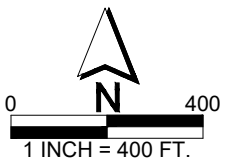
In addition to the Planning and Design request, BLS seeks additional funding to construct key segments of the path. The HDMS Shared Use Path Exhibit shows the different segments of the path, and the current conditions and alternatives. Some segments of the path exist, although they are older and need 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.



**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	\$ -	
<b>MATERIALS AND LABOR SUBTOTAL</b>					<b>\$</b>	<b>48,700</b>
<b>ADDITIONAL CONST. COSTS</b>						
		<b>TYPICAL</b>	<b>PERCENTAGE</b>	<b>COST</b>		
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			
<b>CONSTRUCTION TOTAL</b>					<b>\$</b>	<b>78,700</b>
<b>Class 4 Estimate Range</b>				-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
<b>PROJECT RANGE</b>			<b>\$ 71,600</b>	<b>to</b>	<b>\$</b>	<b>153,700</b>
<b>ASSUMPTIONS</b>						
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	\$ -	
<b>MATERIALS AND LABOR SUBTOTAL</b>					<b>\$</b>	<b>148,200</b>
<b>ADDITIONAL CONST. COSTS</b>						
		<b>TYPICAL</b>	<b>PERCENTAGE</b>	<b>COST</b>		
	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				
<b>CONSTRUCTION TOTAL</b>					<b>\$</b>	<b>239,300</b>
<b>Class 4 Estimate Range</b>				-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
<b>PROJECT RANGE</b>				<b>\$</b>	<b>217,900</b>	<b>to \$ 466,800</b>
<b>ASSUMPTIONS</b>						
1. Assume no right-of-way impacts outside of school district property.						

## City of Bend Cooley Road Sidewalk Project

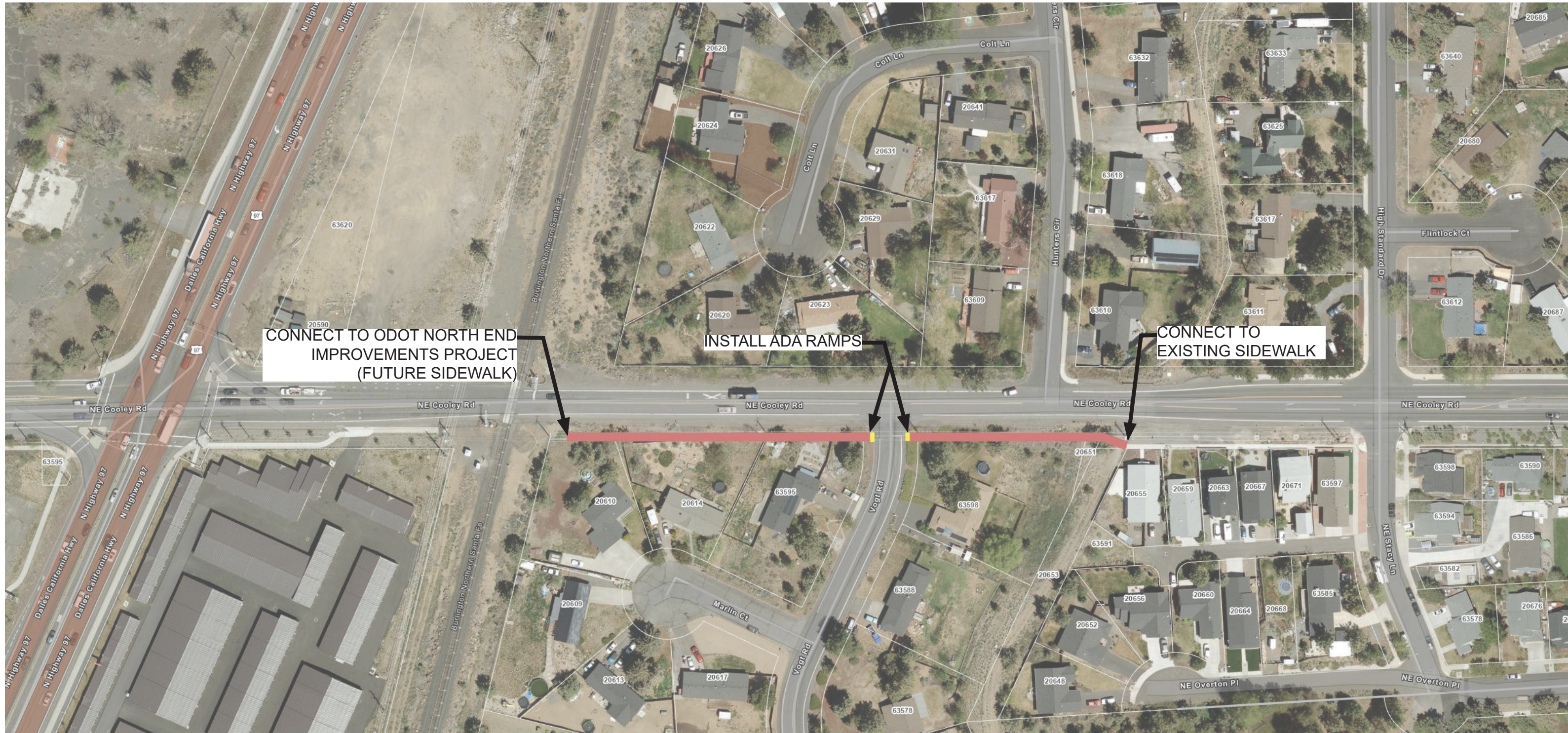
City of Bend crews would self-perform construction of infill sidewalk on the south side of Cooley between the ODOT North Corridor Improvement and the existing sidewalk to east near Hunters Circle. The estimated cost is \$60,000.

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



CONNECT TO ODOT NORTH END  
IMPROVEMENTS PROJECT  
(FUTURE SIDEWALK)

INSTALL ADA RAMPs

CONNECT TO  
EXISTING SIDEWALK

**COVID Relief Funding - 2024 Proposals**  
**Summary Available Funding: \$290,586.84**

<b>Agency</b>	<b>Proposal</b>	<b>Request</b>
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