

OCP 2022 Construction Program Application Worksheet

(Applications Accepted August 1, 2022

Through

11:59 pm September 15, 2022)

Overview

For the 2022/23 application cycle, ODOT is conducting a solicitation for the Oregon Community Paths Program construction projects. The application will follow the previous cycle where applicants meet eligibility requirements in order to be invited to submit an application. Important eligibility requirements and restrictions are noted below. Important eligibility requirements are noted below.

- Total funding for this solicitation is \$29.9 Million
- State funds are not available for this solicitation cycle.
- Funding availability per project is \$500,000 - \$6M (Grant award, not including match)
- Applicant must be an eligible entity to receive federal funds. To be eligible, applicant must be:
 - Any unit of local government below a State government agency, except for an MPO
 - A transit agency
 - A natural resource or public land agency
 - A school district
 - A tribal government
- Non-profits are not eligible to apply for federal funding under the OCP
- Applications will be accepted until 11:59 pm, on January 31st, 2023
- Applicants must be able to provide a cash match of 10.27% of grant award at time of award
- Land donations, or other non-cash contributions provided prior to grant execution are disallowed under federal guidelines, and will not be considered as contributing to the project
- An applicant may not apply for an OCP grant, if they have an active OCP grant older than five years beyond the grant execution date
- Construction project applications must reference a local plan that specifically references the project (not just a policy).
- Projects, once constructed, must be open to the public and available all hours.

Related Documents

- Oregon Community Paths 2022/23 Guidelines

- Official OCP Application Form
- Application Scoring Matrix

2022/2023 Solicitation Schedule

| | |
|-----------------------------------|---|
| August 2022 – September 15th 2022 | Pre-Applications Accepted |
| September 30th 2022 | Applicants notified of eligibility/ineligibility to proceed |
| November 2022 – January 2023 | Applications Accepted |
| February 2023 – April 2023 | Application Review |
| May 2023 | Oregon Bicycle and Pedestrian Advisory Committee Recommendation |
| July 2023 | Oregon Transportation Commission Awards Projects |
| October 2023 | Project Execution/Notices to Proceed |

Application Evaluation Process

Applicants may not submit an application without first submitting a pre-application. Submitted Applications will be reviewed and evaluated by PTD Staff, regional staff, and Active Transportation Liaisons. The program manager may contact the applicant for clarification on the Application.

Applications will be scored per the criteria described in the Guidelines, ranked, and compared to the available funds in the solicitation cycle.

Construction Application Worksheet

Organization

Name of Applicant Organization

City of Gresham

Title of Project

North Gresham Park Path

Contact Person Name

Jay Higgins

Contact Person Title

Transportation Planner

Contact Person Phone Number

(503) 618-2215

Contact Person Email

jay.higgins@greshamoregon.gov

Mailing Address

1333 NW Eastman Parkway

City

Gresham

County

Multnomah

Zip Code

97030

Please list your eligible agency type:

Local government

What is the population of the urban area where project will be located?

Between 50,000 and 200,000

Is your agency certified by ODOT to manage federal transportation grants?

[Certification Status](#)

Yes

Note: If your agency is not certified, a certified agency, or ODOT, must deliver and administer the grant. This can increase administrative costs associated with the grant, and should be accounted for in your budget development.

Will you be partnering with any other agency to complete this project?

No

Project Information

One Sentence Project Description

Multi-use path across North Gresham Park for pedestrian and local bicycle route connectivity and school access.

Estimated project cost, (not including ODOT administrative fees or contingency costs)

\$513,267.25

ODOT Administrative Costs if uncertified (5% of estimated project cost)

\$25,663.36

Contingency (30% of estimated project cost)

\$153,980.18

Total Project cost (including administration and contingencies)

\$692,910.79

Amount of Grant funds requested (must be between \$500,000 and \$6 Million)

\$621,748.85

Cash match amount (10.27% of total project cost)

\$71,161.94

Total estimated project cost, including requested grant funds, ODOT administrative costs:

| Phase | Estimated Project Cost | ODOT Administrative (5%) | Contingency Costs (30%) |
|-------|------------------------|--------------------------|-------------------------|
|-------|------------------------|--------------------------|-------------------------|

| | | | |
|--------------|--------------|-------------|--------------|
| Engineering | \$104,592.92 | \$5,230.00 | \$31,378.00 |
| Construction | \$408,674.33 | \$20,434.00 | \$122,602.00 |

Source of Match amount (10.27% of total project cost):
Local System Development Charges

Project Location

Beginning Point (Latitude and Longitude)
45.51638190166301, -122.44262427104485

End Point (Latitude and Longitude)
45.51456701902522, -122.43903904584461

Estimated Length of Project (Linear Feet)
1400

Eligibility

Eligibility repeats what was in the pre-application. It is repeated here in the event the project has been modified during the period the pre-application was submitted, and the application submitted.

Government Support: I have endorsement from elected bodies along the length of the project
Yes

Attach any letters of support, plan adoption resolution (where plan includes/lists project).
GBSD Park Path Letter SIGNED.pdf
TSP Chapter 6_Implementation.pdf
697 Transportation System Plan Update.pdf

Maintenance: Who will be responsible for maintaining the project for the lifetime of the facility (20 years)?
City of Gresham

Transportation Purpose: Will the project, if constructed primarily serve a transportation (versus recreation) purpose?
Yes

If yes, please explain.

This project constructs a 1400 foot off-street multi-use path portion of a local bike route across North Gresham Park and creates a connection across the park for students of North Gresham Elementary. The local bicycle routes are know as Gresham Greenways and use low-volume streets to create a low-stress bicycle system alternative to arterial bike lanes. Gresham Greenways connect to local destinations such as parks, schools, commercial centers and regional paths. This project is part of Gresham Greenway #11, which is 2.25 miles long and connects across Gresham, from SE 212th Avenue to SE Kane Drive. This route connects three schools, four parks, transit lines and to other planned Gresham Greenways.

Is the Project a Regional Path? A regional path is a fairly long path (greater than 10 miles in planned or completed form), or a network of interconnected paths between communities, neighborhoods. Will the project contribute to development of a continuous path made up of one or more connected segments that (Check all that apply)?

Is primarily physically separated from the roadway

Is the Project a Critical Link? A critical link is the destination that the path connects to, or helps to connect. Will the project contribute to development of a biking and/or ADA compliant walking path that connects to high need locations (i.e. transportation disadvantaged areas, schools, shopping or employment centers, medical services, connections to transit and regional paths, and downtowns)?

Yes

If yes, please describe.

This project constructs a 1400 foot off-street multi-use path portion of a local bike route across North Gresham Park. Gresham Greenways #11 is 2.25 miles long and connects across Gresham, from SE 212th Avenue to Kane Drive. This route connects three schools, four parks, transit lines and to other planned Gresham Greenways. The multi-use path will be ADA compliant and provides a direct connection for students cutting across the park, replacing the existing dirt "goat path".

Will the project contribute to development of a separated biking and/or ADA compliant walking path in areas where no connections exist, transportation options are limited, or significant safety concerns are addressed by the improvement?

Yes

If yes, please describe.

North Gresham Park and North Gresham Elementary sit on a 2000 foot block with no ADA connectivity across the park. The large block causes out of direction travel for bicyclists heading east to neighborhoods or west to the Rockwood Town Center. The project will construct a hard surface ADA compliant multi-use path across the park following the alignment of Gresham Greenway #11, replacing the existing dirt trail that comes from SE 214th Avenue and connects to SE 217th Avenue. The new multi-use path will connect to the existing ADA connection on the west side of North Gresham Elementary.

Why is this project needed? What problem are you trying to solve?

North Gresham Park and North Gresham Elementary sit on a 2000 foot block with no ADA connectivity across the park. The large block causes out of direction travel for bicyclists heading east to neighborhoods or west to the Rockwood Town Center. There are no hard surface ADA compliant paths in the park and so students must either travel around the block, 3000 feet out of direction, or travel across the grass of the Park along a dirt "goat path" that is unsuitable in wet weather.

How does your project answer/resolve the above problem statement?

The project will construct a direct connection through an oversized block where one does not exist, which will allow users to reduce out of direction travel and provide a direct route for students west of the park to North Gresham Elementary. The project will construct a multi-use path that is ADA compliant and provides a hard surface that is accessible in all types of weather.

Describe your project. What is it? Provide a summary of the project in a concise manner that can be used on a website or publication. E.g. construct a multi-use path 0.5 miles long between point A and B, connecting Amtrak station to bikeway network to city center.

A 1400 foot paved multi-use path from SE 214th Avenue across North Gresham Park to North Gresham Elementary and then to SE 217th Avenue. This project is part of the Gresham Greenway local bicycle network which creates a safe route for cyclists of all ages, separate from vehicles. Path construction also supports students walking and biking to North Gresham Elementary who currently walk and bike across the park's unimproved field to school.

Transportation Disadvantaged Index

What community benefits most from this project? Please describe the community, their location, their demographic makeup, etc.:

North Gresham Elementary School is 65% Asian, Black, Hispanic/Latino, Indigenous, Pacific Islander, and Multiracial. There are 24 languages spoken at North Gresham Elementary and 35% of the students are Ever English Learners. The school provides free and reduced lunch to 95% of the students. For the census tract that North Gresham Elementary resides in, the percent of people with no vehicles is over 4%, the highest category.

Where are they located in relation to project location?

The school attendance boundary is made up of the closest census tracts, between 202nd Avenue and 23rd Avenue.

Are they located within 1.5 miles from the project location?

Yes

Please use the Transportation Disadvantaged Index tool [Transportation Disadvantaged Index](#) to locate the benefitted communities and provide the score.

1.823362536

How to use the Tool:

1. On the search bar, type the name of your city and state
2. Look around the project location, imagining a 1.5 mile radius around the project length\
3. Select the area that is the darkest color (highest TDI score) within that 1.5 Mile radius.
4. Scroll down the pop-up table and input the "TransDisIn" score (it should be towards the bottom) *Please provide a screen capture of the TDI Map and score.*
5. You may have to check several areas to find the highest score.

If you have problems using the tool, contact the Community Paths Program Manager at CommunityPaths@odot.state.or.us or (971) 375-3903.

Please provide a screen capture of the TransDisIn score as part of the Application.

Safety

Is the project providing a parallel route to a specific road?

No

What are the physical characteristics of the roadway the project will be parallel to:

Number of travel lanes
Posted speed limit
Roadway width

Number of Travel Lanes

2

Posted speed limit

25, 20 in school zone

Roadway width

32

Did any of these result in a fatality or serious injury?

No

Is this project within one mile of a school (K-12)?

Yes

Public Outreach/Equity

Explain how this project will directly benefit transportation-disadvantaged communities. Include outcomes such as service to low-income housing, to shift-workers travelling in high-priority corridors, to people with limited English proficiency, and/or to historically marginalized populations.

The multiuse path will provide a direct walking and bicycling connection across the park to North Gresham Elementary for students. This will provide a paved ADA accessible path that is accessible in all types of weather. The project will also construct part of Gresham's local bicycle route, Gresham Greenways #11, which connects to local community destinations, such as schools, parks, businesses and the broader bicycle network. Gresham Greenway #11 connects three schools, four parks, and transit lines, providing a safe route for cyclists of all ages to avoid streets with high volumes of traffic and high speeds. People of color and low income community members are more likely to use transportation that is not based on the single occupant vehicle. By providing safe and connected bicycle routes people of color and low income residents have a transportation option to reach local community destinations.

Is this project specifically listed in an approved or adopted Transportation System Plan, Active Transportation Plan, Safe Routes to School Plan, transit plan, metropolitan transportation plan, or other plan?

Yes

If yes, please list the plan and page number.

Gresham Transportation System Plan, Chapter 6, pg 176 (PDF pg 25), Map pg 176 (PDF pg 26)

Local Plan" means a local or regional transportation plan(s), which may include adopted policy(ies) that is developed and approved by the Governing Body of a Qualified Entity, Public Transportation Service Provider, or Metropolitan Planning Organization and which includes, at a minimum:

1. *A planning horizon of at least four years;*
2. *An existing and future conditions analysis that includes:*
 1. *Current and forecast population and demographics, including locations of people who are often transit and/or active transportation dependent, including low-income households, individuals of age 65 or older, youth, and individuals who are racially and ethnically diverse;*
 2. *Locations of existing housing, employment centers, medical and social and human services centers, major destinations, and other locations with needs for multimodal transportation services and programs;*
 3. *Inventories of current Public Transportation Services located within, adjacent to, or with the reasonable potential to connect to the local or regional public transportation services, as applicable;*
 4. *Prioritized lists of active transportation improvements and capital projects; and*

5. *Identified opportunities to integrate active transportation facilities within and outside the county, district, or tribal area and with other agencies and areas to improve connectivity.*

Have you completed initial planning (concept through first 30% design) for the project?

Yes

Do you have demonstrated support of the affected community or communities?

Yes

Describe your community engagement practices in the project's planning process. How did the planning for this project engage historically-marginalized and transportation-disadvantaged populations in your service area?

Gresham completed its first Active Transportation Plan in 2018. Community input was a major component of the plan including: community liaisons hired from the community to connect with specific ethnic groups, tabling at community events, open houses and online maps to gather info on proposed routes. The Gresham Greenways were supported by the community as a way to connect local destinations using local streets with low volumes of traffic and avoid arterial streets. Gresham Greenway #11, which crosses North Gresham Park, is the eleventh bicycle project and scored full points for destinations, transit access, and opportunities to promote health in the prioritization scoring. The Gresham Greenway map has since been adopted into the TSP.

Describe how you selected a diverse range of leaders and stakeholders to assess needs, identify gaps, establish priorities, and develop solutions. If available, attach to this application any meeting minutes or other materials used for community engagement purposes:

Community input was a major component of the Active Transportation Plan, which partnered with a local non-profit to hire community members from the community to connect with specific ethnic groups. Our Community Liaisons spoke English, Spanish, Arabic, and Russian and reached out directly to their cultural communities to conduct engagement events at places these communities gathered. There were two rounds of engagement to first identify barriers to transportation and then to provide specific feedback on project prioritization.

What challenges did you encounter during your outreach process? How did the input you gathered affect the decision making that led to this proposal?

The biggest challenge is that low income and minority communities have many issues that they rank more important than transportation access, such as housing cost, anti-displacement, and personal safety. There was also a strong desire to see more active transportation programming paired with infrastructure improvement. The Active Transportation Plan focused on walking and bicycling access to everyday destinations and transit, which is a way to reduce overall transportation costs. As part of the Gresham Greenways network created during the Active Transportation Plan, this project will create a safe bicycle route to everyday destinations in an identified high need equity area.

In what ways does the program address the needs expressed by historically excluded communities? What are the benefits and burdens to those communities?

The project will create a connection across a large block that causes out of direction travel. By creating this connection a safe bicycle route to everyday destinations is established in an identified high need equity area. The project does not burden historically excluded communities, but does benefit them by creating safe and affordable transportation options that connect to everyday destinations.

Another concern raised during ATP public outreach was related to frequency and safety of crossings on arterial streets. This project does not involve a crossing of a major street, but does connect to a recently installed Rectangular Rapid Flash Beacon installed at SE 25th Street & SE 223rd Avenue as part of Gresham Greenways #11 to cross SE 223rd Avenue, an arterial street.

Is there an opportunity through this program to increase safety and/or access for those historically excluded that does not directly address the purpose of the program?

The project directly increases safety and access by creating an off-street path and a more direct route to everyday destinations.

Right of Way

This section is designed to determine what level of coordination with external partners, particularly landholders. If answering yes to any of the below, you must provide with your application letters of support from all roadway authorities/property owners as part of the project, if awarded. You must also provide the location of any street or railroad crossing(s).

Note: all RW acquired for the project must have been acquired in strict conformance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 as amended and as explained in the ODOT RW Manual.

1. ODOT ROW (will need letter from ODOT District on how ODOT will coordinate, as part of Application)
2. Railroad (will need letter of support from RR as part of Application)
3. Farmland (need letter from farm owners indicating support, as part of Application)

Path Right of Way

Will you be purchasing the right of way/easement for path construction?

No

Public Right of Way

Will your project touch or be located on public property or public right of way?

Yes

If yes, do you have the approval of the roadway authority

The project is across Gresham owned park space and will make ADA adjustments at both ends of the path where it enters the right of way. Gresham owns both right of ways that are intersected (214th and 217th).

Will your project touch or be located on an ODOT roadway right of way?

No

Streets Crossings

Will this project involve street crossings

Yes

If Project involves street crossings, how many crossings?

One crossing of 217th Avenue.

If the project involves street crossings, will there be a center median pedestrian refuge zone?

No, the project will construct a curb extension to make waiting pedestrians and bicyclists more visible to

traffic.

If the project involves street crossings, how many (pedestrian/bicyclist activated) traffic signals will be required?

None, 217th is not a high enough volume street to require a signalized crossing.

If signals are required. Is electricity available at that location for signals?

No

If yes, will the project involve signal/illumination needs?

No

Please list the total number of curb ramps needed

2

Signing Needs

Please indicate the number of signage and sign types that will be used.

Please see this [FHWA Resource](#)

2x Pedestrian signs W11-2, 2x Arrow plaques W16-7P

Railroads

Will your project touch or be located along railroad right-of-way or crossings?

No

Will the project run parallel to a railroad within 500 feet?

No

Will the project require a railway ROW easement or purchase?

No

Will the project require a railway crossing?

No

Farmland

Will your project touch, or be located on or along farmland?

No

Will you be purchasing the property or easement?

No

Do you have approval from the appropriate public agency(s) or roadway authority(s) to develop this project?

Yes

Project Readiness

Preliminary Pavement Design

How will you be constructing the path (surface material, subgrade, etc).

The path is pervious asphalt 14 feet wide. The subgrade is 1-foot compacted gravel.

Project Length (in feet)

1400

Project Width (in feet)

14

Surface material (Concrete, asphalt, permeable asphalt, etc)

Permeable asphalt path and concrete curb ramps at the crossing

Design Exceptions

Are there any design exceptions you will be requesting as part of this project? Preliminary Pavement Design

No

Possible shared use path design exceptions include exceptions to the following:

- Shared use path width clear of obstructions for width of path (10'-12')
- Minimum 2' lateral clearance on both sides of shared use path
- Maximum side-slope 1:2 in first 3 feet of shoulder
- Poles & sign posts minimum 3-feet from path
- Meet stopping sight distance met at horizontal and vertical curves
- Path grade not to exceed 5.0% (designed at 4.5%), except where parallel to a road or
- on ramps
- 5-foot minimum separation from road shoulder or physical barrier
- Other

Describe all design exceptions in detail.

n/a

Describe terrain (slopes, vegetation, etc).

Terrain from 214th Avenue across the park to the school ADA ramp is slightly uphill across a field. Then the path is mostly flat through a grove of trees and out to 217th Avenue.

Will you require retaining walls?

No

Water/Drainage

Will this project touch or traverse wetlands?

No

Bridges

Will this project include the construction or modification of bridges?

No

Drainage

Do you anticipate any drainage issues?

No

Environmental

Are there any known environmental hazards within, or adjacent to the project area?

No

Identify any known Hazmat sites.

n/a

Please see

<https://www.oregon.gov/deq/pages/index.aspx> for

Information on Environmental quality in Oregon.

Are there any cultural resource sites within, or adjacent to the project area?

Unknown

Is there a designated critical habitat in the project area?

No

Are there tribes who may have an interest in the project?

Unknown

Known Traditional Cultural Properties (TCPs) in the area?

Unknown

Do you know of any protected species in the project area?

No

Potential for migratory bird nesting in or adjacent to the project area?

Yes

Biological resource surveys required?

No

Will a Biological Assessment (BA) and/or Biological Evaluation (BE) be needed?

No

What stage is the project in?

Project is ready to start preliminary engineering (have completed Technical Scoping, environmental prospectus)

Application Attachments

Eligible applications must include:

- A detailed scope of work, for all phases of the project
- A detailed budget by task
- Detailed schedule by task
- [Technical Scoping Sheet](#) (Complete to the best of your ability)
- Any adopted plans that reference the project (TSP, Corridor Study, Project Refinement)
- A site map of the project area, showing the project, if constructed
- Any letters of support from elected officials

Indicate any of the following preliminary reports and project related documents that are already developed or on-hand for the proposed project:

- Any prior survey work
- Technical Scoping Sheet, if available
- As constructed drawing
- Right of Way Maps
- Other
- Other (2)
- Preliminary Design sheets
- 100% Design Sheets
- Traffic Data Analysis (for any on-road work)

Upload Files

NORTH GRESHAM PATH - REVISED.pdf

North Gresham Park TDI 1.8233.png

North Gresham Path Map.pdf

North Gresham Park Path- Scope and Schedule.pdf

Technical-Scoping-Sheet_North Gresham Park Path.pdf

North Gresham Estimate_2023-01-24_14-ft path.pdf

Submission

Authorized Signature

Date of Submission

1/31/2023

Jay Higgins

Printed Name/Title

Jay Higgins, Senior Transportation Planner