



**CITY OF KEIZER
TRAFFIC SAFETY/BIKEWAYS/PEDESTRIAN
COMMITTEE AGENDA
Thursday, November 7, 2019 @ 6:00 p.m.
Keizer City Council Chambers**

1. CALL TO ORDER
2. APPROVAL OF MINUTES – October 2019
3. APPEARANCE OF INTERESTED CITIZENS
4. WHEATLAND ROAD BICYCLE/PEDESTRIAN STUDY
5. SCHOOL ZONE SPEED LIMITS
6. DISCUSS SIDEWALK DEVELOPMENT PLAN
7. PROJECT REPORTS
 - **Pat Fisher:** *Parkway Path Signage | *Public Outreach/Trash Receptacles
 - **Wayne Frey:** *Bike Parking Facilities in Schools and Parks
 - **Kathy Lincoln:** *City-wide Missing Link/Neighborhood Connectivity
 - **Kathy Lincoln/Mike DeBlasi:** *NACTO Discussion
 - **Hersch Sangster:** *Additional Bike Repair Station | *McNary upgrade status
8. COMMITTEE MEMBER INPUT
9. STAFF REPORT ~ *Mike Griffin*
10. POLICE LIAISON REPORT ~ *David LeDay*
11. COUNCIL LIAISON REPORT ~ *Dan Kohler*
12. ADJOURN

Next meeting: December 12, 2019

Completed Projects:

Biking/Walking Route Maps
Safe Routes to School (COG)

Parking/Bike Lane - Ridge Road - KLL Park



KEIZER TRAFFIC SAFETY, BIKEWAYS & PEDESTRIAN COMMITTEE MINUTES
Thursday, October 10, 2019
Keizer City Council Chambers

CALL TO ORDER

Chair DeBlasi called the meeting to order at 6:00 pm. Roll call follows:

Present:

Michael DeBlasi, Chair
Pat Fisher, Vice Chair
Kathy Lincoln
Hersch Sangster
David Dempster
Wayne Frey

Staff Present:

Debbie Lockhart, Deputy City Recorder
Mike Griffin, PW Division Manager
Sgt. David LeDay – Police Liaison
Councilor Parsons for Councilor Kohler

Absent:

One Position Vacant

APPROVAL OF MINUTES: Pat Fisher moved to approve the September 2019 Minutes. Hersch Sangster seconded. Motion passed as follows: DeBlasi, Dempster, Sangster, Lincoln and Fisher in favor with Frey absent and one position vacant.

APPEARANCE OF INTERESTED CITIZENS: *Walter Sacha* and *Jim Byrnes*, Keizer, both living on Mandarin, complained of speeding vehicles on Mandarin suggesting that the violators are going 50-60 mph. They asked that speed limit signs be posted and requested either installation of speed bumps or a barricade. They noted that the 7 a.m. morning commuters are the most frequent violators. They suggested that more police officers be hired to serve exclusively in that area and that their salary be paid with the revenue generated from the tickets given out.

Mike Griffin, Public Works, suggested that they start the process for control of the speeding traffic by using the Neighborhood Traffic Management Program which outlines the steps necessary and provides the necessary forms. Sgt. LeDay indicated that police would be dispatched to the area. David Dempster urged them to come to a Budget Committee meeting and ask for more police.

PUBLIC WORKS NOTIFICATION OF PROJECTS TO COMMITTEE: Chair DeBlasi explained that the committee would like to know early on about projects so that they can provide input at the design phase like they did when McLeod was updated for the Bonaventure project. Mike Griffin agreed to give them a 'heads up' but added that their input would need to come as a recommendation to Council. He added that the City uses professionals to design projects and that there are additional stipulations depending on where the funding is coming from. Pat Fisher noted that she would like a more formalized process; perhaps a quarterly list of projects showing projects the City has committed to and the timeframe.

Kathy Lincoln urged the committee, instead, to look at the Statewide Transportation Improvement Program (STIP), David Dempster suggested checking the Long Range Plans in the Master Plan on the City's website. Hersch Sangster and David Dempster indicated that they felt this was not in the prevue of this committee.

OTHER BUSINESS: (Taken out of order because Ms. Fisher needed to leave.) Pat Fisher shared a publication about bike facility separation and referred to the bike lane in front of Keizer Elementary School. Discussion followed. Mike Griffin noted that there is a stipulation as to why the bike lane is there and Public Works has no intention of removing it. Officer LeDay noted that this was discussed at length at the last meeting and the committee had agreed that no further discussion was needed.

SCHOOL ZONE SPEED LIMITS: Discussion took place as to the guidelines associated with school zones and the possibility of extending them. Committee members agreed to do individual research and address this at the next meeting.

PROJECTS REPORTS:

Wayne Frey – Bike Parking Facilities in Schools and Parks: No report.

Pat Fisher - Parkway Path Signage & Public Outreach/Trash Receptacles: No report

Kathy Lincoln – City-wide Missing Link/Neighborhood Connectivity: Has marked spots on a map that could benefit from sidewalks or better separation from the street. Is going to check the Traffic System Plan next and will try to put the two together as a suggestion to improve the TSP when it is updated. David Dempster suggested that the committee approach Council about increasing funding to Public Works in order to connect sidewalks and suggested that perhaps a commitment of one mile of sidewalks per year could be made and budgeted for.

Hersch Sangster –McNary Upgrade Status: Work is continuing. He has been assured that once the building is complete and traffic flow has been established, they will focus on the bike rack. Additional Bike Repair Station: Location: Permission has not been granted yet for placement at Kennedy Elementary School because he has not been able to reach the principal.

COMMITTEE MEMBER INPUT: David Dempster shared information about the helmet fund noting that 21 helmets were sold at the Open House on Monday, \$300 is owed to the helmet fund by Lakepoint, and a grant for \$200 has been requested from the Salem Bike Club. Additional grants will be requested from the Fire Fighters Association and the Police Association.

STAFF REPORT: Street Division Manager Mike Griffin reported that the Public Works Open House went well and the storm crew is almost done with the catch basins and manhole inspections.

POLICE LIAISON REPORT: Sergeant LeDay had no report.

COUNCIL LIAISON REPORT: Councilor Parsons reported that the Skate Park is open, shade sail posts have been installed at the Big Toy, the Revitalization Plan was addressed at the last Council meeting and the ordinance adopting it will come back at the next meeting, and In & Out will be opening in the next 4-6 weeks.

ADJOURN: Meeting adjourned at 7:45 p.m.

Next Scheduled Meeting ~ November 7, 2019, 6 p.m.

Minutes Approved: _____

Background -

Wheatland Road serves as the major north/south arterial providing connectivity to the northwest quadrant of the city and beyond. The existing roadway is substandard and accessibility is limited. There are significant gaps and deficiencies in the sidewalk and bicycle network (including ADA accessibility) and there is a lack of safe crossing locations. The street design would identify safety improvements for all modes of travel including freight, buses, bicycles, pedestrians, and passenger vehicles.

Wheatland Road is one of the primary access routes to the agricultural lands to the north, as well as the direct access to the residential areas of North Keizer, including the Clear Lake and Forest Ridge elementary schools. As a result, there is significant traffic and pedestrian volumes on the roadway, higher travel speeds with a posted speed of 40 mph, Cherriots Transit routes and stops. The street is inadequately developed with a variety of improvements and at a variety of widths, creating safety issues and an uninviting transportation experience.

Wheatland Road is a challenging roadway that has high traffic volumes and speeds, divides residential areas on both sides of the road, serves two elementary schools on the east side and Willamette Lutheran Retirement Facility on the west side. There is a lack of turn lanes to residential subdivisions creating significant safety conflicts between motor vehicles, limited bike facilities, and significant gaps and deficiencies in the sidewalk network. The corridor also lacks adequate street lighting that is a safety concern with the number of children that cross Wheatland Road in the early morning.

Fortunately there have not been severe or fatal pedestrian crashes along the corridor in recent years, however the risk of future crashes is high with travel speeds exceeding 40 mph, lack of street lighting and the frequent pedestrian crossings of young school children. Additionally, the current Wheatland Road striping allows vehicle passing zones that encourages speeding and creates unnecessary conflicts with pedestrians and bikes that are currently sharing the road due to gaps in the bicycle and sidewalk network.

Project Goals -

The purpose of the study is to develop a multimodal corridor plan and conceptual street design that removes barriers for all modes of travel, considers the latest urban safety improvements for pedestrians (refuge medians, street lighting, crosswalk push button activated flashers) bicycles (separated multi-use path, buffered bikes lanes, etc.), and transit facilities while creating an enjoyable experience for all users. This project would also include community involvement to assure the design plan is consistent with the needs of key stakeholders (neighborhoods, schools, and businesses).

Furthermore, this project is not only intended to improve the multimodal experience and facilities within the area, it is intended to develop a streetscape design that will strengthen the identity and character of adjacent neighborhoods, parks and schools.

The corridor plan encompasses approximately 9,000 feet (1.7 miles) from River Road N to Clearlake Road NE along Wheatland Road.

Deliverables –

Conceptual street design and multimodal corridor plan that includes;

- The removal of barriers for all modes of travel.
- Consider implementing the latest urban safety improvements for pedestrians such as refuge medians, street lighting and crosswalk push button activated flashers.
- Consider implementing improvements for bicycles such as separated multi-use path, buffered bikes lanes, etc.
- Incorporates transit stop locations.
- Creates an enjoyable experience for all users.
- Identification of right of way acquisition needed along the corridor to provide for constructing the recommended improvements.
- Identify the estimated cost of implementation that includes property acquisition, design and construction.

Hold stakeholder meetings to gather input from neighborhood groups, School District representatives and the general public for consideration in the design.

Attend a meeting with City's Traffic Safety Bicycle/Pedestrian Committee to present a conceptual design and gather input from the Committee.

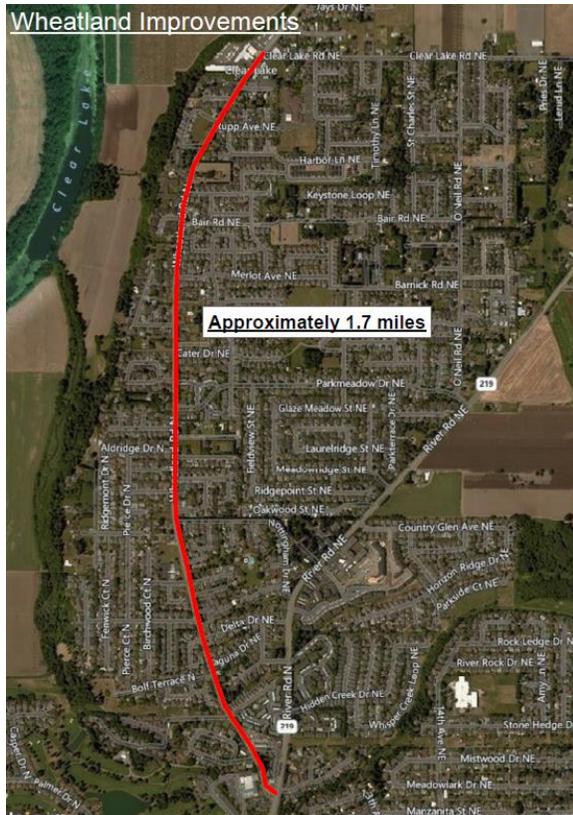
Present to the City Council the conceptual plan for their approval and incorporation into the City's Transportation Plan.

PROJECT SUMMARY

Project No. _____

Wheatland Rd Bicycle/Pedestrian Improvements

Project Visual:



Project Description:

Wheatland Road is a challenging roadway that has high traffic volumes and speeds, divides residential areas on both sides of the road, serves Forrest Ridge and Clearlake Elementary schools located on the east side and Willamette Lutheran Retirement Facility on the west side. There is a lack of turn lanes to residential subdivisions creating significant safety conflicts between motor vehicles, limited bike facilities, and significant gaps and deficiencies in the sidewalk network. The corridor also lacks adequate street lighting that is a potential safety concern with the number of children that cross Wheatland Road in the early morning.

The purpose of this application is to develop a multimodal corridor plan and conceptual street design that removes barriers for all modes of travel, considers the latest urban safety improvements for pedestrians (refuge medians, street lighting, crosswalk push button activated flashers) bicycles (separated multi-use path, buffered bikes lanes, etc.), and transit while creating an enjoyable experience for all users. This plan would also include community involvement to assure the design plan is consistent with the needs of key stakeholders (neighborhoods, schools, and businesses).

Furthermore, this project is not only intended to improve the multimodal experience and facilities within the area, it is intended to develop a streetscape design that will strengthen the identity and character of adjacent neighborhoods, parks, schools and businesses.

Project Quick Facts		Project Ranking by TAC <i>(Leave Blank)</i>	
Location	Along Wheatland from River to Clearlake	Ranked _____ out of _____	
Cross street(s)	River Rd and Clearlake	Project Purpose	
Length in feet	8,976	Addresses Plan Objectives	
RTSP functional class	Minor Arterial	<input checked="" type="checkbox"/> Safety	<input type="checkbox"/> Preservation
Type of project	Bike Ped Safety	<input checked="" type="checkbox"/> Multi-modal	<input checked="" type="checkbox"/> Efficiency
5-year crash history	7, one ped injury	<input type="checkbox"/> Relieves Traffic Congestion	<input type="checkbox"/> Other
Bike/pedestrian volumes	Moderately High	Estimated Project Cost	
Current traffic volume	9,655	Federal funds requested	\$ 179,500
Transit ridership		Local match	\$ 20,500
Completion/purchase year	2020 (flexible)	Total project cost	\$ 200,000
Contact Information			
Sponsoring organization	City of Keizer		
Contact person & title	Nate Brown		
Contact e-mail	brownn@keizer.org	Phone	503.856.3437

For questions regarding the development of the Transportation Improvement Program: contact Karen Odenthal 503-540-1608 or kodenthal@mwvcog.org



APPLICATION FOR: FFY 2018-2023 SKATS TIP - 2018 UPDATE

(Transportation Improvement Program)

- **STBGP-U FUNDS** (Surface Transportation Block Grant Program-Urban)

Section 1: Applicant Information			
Date:	October 13, 2017		
Sponsoring Organization:	City of Keizer		
Organization Address:	930 Chemawa Rd N, Keizer OR		
Contact Person & Title:	Nate Brown		
Contact e-mail:	brownn@keizer.org	Phone:	503.856.3437
Section 2: Project Information (Enter all applicable information.)			
Project Title:	Wheatland Rd Multimodal Corridor Plan and Conceptual Design		
Location (Street, highway, other identifier):	Wheatland Rd from River Rd to Clearlake Rd		
Cross street(s) or other reference point:	Clearlake on the North to River Rd on the South		
Length in feet:	8,976		
RTSP Functional Class:	Minor Arterial		
Current Traffic Volume:	9,700 ADT		
Existing Level of Service:	LOS D		
Freight Volume:	Moderately High		
Current Transit Ridership:	50 to 150 Daily Boardings and Alightings		
Bike/Pedestrian Volumes:	High		
5-year Crash History:	7 crashes 1 ped injury		
State Senate District:	13	State Representative District:	25
Project Purpose:	<i>(In MS Word, right click box, pick properties, pick "checked.")</i>		
Check all that apply (See Objectives in RTSP p. 2-8. Check all that apply.)	<input checked="" type="checkbox"/> Safety	<input type="checkbox"/> Relieves Traffic Congestion	<input type="checkbox"/> Preservation
	<input checked="" type="checkbox"/> Multi-modal	<input checked="" type="checkbox"/> Efficiency	<input type="checkbox"/> Other
a. Project Description:			
<p>Wheatland Road is a challenging roadway that has high traffic volumes and speeds, divides residential development on both sides of the road as well as Forrest Ridge and Clearlake Elementary schools located on the east side and Willamette Lutheran Retirement Facility on the west side. There is a lack of turn lanes to residential subdivisions creating significant safety conflicts between motor vehicles, limited bike facilities, and significant gaps and deficiencies in the sidewalk network. The corridor also lacks adequate street lighting that is a potential safety concern with the number of children that cross Wheatland Road in the early morning.</p> <p>The purpose of this application is to develop a multimodal corridor plan and conceptual street design that removes barriers for all modes of travel, considers the latest urban safety improvements for pedestrians (refuge medians, street lighting, crosswalk push button activated flashers) bicycles (separated multi-use path, buffered bikes lanes, etc.), and transit while creating an enjoyable experience for all users. This plan would also include community involvement to assure the design plan is consistent with the needs of key stakeholders (neighborhoods, schools, and businesses).</p>			

<p>Furthermore, this project is not only intended to improve the multimodal experience and facilities within the area, it is intended to develop a streetscape design that will strengthen the identity and character of adjacent neighborhoods, parks, schools and businesses.</p>			
<p>b. Briefly describe the problem and the proposed solution:</p>			
<p>Wheatland Road serves as the primary access to the agricultural lands to the north, as well as the direct access to the residential areas of North Keizer, including the Clear Lake and Forrest Ridge elementary schools. As a result, there is significant traffic and pedestrian volumes on the roadway, higher travel speeds with a posted speed of 40 mph, Cherriot's Transit routes and stops. The street is inadequately developed with a variety of improvements and at a variety of widths, creating an unsafe and uninviting transportation experience.</p> <p>Although there have not been significant severe or fatal pedestrian crashes along the corridor, the risk of future crashes is high with the travel speeds exceeding 40 mph, lack of street lighting and the frequent pedestrian crossings of young school children. The City's desire is to improve the roadway before severe or fatal crashes occur. Additionally, the current Wheatland Road striping allows vehicle passing zones that encourages speeding and creates unnecessary conflicts with pedestrians and bikes that are currently sharing the road due to gaps in the bicycle and sidewalk network.</p>			
<p>c. Is this a continuation of a project currently in the TIP or STIP? Enter yes or no --></p>			<p>Yes</p>
<p>If yes, describe the status of the project: Funds have been allocated in the past but for a variety of reasons have been insufficient to complete the project.</p>			
<p>Section 3: Eligibility (Check "yes," "no," or "not applicable" for each.)</p>			
<p>RTSP: Is the project listed in, consistent with, or able to be added to the financially constrained RTSP during project time frame? (See p. 2-7 of RTSP about consistency.)</p>	<p>X</p>		
<p>Project number in RTSP, if applicable: _____</p>			
<p>State/Local Plans: Is the project in (or consistent with) a local adopted plan?</p>	<p>X</p>		
<p>Identify plan: _____ TSP, RTSP _____ (See Maps and Plans section below, and attach information from plan.)</p>			
<p>Federal Eligibility: Is project eligible for STBGP-U or TA-U funding under Federal guidelines? (See application instructions.)</p>	<p>X</p>		
<p>Local Match: Can agency provide minimum required matching funds to the requested federal funds? (This should be indicated in Section 7.)</p>	<p>X</p>		
<p>Sufficient Funding: Is the total of requested STBGP-U/TA-U funds plus local match and other committed funds sufficient to complete the project or a phase of the project?</p>	<p>X</p>		
<p>Readiness: Does the agency have the ability to utilize the requested federal funds in the Fiscal Years requested in Section 7?</p>	<p>X</p>		
<p>CMP: Is the project consistent with the regional Congestion Management Process? (See RTSP, Appendix E for information.)</p>	<p>X</p>		
<p>Provide information if the answer is "no" or "n/a" for any of the above eligibility questions:</p>			

Section 4: Description of Project Benefits (Relates to the goals of the RTSP: p. 2-8.) For each section, describe the benefits of the project, as applicable (or enter "n/a" for not applicable).	
a. Accessibility and Connectivity	Describe how the completed project fills in key gaps in the transportation system; completes system components; or provides better pedestrian, bicycle, or roadway accessibility for users in the region. Does it connect to schools, parks, community centers, or other public locations? Who benefits from the project?
Wheatland Road serves as the major north/south arterial providing connectivity to the north quadrant of the city—and beyond—including two elementary schools. The existing roadway is substandard and accessibility is limited. There are significant gaps and deficiencies in the sidewalk and bicycle network (including ADA accessibility) and there is a lack of safe crossing locations. The street design would identify safety improvements for all modes of travel including freight, buses, bicycles, pedestrians, and passenger vehicles.	
b. Multiple Modes	Describe how the completed project benefits more than one transportation mode or purpose (e.g., roadway and transit, bicycle and roadway users, or roadway and identified freight route, etc.).
The project would enhance all elements—freight, transit and school buses, passenger cars, bicycles, pedestrians—and make a better, safer, and inviting experience. This would provide enhanced pedestrians crossings, medians, curb extension, speed feedback signs, transit stops, and landscaping to buffer pedestrians and bikes from high speed motor vehicle traffic.	
c. Preservation	Describe how the requested funds will be used to maintain and preserve the regional transportation system in good repair.
The purpose of the corridor plan is evaluate street alternatives that best meet the needs of the community while being consistent with local and regional transportation plans. Funds will be used to identify the desired street design that can be advanced to a future design and construction project.	
d. Freight	Describe how the completed project improves the freight system and freight movement.
Though not specifically designated as a freight route, the road provides important access to the agricultural lands to the north, including farm machinery, produce movement and other industrial development. It also has significant bus usage with numerous school buses and Cherrriots bus routes.	
e. Economic Development	Describe how the completed project promotes or supports economic development.
The project would provide better accessibility to the commercial areas of the City for a regional transportation area.	
f. Safety	Describe how the completed project improves safety for all users.

<p>Wheatland Road currently has high travel speeds, lack of street lighting and the frequent pedestrian crossings of young school children. The City’s desire is to improve roadway safety before severe or fatal crashes occur. Wheatland Road striping also allows vehicle passing zones that encourages speeding and creates unnecessary high speed conflicts with pedestrians and bikes that are currently sharing the road due to gaps in the bicycle and sidewalk network.</p>	
g. Environmental Justice	At the project and regional levels, describe how the completed project promotes environmental justice (by avoiding, minimizing, or mitigating disproportionately high and adverse human health or environmental effects including social and economic effects on minority and low-income populations).
<p>Keizer is classified as an economically diverse community and the project would serve a broad range of socioeconomic individuals.</p>	
h. Efficiency	Describe how the project provides benefits to users of the system in a manner that is cost efficient.
<p>Where possible the existing improvements will be preserved and incorporated into the project. Stormwater aspects of the project will be sustainable and will avoid costly in-ground stormwater facilities, taking advantage of the natural soil characteristics for infiltration. It is anticipated that little ROW acquisition will be necessary.</p>	
i. Environmental Impact	Describe how the completed project minimizes the impact to the natural and built environment.
<p>The project will develop sustainable stormwater facilities, will avoid any negative impact to waterways, and will incorporate a high standard of environmental review in its design.</p>	
j. Public Health	Describe how the completed project promotes public health benefits.
<p>By improving the roadway by constructing a complete street with facilities for all modes of travel, the project will improve the public’s desire to engage in more active transportation forms. Furthermore, the safety improvements that are included in the street design will reduce existing and future crashes based on the Highway Safety Manual predictive methodology.</p>	
k. Other	Describe other benefits of the completed project or use of the requested transportation funds not listed above.
<p>The project will create a better standard of general transportation expectations and will provide a demonstration of positive, active, transportation facilities.</p>	
<p>Section 5: Importance and Support Describe the importance and support for the project.</p>	

a. Importance and Near-term Need	Describe the project's priority for the agency, community, or region and its relative priority for the regional transportation system and how its importance is documented (e.g., identify adopted plans or policies, as applicable). Describe the need in terms of problems or lost opportunities that arise if the project is not awarded federal transportation funds in the near term.
The project has been a high priority for the City, and region, being included in the TIP for several years. With additional infill development, the need today is greater than ever. Furthermore, this project has the support of the community including adjacent neighborhoods, schools, and businesses.	
b. Public Involvement	Describe any public involvement activities that demonstrated support for the project. List any letters of support attached to the application or submitted separately.
The project is included in both the RTSP and the local TSP and as such has had public review and comment.	
c. Existing Plans	Describe what approved plan this project is in, and what public process was used in developing and approving the plan (TSP, Corridor Study, Transit Plan, ITS Plan, etc.).
The project is included in the TSP, and has been included in the TIP for several years.	

Section 6: Maps and Plans (Project Site and Vicinity Maps are required for all construction projects. Include other applicable maps or drawings, if available.)	
	Description of attachments.
<input type="checkbox"/> Attached	
<input checked="" type="checkbox"/> Not Applicable	

Section 7: Timetable and Readiness Information: REQUIRED	
a. Indicate anticipated timing for major activities for the project (preliminary engineering, right-of-way, construction start/completion, purchases, year the activity will be operational, etc.), as applicable. Provide a date, if known, or year.	
Anticipated Dates	Activity
2020	Commence design project.
b. Describe any planning, coordination, or development activities that are planned or have taken place.	

c. Describe any issues or controversy that may delay the project.
No known controversies.

Section 8: Project Budget and Funding Request Summary: REQUIRED						
Note federal STBGP-U require at least 10.27% of funds from non-federal sources.						
Estimated Total Project Cost	\$					
In this section, enter the amount of federal transportation funds requested, local match, and total estimated costs by project phase/use and preferred federal fiscal year	Phase or use of funds	Federal Fiscal Year Obligated	Federal Funds Requested	Required Match 10.27% Minimum	Additional Match	Total Estimated Cost
	<i>Preliminary Engineering</i>		\$179,500	\$20,500	\$	\$200,000
	<i>Right of Way</i>	Na	\$	\$	\$	\$
	<i>Construction</i>	Na	\$	\$	\$	\$
	<i>Utility Relocate</i>	Na	\$	\$	\$	\$
	<i>Other</i>		\$	\$	\$	\$
Total request of federal funds:			\$179,500	\$	\$	\$
Enter amounts and sources of committed funds and match:	\$20,500	Source:	Street Fund			
	\$	Source:				
	\$	Source:				
	\$	Source:				
Total Match	\$20,500					
Provide other funding information, as relevant:						

Section 9: Estimated Project Costs: REQUIRED			
A detailed cost estimate <u>must</u> be provided for construction projects.			
a. List estimated costs for the various activities listed below, as applicable to the proposed project.			
Items and activities			Estimated Cost
Project Planning and/or Administration			\$
Preliminary Engineering	(Enter % of Construction cost) -->	20%	\$200,000
Construction Engineering	(Enter % of Construction cost) -->		\$
Environmental Work			\$
Right-of-Way and/or Building purchase			\$
Capital Equipment			\$
Non-Construction Project Cost sub-total			\$200,000
Construction Estimate			\$
Construction Contingency	(Enter % of Construction cost) -->		\$
Construction Project Cost sub-total			\$NA
Non-Eligible Costs sub-total (other non-transportation project expenditures, e.g., non-reimbursable utilities)			\$NA
Total Project Costs (Add the subtotals from above.)			200,000
b. Additional project cost information. Indicate below if other project cost information is being submitted such as detailed construction cost estimates or detailed capital equipment list and costs.			
<i>(In MS Word, right click box, pick properties, pick "checked.")</i>	Description of attachments		
<input type="checkbox"/> Attached			
<input checked="" type="checkbox"/> Not Applicable			
c. Project Administration Details. Indicate below how the project will be administered.			

<input checked="" type="checkbox"/> Local/Certified Agency <input type="checkbox"/> Local/LAL (Local Agency Liaison) <input type="checkbox"/> ODOT <input type="checkbox"/> Local/Transit <input type="checkbox"/> Other _____			
Section 10: Submittal Approval			
Project Sponsor Signature Authority Information - REQUIRED			
The Authorizing Authority identified below approved the submittal of this application on behalf of the Project Sponsor. Project sponsors will be required to sign an Intergovernmental Agreement (IGA) with ODOT prior to receiving any project funds. The IGA with the state will detail the requirements for the use and management of requested funds.			
Authorizing Authority Name:	Nate Brown		
Authorizing Authority Title:	Community Development Director.		
<input checked="" type="checkbox"/> Electronic submittal was approved by the identified authorizing individual. No signature needed if checked.			
Signature:		Date:	
Co-Sponsor Signature Authority Information			
The signature below demonstrates support of this application on behalf of the Co-Sponsor			
Authorizing Authority Name:			
Authorizing Authority Title:			
<input type="checkbox"/> Electronic submittal was approved by the identified authorizing individual. No signature needed if checked.			
Signature:		Date:	
If you have more than one Co-Sponsor, list further Co-Sponsors' submittal authority names and titles in the box below and ask those named to provide their signatures and the date signed by their names.			

Section 11: Project Summary Sheet
Complete the project summary sheet (available at http://www.mwvcog.org/programs/transportation-planning/skats/planning-programs/transportation-improvement-program-tip/), and attach in word format to the application transmittal.