



Rogue Valley Metropolitan Planning Organization

Project Funding Application:

Surface Transportation Block Grant (STBG)
Congestion Mitigation & Air Quality (CMAQ)

Federal Fiscal Years: 2022, 2023, 2024

Applications Due: Friday, Aug. 30, 2019

Eligibility

This application is to be used to apply for RVMPO STBG and CMAQ funds. RVMPO will attempt to establish eligibility prior to funding consideration by the Policy Committee. Final eligibility determinations will be made by Federal Highway Administration. Please refer to the instructions for details about information required below.

Project Readiness

Federal funds from both programs to be awarded to projects through this solicitation will be available Oct. 1, 2021 (Federal Fiscal Year 2022), Oct. 1, 2022 (FFY 2023), and Oct. 1, 2023 (FFY 2024). This project will be ready to start, with funds available for match (generally 10.27 %) and additional funds necessary to complete project/phase, in **(you must be able to check at least one time frame below to proceed with this application):**

Oct. 1, 2021 (FFY 2022) Oct. 1, 2022 (FFY 2023) Oct. 1, 2023 (FFY 2024)

Maps & Photographs

As applicable, maps illustrating project location (with termini) and photographs of area (especially illustrating need or deficiency) **are required**. These items along with the information provided below will be used to evaluate the project and will be viewed by the Policy Committee as members make funding decisions.

1. APPLICANT & PROJECT INFORMATION - Fill out this part completely	
Applicant (Must be RVMPO Member) City of Medford	Partner (if any)
Project Title Stevens Street Improvement Project - Crater Lake Ave to Wabash	
Mode: <input checked="" type="checkbox"/> Roadway <input type="checkbox"/> Transit <input checked="" type="checkbox"/> Bike/Ped <input type="checkbox"/> Other	
Project Description: (Include existing conditions, define need, and describe proposed project.) Add Photos/Map	
Stevens Street is a Minor Collector within the City of Medford. The project is proposed to add 6' bike lanes and 7' sidewalks to both sides of Stevens Street between Crater Lake Ave and Wabash Ave, which is approximately 1,800 feet in length. Stevens Street does not continue east of Wabash Ave. A transition back to the existing section of Wabash Ave would be needed at the east end of the project. The existing streets have an approximate 24 ft paved width with no pedestrian or bicycle facilities for the majority of its length. There is a short (255 ft) section of road that has existing curb, gutter, and sidewalk.	
Project Location Detail: (as applicable)	
Street(s) Name (or Nearest Street): Stevens Street	Functional Class: Minor Collector
Cross Streets, Termini: Crater Lake Ave to Wabash	Total Lineal Feet of Grant-Funded Improvement 1800
Is this project included in an existing plan? <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	Transportation System Plan, Page #77, Project #615
Plan Name, Page #, Project #:	
Staff Contact Karl MacNair	Phone & Email: 541-774-2115, karl.macnair@cityofmedford.org

2. COST ESTIMATE & FUNDING REQUESTED - Fill out this part completely

Total Estimated Project Cost: For construction projects, attach RVMPO cost estimator or engineer's stamped estimate						
	Year	Federal Funds Requested		Local Funds*	Other	Total
		STBG	CMAQ			
Project Devel.		\$	\$	\$	\$	\$ 0
Design/Engineer		\$	\$ 283,334	\$	\$	\$ 283,334
Right-of- Way		\$	\$ 471,000	\$	\$	\$ 471,000
Construction		\$	\$ 1,314,669	\$ 600,000	\$	\$ 1,914,669
Other		\$	\$ 76,000	\$	\$	\$ 76,000
Total		\$ 0	\$ 2,145,002	\$ 600,000	\$ 0	\$ 2,745,002

*Highly leveraged projects earn higher rating)

Fund Preference- if any None. Project should qualify <input checked="" type="checkbox"/>	STBG <input type="checkbox"/>	CMAQ <input type="checkbox"/>	If preference checked, please explain:
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For CMAQ Funding: Describe how the project is CMAQ eligible. For partial CMAQ funding, note which eligible elements of the project are seeking CMAQ funding.
(Eligibility Guidelines: https://www.rvmop.org/images/asstd%20misc/ODOT_CMAQ_Guidelines_February2018.pdf)

This project will not repave Stevens Street. It is only widening for bike lanes and installing sidewalks. It provides a connection from Hedrick Middle School to apartments and housing on Stevens and commercial uses on Crater Lake Ave.

3. PROJECT EVALUATION CRITERIA - Complete as applicable to project

Applications will be scored according to how well the project fulfills RVMPO goals in the four areas itemized below: **Mobility, Community Vitality & Livability, Transportation Options** and **Resource Conservation**. Evaluation criteria are based on the region's transportation goals and federal planning requirements. A full explanation of these goals-based criteria is in the attached guidance. Reviewing the goals may help in providing the best information about your project. **It is not anticipated that any one application would respond to all items in this section.**

Information provided in the shaded areas may be used to evaluate project for CMAQ funding.

3.a) MOBILITY

Safety: Project anticipated to reduce the number and severity of crashes.

Location: Roadway Bike/Ped Transit Other Explain "Other":

Crash Data / History: Between January 1, 2014 and December 31, 2018, 24 of 27 crashes within the

How does the project increase safety or address/reduce a current safety concern? (Please see ARTS Crash Reduction Factor List on the RVMPO's website for examples of project types).

Installing bike lanes has a Crash Reduction Factor of 36%. Sidewalks are not listed but clearly have a safety and crash reduction benefit for pedestrians.

Congestion Relief – Reduce Delay: Improve LOS Reduce Delay/Idle Time

How Will Project Reduce Congestion and Delay? Include idle time estimate. Measurable heavy-duty vehicle improvements should be entered in section 3.b

No relief is anticipated

This project will remove the existing gap in both bike lanes and sidewalks that exists on Stevens St between Crater Lake Ave and the connection to Hedrick Middle School via Oregon Terrace. It also fills the sidewalk and bike lane the gap between all the apartments on Northwood Dr and Skeeters Ln and Crater Lake Ave. Crater Lake Ave carries RVTD bus route #60.

3.b) COMMUNITY VITALITY & LIVABILITY

Traditionally Underserved Population Benefit: *Applicants should consult both Title VI & Environmental Justice Plan and Transportation Needs Assessment for Traditionally Underserved Populations.* Applicant may provide additional information below regarding investment in population areas (Low-Income, Minority, Seniors, Children, Limited English Proficiency) and/or identified needs addressed.

This project falls within areas that have above average populations of people identified as living below the poverty level, minority populations, and limited English proficiency according to maps 2, 4, and 5 in the RVMPO Environmental Justice and Title VI plan.

Will project improve handicapped access?

Yes; it will provide sidewalks and new ADA ramps

Benefits Freight Movement

Check appropriate:

- Reduce Truck VMT
- Reduce Truck Idle
- Other (explain at right)

Provide as appropriate:

Truck ADT N/A

Truck Idle Hrs/yr N/A

Anticipated Truck Idle Reduction/yr N/A

Truck VMT/yr N/A

Anticipated Truck VMT Reduction/yr N/A

Additional Information:

Pedestrians and bicycles will have a dedicated space instead of having to choose between the shoulder (when available) and the street which will reduce conflicts with delivery trucks and garbage trucks.

(If project reduces truck VMT or emissions, project may be evaluated for CMAQ funds. Light-duty vehicle reductions should be entered in 3a –Mobility, above.)

3.c) TRANSPORTATION OPTIONS

<p>Project Reduces Dependence on Motor Vehicles or Single-Occupant Vehicles.</p> <p><i>(Utilize look-up calculator for Bicycle/Pedestrian Diversion Rate and enter answers to questions)</i></p>	<p>Yes <input checked="" type="checkbox"/></p>	<p>Explain: AADT = 2511 Vehicles Reduced (VR) = 12 Vehicle Miles Traveled Reduced (VMTR) = 30</p>
<p>Project Supports Increased Transit, Bike, Pedestrian Mode Share</p>	<p>Yes <input checked="" type="checkbox"/></p>	<p>Explain: The project increases pedestrian and bicycle access from apartments and other housing to Crater Lake Ave, which carries RVTD bus route 60.</p>
<p>Project Is or Includes a Sidewalk or bicycle facility connecting activity center(s) (such as banks, churches, hospitals, health care facilities, park and ride lots, office parks, post offices, public libraries, shopping areas or grocery stores, universities or junior colleges, parks, schools, commercial, high density residential, transit stops).</p>	<p>Yes <input checked="" type="checkbox"/></p>	<p>Describe Improvement: This project will provide bike lanes and sidewalks on both sides of Stevens Street between Crater Lake Ave and Wabash Ave. Crater Lake Ave has a plethora of activity centers including banks, churches, hospitals, office parks, and shopping areas. Stevens has a significant amount of high density residential units along it and on connecting side streets like Northwood Dr. Hedrick Middle school is also close to the Wabash Ave end of the project and there is a pedestrian-only path connecting to the school via Oregon Terrace.</p> <p>Total Length: <u>3600 feet of new bike lanes and 3350</u></p>
<p>Level of Traffic Stress (Bicycle/Pedestrian): 1=low;4=high</p>	<p>Yes <input checked="" type="checkbox"/></p>	<p>(Please see handout entitled "Level of Traffic Stress" and refer to multi-modal analysis APMv2_Ch 14 on RVMPO's website)</p>
<p>What are the posted speed limits?</p> <p>What is the number of travel lanes?</p> <p>What is AADT?</p>		<p>25 mph, 1 lane per direction, 2511 AADT.</p> <p>The current mixed traffic condition with a marked centerline is BLTS = 2. The planned 6' bike lanes will result in a BLTS = 1. Per Exhibit 14-4 of the APM.</p> <p>The current lack of sidewalks results in a PLTS = 4. The planned 7' curb-tight sidewalks and street lighting improvements will result in a PLTS = 2.</p>

3.d) RESOURCE CONSERVATION

Environmental Mitigation: Describe conservation features to be incorporated (*e.g.: permeable surface, wetland protection, etc.*).
The project will incorporate storm water quality and detention improvements.

Air Quality Benefits (*in addition to those identified elsewhere*)
Reduction for bike and pedestrian improvements and providing safe access to a transit route.

<p>Diesel Vehicle Project (check one)</p> <p><input type="checkbox"/> Diesel Retrofit</p> <p><input type="checkbox"/> Diesel Fuel Conversion</p> <p><input type="checkbox"/> Alt Fueling Station</p> <p><input type="checkbox"/> Other (explain at right)</p>	<p>Project Description:</p> <p>New Fuel Type: <u>N/A</u></p> <p>Number on-road vehicles covered or served: _____ vehicles</p> <p>Annual mileage all project vehicles within RVMPO area: _____ miles/yr</p>
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<p>Greenhouse Gas Emission Reductions (CO₂) Yes</p> <p><i>(Generally, project that reduces travel by combustion vehicle)</i></p>	<p>Explain:</p> <p>N/A</p>
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<p>Emerging Technology Yes</p> <p><i>(Describe technology to be incorporated)</i></p>	<p>Explain:</p> <p>N/A</p>
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<p>System Preservation Yes</p> <p>Pavement Preservation Yes</p> <p><i>(How project extends the life of existing facility)</i></p>	<p>Explain:</p> <p>By reducing VMT on Stevens, the pavement will last longer. By reducing VMT on the system, the capacity of the system is preserved.</p>
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VMT Reduction: (Explain how project will reduce travel) / (For Bike/Pedestrian Utilize Bike/Ped Look up Calculator)
By providing sidewalks and bike lanes, the daily VMTR = 30 trips. Multiply by 365 for annual.
Estimate VMT Reduction 10,950 miles/yr.

<p>System Efficiency</p> <p>Yes <input checked="" type="checkbox"/></p> <p><i>(Project expands capacity without major investment; improves function without increasing capacity.)</i></p>	<p>Explain:</p> <p>By reducing VMT on the system, the capacity of the system is preserved.</p>
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Project Lifespan 20 yrs. **For CMAQ Funding:** Duration of PM10 & CO Benefit 20 yrs.
(Duration of improvement, program or service in this application)

4. ADDITIONAL PROJECT INFORMATION Optional; Information not submitted elsewhere

The pictures show "goat paths" off the side of the roadway where people currently walk on the side of this street. In some cases, the path is in the roadside ditch. People are walking wherever they can. There is a lot of multimodal activity already happening. This project will serve people who are already walking with much needed sidewalks and bike lanes.

The project is overmatched at about 22% +

SUBMIT