



Rogue Valley Metropolitan Planning Organization

Project Funding Application:

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

Federal Fiscal Years: 2019, 2020, 2021

Applications Due: Dec. 2, 2016 5pm

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, 2018 (Federal Fiscal Year 2019), Oct. 1, 2019 (FFY 2020), and Oct. 1, 2020 (FFY 2021). 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, 2018 (FFY 2019) Oct. 1, 2019 (FFY 2020) Oct. 1, 2020 (FFY 2021)

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) Jackson County	Partner (if any) ODOT
Project Title Bear Creek Greenway Highway 140 Shared Use Path	
Mode: <input 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	
We are proposing an approximately 1.1-mile paved shared use path that will parallel Highway 140 from Dean Creek Road to the tunnel under Highway 140 at Blackwell Road. The path will be built in conjunction with the ODOT Highway 140 project which will improve the roadway from the 7 Oaks Interchange to Blackwell Road. The 10' wide path will be constructed 10' from the edge of roadway and will provide a family-friendly route for people walking and biking on the Bear Creek Greenway.	
Project Location Detail: (as applicable)	
Street(s) Name (or Nearest Street): Hwy 140	Functional Class: Rural Principal Arterial
Cross Streets, Termini: Dean Creek & Blackwell	Total Lineal Feet of Grant-Funded Improvement ~6,000
Is this project included in an existing plan? <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	
Plan Name, Page #, Project #:	
Staff Contact Jenna Marmon	Phone & Email: 541.774.6231; marmonjs@jacksoncounty.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	2019	\$	\$ 104,984	\$ 12,016	\$	\$ 153,048
Right-of- Way		\$	\$	\$	\$	\$ 0
Construction	2019	\$	\$ 671,180	\$ 76,820	\$	\$ 748,000
Other		\$	\$	\$	\$	\$ 0
Total		\$ 0	\$ 776,164	\$ 88,836	\$ 0	\$ 901,048

*Highly leveraged projects earn higher rating)

Fund Preference- if any Either	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: <http://www.fhwa.dot.gov/map21/factsheets/cmaq.cfm>)

This project is entirely eligible for CMAQ funds as it is a bicycle transportation and pedestrian improvement that will provide non-recreational travel and result in a reduction in SOV travel. This project provides a safe, comfortable option to walking or biking adjacent to high speed, high volume vehicle traffic. The project extends the Bear Creek Greenway, which is the spine of the active +

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:

Describe Safety Problem and How Project will Address it.

Highway 140 is a busy roadway with heavy truck traffic and high speeds. The highway also provides access to the northernmost connection to the 20-mile Bear Creek Greenway and therefore serves as an important facility for walking and biking. People traveling on foot or by bike who are hit by a vehicle +

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

Providing safe, convenient and connected bike facilities gives people an alternative to driving. Reducing trips made by SOV decreases congestion.

Promote Connectivity: Roadway Bike/Ped Transit Anticipate VMT Reduction

Describe connectivity feature(s); How project completes network. Explain anticipated VMT Reduction (if checked)

The project extends the currently 20-mile Bear Creek Greenway trail by 2 miles by building a separated shared use path that connects with a low volume, low speed frontage road which provides access to the Bear Creek Greenway. The Greenway connects the Cities of Ashland, Talent, Phoenix, Medford +

Population Served: Applicant-Provided ADT 5,000-8,000 or Transit Boarding _____

RVMPO staff will estimate number of people served by project (population and employment) using RVMPO travel demand model data (TAZ data).

3.b) COMMUNITY VITALITY & LIVABILITY

Traditionally Underserved Population Benefit: *RVCOG staff will 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.

Will project improve handicapped access?

Project Improves Transit Accessibility	Yes <input checked="" type="checkbox"/>	Identify route (or planned route), describe improvement This project will extend the Bear Creek Greenway which connects to the 40 Route in Central Point along with the Front Street Station which is the hub for all of the routes. +
Project Supports Increased Housing and/or Employment in an Activity Center (click for map)	Yes <input type="checkbox"/>	Project is located in an Activity Center: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Project supports/is part of a high-density (at least 10 du/acre) area: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Identify or Describe Area:
Benefits Freight Movement <i>Check appropriate:</i> <input type="checkbox"/> Reduce Truck VMT <input type="checkbox"/> Reduce Truck Idle <input type="checkbox"/> Other (explain at right)	<i>Provide as appropriate:</i> <ul style="list-style-type: none"> • Truck ADT _____ • Truck Idle Hrs/yr _____ • Truck VMT/yr _____ • Anticipated Truck VMT Reduction/yr _____ • Anticipated Truck Idle Reduction/yr _____ Additional Information: <i>(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.)</i>	

3.c) TRANSPORTATION OPTONS

Project Reduces Dependence on Motor Vehicles or Single-Occupant Vehicles	Yes <input checked="" type="checkbox"/>	Explain: Project provides a safe route for people walking or traveling by bike, connecting to businesses and +
Project Supports Increased Transit, Bike, Pedestrian Mode Share	Yes <input checked="" type="checkbox"/>	Explain: Project provides a safe route for people walking or traveling by bike, connecting to businesses and +
Project Is or Includes Bicycle Facility	Yes <input checked="" type="checkbox"/>	Describe Improvement: Separate, parallel, 10' wide paved shared use path Total Length: ~6,000'
Project Is or Includes Bicycle Facility w/ Service to/within/between Activity Center(s)	Yes <input type="checkbox"/>	Explain:
Project Is or Includes a Sidewalk/Path	Yes <input checked="" type="checkbox"/>	Describe Improvement: Separate, parallel, 10' wide paved shared use path Total length: ~6,000'
Project Is or Includes a Sidewalk on Collector/Arterial in Activity Center, or Path in Activity Center	Yes <input type="checkbox"/>	Explain:

3.d) RESOURCE CONSERVATION

Environmental Mitigation: Describe conservation features to be incorporated (*e.g.: permeable surface, wetland protection, etc.*).

The path will potentially be constructed with permeable AC pavement

Air Quality Benefits (*in addition to those identified elsewhere*)

Air quality will be improved due to reduction in VMT

Diesel Vehicle Project (check one)

- Diesel Retrofit
- Diesel Fuel Conversion
- Alt Fueling Station
- Other (explain at right)

Project Description:

New Fuel Type: _____
 Number on-road vehicles covered or served: _____ vehicles
 Annual mileage all project vehicles within RVMPO area: _____ miles/yr

Greenhouse Gas Emission Reductions (CO₂) Yes

(Generally, project that reduces travel by combustion vehicle)

Explain:

Providing safe, comfortable and convenient routes for people to walk and bike provides options to driving

Emerging Technology Yes

(Describe technology to be incorporated)

Explain:

System Preservation Yes

Pavement Preservation Yes

(How project extends the life of existing facility)

Explain:

Reducing VMT by increasing transportation options reduces impacts to the system and the pavement

VMT Reduction: (Explain how project will reduce travel)

People traveling in the north end of the region will have an improved connection to the Bear Creek Greenway, thus reducing the need for driving. +

Estimate VMT Reduction 52,000 miles/yr.

System Efficiency

Yes

(Project expands capacity without major investment; improves function without increasing capacity.)

Explain:

Bicycle and pedestrian projects are a low cost way to improve system efficiencies

Project Lifespan 30 yrs.

For CMAQ Funding: Duration of PM10 & CO Benefit 30 yrs.

(Duration of improvement, program or service in this application)

4. ADDITIONAL PROJECT INFORMATION Optional; Information not submitted elsewhere

SUBMIT