Rogue Valley Metropolitan Planning Organization

Project Funding Application:

- Surface Transportation Program (STP)
- Congestion Mitigation & Air Quality (CMAQ)

Federal Fiscal Years **2016, 2017, & 2018**

Application Due: **5 p.m. Monday, December 2, 2013**

Eligibility

This application is to be used to apply for RVMPO STP 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 attached 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, 2015 (Federal Fiscal Year 2016), Oct. 1, 2016 (FFY 2017), and Oct. 1 2017 (FFY 2018). 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, 2015 (FFY 2016) ☐ Oct. 1, 2016 (FFY 2017) ☐ Oct. 1, 2017 (FFY 2018)

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. APPLICATION INFORMATION *Fill out this part completely*

Applicant *(Must be RVMPO Member)*	**Partner** *(if any)*
City of Ashland	*May be a jurisdiction or other public or private organization*

Project Title E. Nevada St. Extension (Ashland)

Mode: Roadway ■ Transit ■ Bike/Ped ■ Other ☐

Project Description: ***Attach map and photographs*** **Click to Attach Files**

The E. Nevada St. extension project involves construction of a new 0.12 mile paved roadway, including a bridge, which links the existing terminus of E. Nevada St. and N. Mountain Ave., providing balance and mobility to the transportation system. Nevada St. is classified as an avenue in the City's Transportation System Plan.
The project provides an additional route for local and regional multimodal east-west travel. The new project will include bicycle lanes, sidewalks, parkrow, provide connectivity to the Bear Creek Greenway and allow for a future transit route.
The public right of way on the west side of Bear Creek is 53.5' and 60' on the east side. The City of Ashland owns property on each side of Bear Creek directly adjacent to the creek. The City has been has the potential to mitigate any flood plain issues with regards to bridge placement and length on its existing property. The cross sectional road detail is a typical section in the city's street design standards manual and the final design will follow these guidelines to the extent allowable within current right of way restrictions and tie into existing features outside of proposed project limits.

Project Location Detail: *(as applicable)*

- Street(s) Name (or Nearest Street): Nevada St.
- Functional Class:_____
- Cross Streets, Termini: Oak St. and Kestrel Parkway
- Total Lineal Feet of Grant-Funded Improvement 633

Staff Contact	Michael R. Faught	Phone	541-488-5587	Email:	faughtm@ashland.or.us

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
		STP	CMAQ			
Project Devel.		$	$	$	$	$
Design/Engineer		$	$	$	$	$ 248,850.00
Right-of- Way		$	$	$	$	$ 249,750.00
Construction		$	$	$	$	$ 1,014,000.00
Other		$	$	$	$	$ 449,000.00
Total		$	$	$ 3,527,400	$	$ 1,961,600.00

**Highly leveraged projects earn higher rating*)

Fund Preference- *if any* STP ☐ CMAQ ☐	*If preference checked, please explain*:

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.

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

By providing a non-circuitous route and reducing VMT the project is expected to reduce congestion at the intersections of Mountain and Hersey and at Oak and Hersey. The City's population growth assumptions by TAZ

Promote Connectivity: Roadway■ Bike/Ped■ Transit ■ Anticipate VMT Reduction ■

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

The Nevada St. bridge extension project will promote direct connectivity for the lower half of the City of Ashland. Not only will the project include bike lanes within the project limits, the City will include sharrows and signage outside

Population Served: Applicant-Provided ADT_____ 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		
Environmental Justice Impact/Benefit: Minority, Low-Income, Elderly, Disabled Populations *(RVMPO staff will consult EJ plan data; Applicant may provide additional information here regarding populations to be served)* ☒ Project will improve handicapped access		Project is listed as a future RVTD transit route that would connect to Mountain Ave. and a retirement community. The project will provide
Project Supports Increased Housing on Transit Route	☐ Yes	Identify route (or potential route), explain relationship
Project Supports Increased Housing and/or Employment in Downtown, Mixed-Use/Pedestrian-Friendly Areas.	☐ Yes	- Project is located in a downtown, activity center, TOD or other mixed-use (residential/employment) area ☐ Yes ☐ No - Project supports/is part of a high-density (at least 10 du/acre) area: ☐ Yes ☐ No Identify or Describe Area:
Benefits Freight Movement *(check appropriate)* ☐ Reduce Truck VMT ☐ Reduce Truck Idle ☐ Other *(explain at right)*		*Provide as appropriate:* • Truck VMT/yr_____ • Anticipated Truck VMT Reduction/yr_____ • Truck Idle Hrs/yr_____ • Anticipated Truck Idle Reduction/yr_____ • Truck ADT_____ • Additional Information: *(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 OPTONS		
Project Reduces Dependence on Motor Vehicles or Single-Occupant Vehicles	☒ Yes	*Explain:*
Project Supports Increased Transit, Bike, Pedestrian Mode Share	☒ Yes	*Explain:*
Project is or Includes Bicycle Lane	☐ Yes	
Project is or Includes Bicycle Lane on a Collector or Arterial	☒ Yes	*Total Lane length:* 1268 feet
Project is or Includes a Sidewalk	☒ Yes	
Project is or Includes a Sidewalk on a Collector or Arterial in a TOD	☐ Yes	*Total length:* 1268 feet

3.d) RESOURCE CONSERVATION

Environmental Mitigation
(Describe conservation features to be incorporated -- permeable surface, wetland protection, etc.)

The project has the potential to include pervious surfaces, either in the roadway or sidewalk sections. The project has the ability to include low impact development items such as storm drain filtration through bioswales in developable park-row areas and pervious sidewalk and or asphalt.

Air Quality Benefits (in addition to those identified elsewhere)

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 (CO_2) ☒ Yes *(Generally, project that reduces travel by combustion vehicle)*	*Explain:*
Emerging Technology ☐ Yes *(Describe technology to be incorporated)*	*Explain:*
System Preservation ☐ Yes **Pavement Preservation** ☐ Yes *(How project extends the life of existing facility)*	*Explain:*

VMT Reduction: *(Explain how project will reduce travel)*

This east west connection will decrease VMT, specifically for the residents of the lower half of Ashland or for individuals who access east Ashland through Eagle Mill Rd

Estimate VMT Reduction _____ *miles/yr.*

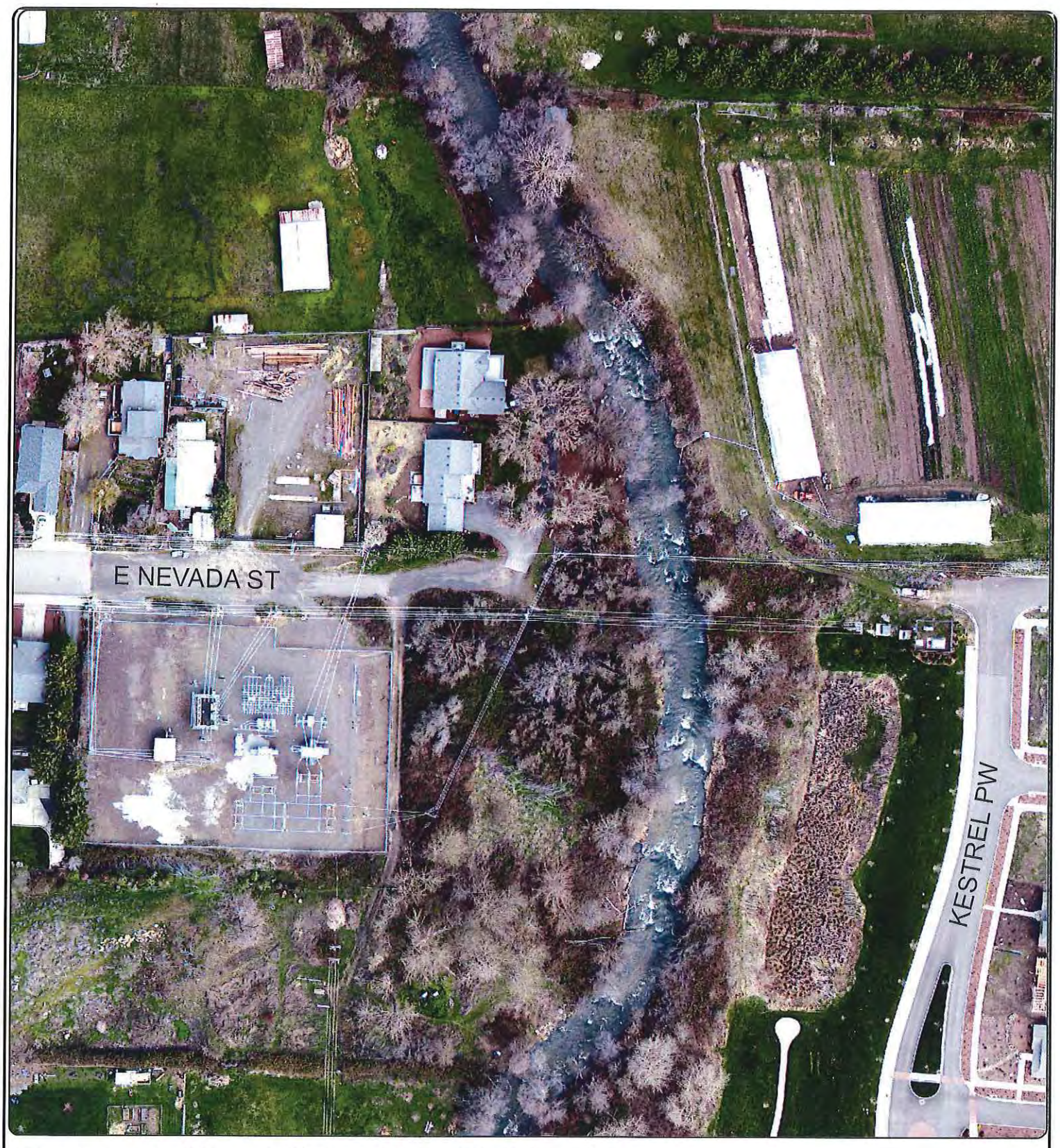
System Efficiency ☐ Yes *(Project expands capacity without major investment; improves function without increasing capacity.)*	*Explain:*

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*

Click to Submit



E. Nevada Street Extension (Ashland)
Site Map/Air Photo

Date: 11/16/2012

1:1,200
1 inch = 100 feet

Taxlots
Streets
Building

Mapping is schematic only and bears no warranty of accuracy.
All features, structures, facilities, easement or roadway locations
should be independently field verified for existence and/or location.

Project #: R17	**E Nevada Street Extension**

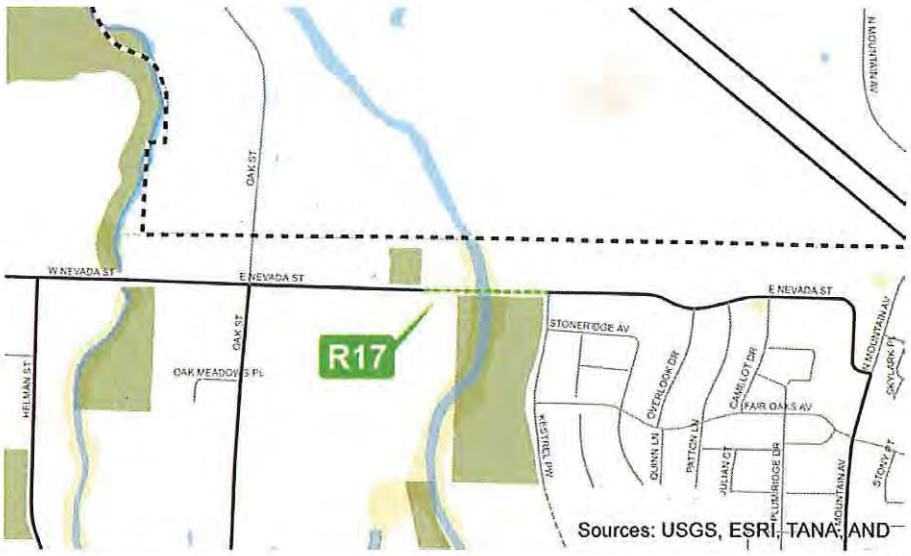
Description: Extend Nevada Street from Bear Creek to Kestrel Parkway. Right-of-way costs are not included in the cost estimate.

Category:	**Functional Classification:**	**Time Frame:**	**Engineering and Construction Cost:**
Roadway	Avenue	0-5 years	$2,261,000

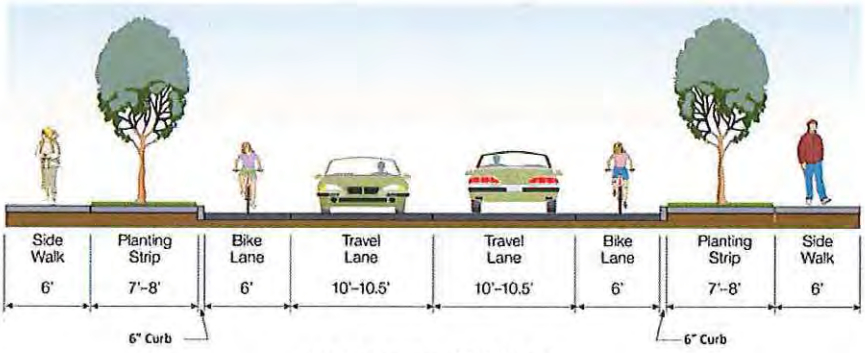
Project Goals Met:

Create a Green Template	Improve Safety	Facilitate Economic Growth and Maintain Small Town Character	Balance Mobility and Access
☐	☐	☐	☑

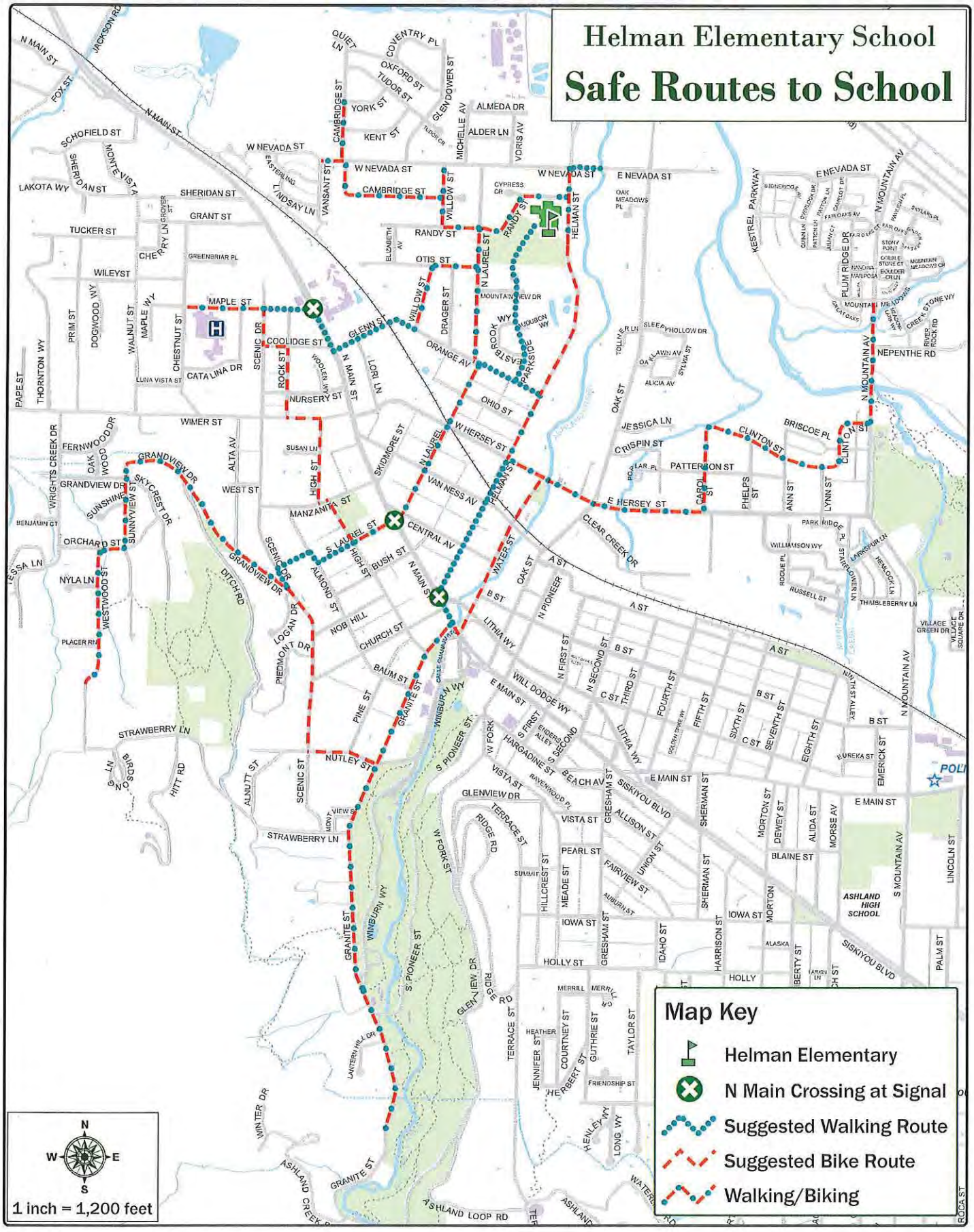
Project Location:

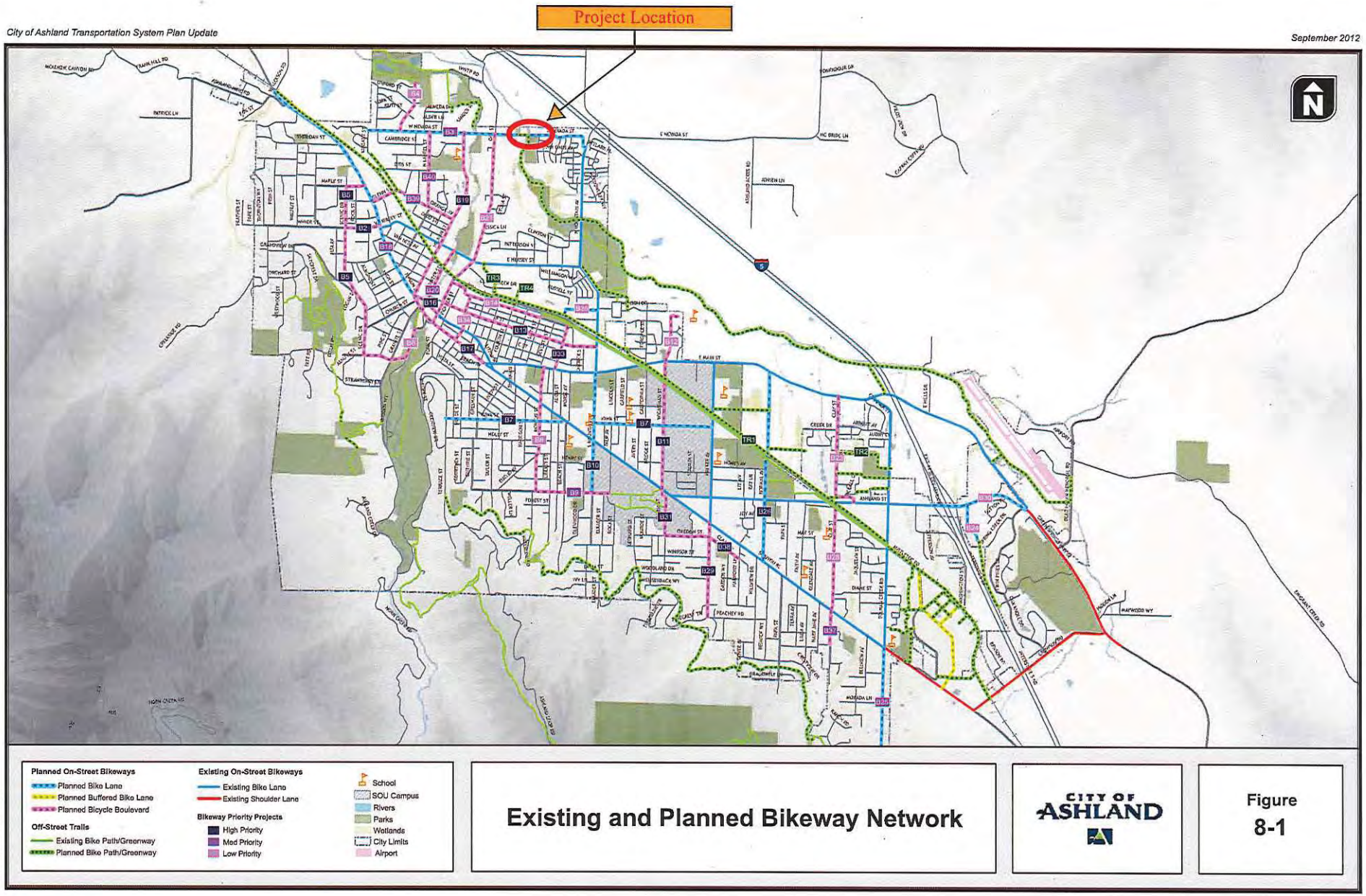


Project Image:



2-Lane Avenue - ROW 59'-78'
(Parking is allowed in 8' bays)


Helman Elementary School
Safe Routes to School
Map Key
Helman Elementary
N Main Crossing at Signal
Suggested Walking Route
Suggested Bike Route
Walking/Biking
1 inch = 1,200 feet
N
W
E
S
N MAIN ST
JACKSON RD
FOX ST
SCHOFIELD ST
LAKOTA WY
SHERIDAN ST
SHERIDAN ST
GRANT ST
TUCKER ST
CHERRY LN
GREENBRIAR PL
WILEYST
MAPLE ST
PRIM ST
DOGWOOD WY
WALNUT ST
MAPLE WY
CHESTNUT ST
CATALINA DR
LUNA VISTA ST
PAPE ST
THORNTON WY
SCENIC DR
COOLIDGE ST
ROCK ST
WOOLEN MILL WY
NURSERY ST
WIMER ST
FERNWOOD DR
WRIGHTS CREEK DR
OAK WOOD
GRANDVIEW DR
GRANDVIEW DR
SUNSHINE ST
SUNNYVIEW ST
SKYCREST DR
BENJAMIN GT
ORCHARD ST
IESSA LN
NYLA LN
WESTWOOD ST
PLACER RN
ALTA AV
WEST ST
SUSAN LN
HIGH ST
MANZANITA ST
S LAUREL ST
HIGH ST
BUSH ST
ALMOND ST
SCENIC DR
GRANDVIEW DR
DITCH RD
LOGAN DR
PIEDMONT DR
NOB HILL
CHURCH ST
BAUM ST
PINE ST
GRANITE ST
STRAWBERRY LN
NUTLEY ST
SCENIC ST
ALNUTT ST
HITT RD
STRAWBERRY LN
GRANITE ST
WINBURN WY
S PIONEER ST
GLENVIEW DR
RIDGE RD
TERRACE ST
W FORK ST
WINTER DR
ASHLAND CREEK PARK
GRANITE ST
ASHLAND LOOP RD
QUIET LN
COVENTRY PL
OXFORD ST
TUDOR ST
YORK ST
KENT ST
CAMBRIDGE ST
GLENDOWER ST
ALMEDA DR
ALDER LN
MICHELLE AV
VORIS AV
W NEVADA ST
W NEVADA ST
CAMBRIDGE ST
VANSANT ST
EASTERLING
LINDSAY LN
WILLOW ST
RANDY ST
CYPRESS CR
HELMAN ST
ELIZABETH AV
OTIS ST
N LAUREL ST
MOUNTAIN VIEW DR
WILLOW ST
DRAGER ST
ROOK WY
AUDUBON WY
EASTSIDE
PARKSIDE
ORANGE AV
GLENN ST
LORI LN
N MAIN ST
NURSERY ST
OHIO ST
W HERSEY ST
SKIDMORE ST
VAN NESS AV
CENTRAL AV
WATER ST
OAK ST
A ST
B ST
N PIONEER
LITHIA WY
WILL DODGE WY
E MAIN ST
S PIONEER ST
W FORK ST
VISTA ST
GLENVIEW DR
RIDGE RD
TERRACE ST
PEARL ST
HILLCREST ST
MEADE ST
IOWA ST
GRESHAM ST
HOLLY ST
MERRILL
HEATHER
COURTNEY ST
GUTHRIE ST
TAYLOR ST
JENNIFER ST
HERBERT ST
FRIENDSHIP ST
HENLEY WY
LONG WY
LANTERN HILL DR
OAK MEADOWS PL
E NEVADA ST
KESTREL PARKWAY
N MOUNTAIN AV
PLUM RIDGE DR
MOUNTAIN MEADOWS
CREEK STONE WY
RIVER ROCK RD
NEPENTHE RD
SLEEPY HOLLOW DR
OAK LAWN AV
SYLVIA ST
ALICIA AV
OAK ST
JESSICA LN
CRISPIN ST
PATTERSON ST
E HERSEY ST
CLINTON ST
BRISCOE PL
CLINTON ST
CAROL ST
PHELPS ST
ANN ST
LYNN ST
PARK RIDGE PL
WILLIAMSON WY
ROGUE PL
RUSSELL ST
STERLING OVER LN
LARKSPUR LN
HEMLOCK LN
THIMBLEBERRY LN
VILLAGE GREEN DR
VILLAGE SQUARE DR
CLEAR CREEK DR
A ST
B ST
C ST
N FIRST ST
N SECOND ST
THIRD ST
FOURTH ST
FIFTH ST
SIXTH ST
SEVENTH ST
EIGHTH ST
EUREKA ST
EMERICK ST
N MOUNTAIN AV
S MOUNTAIN AV
LINCOLN ST
E MAIN ST
BLAINE ST
MORTON ST
DEWEY ST
ALIDA ST
MORSE AV
SHERMAN ST
ALLISON ST
SISKIYOU BLVD
UNION ST
FAIRVIEW ST
AUBURN ST
IOWA ST
MORTON
HARRISON ST
IDAHO ST
ALASKA
HOLLY
SISKIYOU BLVD
PALM ST
ASHLAND HIGH SCHOOL
POLI
HARGADINE ST
BEACH AV
RAVENWOOD PL
SIDEHILL DR
ALLEY
SECOND
FIRST
ENDERS
WINBURN WY
CALLE GUANAJUATO
ROCA ST

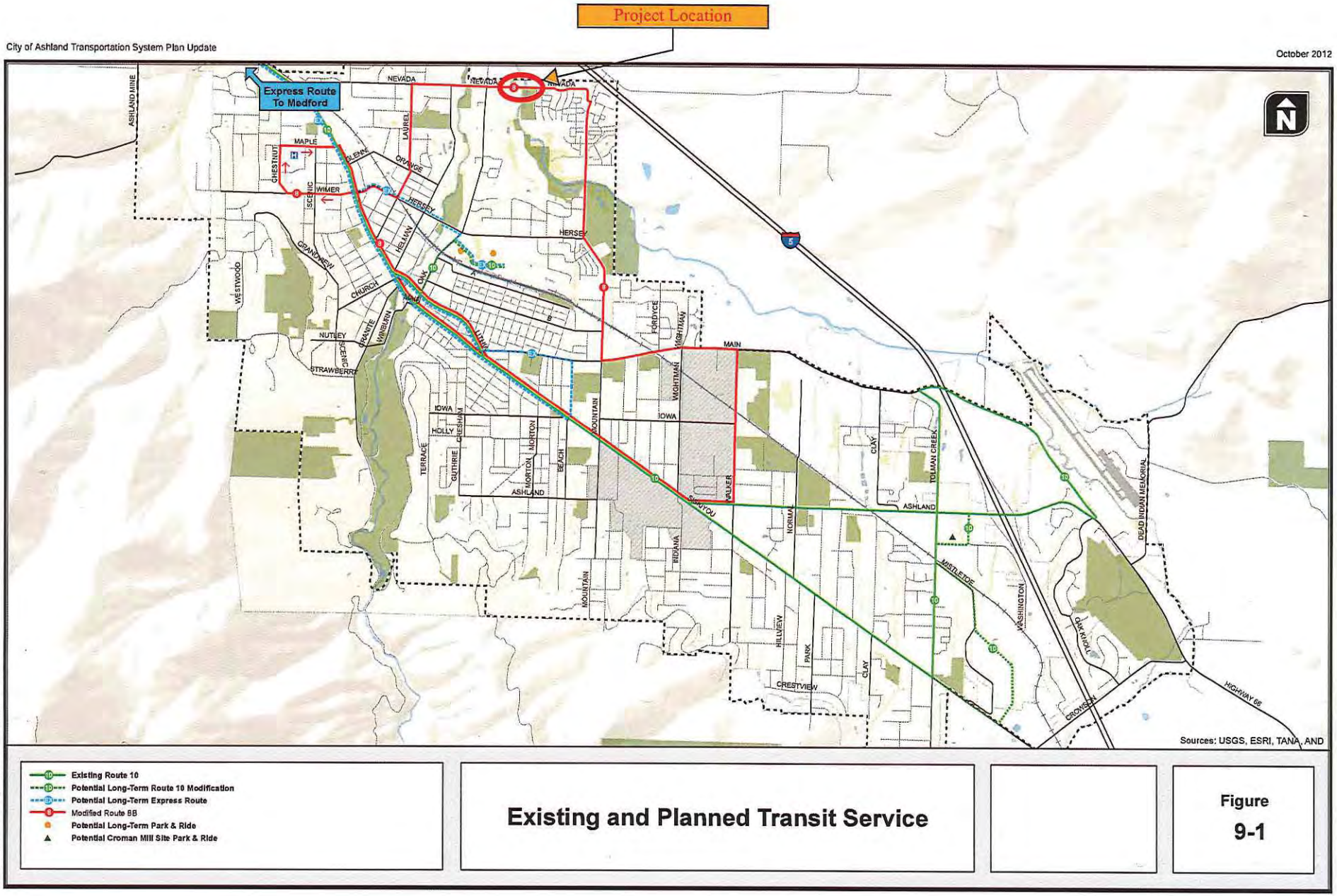


Existing and Planned Bikeway Network

CITY OF ASHLAND

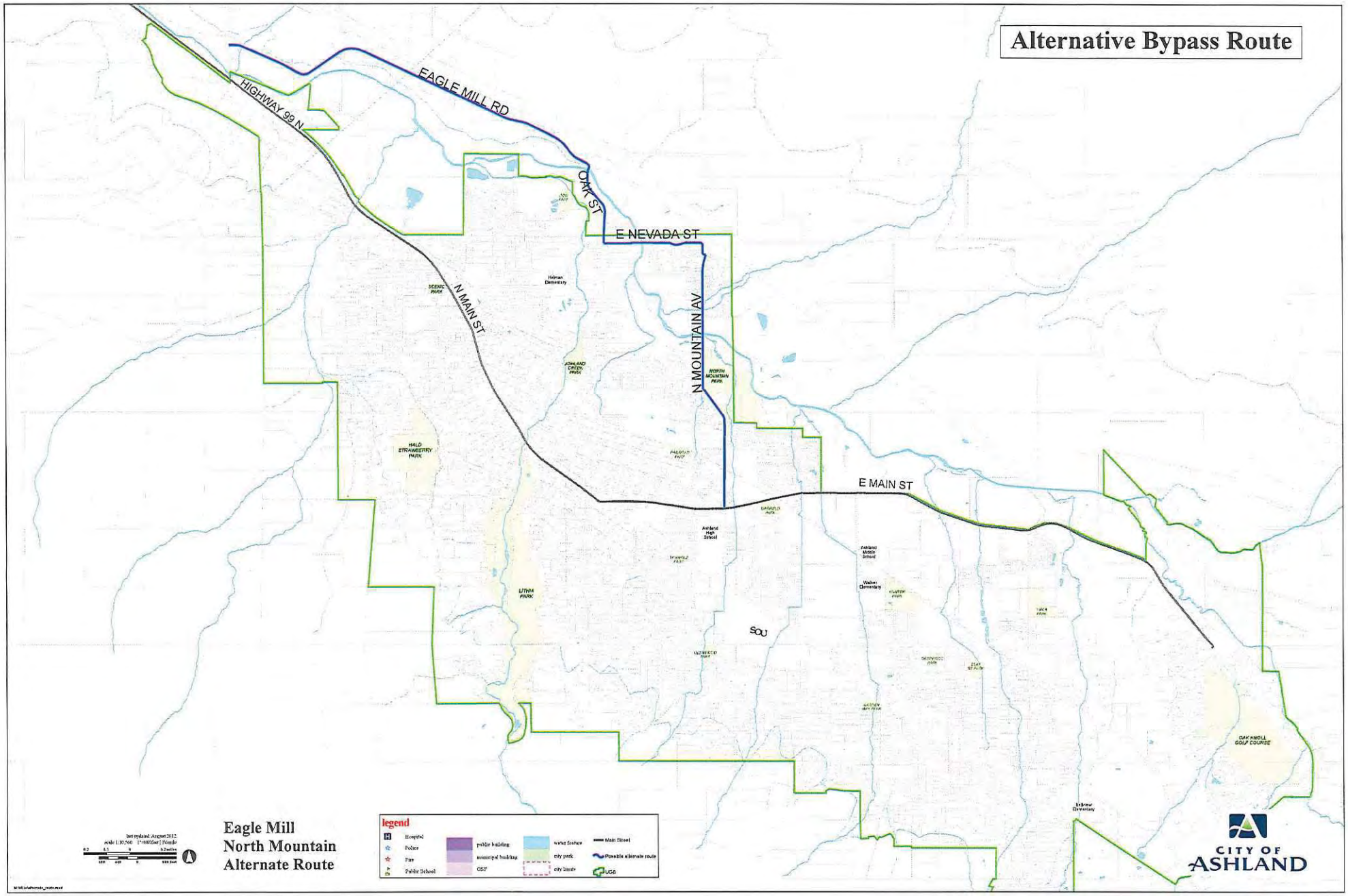
Figure 8-1

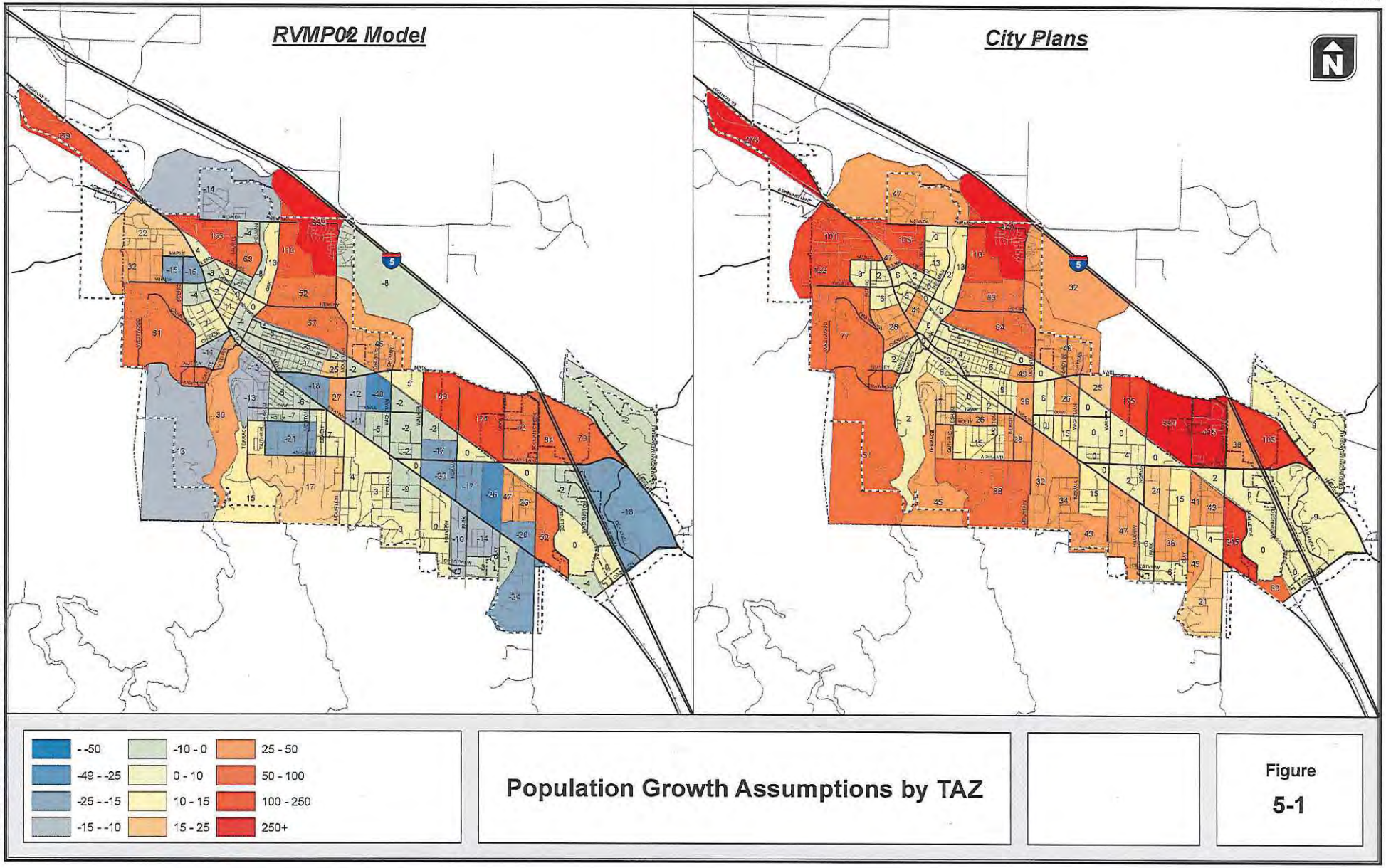
G:\10-056 Ashland TSP\MXD



Existing and Planned Transit Service

Figure 9-1


Alternative Bypass Route
HIGHWAY 99 N
EAGLE MILL RD
OAK ST
E NEVADA ST
N MAIN ST
N MOUNTAIN AV
E MAIN ST
SOU
Eagle Mill
North Mountain
Alternate Route
legend
Hospital
Police
Fire
Public School
public building
municipal building
GSD
water feature
city park
city limits
Main Street
Possible alternate route
UGB
CITY OF ASHLAND



Population Growth Assumptions by TAZ

Figure 5-1

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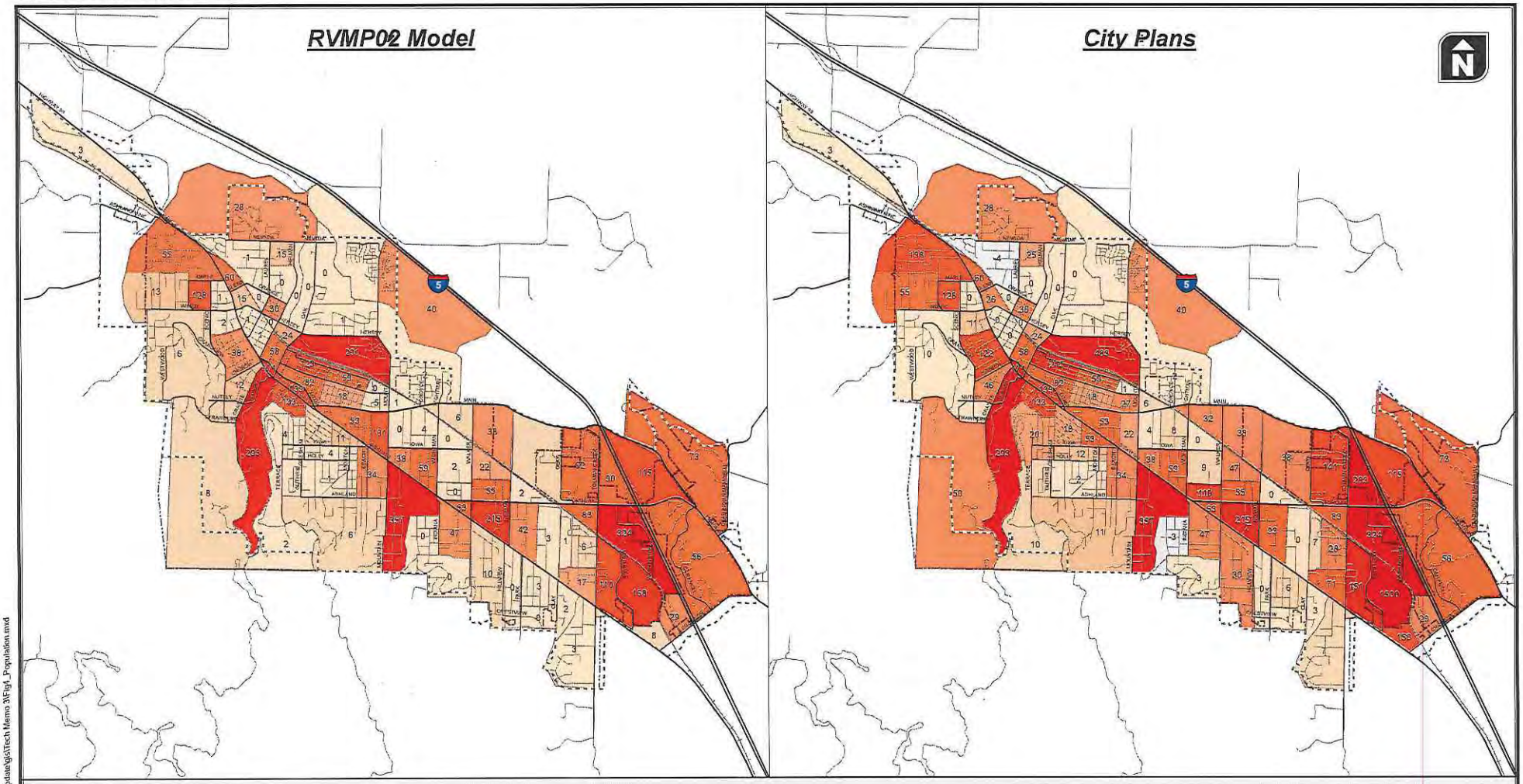
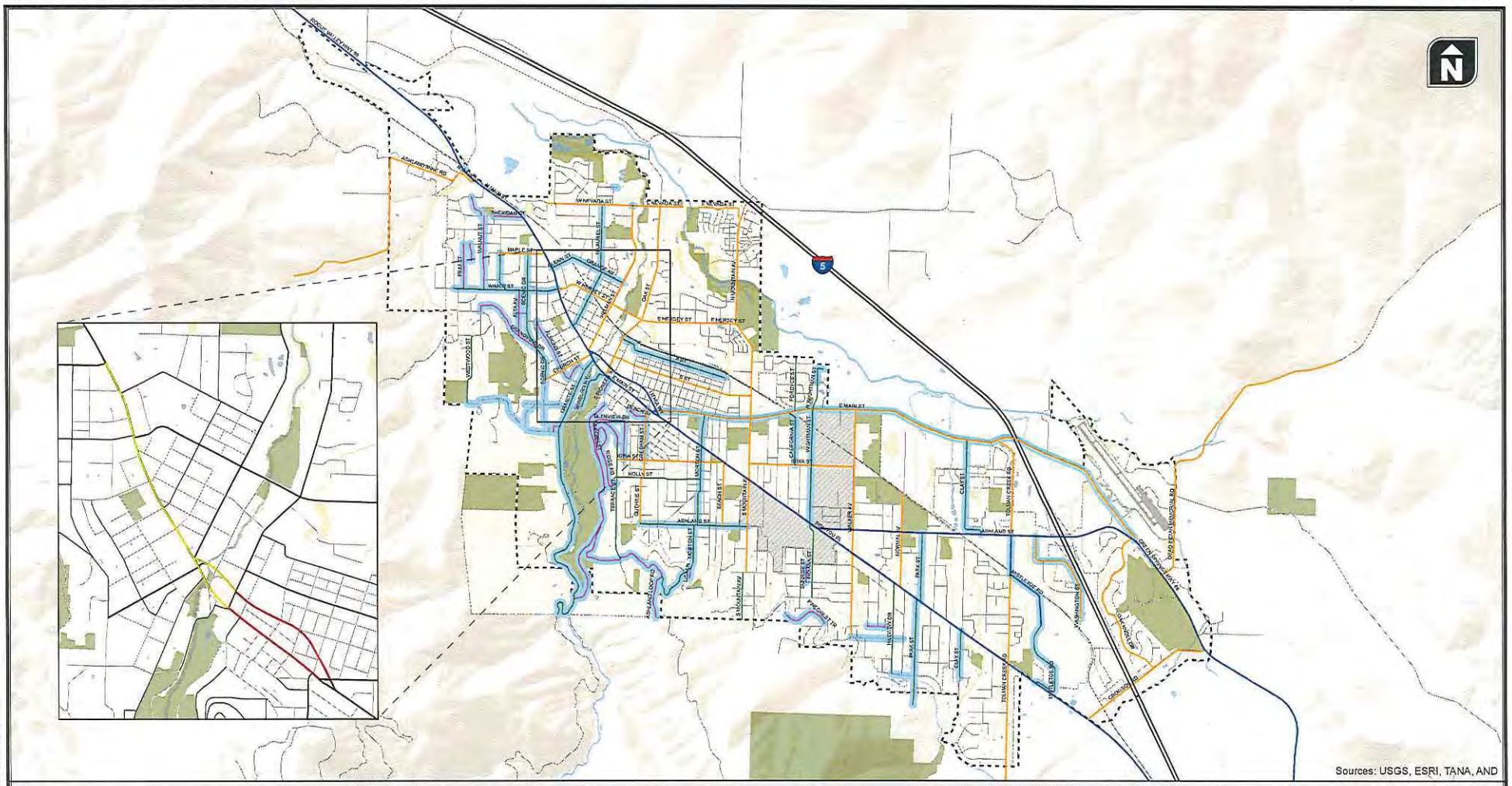


Employment Growth Assumptions by TAZ

Figure

5-2

H:\projfile\10633 - City of Ashland TSP Update\gis\Tech Memo 3\Fig1_Population.mxd



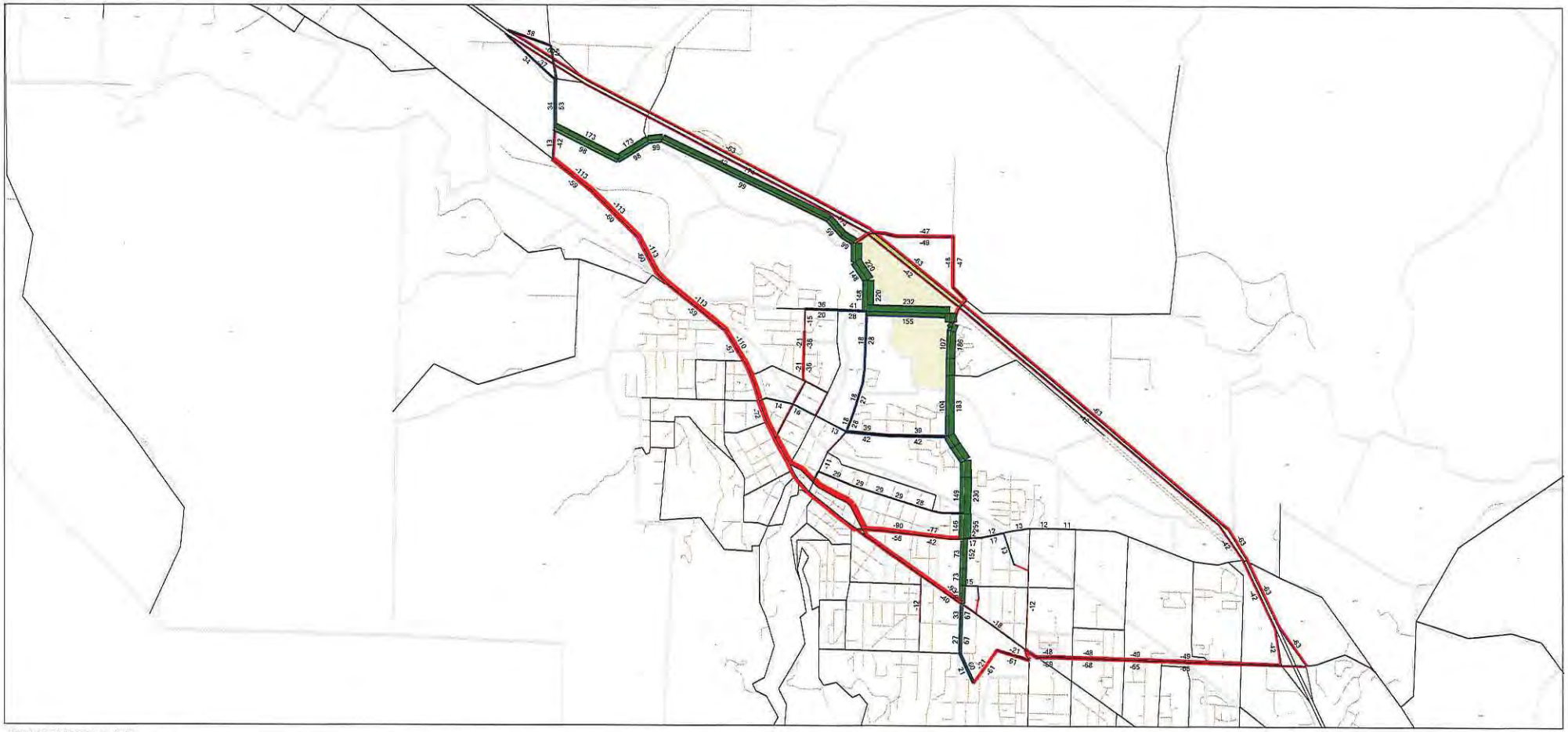
Updated City of Ashland Street Functional Classification Map

Figure 6-1

10/16/2013
RVMPOv3 Transportation Model
ODOT Request 044
PM Peak Volumes Travel Shifts w/E. Nevada Extension, Ashland, OR

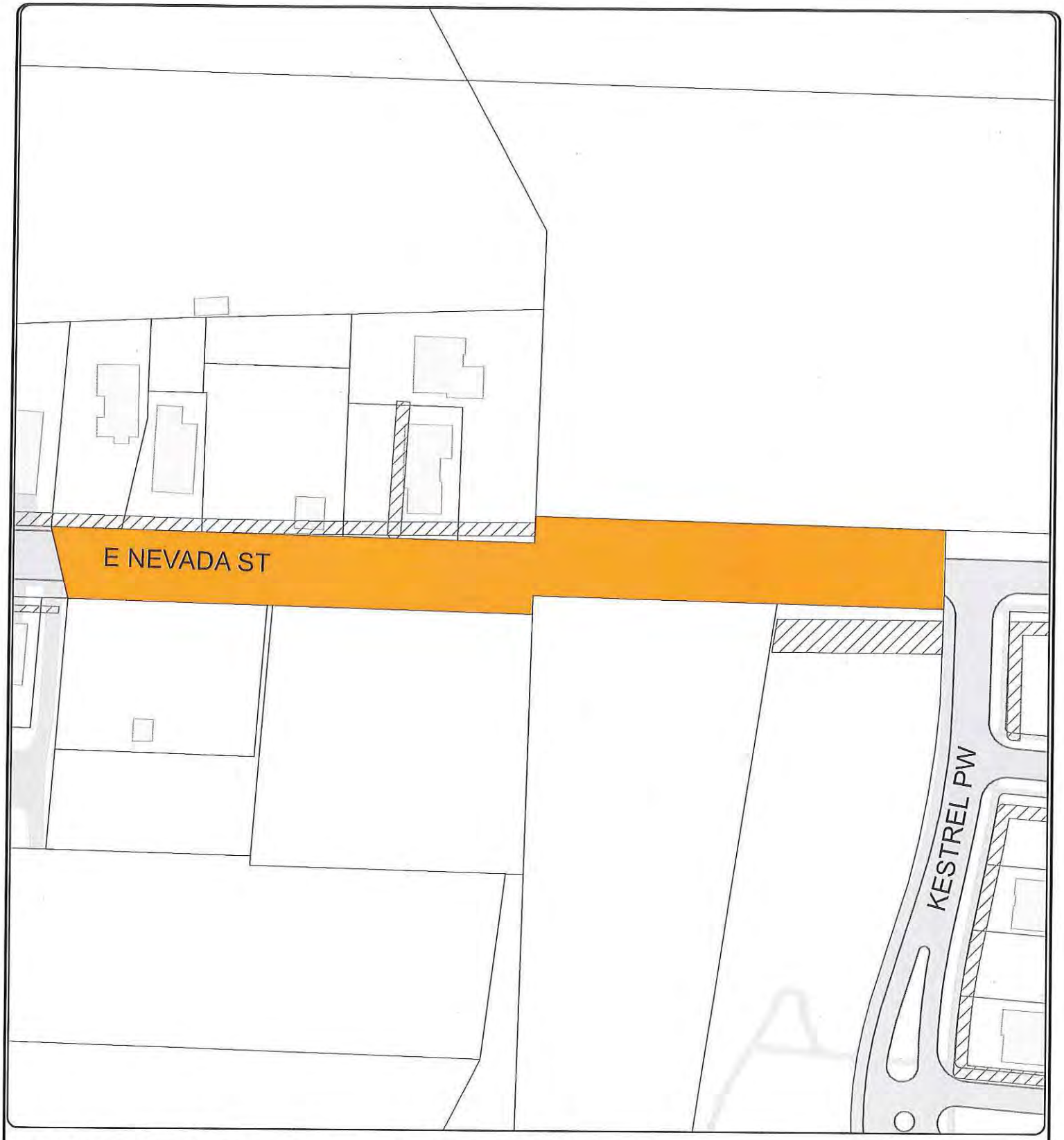
Increase in trips

Decrease in trips



2038 RVMPOv3.1 PROD Model - 8/7/13
Scenario 6001: 2038 Peak w/Nevada +5 & +10 & +15
2013-10-16 08:19 (nwye80b)

100 200 300 400 500



E. Nevada Street Extension (Ashland) Construction Area

Date: 11/20/2012

1:1,200
1 inch = 100 feet

Taxlots
Streets
Building

Mapping is schematic only and bears no warranty of accuracy.
All features, structures, facilities, easement or roadway locations
should be independently field verified for existence and/or location.

Cost Estimate For E. Nevada Street Extension Project
City Of Ashland

11/25/2013	Unit Cost	CMAQ Quantity	CMAQ Subtotal
Design Engineering (15%)	$ 553,000	45%	$ 248,850
ODOT Administrative Costs	$ 10,000	45%	$ 4,500
Environmental/Archeological/Cultural Clearances	$ 50,000	45%	$ 22,500
Right of Way	$ 555,000	45%	$ 249,750
Reimbursible Utility Relocation	$ 80,000	45%	$ 36,000

Item	Units	Unit Cost	CMAQ Quantity	CMAQ Subtotal
Mobilization	LS	$ 275,300	45.0%	$ 123,885
Temp Prot. & Dir. of Traffic Complete	LS	$ 30,000	45.0%	$ 13,500
Erosion Control Complete	LS	$ 50,000	45.0%	$ 22,500
			Subtotal	$ 159,885
Removal of Structures and Obstructions	LS	$ 25,000	45%	$ 11,250
Clearing & Grubbing	LS	$ 25,000	45%	$ 11,250
Embankment In Place	CY	$ 15	1,500	$ 22,500
Subgrade Geotextile	SQYD	$ 2.50	535	$ 1,338
Aggregate Base	TON	$ 25	570	$ 14,250
Aggregate Subbase	TON	$ 20	320	$ 6,400
Asphalt Concrete Pavement (HMAC)	TON	$ 110	155	$ 17,050
Extra For Asphalt Approaches	Each	$ 750	3	$ 2,250
Curb & Gutter, Concrete Curbs	LF	$ 16	960	$ 15,360
Concrete Walks	SQFT	$ 5.50	4,080	$ 22,440
Permanent Pavement Markings	LS	$ 7,500	1	$ 7,500
Storm Sewer Pipe	LF	$ 80	450	$ 36,000
Water Quality Swales	Each	$ 15,000	2	$ 30,000
Curb Inlets	Each	$ 2,500	4	$ 10,000
Type D Inlets	Each	$ 2,500	4	$ 10,000
Concrete Storm Sew. Manholes	Each	$ 3,500	4	$ 14,000
Bear Creek Crossing Structure, Complete	SF	$ 200	2,392	$ 478,400
Bridge End Panels	LS	$ 70,000	23%	$ 16,100
Riprap Protection	LS	$ 50,000	23%	$ 11,500
MSE Retaining Walls	SF	$ 60	1,000	$ 60,000
MSE Wall Coping w/ Ped Rail	LF	$ 150	125	$ 18,750
Permanent Signing, Complete	LS	$ 5,000	1	$ 5,000
Topsoil	CY	$ 40	280	$ 11,200
Bark Mulch	CY	$ 40	45	$ 1,800
Riparian Mitigation Planting	LS	$ 50,000	23%	$ 11,500
Seeding, Fertizing, and Mulching	Acre	$ 4,000	2	$ 8,000
			Subtotal	$ 854,000
			Construction Subtotal	**$ 1,014,000**

Contingency (30%)	$ 203,000
Construction Engineering with Staking (15%)	$ 183,000
	CMAQ
	$ 1,961,600

Total Estimated Project Cost	