



## AGENDA

### Rogue Valley Metropolitan Planning Organization Public Advisory Council

**Date:** Tuesday, November 19, 2019

**Time:** 5:30 p.m.

**Location:** Jefferson Conference Room  
RVCOG, 155 N. 1<sup>st</sup> Street, Central Point  
*Transit: served by RVTD Route #40*

**Contact:** Ryan MacLaren, (541) 423-1338  
RVMPO website: [www.rvmpos.org](http://www.rvmpos.org)

1	Call to Order / Introductions / Review Agenda	Mike Montero, Chair
2	Review / Approve Minutes	Chair
<i>Attachment</i>	#1   <a href="#">RVMPO PAC Draft Minutes 20190917</a>	
3	Public Comment <i>*Three-minute limit for each speaker</i>	Chair
Presentations		
4	Presentations on Project Applications for Inclusion in the 2021-2024 Transportation Improvement Program (TIP)	Ryan MacLaren/ RVMPO TAC Members
<i>Background</i>	Every three years the MPO issues a “call for projects” to give local governments the opportunity to have their respective projects included in the upcoming TIP. Those jurisdictions applying for funds are required (as part of the MPO’s Public Involvement Plan) to give presentations to the PAC.	
<i>Attachments</i>	Summaries of applications. Full packets will be distributed at the meeting <i>JxCo Project Applications:</i> #2   <a href="#">Clay St</a> #3   <a href="#">Crews Rd</a> #4   <a href="#">Expo Parking</a> <i>Medford Project Applications:</i> #5   <a href="#">Alley Paving</a> #6   <a href="#">Stevens St</a>	

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT RVCOG, 541-664-6674. REASONABLE ADVANCE NOTICE OF THE NEED FOR ACCOMMODATION PRIOR TO THE MEETING (48 HOURS IS PREFERABLE) WILL ENABLE US TO MAKE REASONABLE ARRANGEMENTS TO ENSURE ACCESSIBILITY.

Discussion Items		
5	Discussion regarding Transportation Management Areas	Karl Welzenbach
Background	With the 2020 U.S. Census coming up, this area faces the possibility/opportunity of being designated as a TMA by the Census Bureau. Staff will lead a discussion regarding the pros and cons of becoming a TMA.	
Regular Updates   Standing Items		
6	MPO Planning Update	Karl Welzenbach
7	Other Business	Chair
8	Next Meeting <i>The next PAC meeting is scheduled for January 21, 2020, at 5:30 p.m. at RVCOG.</i>	Chair
9	Adjournment	Chair

- The next RVMPO PAC meeting is scheduled for **Tuesday, January 21, 2020, at 5:30 p.m.** in the Jefferson Conference Room, RVCOG, Central Point.
- The next RVMPO Policy Committee meeting will be **Tuesday, December 3, at 2:00 p.m.** in the Jefferson Conference Room, RVCOG, Central Point.
- The next RVMPO TAC meeting will be **Wednesday, November 13, at 1:30 p.m.** in the Jefferson Conference Room, RVCOG, Central Point.

# Summary Minutes Rogue Valley MPO Public Advisory Council September 17, 2019



The following attended:

Involvement Area	Appointee	Phone Number
Ashland	Mary Wooding	482-1066
Central Point	Jennifer Boardman (By phone)	630-0387
Medford (West)	Haley Cox	971-241-3058
Phoenix	George “Ike” Eisenhower	512-1053
Special Interest	Appointee	Phone Number
Bicycle/Pedestrian	Edgar Hee, <b>Vice Chair</b>	734-4872
Freight Industry	Mike Montero, <b>Chair</b>	779-0771
Low Income Community Interest	Dylan Schettler-Moncus	778-5629
Mass Transit	Patrick McKechnie	621-2003
Public Health	Michael Polich	608-3802
Staff		
RVCOG	Ryan MacLaren	423-1338
RVCOG	Karl Welzenbach	423-1360
Interested Parties		

**RVMPO PAC Agenda Packet:** [September 17, 2019](#)

**Full meeting recording:** [2019-09-17 RVMPO PAC Meeting Audio](#)

## 1. Call to Order / Introductions/ Review Agenda 00:00–01:08

5:34 p.m. | Quorum: Ashland, Central Point, Medford (West), Phoenix, Bike/Ped, Freight Industry, Low Income Community Interest, Mass Transit, and Public Health.

## **2. Review / Approve Minutes 25:54–26:20**

**26:12** | *Mary Wooding moved to approve the July 16, 2019 RVMPO Public Advisory Council meeting minutes as presented. Ike Eisenhauer seconded.*

*No further discussion.*

*The motion carried unanimously by voice vote.*

## **3. Public Comment 26:21–29:42**

*Further discussion about the Household Activity Survey ensued.*

## ***Action Items***

### **4. 2018–2021 RVMPO Transportation Improvement Program (TIP) Amendments 29:43–31:57**

**31:47** | *Michael Polich moved to recommend approval of the TIP Amendment to the RVMPO Policy Committee. Seconded by Edgar Hee.*

*No further discussion.*

*The motion carried unanimously by voice vote.*

## ***Discussion Items***

### **5. Census Long Form & Oregon Household Activity Survey 01:09–25:53**

**25:40** | *Haley Cox moved that the RVMPO PAC support staff's recommendation to set aside STBG funds to fund the MPO's portion of the future Oregon Household Activity Survey. Seconded by Edgar Hee.*

*Motion passes unanimously by voice vote.*

### **6. CMAQ Program 31:58–51:56**

### **7. Celebrating Success for ODOT 51:17–01:07:51**

## ***Regular Updates***

### **8. MPO Planning Update**

### **9. Other Business**

### **10. Public Comment**

*No public comment made.*

### **11. Next Meeting**

### **12. Adjournment**

6:42 p.m.

#### **Scheduled Meetings:**

RVMPO PAC | Tuesday, November 19, 2019 @ 5:30 pm

RVMPO TAC | Wednesday, November 13, 2019 @ 1:30 p.m.

RVMPO Policy Committee | Tuesday, November 26, 2019 @ 2:00 pm



## 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.

<b>1. APPLICANT &amp; PROJECT INFORMATION - Fill out this part completely</b>			
<b>Applicant</b> (Must be RVMPO Member) Jackson County		<b>Partner</b> (if any) City of Ashland & ODOT	
<b>Project Title</b> Clay St., Faith Ave. to Siskiyou Blvd.			
<b>Mode:</b>	<input checked="" type="checkbox"/> Roadway	<input type="checkbox"/> Transit	<input checked="" type="checkbox"/> Bike/Ped <input type="checkbox"/> Other
<b>Project Description:</b> (Include existing conditions, define need, and describe proposed project.)		<b>Add Photos/Map</b>	
Existing Clay St. from Faith Ave. to Siskiyou Blvd. (AKA Middle Clay St.) is nominally 19-foot wide road with no bike or ped facilities. The street serves low, medium and high density housing, a city park and a private elementary school, and connects the neighborhood to Ashland St. and Siskiyou Blvd. The purpose of the project is to add bike and pedestrian facilities with curb, gutter, sidewalk and underground drainage to facilitate the addition of the bike and pedestrian facilities. Sidewalk will also be added to the northern approximately 40' of Faith Ave to provide a sidewalk connection to Ashland St. <span style="float: right;">+</span>			
<b>Project Location Detail:</b> (as applicable)			
Street(s) Name (or Nearest Street): Clay Street		Functional Class: Residential Neighborhood <span style="float: right;">+</span>	
Cross Streets, Termini: Faith Ave. to Siskiyou Blvd.		Total Lineal Feet of Grant-Funded Improvement 3,350	
<b>Is this project included in an existing plan?</b> <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes			
Plan Name, Page #, Project #:			
<b>Staff Contact</b> Mike Kuntz		Phone & Email: 541-774-6228 / kuntzm@jacksoncounty.org	

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

<b>Total Estimated Project Cost:</b> 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		\$ 282,650	\$ 282,650	\$ 64,700	\$	\$ 630,000
Right-of- Way		\$ 33,649	\$ 33,649	\$ 7,702	\$	\$ 75,000
Construction		\$ 1,924,709	\$ 1,924,709	\$ 440,582	\$	\$ 4,290,000
Other		\$	\$	\$	\$	\$ 0
<b>Total</b>		\$ 2,241,008	\$ 2,241,008	\$ 512,984	\$ 0	\$ 4,995,000

\*Highly leveraged projects earn higher rating)

<b>Fund Preference-</b> if any	STBG <input checked="" type="checkbox"/>	CMAQ <input checked="" type="checkbox"/>	If preference checked, please explain: <b>Project is eligible for k</b>
Both			

**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](https://www.rvmop.org/images/asstd%20misc/ODOT_CMAQ_Guidelines_February2018.pdf))

The project adds bike and pedestrian facilities where none exist. These facilities plus the supporting curb, gutter, underground drainage and right-of-way, as well as associated PE and CE are CMAQ eligible. Up to 70% of total project cost is CMAQ eligible.

**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: See the attached crash summary map showing the six reported crashes from 2009 to

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).

The project increases safety by the creation of the bike blvd and the addition of sidewalks. Neither of these feature types have Crash Reduction Factors even though they are acknowledged safety

**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

N/A

**Promote Connectivity:** ☐ Roadway ☒ Bike/Ped ☒ Transit

Does the project remove or mitigate a current barrier? Is the project part of a systematic approach?

Currently, this portion of Clay St. has no bike or ped facilities. This project will provide a bike/ped connection on the north end to Ashland St. and to the Ashland Central Bike Path, and to Siskiyou Blvd on the south end. Ashland St. has bike lanes and sidewalks and Siskiyou Blvd. has bike shoulders and a shared use path. RVTD Route 10 provides service on Siskiyou Blvd. and Ashland St. near Bi-Mart and Shop N Kart. The connections to Ashland St. and Siskiyou Blvd. improves access to transit.

2 Applicant-Provided ADT 115 or Transit Boarding 15

### 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.

Please see attached maps 3-2, 3-4 and 3-10 from the Ashland Transportation Expansion Study. This Middle Clay neighborhood is among the most dense neighborhoods in Ashland and an area in which over 50% of the population is low income.

Will project improve handicapped access?

Yes, handicap access to Clay St. will be significantly improved by the addition of sidewalks and the



#### Benefits Freight Movement

*Check appropriate:*

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

*Provide as appropriate:*

Truck ADT\_\_\_\_\_

Truck Idle Hrs/yr\_\_\_\_\_

Anticipated Truck Idle Reduction/yr\_\_\_\_\_

Truck VMT/yr\_\_\_\_\_

Anticipated Truck VMT Reduction/yr\_\_\_\_\_

Additional Information:

N/A

*(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

<b>Project Reduces Dependence on Motor Vehicles or Single-Occupant Vehicles.</b>  <i>(Utilize look-up calculator for Bicycle/Pedestrian Diversion Rate and enter answers to questions)</i>	Yes <input checked="" type="checkbox"/>	Explain: AADT = 721  Vehicles Reduced (VR) = 2.090175  Vehicle Miles Traveled Reduced (VMTR) = 5.2254375
<b>Project Supports Increased Transit, Bike, Pedestrian Mode Share</b>	Yes <input checked="" type="checkbox"/>	Explain: The addition of bike and ped facilities and the connections to Ashland St., the Central Bike Path and Siskiyou Blvd. and RVTD's Route 10 will support these alternate modes.
<b>Project Is or Includes a Sidewalk or bicycle facility connecting activity center(s)</b> (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).	Yes <input checked="" type="checkbox"/>	Describe Improvement: The project adds sidewalks and bike facilities to 3,350 feet of Clay St. Within the project limits are the activity centers of high density housing, a school and a park. Additionally, the project connects to Ashland St., the Central Bike Path and Siskiyou Blvd, all of which have bike and ped facilities and provide connections to recreational facilities, shopping centers, grocery stores and SOU.  Total Length: <u>3,350 feet</u>
<b>Level of Traffic Stress (Bicycle/Pedestrian): 1=low;4=high</b>  <b>What are the posted speed limits?</b>  <b>What is the number of travel lanes?</b>  <b>What is AADT?</b>	Yes <input checked="" type="checkbox"/>	(Please see handout entitled "Level of Traffic Stress" and refer to multi-modal analysis APMv2_Ch 14 on RVMPO's website)  If constructed, the speed limit will be 20 MPH, with two travel lanes and an AADT of 721. Based on Exhibit 14-5, the bike LTS is 1. At this time it is unknown whether the sidewalk will be 5 or 6 feet wide. Assuming a 5 foot width, the PLTS, per Exhibit 14-16 is 2. If a 6 foot sidewalk is constructed the PLTS would be 1.



**3.d) RESOURCE CONSERVATION**

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

Stormwater will be treated in accordance with Ashland's MS-4 Permit and any identified wetlands will be mitigated. +

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

There will be reductions in CO, PM2.5, PM10, NOX, and VOC's. See attached printout from the NCHRP Calculator for estimated reductions.

**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<sub>2</sub>)** Yes

(Generally, project that reduces travel by combustion vehicle)

Explain:

Yes, there will be a CO<sub>2</sub> reduction. However, the NCHRP Calculator does not calculate the quantity.

**Emerging Technology** Yes

(Describe technology to be incorporated)

Explain:

N/A

**System Preservation** Yes

**Pavement Preservation** Yes

(How project extends the life of existing facility)

Explain:

The project will result in new pavement, which will extend the life 20 years.

**VMT Reduction:** (Explain how project will reduce travel) / (For Bike/Pedestrian Utilize Bike/Ped Look up Calculator)  
 Per the NCHRP Calculator.

Estimate VMT Reduction 1,907 miles/yr.

**System Efficiency**

Yes ☐

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

Explain:

N/A

**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

- This project is in the Jackson County TSP as project U41 on page 120 and in the Ashland TSP as project B28 on page 107.
- The proposed section is from the Ashland TSP and indicates parking on both sides of the street. The project will go through a City of Ashland public approval process, which could result in parking being removed from one or both sides of the street, which would allow more room for bikes.
- Attached are letters of support from the Ashland City Counsel, the Ashland Transportation +

**SUBMIT**



## 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.

<b>1. APPLICANT &amp; PROJECT INFORMATION - Fill out this part completely</b>			
<b>Applicant</b> (Must be RVMPO Member) Jackson County		<b>Partner</b> (if any)	
<b>Project Title</b> Crews Road Paving			
<b>Mode:</b>	<input checked="" type="checkbox"/> Roadway	<input type="checkbox"/> Transit	<input type="checkbox"/> Bike/Ped <input type="checkbox"/> Other
<b>Project Description:</b> (Include existing conditions, define need, and describe proposed project.)		<b>Add Photos/Map</b>	
Crews Road is a gravel road located adjacent to Highway 62 across from the Rogue Valley Mall within the Medford city limits. The project is to pave Crews Road to an urban standard (including curb, gutter and sidewalk) in order to reduce PM2.5 and PM10 and to improve accessibility to the area served by Crews Road.			
<b>Project Location Detail:</b> (as applicable)			
Street(s) Name (or Nearest Street): Crews Road		Functional Class: Urban Local	
Cross Streets, Termini: Table Rock Road		Total Lineal Feet of Grant-Funded Improvement 400	
<b>Is this project included in an existing plan?</b> <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes			
Plan Name, Page #, Project #:			
<b>Staff Contact</b> Mike Kuntz		Phone & Email: 541-774-6228 / kuntzm@jacksoncounty.org	

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

<b>Total Estimated Project Cost:</b> 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		\$	\$ 83,542	\$ 9,562	\$	\$ 93,104
Right-of- Way		\$	\$ 17,946	\$ 2,054	\$	\$ 20,000
Construction		\$	\$ 345,926	\$ 39,593	\$	\$ 385,519
Other		\$	\$	\$	\$	\$ 0
<b>Total</b>		\$ 0	\$ 447,414	\$ 51,209	\$ 0	\$ 498,623

\*Highly leveraged projects earn higher rating)

<b>Fund Preference-</b> if any	STBG <input type="checkbox"/>	CMAQ <input checked="" type="checkbox"/>	If preference checked, please explain: <b>This is a gravel road</b>
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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.rvmopo.org/images/asstd%20misc/ODOT\\_CMAQ\\_Guidelines\\_February2018.pdf](https://www.rvmopo.org/images/asstd%20misc/ODOT_CMAQ_Guidelines_February2018.pdf))

This is a gravel road paving project to reduce PM2.5 and PM10.

**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:

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).

**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

**Promote Connectivity:** ☐ Roadway ☐ Bike/Ped ☐ Transit

Does the project remove or mitigate a current barrier? Is the project part of a systematic approach?

2 Applicant-Provided ADT 114 or Transit Boarding

### 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.

Crews Road connects low income individuals with services. The largest service provider is the Salvation Army Transitional Housing Center, the "Hope House" for the Rogue Valley. This facility provides housing and transitional services to homeless and low income residents. Currently users of the facility have to access the site via a gravel road, which is difficult or impossible for narrow wheeled devices like walkers, wheelchairs or bicycles.

Will project improve handicapped access?

The sidewalks will provide improved handicap access to the users in the area.

#### Benefits Freight Movement

*Check appropriate:*

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

*Provide as appropriate:*

Truck ADT\_\_\_\_\_

Truck Idle Hrs/yr\_\_\_\_\_

Anticipated Truck Idle Reduction/yr\_\_\_\_\_

Truck VMT/yr\_\_\_\_\_

Anticipated Truck VMT Reduction/yr\_\_\_\_\_

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.)*

13

**3.d) RESOURCE CONSERVATION**

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

Stormwater runoff will receive water quality treatment compliant with DEQ and Medford requirements.

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

Paving Crews Road will reduce PM10 by an estimated 4.18 Kg/day and PM2.5 by an estimated 0.42 Kg/day. See attached printout from the NCHRP Calculator.

**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<sub>2</sub>)** 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:

The existing road is gravel, which requires regular preservation to maintain use. Paving the area will create a 20 year life.

**VMT Reduction:** (Explain how project will reduce travel) / (For Bike/Pedestrian Utilize Bike/Ped Look up Calculator)

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

Since the project is classified as a local road it is not specifically mentioned in any transportation plan. However, the need to pave gravel roads is discussed in the Jackson County TSP (much like bridge repair/replacement, safety and maintenance).

**SUBMIT**



## Rogue Valley Metropolitan Planning Organization

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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.

<b>1. APPLICANT &amp; PROJECT INFORMATION - Fill out this part completely</b>			
<b>Applicant</b> (Must be RVMPO Member) Jackson County		<b>Partner</b> (if any)	
<b>Project Title</b> Pave Amphitheater Parking at Expo			
<b>Mode:</b>	<input type="checkbox"/> Roadway	<input type="checkbox"/> Transit	<input type="checkbox"/> Bike/Ped <input checked="" type="checkbox"/> Other
<b>Project Description:</b> (Include existing conditions, define need, and describe proposed project.)		<b>Add Photos/Map</b>	
Pave the gravel parking area located adjacent to the amphitheater between Gates 1.5 and 2 at the Jackson County Expo. The purpose of the project is to reduce PM2.5 and PM10 and to improve mobility and accessibility to Expo Grounds.			
<b>Project Location Detail:</b> (as applicable)			
Street(s) Name (or Nearest Street): Peninger Road		Functional Class: minor collector	
Cross Streets, Termini: Between Gates 1.5 & 2		Total Lineal Feet of Grant-Funded Improvement 1.2 acre	
<b>Is this project included in an existing plan?</b> <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes			
Plan Name, Page #, Project #:			
<b>Staff Contact</b>	Mike Kuntz	Phone & Email: 541-774-6228 / kuntzm@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		\$	\$ 102,394	\$ 11,719	\$	\$ 114,113
Right-of- Way		\$	\$	\$	\$	\$ 0
Construction		\$	\$ 514,497	\$ 58,886	\$	\$ 573,383
Other		\$	\$	\$	\$	\$ 0
<b>Total</b>		\$ 0	\$ 616,891	\$ 70,605	\$ 0	\$ 687,496

\*Highly leveraged projects earn higher rating)

<b>Fund Preference-</b> if any	STBG <input type="checkbox"/>	CMAQ <input checked="" type="checkbox"/>	If preference checked, please explain: This is a project to pa
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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](https://www.rvmop.org/images/asstd%20misc/ODOT_CMAQ_Guidelines_February2018.pdf))

Paving a gravel parking surface to reduce PM 2.5 and PM10.

## 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:

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).

N/A

**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

N/A

N/A



### 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.

During major Expo events this parking area is used to provide parking for ADA placarded vehicles. Paving this parking area will improve parking service to the disabled during these major events as currently event patrons are forced to negotiate a gravel parking lot in a wheelchair, walker or other assistance device.

Will project improve handicapped access?

Yes

#### Benefits Freight Movement

*Check appropriate:*

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

*Provide as appropriate:*

Truck ADT\_\_\_\_\_

Truck Idle Hrs/yr\_\_\_\_\_

Anticipated Truck Idle Reduction/yr\_\_\_\_\_

Truck VMT/yr\_\_\_\_\_

Anticipated Truck VMT Reduction/yr\_\_\_\_\_

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 OPTIONS**

[illegible]

**3.d) RESOURCE CONSERVATION**

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

Stormwater runoff will receive water quality treatment compliant with DEQ and RVSS MS-4 requirements.



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

Paving this parking area will reduce PM10 by an estimated 2.89 Kg/day and PM2.5 by an estimated 0.29 Kg/day. See attached printout from the NCHRP Calculator.

**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<sub>2</sub>)** 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:

The existing parking area is gravel, which requires regular preservation to maintain use. Paving the area will create a 20 year life.

**VMT Reduction:** (Explain how project will reduce travel) / (For Bike/Pedestrian Utilize Bike/Ped Look up Calculator)

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

The project is scalable such that a reduced project can be constructed should a lesser amount be awarded. This is not a transportation project, so it is not included in transportation plans.

**SUBMIT**



## 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** Alley A-48 Paving - Hamilton to Orange

**Mode:** ☒ Roadway ☐ Transit ☐ Bike/Ped ☐ Other

**Project Description:** (Include existing conditions, define need, and describe proposed project.)

**Add Photos/Map**

Pave the existing gravel alley which will reduce dust and provide air quality benefits by removing fine particulates.

Paving the alley will also provide a lower speed alternative for bikes since W 10th St, which is a major collector, doesn't have bike lanes. The alley connects to Hamilton St, which has bike lanes that connect to Washington School.

**Project Location Detail:** (as applicable)

Street(s) Name (or Nearest Street): Alley A-48 • Functional Class: N/A

Cross Streets, Termini: Hamilton and Orange Street Total Lineal Feet of Grant-Funded Improvement 1,025

**Is this project included in an existing plan?**



No



Yes

**N/A; Alleys are not included in the TSP**

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		\$	\$ 32.197	\$ 80.000	\$	\$ 112.197
Right-of- Way		\$	\$ 50.000	\$	\$	\$ 50.000
Construction		\$	\$ 237,527	\$	\$	\$ 237,527
Other		\$	\$	\$	\$	\$ 0
<b>Total</b>		\$ 0	\$ 319.723	\$ 80,000	\$ 0	\$ 399.723

\*Highly leveraged projects earn higher rating)

<b>Fund Preference-</b> if any CMAQ	STBG <input type="checkbox"/>	CMAQ <input checked="" type="checkbox"/>	If preference checked, please explain: Road dust mitigation.
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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.rvmmpo.org/images/asstd%20misc/ODOT\\_CMAQ\\_Guidelines\\_February2018.pdf](https://www.rvmmpo.org/images/asstd%20misc/ODOT_CMAQ_Guidelines_February2018.pdf))  
The guidelines list gravel street paving as an eligible project, which is exactly what this project is.

## 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: No crash history on an alley

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).  
Paving the alley will provide a lower speed alternative to W 10th St, which is a major collector and doesn't have bike lanes. The alley connects to Hamilton St, which has bike lanes that connect to

**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

☒
☒
☒

Paves a gravel alley so that it is more usable by bikes, pedestrians, and autos during all types of weather.

Pedestrians and bikes will be able to use it to connect to the Route 2 on Hamilton at the west end of the project

### 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.

The project will help reduce the cost of redevelopment, which will help to allow affordable housing to be built in this Title VI area that. About half of the properties on the alley are zoned for

Will project improve handicapped access?

No

#### 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:

Rogue Disposal uses the alley for trash pickup from the apartments at 920 W 11th St and paving will allow them to use it more effectively.

*(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

<b>Project Reduces Dependence on Motor Vehicles or Single-Occupant Vehicles.</b>  <i>(Utilize look-up calculator for Bicycle/Pedestrian Diversion Rate and enter answers to questions)</i>	Yes <input checked="" type="checkbox"/>	Explain: AADT = approximately 100  Vehicles Reduced (VR) = less than 1  Vehicle Miles Traveled Reduced (VMTR) = less than 1
<b>Project Supports Increased Transit, Bike, Pedestrian Mode Share</b>	Yes <input checked="" type="checkbox"/>	Explain: The alley can be used as a low speed alternate bike route to W 10th, which is a major collector without bike lanes and connects to Hamilton where there are north-south bike lanes.
<b>Project Is or Includes a Sidewalk or bicycle facility connecting activity center(s)</b> (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).	Yes <input checked="" type="checkbox"/>	Describe Improvement: The alley can be used as a low speed alternate bike route to W 10th, which is a major collector without bike lanes and connects to Hamilton where there are north-south bike lanes.  It also connects to bus stops for the Route 2 on Hamilton Street.  Total length is 1,025 feet.  Total Length: _____
<b>Level of Traffic Stress (Bicycle/Pedestrian): 1=low;4=high</b>  <b>What are the posted speed limits?</b>  <b>What is the number of travel lanes?</b>  <b>What is AADT?</b>	Yes <input checked="" type="checkbox"/>	(Please see handout entitled "Level of Traffic Stress" and refer to multi-modal analysis APMv2_Ch 14 on RVMPO's website)  20 mph, unmarked centerline, about 100 AADT  BLTS = 1

**3.d) RESOURCE CONSERVATION**

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

The project will use permeable asphalt paving to mitigate storm water runoff.

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

PM 10, PM 2.5 dust mitigation, and minor improvement to bike facilities

**Diesel Vehicle Project** (check one)

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

Project Description:

New Fuel Type: N/A

Number on-road vehicles covered or served: \_\_\_\_\_ vehicles

Annual mileage all project vehicles within RVMPO area: \_\_\_\_\_ miles/yr

**Greenhouse Gas Emission Reductions (CO<sub>2</sub>)** Yes

(Generally, project that reduces travel by combustion vehicle)

Explain:

N/A

**Emerging Technology** Yes

(Describe technology to be incorporated)

Explain:

N/A

**System Preservation** Yes

**Pavement Preservation** Yes

(How project extends the life of existing facility)

Explain:

Less reliance on 10th St

**VMT Reduction:** (Explain how project will reduce travel) / (For Bike/Pedestrian Utilize Bike/Ped Look up Calculator)

N/A

Estimate VMT Reduction N/A miles/yr.

**System Efficiency**

Yes ☒

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

Explain:

Alleys provide local access to residences. This alley helps preserve the capacity of W 10th St, a Major Collector, by providing alternate driveway access and thereby limiting the impact of driveways on W 10th St. +

**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

This project will help with redevelopment of properties that are zoned for multi-family in a low-income neighborhood by providing paved alley access. Developments would otherwise be required to pave the alley in order to redevelop which would increase the cost of development in a low-income area.

The project is overmatched at about 20%. +

**SUBMIT**





## 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.

<b>1. APPLICANT &amp; PROJECT INFORMATION - Fill out this part completely</b>			
<b>Applicant</b> (Must be RVMPO Member) City of Medford		<b>Partner</b> (if any)	
<b>Project Title</b> Stevens Street Improvement Project - Crater Lake Ave to Wabash			
<b>Mode:</b>	<input checked="" type="checkbox"/> Roadway	<input type="checkbox"/> Transit	<input checked="" type="checkbox"/> Bike/Ped <input type="checkbox"/> Other
<b>Project Description:</b> (Include existing conditions, define need, and describe proposed project.)		<b>Add Photos/Map</b>	
<p>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.</p>			
<b>Project Location Detail:</b> (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	
<b>Is this project included in an existing plan?</b>		<div style="border: 2px solid red; padding: 5px;"> <b>Transportation System Plan, Page #77, Project #615</b> </div>	
Plan Name, Page #, Project #:			
<b>Staff Contact</b>	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
<b>Total</b>		\$ 0	\$ 2,145,002	\$ 600,000	\$ 0	\$ 2,745,002

\*Highly leveraged projects earn higher rating)

<b>Fund Preference-</b> if any None. Project should qualify	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.rvmmpo.org/images/asstd%20misc/ODOT\\_CMAQ\\_Guidelines\\_February2018.pdf](https://www.rvmmpo.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

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☒

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 RVTB 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**

<b>Project Reduces Dependence on Motor Vehicles or Single-Occupant Vehicles.</b>  <i>(Utilize look-up calculator for Bicycle/Pedestrian Diversion Rate and enter answers to questions)</i>	Yes <input checked="" type="checkbox"/>	Explain: AADT = 2511  Vehicles Reduced (VR) = 12  Vehicle Miles Traveled Reduced (VMTR) = 30
<b>Project Supports Increased Transit, Bike, Pedestrian Mode Share</b>	Yes <input checked="" type="checkbox"/>	Explain: The project increases pedestrian and bicycle access from apartments and other housing to Crater Lake Ave, which carries RVTD bus route 60.
<b>Project Is or Includes a Sidewalk or bicycle facility connecting activity center(s)</b> (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).	Yes <input checked="" type="checkbox"/>	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.  Total Length: <u>3600 feet of new bike lanes and 3350</u>
<b>Level of Traffic Stress (Bicycle/Pedestrian): 1=low;4=high</b>  <b>What are the posted speed limits?</b>  <b>What is the number of travel lanes?</b>  <b>What is AADT?</b>	Yes <input checked="" type="checkbox"/>	(Please see handout entitled "Level of Traffic Stress" and refer to multi-modal analysis APMv2_Ch 14 on RVMPO's website)  25 mph, 1 lane per direction, 2511 AADT.  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.  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.

**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.

**Diesel Vehicle Project** (check one)

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

Project Description:

New Fuel Type: N/A

Number on-road vehicles covered or served: \_\_\_\_\_ vehicles

Annual mileage all project vehicles within RVMPO area: \_\_\_\_\_ miles/yr

**Greenhouse Gas Emission Reductions (CO<sub>2</sub>)** Yes

(Generally, project that reduces travel by combustion vehicle)

Explain:

N/A

**Emerging Technology** Yes

(Describe technology to be incorporated)

Explain:

N/A

**System Preservation** Yes

**Pavement Preservation** Yes

(How project extends the life of existing facility)

Explain:

By reducing VMT on Stevens, the pavement will last longer.  
 By reducing VMT on the system, the capacity of the system is preserved.

**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.

**System Efficiency**

Yes ☒

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

Explain:

By reducing VMT on the system, the capacity of the system is preserved.

**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**