Project Funding Application:

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

Federal Fiscal Years: 2025, 2026, 2027 **Applications due by: Friday, May 27, 2022**

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, 2024 (Federal Fiscal Year 2025), Oct. 1, 2025 (FFY 2026), and Oct. 1, 2026 (FFY 2027).

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, 2024 (FFY2025)** ◉ **Oct. 1, 2025 (FFY 2026)** ○ **Oct. 1, 2026 (FFY 2027)**

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.

Note 1: if the jurisdiction is applying for **CMAQ funds** (whether or not in conjunction with applying for STBG funds) the applicant will need to complete the separate CMAQ application.

Fund Exchange: Does the applicant intend to pursue fund exchange (STBG funds only)?

○ Yes ◉ No

Should State Fund Exchange be denied, does jurisdiction intend to pursue project under federal process and provide local match?

○ Yes ○ No

1. APPLICANT & PROJECT INFORMATION - Fill out this part completely

Applicant Jurisdiction (Must be RVMPO Member): City of Medford

Partner (if any):

Note: If partnering with another jurisdiction or agency this application must either be co-signed by someone from that jurisdiction or include a letter of support from that jurisdiction.

Project Name/Title: Delta Waters Rd - Waterford Ct to Colonial Ave

Project Type: ◉ Roadway ○ Bike/ped ○ Transit ○ Planning Phase

Project Description: (Include existing conditions, define need, and describe proposed project.)
Box 1

Delta Waters Rd is fully improved to Major Collector standards between Crater Lake Ave and Foothill Rd, except for approximately 600' between Nome Ct and McLoughlin Dr, and another 300' east of McLoughlin Dr. It includes continuous sidewalk and is striped with center turn lane and bike lanes west of Nome Ct. The sidewalks are discontinuous on the north side and there are no bike lanes or center turn lane east of Nome Ct. Abraham Lincoln Elementary school sits north of Delta Waters at McLoughlin Dr. The road needs approximately 900' of road widening and sidewalk on the north side between Nome Ct and Bedford Circle, sidewalk infill on the north side east of Bedford Circle, and restriping from Waterford Ct to Colonial Ave to complete the bike and pedestrian facilities on the roadway.

Project Location Detail: (as applicable) **– Add Photos/Map**

Street Name of Nearest Street: Delta Waters Rd

Functional Class: Major Collector

Cross Streets/Termini: Waterford Ct to Colonial Ave

Total Linear Feet of Grant-Funded Improvement: 3,900

The following 3 questions are NOT pass/fail but greater scrutiny will be given to those at are not answered in the affirmative:

Is this project consistent with the MPO's 2045 RTP? ◉ Yes ○ No

Is this project in the jurisdiction's TSP? ◉ Yes ○ No

Is this project in the RVMPO's Active Transportation Plan? (RVMPO only) ○ **Yes** ◉ **No**

Staff Contact for Jurisdiction: Karl MacNair

Phone Number & email: 541-774-2115, karl.macnair@cityofmedford.org

2. COST ESTIMATE & FUNDING REQUESTED

Total Estimated Project Cost: (attach draft Local Agency Technical Scope Sheet)						
		Federal Funds Requested				
Phase	**Year**	**STBG**	**CMAQ**	**Local Funds***	**Other**	**Total**
Project Develop.		$	$	$	$	$
Design/Eng.	FFY2025	$	$ 471082.50	$ 53917.50	$	$ 525000.00
Right-of-Way	FFY2026	$	$ 157027.50	$ 17972.50	$	$ 175000.00
Construction	FFY2027	$	$ 1166490.00	$ 133510.00	$	$ 1,300,000.00
Other		$	$	$	$	$
Total		$	$ 1794600.00	$ 205400.00	$	$ 2,000,000.00
*higher leveraged projects earn higher ratings						

Note: For CMAQ Applications you must complete the ODOT CMAQ Application Form!

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.

3.(a) MOBILITY

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

Project Location:

Street Name of Nearest Street: Delta Waters Rd

Cross Streets/Termini: Waterford Ct to Colonial Ave

Crash Data/History: There have been a total of 9 crashes in this segment of road in the 5-years from 2015-2019. There is no identifiable crash pattern.

How does the proposed project increase safety and/or address/mitigate the current safety concern? (Please see ARTS Crash Reduction Factor List on the RVMPO's website for examples of project types). **Box 2**

Installing bike lanes and sidewalks increases safety for bicycles and pedestrians.

Congestion Relief – Delay Reduction:

○ Improve Level of Service ● Reduce delay/idle time

How will the project reduce congestion and delay? (Include idle time estimate.) Note: measurable heavy-duty vehicle improvements should be entered in section 3.(b). **Box 3**

This project is not expected to have a measurable impact on congestion and delay but the center turn lane will reduce minor delays associated with left turns at the 42 driveways and 14 intersections along the project.

Promote Connectivity: ○ Roadway ◉ Bike/Ped ○ Transit

Does the project remove or mitigate a current barrier? Is the project part of a systemic approach? **Box 4**

This project mitigates existing bicycle and pedestrian barriers by filling in gaps in both sidewalks and bike lanes. It is part of the systemic approach of providing connected bicycle and pedestrian facilities throughout the City.

Applicant Provided AADT 6100 or Transit Boardings_____

3.(b) COMMUNITY VITALITY AND LIVABILITY

Traditionally underserved population benefit: Applicants should consult both the *Title VI & Environmental Justice Plans* as well as the *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. **Box 5**

Per the Title VI Plan, this segment of Delta Waters Rd is on the southern boundary of an area with 19.3% to 30% of the population living below the poverty level, on the northern boundary of 18.2% to 30% of senior population, and on the southern boundary of 20.3% to 30% minority population.

This project will serve all the underserved populations listed above.

Benefits freight movement - Check appropriate box.

○ Reduce Truck VMT ○ Reduce Truck Idle ○ Other (explain below)

Provide as appropriate:

Truck ADT**:** _____

Truck Idle hrs/yr: _____

Anticipated Truck Idle Reduction hrs/yr: _____

Anticipated Truck VMT Reduction/yr.: _____

Additional Information: **Box 6**

N/A - no significant impact

3.(c) TRANSPORTATION OPTIONS

Project reduces dependence on motor vehicles or single -occupant vehicles? ● Yes ○ No

(Utilize look-up calculator for bicycle/pedestrian diversion rate and enter answers to the following:

AADT = 6100

Vehicles reduced = 11

Vehicle Miles Traveled Reduced= 27

Project supports increased transit, bike, pedestrian mode share? Explain **Box 7**

This project is all about bike and pedestrian mode share. The roadway exists for cars. It will be widened to add bike facilities and sidewalks will be added where they don't exist.

Is this project in the RVMPO's adopted Active Transportation Plan? ○ **Yes** ◉ **No**

Does the project include a sidewalk or bicycle facility connecting activity center(s)?

Activity centers include 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.

Describe improvement: **Box 8**

Yes; the sidewalks and bike lanes will connect to McLoughlin Dr, which is the primary access to Abraham Lincoln Elementary School.

Level of Traffic Stress (Bike/ped) 1=low; 4=high

(Please see hand-out entitled "level of Traffic Stress" and refer to multi-modal analysis APMv2_Chpt 14 on RVMPO's website)

Posted Speed Limit on Roadway = 35 (20 during school)

Number of Travel Lanes = 2

Current AADT= 6100

3.(d) RESOURCE CONSERVATION

Environmental Mitigation: Describe conservation features to be incorporated (e.g. permeable surface, wetland protection, etc.) **Box 9**

N/A

Air Quality Benefits (in addition to those described elsewhere) **Box 10**

The open drainage ditches will be paved, with curb, gutter, and sidewalk added to the north side of the road which will help reduce the amount of dirt getting onto the road from the ditch area and then being released into the air by traffic.

Diesel Vehicle Project (check one):

- ◯ Diesel Retrofit
- ◯ Diesel Fuel Conversion
- ◯ Alternative Fueling Station
- ◯ Other (explain below)

Project Description (*include new fuel type, number of on-road vehicles covered or served, annual mileage of all impacted vehicles within RVMPO area*) **Box 11**

N/A

Greenhouse Gas Emission Reduction (CO2)? Explain **Box 12**

The increased use of walking and biking will replace some vehicle trips, thereby reducing CO2.

Emerging Technology? Explain **Box 13**

N/A

System and/or Pavement Preservation? (how does the project extends useful life of existing facility) Explain **Box 14**

N/A

VMT Reduction? (Explain how project will reduce travel/for bike-ped utilize bike/ped look-up calculator) Provide estimated VMT reduction in miles/year **Box 15**

The project is anticipated to reduce VMT by 27 miles/day for an average weekday, or approximately 7,000 miles/year by filling gaps in the existing bike and pedestrian networks.

System Efficiency? (*project expands capacity without major investment; improves function without increasing capacity*) Explain **Box 16**

A center turn lane will be added within the existing curb lines from Waterford Ct to Colonial Ave. This will improve the functionality of Delta Waters vehicles turning into the 42 driveways and 14 intersections along the project.

Project Lifespan: 20 yrs. Duration of PM10 & CO Benefit 20 yrs.

4. ADDITIONAL INFORMATIION Box 17

This project will improve transportation options to and around Abraham Lincoln Elementary School in north-east Medford. It will tie into the ODOT/City Foothill Rd project on the east end, creating continuous bike and pedestrian facilities that can be taken all the way to south-east Medford. Filling in these critical links will help make Medford a more bikable and walkable community for years to come.

ELECTRONIC SIGNATURE

Applicant: Karl MacNair Digitally signed by Karl MacNair Date: 2022.05.27 16:02:04 -07'00'

Partnering Jurisdiction (if any):