

Oregon Department of Transportation

Enhance Proposal Form

2018-2021 Statewide Transportation Improvement Program

August, 2015

ENHANCE PROPOSAL FORM**Introduction**

Updated August, 2015: The proposal form and guidance for both proposers and reviewers reflect the direction provided by the Transportation Commission as to the programming of funds for the STIP. Given the condition of the system, the majority of funds are going to preserving the existing system, including Fix-It funds for Transit, ADA ramps and to leverage funds to improve already planned Fix-It projects. The \$30 million Enhance program for years 2019-2021 is now for non-highway projects. A link to the staff memo to the OTC is provided which outlines the steps that the OTC took in order to reach their decisions.

<http://www.oregon.gov/ODOT/TD/STIP/Apply/OTCStaffReport.pdf>

As part of the OTC decision, \$30 million was allocated for Enhance Non-Highway. Those are the funds that will use this proposal and the related guidance documents. These projects may be on or off the state system, proposed projects will need to be consistent with state and local plans, and the proposers will be required to provide the matching funds. The \$30 million will be allocated to the Regions using the Region equity formula. So the changes to this document are to be clear that roadway modernization projects (pavement, bridge, or new road construction) are no longer eligible.

The agency is seeking input from its partners in the development of the Statewide Transportation Improvement Program (STIP). This input is being sought to help identify what projects are needed to move people and goods through the transportation system. This proposal form should not be completed until after the pre-proposal consultation with ODOT Region staff. Discussions with ODOT and any additional assistance the agency provides will be needed to successfully complete the proposal. Pre proposal consultation begins by providing responses to the Transportation Needs Statement (Item 2) and Project Description (Item 3) to ODOT Region staff. No additional work on the proposal form should be completed until after discussions with the appropriate ODOT Region staff. The information found in the websites below should be reviewed prior to discussion with ODOT staff.

ODOT will also complete this form for proposed Enhance projects on the state system identified by the agency as priorities. This allows for a complete list and consistent proposal information in the discussions with Area Commissions on Transportation.

For more information on the STIP as well as STIP and Enhance documents, see:

<http://www.oregon.gov/odot/td/stip/Pages/default.aspx>

Transportation Project Sponsors

1. Project Proposer

Complete the contact information for the organization applying for funds and the primary contact. The project proposer must be a public agency, such as a city, county, MPO, ODOT or other state or federal agency, tribe or special district (e.g. port or school district).

Organization Name: Jackson County	
Contact Person Name: Jenna Stanke Marmon	Title: Bike/Ped Program Manager
Street Address: 7520 Table Rock Rd	Phone: 541.941.6224
City, State, Zip: Central Point, OR 97502	
E-mail: stankejs@jacksoncounty.org	

2. Transportation Needs Statement (max 800 characters)

Provide a paragraph explaining the problem or transportation need the project will address and how the need was identified.

The Rogue River Greenway is a proposed 30-mile multi-use trail that will connect to the 20-mile Bear Creek Greenway and travel along the Rogue River through Gold Hill, Rogue River and Grants Pass, creating a 50-mile trail system connecting eight communities. Approximately 3.5-miles of a combination of multi-use path and on-street bike lanes currently exist through the City of Gold Hill west past Rock Point Bridge, and 4 miles of trail extend east through Valley of the Rogue State Park, leaving a 2.5-mile gap along North River Road. People traveling between Gold Hill and Valley of the Rogue/Rogue River on bike are forced to share a narrow road with high speed traffic and no facilities for walking and biking, which creates a barrier for all but the most confident.

3. Project Description (max 4000 characters)

Clearly describe the work to be funded and describe what will be built, any services that will be provided, what equipment will be purchased, or project planning or environmental document efforts that will be paid for with the Requested Funds, and how the project addresses the identified transportation need. Include whether Practical Design considerations have been applied to the proposed project. Identify if the project can be completed in phases, and how the project or phase will provide a complete, useful product or service. As part of the description, identify what modes your project will serve and if applicable how it benefits freight movement.

Either in the description or in discussions with ODOT staff, keep in mind the project attribute information and the cross modal criteria. That information is found in pages 9-11 of the Guide for Completing Enhance Proposal.

Jackson County, in partnership with the Rogue River Greenway Foundation and ODOT, is applying for funds to design and construct approximately 2.5 miles of separated multi-use pathway along the south side of North River Road. The 10' wide path will include a crossing of a non-fish-bearing (confirmed by ODFW) drainage and an at-grade railroad crossing adjacent to the roadway rail crossing (similar to the recently completed Twin Bridges crossing project). The path will be constructed using AASHTO and ODOT Bicycle & Pedestrian Design Guide guidelines, including being located 5' or more from the edge of the adjacent roadway when at all possible. Path surfacing material will be selected balancing best durability, lowest maintenance needs, costs,

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and user-preference. Most of the path will be constructed within existing right-of-way but it is anticipated that additional right-of-way will be needed in some areas.

Enormous progress has been made on the Rogue River Greenway in the last decade. Partners including the Oregon Parks & Recreation Department (OPRD), ODOT, the Rogue River Greenway Foundation, Jackson County, the cities of Grants Pass, Rogue River, and Gold Hill, have come together to plan, design and build several segments of the trail corridor. Much of the progress has been made in the area between Gold Hill and Rogue River, including the Depot Street Portal, which provides access from the City of Rogue River under the Depot Street Bridge, connecting the 4 miles of trail through Valley of the Rogue State Park. The path then travels under I-5 and along Twin Bridges Road to North River Road. To the east, two projects combine to create 1 mile of path from .3-miles west of Rock Point Bridge to Sardine Creek, including an underpass of the Rock Point Bridge and a bike/pedestrian bridge spanning Sardine Creek. On-street bike facilities take trail users down Main Street through the City of Gold Hill, eventually leading to a path connection through the Gold Hill Sports Park.

This project, when complete, will add 2.5 miles to that system, creating a 10-mile route from the Gold Hill Sports Park to the Depot Street Portal in the City of Rogue River.

The path connects to the Rogue Valley Commuter Line, transit service that connects Medford, Gold Hill and Grants Pass, providing rural residents a non-motorized connection to the larger regional hubs. The path also gets slower moving people riding bikes or walking out of the way of motor vehicle traffic on North River Road, increasing mobility and safety.

Jackson County, with the help of a \$47,000 match from the Rogue River Greenway Foundation, has secured \$403,000 for preliminary engineering and right-of-way acquisition for this project through the Oregon Bicycle and Pedestrian Program. The project proponents are using this opportunity to leverage the State funds for the Enhance project, and the Rogue River Greenway Foundation has committed another \$50,000 to increase the local match for this proposal.

The project is scalable to nearly any size, but a smaller project will not create a complete multi-modal connection.

Other options for a separated trail route have proved to be complicated requiring right-of-way acquisition from the railroad and private property owners who are not necessarily interested in selling the property. We feel this is the most cost-effective and constructible route.

4. Project Name (max 50 characters)

Rogue River Greenway: Rock Point to Twin Bridges

5. Project Estimate/Funding Share

This table will automatically fill in after entering data in question #14.

	Project Estimates	% of Project Estimates
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	Project Estimates	% of Project Estimates
Total Project Estimate	\$2,900,000.00	100%
Estimate Share of Project Not Eligible for Enhance	\$0.00	0%
Total Eligible Costs	\$2,900,000.00	100%
Estimated Funding Share from Sponsor(s) (10.27% Match Required)	\$500,000.00	17.24%
Enhance Funding Request	\$2,400,000.00	82.76%

6. Is this project a continuation of a previous Statewide Transportation Improvement Program (STIP) project or a project that was funded either through federal, state, or local transportation funds in the last 3 years?

☒ Yes ☐ No

If yes, describe the status of the previous project and include the key number of the existing STIP project, if known. (max 800 characters)

Funding for a readiness project including preliminary engineering and right-of-way has been secured through the ODOT Bicycle & Pedestrian Program. The project also builds upon a series of previous STIP projects including Sardine Creek to Del Rio and Valley of the Rogue.

7. Does this project extend, support, or enhance an existing or planned STIP project? For example, does it provide a more complete solution for an existing project or is it intended to work with another planned project, including a "Fix-It" STIP project or MPO programmed project?

☒ Yes ☐ No

If yes, describe the relationship of this proposed project to the other, including planned timing of both projects, and include the key number of the existing or planned STIP project, if known. (max 800 characters)

Funding for a readiness project including preliminary engineering and right-of-way has been secured through the ODOT Bicycle & Pedestrian Program.

8. Transportation Project Location - REQUIRED

City: Between Gold Hill & Rogue River	County: Jackson
MPO: Middle Rogue MPO	Special District: NA
ODOT Region: 3	

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Hwy/Road Beg. MP (Road):	North River Road- .3 miles east of Hwy 99/Rock Point Bridge	Hwy/Road End MP (Road):	North River Road @ Twin Bridges
Additional Project Location Detail:		Project ties into existing path segments at each location.	

Additional Project Location Detail: (include, as appropriate: road and milepost range, rail line and milepost range, GPS coordinates, bus route and stops, bike path or multipurpose trail locations, sidewalk locations, or other location detail).

9. Modal Attribute Information

Describe how the proposed project will help address connectivity and system benefits, safety and public health, and accessibility and mobility. For additional information on how to respond to these questions, please refer to the Guide for Completing Enhance Proposals (page 14-16), recognizing that all attributes may not be applicable.

Connectivity and System Benefits: (max 4000 characters)

This 2.5-mile path segment creates a safe, comfortable, family-friendly connection between Gold Hill and Rogue River as part of the 30-mile Rogue River Greenway, which will eventually connect to the Bear Creek Greenway, a designated Oregon Regional Trail, creating a 50-mile spine between Emigrant Lake south of Ashland to Grants Pass. The path parallels I5 and Hwy 99 and provides a non-motorized option for travel. The path also connects to the Rogue Valley Commuter Line, which provides transit service between Medford and Grants Pass (stopping in Gold Hill and Rogue River).

Safety and Public Health: (max 4000 characters)

The vision of the Rogue River and Bear Creek Greenways is to provide safe, comfortable, family-friendly places that attract all potential users. On high speed rural roadways, a separated path is the only solution that will meet that vision. The path will provide an option for people who don't feel safe sharing the roadway with motor vehicles to travel between Gold Hill and Rogue River, including visitors to Valley of the Rogue State Park, which has approximately 150 camp sites and 1.7 million annual visits and is one of the busiest parks in the state.

The Rogue River Greenway is a great example of a facility that is already contributing to the health and well-being of our residents and visitors. The trail is complete from the City of Rogue River through Valley of the Rogue State Park and the trail sees consistent use throughout the year. The trail is used heavily by visitors camping at the park who travel on the trail into Rogue River for a meal or to shop as well as by locals and visitors accessing the trail from Rogue River.

Accessibility and Mobility: (max 4000 characters)

The project will immediately make the connection complete between the cities of Gold Hill and Rogue River as well as connect the destinations of Valley of the Rogue State Park, Del Rio Vineyards, and Rock Point Cemetery. There is regional transit service (the Rogue Valley Commuter Line) between Medford, Gold Hill, Rogue River and Grants Pass. Rogue River and Gold Hill have many destinations including post offices, libraries, a Community Center, several medical clinics, schools and shopping. Currently, people who want

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to walk or bike but who do not feel safe sharing the roadway with vehicular traffic would not travel between Gold Hill and Valley of the Rogue State Park. This project eliminates that barrier and provides a regional connection. The path will meet ADA accessibility guidelines.

10. Cross Modal Criteria

Describe how the proposed project addresses the Cross Modal Criteria. For additional information on how to respond to these questions, please refer to the Guide for Completing Enhance Proposals (page 17-18), recognizing that all criteria may not be applicable.

Economic Development: (max 4000 characters)

People driving the 8 miles between the communities of Gold Hill and Rogue River spend \$4.72 per one-way trip (using AAA's costs to own and operate a sedan of \$.59/mile). Someone choosing to travel by bike instead of driving would save nearly \$10/round trip. The project also serves those who do not have a vehicle, providing multi-modal access where there currently is none.

Additionally, the trail brings visitors to the region and to the communities it connects, enhancing and encouraging economic development within those towns in this economically distressed area. The annual Ride the Rogue bike ride brings hundreds of people to the area annually, building on the bicycle tourism base for our region. A study through Travel Oregon found that bicycle tourism brings \$400 million annually to the State of Oregon, and also found that bicyclists spend an average of \$124 per trip than general tourists.

Social Benefits: (max 4000 characters)

Livability in the area will be improved through increased access to a regional trail system that connects multiple services as well as parks and natural areas. An increase in local interactions will assist in making these communities more self-sustaining and less dependent on larger metropolitan areas for commodities and services. Families will be able to utilize the Rogue River Greenway for recreation in ways that traditional roads cannot be utilized safely, providing opportunities for physical activity.

Evidence of community support can be seen in how far the trail has progressed in only a decade. The non-profit Rogue River Greenway Foundation continues to have community support and participation from around the region for its annual Ride the Rogue fundraiser.

Environmental Stewardship: (max 4000 characters)

The Rogue River Greenway highlights arguably the most important natural feature in our region, the Rogue River. The proposed path provides and protects access to some of the most beautiful parks and public properties in Jackson and Josephine Counties and also fosters the connection between our residents and visitors and the river.

The path provides a safe option to driving, which will reduce vehicle miles traveled.

Safety: (max 4000 characters)

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As traffic volumes of motor vehicles and bicyclists increase, conflicts between people driving cars and people biking are more likely to occur. A bicyclist or pedestrian hit by a vehicle traveling 45 mph has a very small chance of surviving. The path gets slower moving people riding bikes or walking out of the way of motor vehicle traffic using North River Road, increasing mobility and safety.

Project Readiness: (max 4000 characters)

All elements of the project will be designed taking AASHTO and Oregon Bicycle and Pedestrian guidelines into account. The project has had preliminary review by ODOT and consultant engineers, who developed the preliminary design and estimate. If we are successful in securing these funds, the project can be ready to go to construction early in the STIP cycle.

This project is a continuation of Jackson County's North River Road project, which had several homeowners affected by the project. This project will require driveway access crossings, but not as many as the previous project. Our staff will help with education and outreach for the neighbors.

Jackson County has proven our ability to deliver projects on time and within budget, including several trail projects in the last few years (7 Oaks to Upton, Bear Creek Greenway Reconstruction, the Highway 62 Connections, and the Pine to Upton projects). We're ready to tackle this project.

Leverage: (max 4000 characters)

The Rogue River Greenway project is an exercise in regional partnerships. We are all working together to make this project happen. Jackson County and OPRD have an IGA that designates responsibility for different facets of the project including long term maintenance. Through that agreement, OPRD is committed to long term maintenance on this proposed section of trail (as well as the entire segment between Valley of the Rogue State Park and Sardine Creek).

We have a one-shot opportunity to utilize state bicycle pedestrian funds for readiness to match this larger construction project. Construction of Bear Creek and Rogue River Greenway segments is typically accomplished using non-profit foundation dollars to match federal funds because there are very limited local public dollars available for these kinds of projects. Thus the reason it has taken so long to build the trail system we have today. This is a game-changing opportunity to build a long stretch of Rogue River Greenway that makes a complete connection and keep the momentum going for the larger effort to connect our communities. Recognizing this opportunity, the Rogue River Greenway Foundation has committed an additional \$50,000 to the project.

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11. How is the proposed project consistent with adopted plans?

(Plans may include, for example, transportation plans, mode plans such as bike/ped or transit plans, Statewide Transportation Strategy, economic development plans, comprehensive plans, corridor plans or facilities plans.)

Describe how the proposed project is consistent with adopted plans, why it is the right investment at this time, and how it meets the implementation objectives of the plan. List plans that include the project (with page numbers if possible or describe how the project meets the intent of the plan). (max 800 characters)

The Rogue River Greenway is included as a goal in the 2005 Jackson County Transportation System Plan (page 85). The project concept was just gaining momentum when the TSP was last adopted; and the County is currently in the process of updating the TSP and the sections addressing the Rogue River Greenway will be updated to reflect the construction and planning work that has been completed over the last decade. The Rogue River Greenway is also included in the Rogue Valley MPO's Regional Transportation Plan (pg 36,37).

12. How is the proposed project consistent with Major Improvement Policies including [Oregon Transportation Plan Strategy 1.1.4](#)?

Describe how the proposed project is consistent with OTP Strategy 1.1.4 and for highway projects, OHP Action 1G.1. If the project corresponds to a later priority in these strategies, describe how higher priority solutions have already been tried or why they are not applicable or appropriate to the location (max 400 characters).

The vision of the Rogue River Greenway project is to create a family-friendly transportation corridor for people walking and biking. Because of the traffic speeds and volumes on North River Road, a separated path is the only solution that will meet the vision.

13. Timetable and Readiness Information

Indicate anticipated timing for the following activities, as applicable. Provide a month and year, by activity.

Federal Fiscal Year Dates (phases must be within these time frames):

FFY19: October 2018 - September 2019

FFY20: October 2019 - September 2020

FFY21: October 2020 - September 2021

Anticipated or Actual Dates	Activity
FFY 19	Desired STIP Funding Month/Year - REQUIRED
NA	Planning
FFY 19	Preliminary engineering
FFY 19	Right-of-way

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Anticipated or Actual Dates	Activity
FFY 19	Utility Relocation
FFY 19	Construction Contract Award
FFY 20	Construction Complete
NA	Capital Equipment Purchase
NA	Operations/Service Purchase
	Other Major Milestone: <input type="text"/>
FFY 21	Project Completion/End of Activities funded through this proposal - REQUIRED

14. Estimated Project Costs

Describe the level of scoping performed to arrive at the estimated costs and was the estimate information provided below reviewed by ODOT. Are contingencies included and, if so, how much? Are there scoping and cost estimate documents available on request?

List estimated costs for the various activities listed below, as applicable to proposed project and should reflect the cost of the project being developed using federal funds. Enter numbers only into the Estimated Cost column - the values will be automatically formatted.

Activity	Estimated Cost	Total
Non-construction (e.g. demand management, equipment purchase)	<input type="text"/>	
<i>Subtotal</i>		\$0.00
Planning	<input type="text"/>	
Preliminary engineering	\$379,000.00	
Right-of-way	\$250,000.00	
Utility Relocation	\$2,000.00	
Construction / Implementation	\$1,639,000.00	
Contract Administration & Construction Engineering	\$380,000.00	
Railroad Crossing	\$250,000.00	
<input type="text"/>	<input type="text"/>	

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Activity	Estimated Cost	Total
<i>Subtotal</i>		\$2,900,000.00
Total Eligible Project Costs		\$2,900,000.00
Non-Eligible Costs (other project non-transportation expenditures, e.g. non-reimbursable utilities)		

Note: By submitting this proposal you are aware the project will be federalized and subject to federal requirements.

15. Match Contributions

List expected project participants and their contributions in the table below. Begin with the amount contributed by the Sponsor and include contributions from Project Co-Sponsor and other participants, if applicable. Sponsor and participant contributions must add to at least 10.27% of Total Transportation Project Costs. This is the amount of matching funds typically required for most federal funding programs. The specific amount of matching funds required for the proposed project may be more or less than 10.27%, depending on its funding eligibility. Specific match requirements will be determined during proposal review.

Note: The total project funds contribution must be at least: \$297,830.00

Participant Role	Participant Name	Project Funds Contribution
Sponsor - REQUIRED	Jackson County	
Co-Sponsor	Rogue River Greenway Foundation	\$97,000.00
Participant	ODOT Bicycle & Pedestrian Program	\$403,000.00
Participant	OPRD- long term maintenance	
Total		\$500,000.00

16. Maps and Plans

Note: Remember to upload any applicable maps and plans as **email attachments** when you submit your proposal. Do not embed maps/plans in this proposal form.

<input checked="" type="radio"/> Attached <input type="radio"/> Not Applicable	Vicinity map (may be inset on site map page) (8.5 x 11)
<input checked="" type="radio"/> Attached <input type="radio"/> Not Applicable	Site map/air photo (showing existing site) (8.5 x 11)
<input checked="" type="radio"/> Attached <input type="radio"/> Not Applicable	Site map (showing proposed construction area clearly marked) (8.5 x 11)

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<input checked="" type="radio"/> Attached <input type="radio"/> Not Applicable	Typical cross section drawings (showing proposed construction funded by the requested funds clearly marked) (8.5 x 11)
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17. Signature Authority Information

The Authorizing Authority(s) identified below approves this proposal on behalf of the project proposer. The Authorizing Authority should have the authority to approve the implementation of the project or certify that the implementation of the project has been approved, if applicable. This authority is required if the proposal is for a project not within ODOT Right of Way.

Authorizing Authority (name):

- **REQUIRED**

John Vial

Authorizing Authority (title):

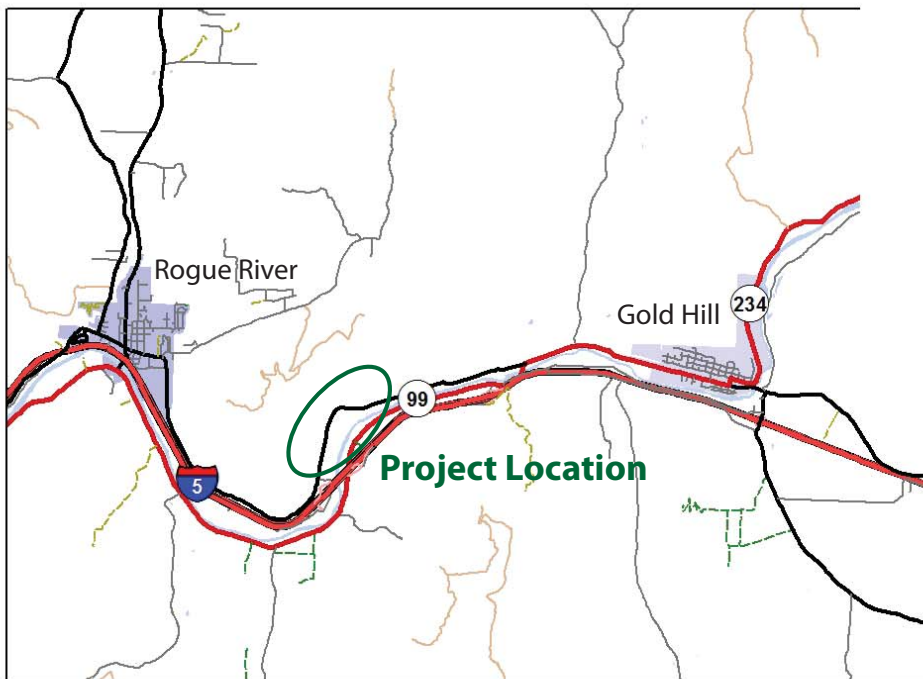
- **REQUIRED**

Roads & Parks Director

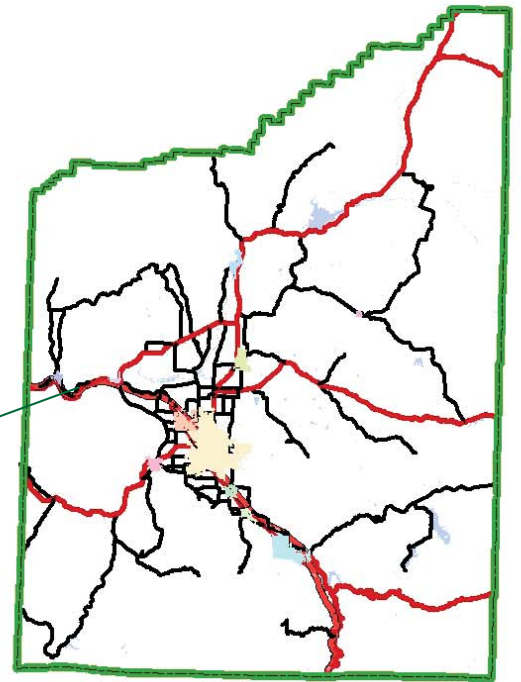
☒ Electronic transmittal was approved by the identified authorizing individual. No signature needed if checked.

Date: Nov 20, 2015

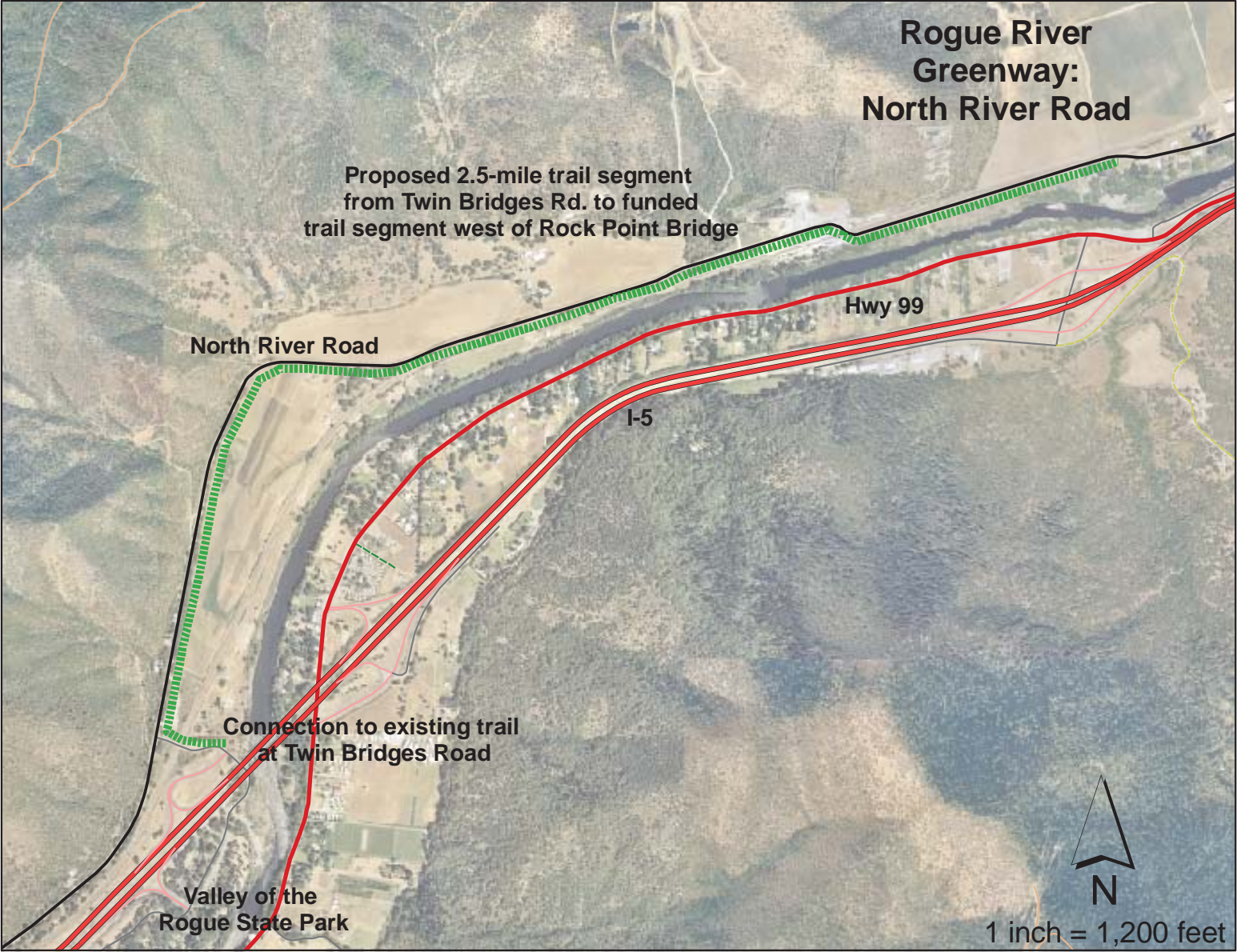
Rogue River Greenway: North River Road Readiness Vicinity Maps



Project Location



Jackson County



Attachment #3A
(Agenda Item 4)

