



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 Grants Pass

Partner (if any): Josephine County Public Works and JoCo Transit

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: Lincoln Road Multi-Modal and Transit Enhancements

Project Type: Roadway Bike/ped Transit Planning Phase

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

Box 1

Lincoln Road is a critical north-south aligned road on the western side of the city of Grants Pass. Lincoln lies near the current Urban Growth boundary and serves an incredibly wide range of public and private interests. Lincoln has long been targeted as a critical connection to complete a 'loop' for western Grants Pass -the downtown core > G Street > Lincoln > Bridge Street. These streets all see daily traffic counts regularly above 5,000 vehicles.

Lincoln provides direct access to Grants Pass' most heavily utilized park - Reinhart Volunteer Park (All-Sports Park). Facilities located on Reinhart's 50+ acres include - softball and soccer fields, tennis courts, fishing ponds, hiking trails and a large playground area. Reinhart regularly hosts softball/soccer leagues and tournaments, Babe Ruth and Legion baseball games, community walk/run/bike events and fishing derbys. Reinhart also provides community access to a quarter mile of Rogue River frontage and the Grants Pass pedestrian bridge to Tussing Park.

Lincoln Road is one of two primary roads utilized to access Parkside Elementary School. Lincoln also serves as the access to Lower River Road and a number of Rogue River attractions including numerous boat ramps, parks and farms. Lastly Lincoln sees significant traffic of all modes from two active adult community developments, Westlake Village and Rogue Lea Estates, immediately to the south.

Lincoln Road was an Oregon Department of Transportation (ODOT) facility until a recent jurisdictional exchange with Josephine County. As such, it remains in it's historical condition as a narrow 'country' road - 11' travel lanes, minimal recovery area and no multi-modal or ADA facilities. Pedestrian access is extremely difficult, and there are no designed bike/ped areas. The current narrow width also largely precludes operations by Josephine County Transit (JCT) with no bus pull-out areas.

The proposed project would upgrade Lincoln Road to Grants Pass City arterial standard of 11' travel lanes, a 12' center turn lane, two 6' bike lanes, 7.5' landscape buffer strips and 6' sidewalks. By upgrading Lincoln, and with planned minor sidewalk infill by JCPW on G Street, the aforementioned 'loop' of G Street - Lincoln - Bridge to full bike/ped facilities would be completed. Between Reinhart Park, Parkside School and the other mentioned points of interest above, Lincoln would very quickly become the most-used bike/ped facility in western Grants Pass. And by widening lanes, the road itself could be made safer for vehicular traffic and accommodate robust transit facilities.

This project is also listed as Project #2 in the City of Grants Pass' 2020 Transportation System Plan and resides on the Tier 1 fiscally constrained list. This arterial street will eventually be heavily utilized when the 4th Bridge is constructed between Allen Creek Road and Lincoln Road. When the 4th Bridge is constructed, the intersections along Lincoln Road will be investigated to determine if the intersections need to be signalized.

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

Street Name of Nearest Street: Lincoln Road

Functional Class: Minor Urban Arterial

Cross Streets/Termini: G Street - Upper River Road on north end, Bridge Street on south end.

Total Linear Feet of Grant-Funded Improvement: 2,000'

The following 3 questions are NOT pass/fail but greater scrutiny will be given to those that 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: Wade Elliott

Phone Number & email: (541)450-6114 welliott@grantspassoregon.gov

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.	2025	\$ 362,040	\$	\$ 250,000	\$	\$ 1,112,040
Design/Eng.	2025	\$ 500,000	\$	\$ 250,000	\$	\$ 750,000
Right-of-Way	2026	\$ 876,918	\$	\$ 250,000	\$ 688,082	\$ 1,815,000
Construction	2027	\$ 876,918	\$	\$ 1,000,000	\$ 3,027,950	\$ 4,904,868
Other		\$	\$	\$	\$	\$
Total		\$	\$	\$	\$	\$ 8,581,908

*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: G Street (north); Bridge Street (south)

Cross Streets/Termini: _____

Crash Data/History: Using 2017~2020 data from ODOT website - 5 crashes, 4 involved property damage only, 1 crash with injury (2020)

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**

H38 - Widening rural lanes by over 1'.
H40 - Flatten crest vertical curve
I10 - Increases triangle sight distances on both intersection ends.
I12 - Improves intersection warnings - Stop Ahead signage and pavement markings
I1, BP2 - Install street lighting for better visibility
BP18 - Install bike lanes

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**

The project will have some limited effects on reducing congestion/delays. Intersection sight-line improvements should help drivers identify cross-traffic breaks more easily. Creation of dedicated bike/ped facilities will also help flow of traffic, by reducing the mixing of modes in the vehicle travel lanes. Addition of the ability to relocate an existing transit route to Lincoln and of a residential street will result in more efficient operations, increase ridership and result in removing additional vehicles from the road, further improving congestion in the area.

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

Yes. As discussed in project narrative above in Box 1, this project would provide robust, ADA-compliant bike/ped connectivity to in-place facilities on Bridge Street, G Street and connectivity to Reinhart Park. It is part of a systemic approach, as Josephine County will also be completing sidewalk infill on G Street. This will finalize a bike/ped 'loop' all the way back into the Grants Pass urban core, on both G Street and Bridge Street.

The project will facilitate a western extension of an existing transit route. This will allow the route to be moved off a residential connection to a larger arterial street. Transit operating within residential areas, rather than along the edges, is generally less productive, less visible to the public and slower in nature than routes that operate on larger thoroughfares. The provision of sidewalks along Lincoln is the contributing factor to allow the route to move further west as needed.

Applicant Provided AADT 4,867 AADT - 2019 or Transit Boardings 15.2 day along this roadway M-F

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**

The road investment, specifically the addition of sidewalks allows for the existing transit route to be extended further west. This area of Grants Pass has the highest population distribution of elderly, disabled, low income and car free households in the City. This area has specifically been identified as of high transit priority for service improvements as identified for funding in Transit Master Plan and associated federal Title VI assessments.

The extension of the route moves it off of a residential street to an established arterial with better connections to existing high density housing, proposed low income housing as well as provides for a more visible transit presence in an area of growing demand.

Benefits freight movement - Check appropriate box.

Reduce Truck VMT Reduce Truck Idle Other (explain below)

Provide as appropriate:

Truck ADT: 500/day (10.4% total) - 2019 count

Truck Idle hrs/yr: _____

Anticipated Truck Idle Reduction hrs/yr: _____

Anticipated Truck VMT Reduction/yr.: _____

Additional Information: **Box 6**

By increasing lane width on Lincoln Road, over-size loads (width) will be able to better/easier navigate this route. Doing so, will provide them with a route that does not involve travelling into downtown Grants Pass. There is likely a nominal savings in VMT, but it is likely de minimis.

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 = 4517

Vehicles reduced = 22.13

Vehicle Miles Traveled Reduced = 88.53

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

This project will strongly support all three modes - transit, bike and pedestrian. By installing a dedicated bike lane and buffered sidewalks on Lincoln Road, the last critical link of bike/ped facilities on the western Grants Pass Loop will be completed. G Street on the northern terminus of project, and Bridge Street on the southern end, are both already huge bicycle/pedestrian attractions. Reinhart Park and Parkside Elementary School are both 'tent pole' draws for large numbers of users from the surrounding neighborhoods.

Josephine County Transit (JCT) operations will also greatly enhanced by the extra width on Lincoln Road. The current road profile has virtually no shoulder or protected area outside the fogline. That combined with lack of a safe refuge for passengers waiting for bus service at a stop and lack of sidewalk connectivity is why the roadway currently can't support a transit route, which is currently operating 5 blocks to the east.

Additionally, ADA navigation is nearly impossible, as mobility devices would have to be partially/entirely in the existing travel lane while waiting at a bus stop. These current conditions make ADA compliance for transit impossible. Therefore the existing route currently operates through a residential neighborhood. The two closest stops (Bridge/Leonard, G Street/Leonard) combined provide for 21% of the route boardings. Which indicates a higher demand for service further to the west. The existing stops act as collector stops at the western edge of the existing route. They are also two stops with the highest use of the bike rack, which further supports

A-5 this assumption.

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. This project will include sidewalk infill on both sides of Lincoln Road. A selection of the currently identified activity centers includes, but is not limited to - Parkside Elementary School (GP School District #7), Reinhart Volunteer Park (soccer and softball fields, tennis courts, fishing ponds, river access, etc.), Church of Christ, Chapel of the Valley, Dollar General Store, Lincoln Road Veterinary Clinic and Ashley Manor Senior Living.

This sidewalk infill provides the ability for the existing transit service to be extended further west into areas that have been identified as high priority for transit service. The lack of existing sidewalks, safe passenger support and narrowness of roadway are all factors preventing a transit route from operating along Lincoln.

Public transit operating along Lincoln will greatly improve access to necessary life functions by populations that have to currently travel further than traditional transit capture zones to reach the closest route.

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 = 35mph

Number of Travel Lanes = 2

Current AADT= 4,867 - 2019 count

3.(d) RESOURCE CONSERVATION

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

Lincoln Road is partially bordered by identified wetlands and sees poor stormwater drainage. Wetland mitigation will be required as part of this project, although the roadway footprint will be kept to a minimum to reduce impacts.

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

This project is projected to reduce trips by 22 which will reduce greenhouse gas emissions. Additionally, we believe that continuous bicycle routes along G Street and Bridge Street will create more multimodal trips to the area attractions than the worksheet predicts.

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**

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

Beyond the reductions in traffic discussed above. It should be noted that JCT is increasingly relying on fully-electric bus service within the 'urban' Grants Pass area. Additional ridership is taking more cars off the road, and replacing that greenhouse gas-based travel with a zero-emission alternative. Overall, the project will improve the visibility of transit and allow for a route extension into an area of high priority for service improvements.

Emerging Technology? Explain **Box 13**

See 12 above.

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

By rebuilding Lincoln Road to full City standards, including road base, the resultant structure will be far more durable than the existing roadway. Lincoln Road would be evaluated for less-impactful treatments (chip or slurry seal) in the future.

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**

As noted above, this project will provide for easier bike/ped accomodation, additional JCTroute being extended will encourage more ridership, and have at least a nominal effect on reducing over-size vehicle trips into the Grants Pass urban core. Estimated annual VMT reduction - 88.5 VMTR x 365 days = 32,300 miles.

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

The proposed Lincoln Road enhancements will be built to Arterial standards and include additional turn lanes at each end of the project. The turn lanes will result in lower idling time and a more efficient system. The greater width and multi-modal accommodation will absolutely improve Lincoln's functionality without increasing number of vehicle lanes.

Project Lifespan: 30 yrs. Duration of PM10 & CO Benefit _____ yrs.

4. ADDITIONAL INFORMATION Box 17

ELECTRONIC SIGNATURE

Applicant: Wade Elliott, City of Grants Pass

Wade M. Elliott (5/27/22)

Partnering Jurisdiction (if any): Scott Chancey, Transit Manger Josephine County

Rob Brandes, Josephine County Public Works