



# Project Funding Application

Congestion Mitigation & Air Quality (CMAQ)

Federal Fiscal Years: 2027, 2028, 2029 & 2030

Applications due by Friday, May 30, 2025

## Eligibility

This application is to be used to apply for MRMPO CMAQ funds. MRMPO will attempt to establish eligibility prior to funding consideration by the Policy Committee. Final eligibility determinations for CMAQ funds will be made by Federal Highway Administration. Please refer to the instructions for details about information required below.

## Project Readiness

Federal funds to be awarded to projects through this solicitation will be available Oct. 1, 2026 (Federal Fiscal Year 2027), Oct. 1, 2027 (Federal Fiscal Year 2028), Oct. 1, 2028 (FFY 2029), and Oct. 1, 2029 (FFY 2030).

This project will be ready to start, with funds available for match (generally 10.27 %) and additional funds necessary to complete project/phase, in:

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Oct. 1, 2026 (FFY 2027)

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Oct. 1, 2027 (FFY 2028)

☐

Oct. 1, 2028 (FFY 2029)

☐

Oct. 1, 2029 (FFY 2030)

## 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:** if the jurisdiction is applying for CMAQ funds the applicant will need to complete the separate ODOT CMAQ application.

## 1. Applicant & Project Information

Fill out completely

**Project Name/Title** Lincoln Road Multi-Modal and Transit Enhancements

**Applicant Jurisdiction:** City of Grants Pass

**Partner (if any):** Josephine County and JoCo Transit

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 Type:** ☐ Roadway ☒ Bike/Ped ☐ Transit ☐ Planning

### 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 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 > 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 derbies. 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 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 'county' road- 11' travel lanes, minimal recovery area and no multimodal facilities. Pedestrian access is extremely difficult and there are no designated bike/ped areas. The current narrow width also largely precludes operation by Josephine County Transit (JCT) with no bus pullout area. The proposed project would upgrade Lincoln Road to arterial standards including 11' travel lanes, a center turn lane, two 6' bike lanes, 7.5' buffer strips and 6' sidewalks. By upgrading Lincoln the aforementioned 'loop' of G Street - Lincoln - Bridge to full bike/ped facilities would be completed. Between Reinhart Park, Parkside School and the other points of interest

### Project Location Detail (Include Maps & Photos)

Street Name of Nearest Street: Lincoln Road

Functional Class: Minor Urban Arterial

Cross Streets/Termini: Bridge Street to G Street

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

## 2. Cost Estimate & Funding Requested

The following 4 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 2049 RTP?



Yes



No

Is this project in the jurisdiction's TSP?



Yes



No

Is this project in the jurisdiction's fiscally-constrained project list?



Yes



No

Is this project in an ODOT facility plan?



Yes



No

Staff Contact for

Wade Elliott- 541-450-6114

Jurisdiction

City of Grants Pass

### Total Estimated Project Cost

(Attach draft Local Agency Technical Scope Sheet)

		Federal Funds Requested				
Phase	Year	Gas Tax	CMAQ	Local Funds*	Other	Total
Planning	2026	\$	\$450,016	\$299,984	\$362,040	\$1,112,040
Design/Eng.	2026	\$	\$450,016	\$250,000	\$500,000	\$1,200,016
Right-of-Way	2027	\$238,066	\$900,032	\$250,000	\$876,918	\$2,265,016
Utilities		\$2,127,918	\$1,350,048	\$100,000	\$876,918	\$4,454,884
Construction		\$	\$	\$	\$	\$
Other		\$	\$	\$	\$	\$
Total		\$2,365,984	\$3,150,112	\$899,984	\$2,615,876	\$9,031,956

\*Higher leveraged projects earn higher ratings

### 3. Project Evaluation Criteria

Complete all sections applicable to project

Applications will be scored according to how well the project fulfills MRMPO 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.

#### 3a. 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 for last 10 years:

Using 2017-2020 data from ODOT- 5 crashes, 4 involved r

How does the proposed project increase safety and/or address/mitigate the current safety concern? (Please see ARTS Crash Reduction Factor List on the MRMPO website for examples).

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 3b.

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 the flow of traffic by reducing the mix 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.



### 3. Project Evaluation Criteria

Complete all sections applicable to 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

Yes. As discussed in the 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

Applicant Provided AADT

or Transit Boardings

### 3b. Community Vitality and Livability

#### Traditionally Underserved Population Benefit

Applicants should consult the Title VI & Environmental Justice Plan. 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 a high transit priority for service improvements as identified for funding in the Transit Master Plan and associated Title VI assessments.

The extension of the route moves it off of a residential street to an established arterial with

#### Benefits Freight Movement

☐

Reduce Truck VMT

☐

Reduce Truck Idle

☒

Other (explain below)

Truck ADT: 500/day (10.4 % total) 201

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-sized 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. Project Evaluation Criteria

Complete all sections applicable to project

#### 3c. Transportation Options

##### Project Reduces Dependence on Single-Occupant Vehicles?



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

AADT: 4517

Vehicles reduced: 22.13

VMT Reduced: 88.53

Does the project support increased transit, bike, and/or 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 complete. G Street on the northern terminus of the 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 be greatly enhanced by the extra width of Lincoln Road. The current road profile has virtually no shoulder or protected areas outside of

##### Does the project include a sidewalk or bicycle facility connecting key destinations? Describe.

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.

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 and pickleball courts, fishing pond, 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 a high priority for transit service. The lack of existing sidewalks, safe passenger support and narrowness of roadway are all factors preventing a

##### Level of Traffic Stress (Optional)

See hand-out “Level of Traffic Stress” and multi-modal analysis APMv2\_Chpt 14 on the MRMPO website.

Posted Speed Limit of Roadway: 35mph

Number of Travel Lanes: 2

Current AADT: 4,867- 2019 count

### 3d. 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. Additionally, portions of the proposed project are within the floodplain and mitigation may be required.

#### Air Quality Benefits

In addition to those described elsewhere

Box 10

The 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.

#### Greenhouse Gas Emission Reduction

Does project support efficient urban form (downtowns and activity centers, compact and mixed-use development, transportation options), reduce combustion vehicle use, or shift to lower-carbon fuel?

Box 11

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 the 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.

### 3. Project Evaluation Criteria

Complete all sections applicable to project

#### 3d. Resource Conservation, continued

##### Emerging Technology

Does project introduce technology new to the MRMPO? Explain.

Box 12

See Box 11 above.

##### System/Pavement Preservation

Does the project extend the useful life of existing facility? Explain.

Box 13

By rebuilding Lincoln Road to full City standards, including road base, the resulting 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

Use the NCHRP Calculator to estimate how project will reduce VMT and divert trips towards bicycle and pedestrian modes.

Box 14

As noted above, this project will provide for easier bike/ped accommodation, additional JCT routes being extended will encourage more ridership and have at least a nominal effect of reducing over-served vehicle trips into the Grants Pass urban core. Estimated annual VMT

##### System Efficiency

Does project expands capacity without major investment or improve function without increasing capacity? Explain.

Box 15

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 multimodal accommodation will absolutely improve Lincoln's functionality without increasing the number of vehicle lanes.



#### 4. Additional Information

Box 17

In the funding area above, the project has already recieved STBG dollars through the MRMPO. These funds are shown in the 'Other' category. In the same area, Local Funds represents City of Grants Pass' Gas Tax contributions which is a portion of their share of the State Highway Fund. The 'other' category represents unidentified funding still required to fully fund the project.

#### Electronic Signature

Applicant:

*Wade M. Elliott - City of Grants Pass*

Partner Jurisdiction (if any):

Scott Chancey- Transit Manager JCT and Neil Burgess JoCo PW

