

2022 Transportation Growth Management Grant Application

Instructions

Be sure to download and review the [2022 Application Packet](#) and [2022 Application Instructions](#) before filling out this grant application.

You can save your progress and revisit this form at any time by clicking the "Save" button at the bottom of the page.

Applications must be received by July 28, 2022 at 11:59 p.m. (PDT)

Applicant information

Instructions: Complete this information for the applicant. Provide both a designated contact and an authorized representative (if different than the designated contact) for your entity.

Primary applicant jurisdiction

City of Grants Pass

Mailing address

101 NW A Street, Grants Pass, Oregon 97526

Website

<https://www.grantspassoregon.gov>

Contact person name

Susan Clark

Contact person title

Grants Specialist

Contact phone

(541) 450-6015

Contact email

sgclark@grantspassoregon.gov

Would you like to receive TGM news and updates?

I am already subscribed

Authorized representative name, if different from the applicant contact

Wade Elliott

Authorized representative title

Assistant Public Works Director

Phone
(541) 450-6114

Email
welliott@grantspassoregon.gov

List other participating local jurisdictions (if any)

| Participating local jurisdiction | Providing match? |
|-------------------------------------|------------------|
| Oregon Department of Transportation | No |

Project name and location

Project title
Grants Pass 6th and 7th Street Multimodal Corridor Study

Project area: Using either of the two fields below, attach a map of the project area or describe the area your project is located in.

Option 1: Project area map
6th and 7th Street Site Map BLTS
TransportationDisadvantaged.pdf

Option 2: Project area description
The project study area is the 6th and 7th Street Corridor (US 99) from Interstate 5, Exit 58 southerly to the 'South Y'. The 'South Y' is the local term for the intersection of US 99, Highway 238 and US 199. The project area will also include adjacent streets under the City of Grants Pass jurisdiction from 4th Street to 9th Street along the corridor alignment.

ODOT region (1-5)
Region 3

[ODOT Region Map](#)

Type of grant
Category 1: Transportation System Planning

Summary description of project
This project addresses a clear need for safe alternative modes of travel along the major north/south corridors of 6th and 7th Street. The corridor study will identify ways that a safe multimodal facility can be implemented while providing access to the downtown core area. The corridor study will identify ways that bike lanes can be installed on 6th and 7th Street, while also identifying acceptable parallel routes that may provide easier implementation. Adding and improving pedestrian and bicycle infrastructure will bring more visitors to the downtown, enhancing economic vitality and making the area a more vibrant, livable place to gather and shop.

Project cost table

| | | | |
|-----------------------------|---|--|--|
| TGM funds requested | Consultant \$200,000.00 | Local reimbursement | Total TGM funds requested \$200,000.00 |
| Local match | | | Minimum Match (Calculated) \$27,272.73 |
| Match to be provided | Labor, supplies and services during project \$27,272.73 | Payment when Intergovernmental Agreement is signed \$27,272.73 | |

Certifications

Certifications

This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions

Certifications checkbox

By checking this box, I certify that my organization listed above supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for Transportation and Growth Management funds. I further certify that matching funds are available or will be available for the proposed project.

Eligibility requirements

Applications are reviewed on a pass/fail basis on each of the following three requirements.

Applications found to not meet each of these requirements will not be scored against the award criteria and will not be awarded a grant.

1. Clear transportation relationship

A proposed project must have a clear transportation relationship and produce transportation benefits. A project must entail analysis, evaluation and selection of alternatives, development of implementation actions, and public involvement that results in a long range transportation plan, land use plan, or other product that addresses a transportation problem, need, opportunity, or issue of local or regional importance.

Certification: Clear transportation relationship

By checking this box, I certify that the project meets this eligibility criterion.

2. Adoption of products to meet project objectives

A proposed project must include preparation of an adoption-ready product or products that lead to a local policy decision and that directly address the project objectives, such as a transportation system plan, comprehensive plan amendment, land use plan, code amendment, implementation program, or intergovernmental agreement. Projects are expected to include adoption hearings (or equivalent) by the governing body or to prepare products which will be adopted as part of a larger project.

Certification: Adoption of products to meet project objectives

By checking this box, I certify that the project meets this eligibility criterion.

3. Support of local officials

A proposed project must clearly demonstrate that local officials, both the primary applicant and any co-applicants, understand the purpose of the grant application and support the project objectives. A resolution of support, meeting minutes, or authorized letter from the governing body of all applicants (e.g. City Council, Board of Commissioners, or Transit Board) must be submitted with the application to meet this requirement.

Upload your resolution, minutes or authorized letter from governing body of applying jurisdiction(s) here:

Resolution 22-7227 Growth Mgmt grant.pdf

Award criteria

Criterion 1: Proposed project addresses a need and supports TGM objectives (up to 40 points)

The project clearly and effectively addresses a local or regional transportation or transportation-related land use issue, problem, need, or opportunity and will achieve one or more of the TGM objectives.

Response instructions are on page 8 of the 2022 Application Instructions.

Explain how your proposed project addresses a need and supports TGM objectives

A shift from vehicular traffic can the grow the economy while reducing the need for additional vehicle parking infrastructure and provide a transition to greener alternative modes of travel.

The Grant Pass' city center is located on 6th and 7th streets about 1.8 miles south of Interstate 5, exit 58, and 1 mile north of the intersection of US 99, Highway 238 and US 199, locally known as the South Y. Both the North and South end of the corridor leading to the city center produce high volumes of traffic. Additionally, when traveling from the southern end of the corridor there are bridges on 6th and 7th that must be crossed. Conditions for traveling on the bridges and the South Y are not suitable for all riders given the traffic and road conditions. The streets are narrow making it challenging for larger passenger trucks to drive alongside typical sized vehicles. This causes the current bike lanes, that are partially in the curb and gutter, to be unattractive to cyclists. Additionally, sections of 6th Street do not have bike lanes in the city center. Both 6th and 7th Street are under ODOT's jurisdiction and Region 3 officials are aware of

and support this application (See Map 1).

When updating our Transportation System Plan to 2040 we classified the Bicycle Levels of Traffic Stress (BLTS) along this corridor. The BLTS are high in the central portion of the corridor to the South Y on 6th Street and portions of 7th Street near the South Y and leading to the central corridor (See Map 2). We lack the funds to conduct this overdue multimodal corridor study and provide transportation choices that better connect residents and businesses.

Additionally, there are residential properties and small business adjacent to the city center and at the ends and beside the entire corridor. The residents in the central part of the corridor and to the northern and eastern sides of the corridor live in a HUD designated Qualified Census Tract (QCT) for Low Income Housing Tax credits. Five of the six Grants Pass census tracts are designated as Historically Disadvantaged Communities by the US Department of Transportation and all six tracts have a social vulnerability index (SVI) of at least moderate to very high. The corridor bisects parts of four of the six of census tract and terminates at a fifth census tract. As such, there is potential for this project to positively impact large swaths of our population. This is especially relevant to those who live in poverty, historically disadvantaged communities or areas that rate moderate to high on the SVI (See Map 3). Furthermore, the multimodal study would enable us to begin address the following TGM goals.

Provide Transportation Choices: This project creates opportunities to commute through Grants Pass or accessing our vibrant downtown via biking and walking. This project's sole purpose is to create equitable opportunities to alternative modes of travel. New street designs would provide routes that allowed bicyclist of all ages and skills levels to feel safe coming to and cruising through the downtown area.

Create Communities: The city would like a downtown brimming with life with people of all ages accessing it without conflict or fear of accidents. Multi-modal access to the downtown core will help more people take advantage of the shops, restaurants, and other business.

Support Economic Vitality and Growth: Grants Pass sports a vibrant historic downtown district that has been built around the car. The area has started to struggle with the effects of congestion and a lack of parking at prime times around the lunch hour and early evening yet has been resistant to alternative modes of transportation as an economic driver. This project will promote active transportation options such as bicycling and walking.

Save Public and Private Costs: The downtown business owners and the city have been grappling with a perceived and real parking space shortages in the downtown area. The city has been looking at areas to create more public parking to combat this concern. The 2018 parking study found that overall, the downtown area does not lack parking by official capacity standards of 85 percent occupied spaces. However, when we focus on specific segments like the downtown core area on and near G street and 6th and 7th exceeds the 85 percent capacity routinely and many of the neighboring parking lots as well especially during the lunch and evening hours. Parking on G Street has been further reduced since COVID 19 with the introduction of parklets on the entire south side of the street in 2021. This project will create a multimodal framework that can bring more people to the downtown while delaying or eliminating the perceived, and in some areas the actual need for more public parking.

Promote Environmental Stewardship: The city is taking steps to reduce greenhouse gas emissions and recently created a sustainability task force. This project will help shift the focus from cars to bicycles in the heart of our city and reduce miles travelled in the corridor thereby reducing environmental and health-related issues.

Criterion 2: Proposed project is timely and urgent (up to 25 points)

The application demonstrates timeliness and urgency. The project is needed now to:

- address pressing local transportation and land use issues
- make amendments to local plans or regulations necessitated by changes in federal regulations, state requirements or regional plans
- make amendments to local plans or regulations necessitated by changes that were not anticipated in previous plans, including growth or lack of growth, changes in land-use patterns or changes in available funding
- build on, complement or take a necessary step toward completing or implementing other high priority community initiatives, including Governor's Regional Solutions Team priority
- resolve transportation or land use-related issues affecting the project readiness of local, regional or state transportation projects for which funding is expected to be obligated within the near future

Response instructions are on page 10 of the 2022 Application Instructions.

Explain how your proposed project is timely and urgent

There have been several pedestrian and bike accidents involving vehicles, specifically in the downtown core area. This project is needed to provide safe alternative modes of travel along 6th and 7th Street. Our 2040 Transportation System Plan, adopted in June of 2020, identified the need for this corridor study, but the lack of funding has prevented it from happening. The project is particularly timely as this year our City Council has placed the corridor study on the staff's work plan under their Leadership Goal of Maintain, Operate and Expand our Infrastructure to Meet Community Needs as specified by:

- Objective 4: Ensure transportation infrastructure needs are met,
- o Action 2 Complete feasibility studies for three priority multimodal projects for the Transportation System Plan
- Objective 6: Ensure bicycle/pedestrian path needs are met
- o Action 1 Pedestrian & Bicycle Community Connectivity
- o Action 3 Identify/complete multimodal enhancements for a north/south corridor from Gilbert Creek Park to Allen Creek Road.

Sixth and 7th Streets are the primary north/south routes through our town and lack adequate multimodal facilities. Currently, bike lanes exist only on 7th Street, and they are generally too narrow and score very poorly on the BLTS scoring criteria. Both streets receive high volumes of vehicular traffic and create an unsafe and uncomfortable biking experience. Obtaining current bike and pedestrian counts as part of the study would set an excellent baseline to better understand where people currently travel and identify where bike infrastructure could best be placed. Additionally, our community is anticipated to have an average annual growth of 1.43% through 2040. The need for alternative transportation options will grow as the population increases which is why choosing the appropriate multimodal design to improve the corridor is so important now.

This project will identify ways that a safe multimodal facility can be implemented while providing access to the downtown core area. We expect the study to identify ways that bike lanes can be installed on 6th and 7th Street, while also identifying acceptable parallel routes that may provide easier implementation. If a parallel route is chosen, ways to safely get bikes across 6th and 7th Street to access our vibrant downtown will be assessed.

Generally, the citizens of Grants Pass recognize the deficient pedestrian and bicycle facilities, specifically through the downtown area. The City Council understands this and has placed three multi-modal corridor

studies on the 2022 Strategic work plan for this year, of which this study is seen as the most urgent. It is important that the core of downtown be safe and vibrant for visitors and residents alike.

Criterion 3: Proposed project approach supports policy decision (up to 20 points)

The application demonstrates a clear approach to achieving the expected outcome and includes consideration for adoption. Where substantial coordination with other local, regional, and state planning efforts will need to occur, the mechanisms and responsibilities for the coordination are clear.

Response instructions are on page 11 of the 2022 Application Instructions.

Explain how your proposed project approach supports policy decision

There is a local commitment to making the central corridor more bike and pedestrian friendly since the 2040 Transportation System Plan identified the need for a refinement study to help create a more bicycle friendly and vibrant downtown area. The city supported this refinement study by adopting the Transportation System Plan in June of 2020. Additionally, the city sanctioned Bikeways and Walkways Committee recommendation that this project be a part of the city's 2022 Strategic Plan. The City Council then voted to add the project to the Strategic Plan which shows the city's and community support for the project. The corridor study is specifically noted in the above attached Work Plan under "Maintain, Operate and Expand our Infrastructure to Meet Community Needs", Objective 6, Action 3.

The Active Transportation Liaison for ODOT supports the project and plans to work through the alternative identified. We requested a letter of support from ODOT, who verbally agrees with the project, yet they indicated they had to decline writing a letter of support as it would be conflict of interest as they are on the review board for the TGM grants.

Any alternatives or plans that are identified from this project will be programmed into the City's capital improvement plan for funding and completion. The timeline for completion will depend upon the complexity and funding required to complete the projects.

Major project tasks include:

Task 1: Project Management – City of Grants Pass (1 Month)

There will be a kick-off meeting with Assistant Director of Public Works, TGM staff, ODOT Region 3 representatives, Bikeways and Walkways Committee members and the consultant team. The kick-off meeting will outline the goals and visions of the project and how all parties can work together to reach the best outcome. The meeting will also detail what information is required from all parties to begin the study. The project team will meet biweekly until the project is completed.

Task 2: Gather Data - City of Grants Pass and ODOT (3 months)

The City of Grants Pass, ODOT, and the consultant will work to compile the data required to begin the study. This task may require updating traffic and pedestrian counts in the area. The task will also overlap with the Public Engagement process to survey interested parties about multimodal usages.

Task 3: Public Engagement - City of Grants Pass and Consultant (6 months)

As part of the completion of this multimodal corridor study we will seek input from the community. We would use the funds to request ODOT to hire a consultant to conduct the study and ensure that the public is engaged in the development of the final design scenarios in the study. We are using the U.S.

Department of Transportation's definition of Transportation Disadvantaged (Historically Disadvantaged Communities) which identifies census tracts that meet at least four of their six criteria. One way we will ensure we reach the historically disadvantaged communities is by sending residents within a 4-mile radius of the project, the typical biking willingness distance for commuting, a mailer requesting community engagement to help identify barriers and solutions and desired design options. Only one-quarter of a mile (G street to M Street) of the corridor is not in a historically disadvantaged area. We feel certain we will adequately canvas and garner the engagement of our community including those who may have been underserved by previous transportation projects. There will also be a public notice in the local newspaper and on our website about opportunities to participate and comment on the various design scenarios that result from the corridor study. Public comment and engagement will be noted and considered for each of the designs in the final study.

Task 4: Alternatives Development – Consultant (3 months)

The consultant will take the data acquired from the previous tasks to create a list of potential project alternatives for city and ODOT review. This deliverable will be reviewed and redlined as needed until a final draft is created. The task will overlap with the Public Engagement Process.

Task 5: Plan Adoption-City of Grants Pass (6 months)

After the final draft is created from Task 5, city staff will take the alternatives document to City Council during a workshop. After this workshop, the study and identified preferred alternatives will be adopted into the Transportation System Plan. After the plan is adopted, the city and ODOT will work begin allocating resources for completion within the capital budgets.

Criterion 4: Proposed project has community support (up to 5 points)

The application demonstrates that there is local support for project objectives, a commitment to participate, and a desire to implement the expected outcome.

Response instructions are on page 13 of the 2022 Application Instructions.

Upload letters of support from stakeholders here
2022 Work Plan.pdf

Criterion 5: Proposed project sponsor is ready and capable (up to 10 points)

The application demonstrates that the local government is ready and able to begin the project within the TGM timetable and that there is local commitment and capability to manage and complete the project. The application demonstrates, if applicable, successful performance on previous TGM projects.

Response instructions are on page 14 of the 2022 Application Instructions.

Explain how proposed project sponsor is ready and capable

The City of Grants Pass has successfully completed several TGM funded projects in the last 10 years as noted below.

This proposed project will be handled by the Assistant Director of the Public Works Department, Wade Elliott. Mr. Elliott has successfully completed the 2040 Transportation System Plan with ODOT and designed and constructed several capital projects including: Willow Lane Reconstruction, and Spruce and Western Sewer Replacement. Currently he is working with ODOT and a consultant to design and construct the Allen Creek Road Improvements Project. Mr. Elliott has the experience and resources needed to

manage the consultant who will be conducting the study and community engagement and ensure the project is complete on time.

The bikeways and walkways committee would be very involved as an advisory committee to work through the process. They are vested in this project have time to help ensure its success. We look forward to working with ODOT to hire a consultant and put out a Requests for Proposal so we may begin to manage the work that will bring this study to fruition. The city staff will be responsible for providing support for any advisory bodies and the administrative and staff responsibilities for the public hearing processes and adoption process, such as noticing, staff reports, and state submittal for plan implementation.

If applicable, list local jurisdiction's TGM projects within last 10 years and their status

If applicable, list local jurisdiction's TGM projects within last 10 years and their status

| TGM File Code | Project Title | Status |
|---------------|---|---|
| 3B-10 | Neighborhood Centers | Project fully completed. Today's official Zoning Map and Dev. Code do not adopt the neighborhood centers referenced in the report but resource materials and neighborhood design concepts are available for future use. |
| C1A12-21 | Code Assistance | Project fully completed. Most of the code amendments recommended in the consultant report have been adopted into the City's Development Code. |
| C2A2-13 | Quick Response Dimmick Site Concept Plan | Project completed. Report provided reuse and redevelopment options to Josephine County, the property owner and to City for long range zoning considerations. The property was zoned for multi-family residential in part as an outcome of this study. |
| C3F15-14 | E&O Main Street Revitalization with Small Scale Manufacturing | Project completed. The consultant, Illana Preuess was brought to City and conducted a workshop and prepared educational materials related to small-scale manufacturing that were used in relation to the innovation hub. |

Required forms

Title VI: Racial & Ethnic Impact Statement form
Racial-Ethnic-Impact-Statement.pdf

[Download the Racial & Ethnic Impact Statement form here](#)

Today's date

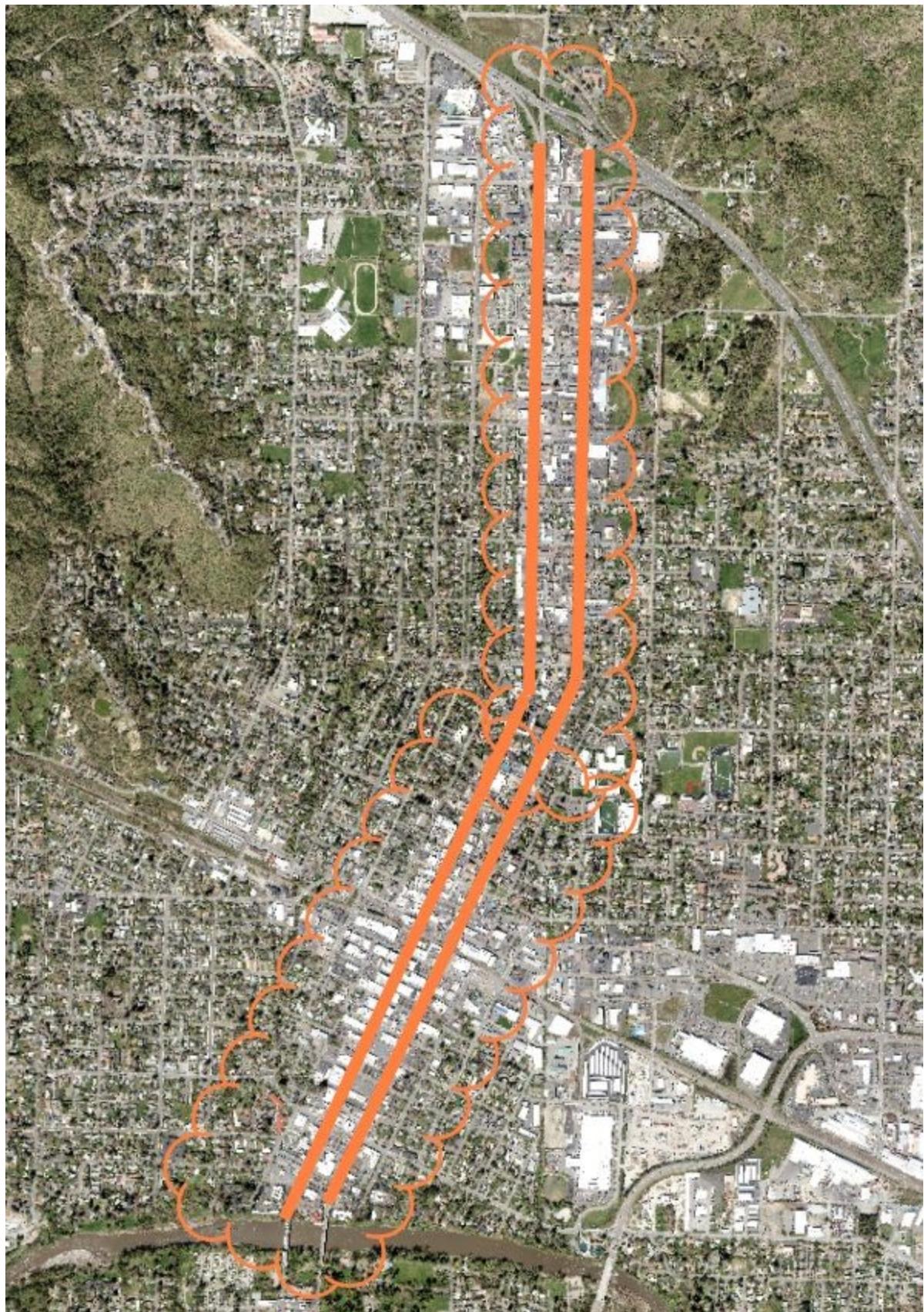
7/28/2022

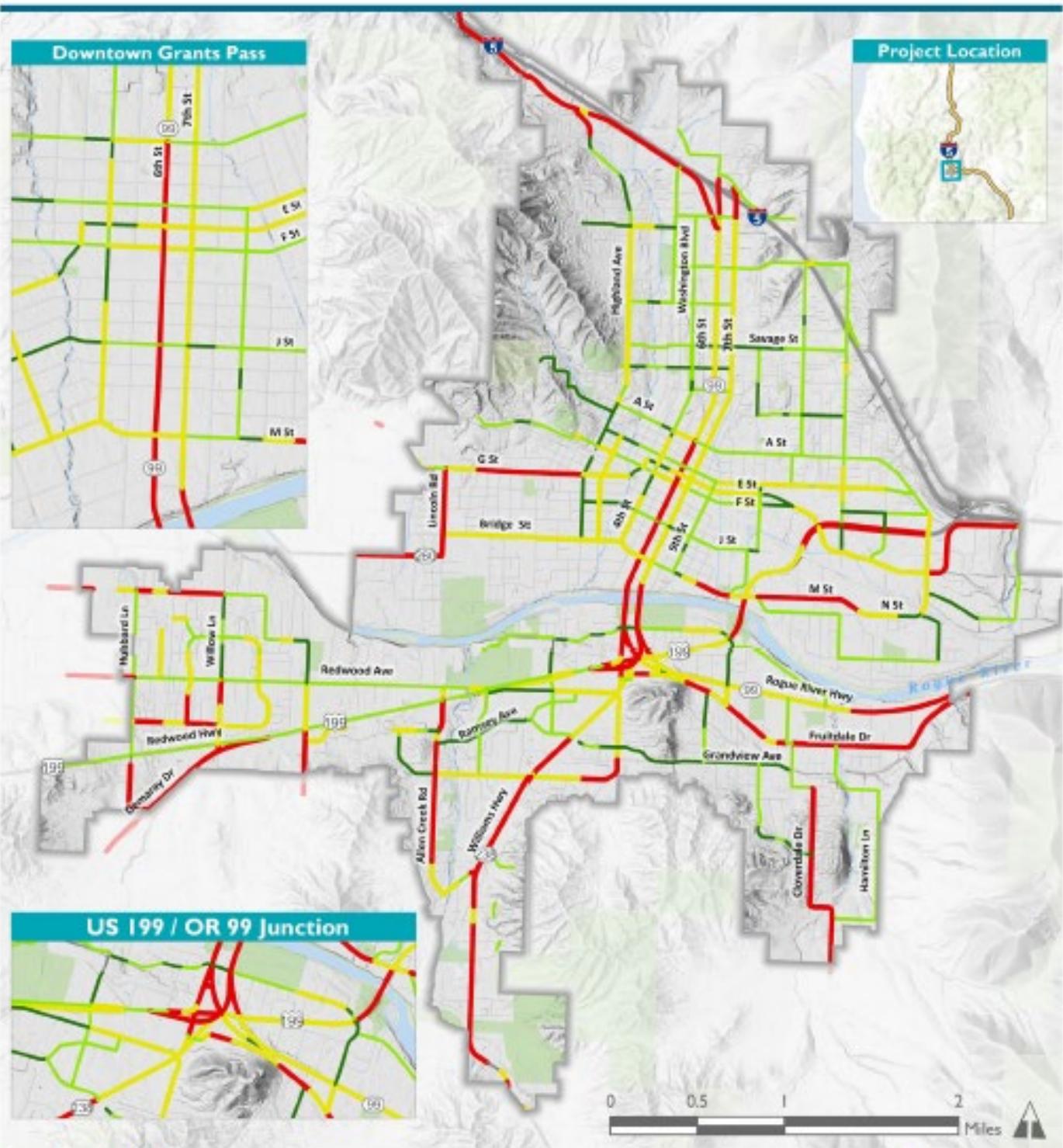
If you encounter any issues with the submittal process, please contact:

Rachael Levasseur

Planning Section Web Coordinator

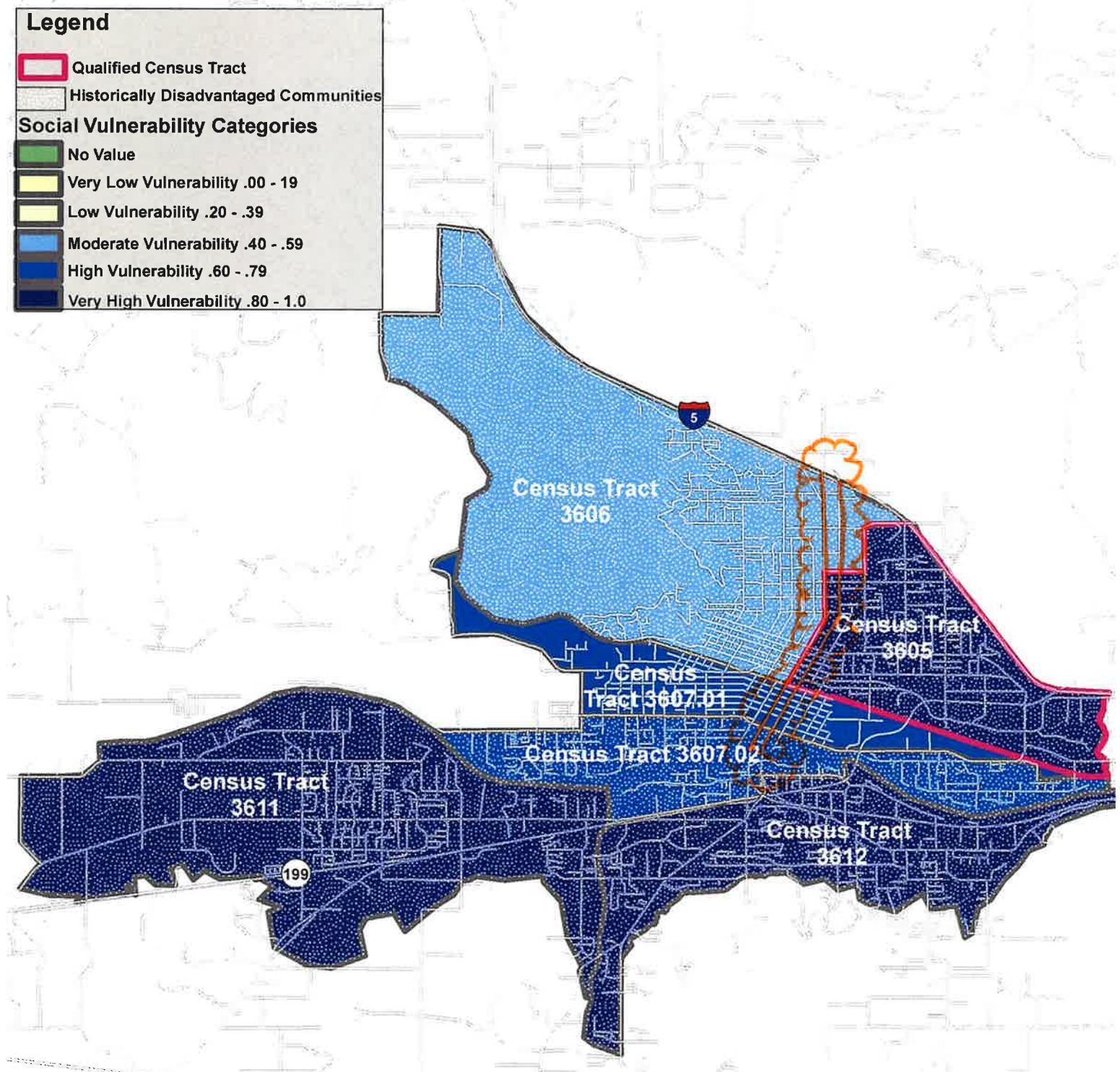
Rachael.LEVASSEUR@odot.oregon.gov





TSP Update

Legend



Sources:

US Department of Transportation, Transportation Disadvantaged Census Tracts (Historically Disadvantaged Communities) 2022

<https://usdot.maps.arcgis.com/apps/dashboards/d6f90dfcc8b44525b04c7ce748a3674a>

US Department of Housing and Urban Development, Office of Policy Development and Research 2022 https://www.huduser.gov/portal/sadda/sadda_qct.html

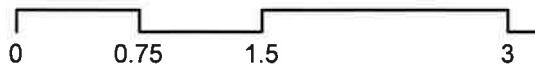
Centers for Disease Control and Prevention/ Agency for Toxic Substances and Disease Registry/ Geospatial Research, Analysis, and Services Program.

CDC/ATSDR Social Vulnerability Index 2018 Database Oregon and for categorization on themes 2018 Documentation.pdf

Document Path: O:\GIS\User\Projects\11\Josephine\Brander\Templates\Layouts\SVI\CT_TD Map\WCorridor.mxd

Date Saved: 7/17/2021 3:16:53 PM

Qualified Census Tract, Historically Disadvantaged Census Tracts and Social Vulnerability Category by Census Tract



CITY OF GRANTS PASS

Public Works Department

101 Northwest "A" Street

Grants Pass, OR 97526

Phone: (541) 450-6110

Web: www.grantspassoregon.gov

sgclark

7/18/2022



RESOLUTION NO. 22-7227

A RESOLUTION OF THE COUNCIL OF THE CITY OF GRANTS PASS
AUTHORIZING THE CITY MANAGER TO SUBMIT A GRANT APPLICATION AND,
UPON AWARD, ENTER INTO AN AGREEMENT FOR A TRANSPORTATION AND
GROWTH MANAGEMENT GRANT AWARD FOR A MULTIMODAL CORRIDOR
STUDY ON 6TH AND 7TH STREETS.

WHEREAS:

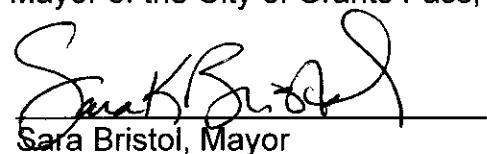
1. The City of Grants Pass desires to submit an application requesting \$200,000 in grant funding from the Oregon Department of Transportation and Oregon Department of Land Conservation and Development's Transportation and Growth Management Grant Program; and
2. Ensure bicycle/pedestrian path needs are met by identifying possible multimodal transportation options along the 6th and 7th street corridor; and
3. In order to maintain, operate and expand our infrastructure to meet community needs which is one of the priorities of the Council's 2022 Strategic Plan.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Grants Pass that the City Manager is authorized to submit a grant application and, if awarded, enter into an agreement for the Transportation and Growth Management Grant Award.

EFFECTIVE DATE of this Resolution shall be immediate upon its passage by the City Council and approval by the Mayor.

ADOPTED by the Council of the City of Grants Pass, Oregon, in regular session this 20th day of July 2022.

SUBMITTED to and approved by the Mayor of the City of Grants Pass, Oregon, this 25th day of July 2022.


Sara Bristol, Mayor

ATTEST:


Karen Frerk, City Recorder

Date submitted to Mayor: 7-25-22

Approved as to Form, Augustus Ogu, City Attorney



RACIAL AND ETHNIC IMPACT STATEMENT

This form is used for informational purposes only and must be included with the grant application.

[Chapter 600 of the 2013 Oregon Laws](#) require applicants to include with each grant application a racial and ethnic impact statement. The statement provides information as to the disproportionate or unique impact the proposed policies or programs may have on minority persons¹ in the State of Oregon if the grant is awarded to a corporation or other legal entity other than natural persons.

1. The proposed grant project policies or programs could have a disproportionate or unique positive impact on the following minority persons:

Indicate all that apply:

| | |
|---------------------------|-----------------------------|
| Women | Asians or Pacific Islanders |
| Persons with Disabilities | American Indians |
| African-Americans | Alaskan Natives |
| Hispanics | |

2. The proposed grant project policies or programs could have a disproportionate or unique negative impact on the following minority persons:

Indicate all that apply:

| | |
|---------------------------|-----------------------------|
| Women | Asians or Pacific Islanders |
| Persons with Disabilities | American Indians |
| African-Americans | Alaskan Natives |
| Hispanics | |

3. The proposed grant project policies or programs will have no disproportionate or unique impact on minority persons.

If you checked numbers 1 or 2 above, please provide below the rationale for the existence of policies or programs having a disproportionate or unique impact on minority persons in this state. Further provide evidence of consultation with representative(s) of the affected minority persons.

By checking this box, I hereby certify the information contained on this form is true, complete, and accurate to the best of my knowledge.

Dated:

Printed Name:

Title:

Agency Name:

¹ "Minority person" are defined in SB 463 (2013 Regular Session) as women, persons with disabilities (as defined in ORS 174.107), African Americans, Hispanics, Asians, or Pacific Islanders, American Indians and Alaskan Natives.