

OCP 2022 Project Refinement Application

(Applications Accepted November 1, 2022
Through
11:59 pm January 31, 2023)

Overview

For the 2022/23 application cycle, ODOT is conducting a solicitation for the Oregon Community Paths (OCP) Program Project Refinement projects. Project Refinement grants are the “first 30% design” and does not include engineering, federal National Environmental Protection Act analysis, nor Right of Way. The application will follow the previous cycle where applicants meet eligibility requirements in order to be invited to submit an application. Important eligibility requirements and restrictions are noted below

- Total funding for this solicitation is \$29.9 Million in federal funding. State funds are not available for this solicitation cycle.
- Funding availability per project is \$150,000 - \$750,000 (Grant award, not including match)
- Applicant must be an eligible entity to receive federal funds. To be eligible, applicant must be:
 - Any unit of local government below a State government agency, except for an MPO
 - A transit agency
 - A natural resource or public land agency
 - A school district
 - A tribal government
- Non-profits are not eligible to apply for federal funding under the OCP
- Applications will be accepted from November 1, 2022 until 11:59 pm, on January 31, 2023
- Applicants must be able to provide a cash match of 10.27% of grant award at time of award
- Land donations, or other non-cash contributions provided prior to grant execution are disallowed under federal guidelines, and will not be considered as contributing to the project
- An applicant may not apply for an OCP grant, if they have an active OCP grant older than five years beyond the grant execution date

Worksheet Instructions

Please use this worksheet to prepare your responses before completing the Application posted on the [Oregon Community Paths](#) website. In completing the application, answer the questions clearly and concisely. If you have any questions while completing the application, please contact ODOT OCP at CommunityPaths@ODOT.Oregon.Gov

Related Documents

- Oregon Community Paths 2022/23 Guidelines
- Official OCP Project Refinement Application Form
- Application Scoring Matrix

2022/2023 Solicitation Schedule

August 2022 – September 15th 2022	Pre-Applications Accepted
September 30th 2022	Applicants notified of eligibility/ineligibility to proceed
November 2022 – January 2023	Applications Accepted
February 2023 – April 2023	Application Review
May 2023	Oregon Bicycle and Pedestrian Advisory Committee Recommendation
July 2023	Oregon Transportation Commission Awards Projects
October 2023	Project Execution/Notices to Proceed

Application Evaluation Process

Applicants may not submit an application without first submitting a pre-application. Submitted Applications will be reviewed, evaluated and ranked by PTD Staff, regional staff, and Active Transportation Liaisons.

The ranked listing will be provided to the Oregon Bicycle and Pedestrian Advisory Committee (OBPAC) with the top scoring applications within the available funding (100% list) being recommended for funding, and the remaining ranked applications as back-up in the event of a project not being funded.

Project Refinement Application Sample Worksheet

Organization

Name of Applicant Organization

Jefferson County

Title of Project

Highway 361 Community Pathway

Contact Person Name

Scott Edelman

Contact Person Title

Community Development Director

Contact Person Phone Number

(541) 350-8549

Contact Person Email

scott.edelman@co.jefferson.or.us

Mailing Address

85 SE D Street

City

Madras

County

Jefferson

Zip Code

97741

Please list your eligible agency type:

- Tribal government
- Local government
- Transit agency
- Natural resource or public land agency
- School district

**Other will be evaluated for eligibility.*

Is your agency certified by ODOT to manage federal transportation grants?

[Certification Status](#)

Yes No

Note: If your agency is not certified, a certified agency, or ODOT, must deliver and administer the grant. This can increase administrative costs associated with the grant, and should be accounted for in your budget development.

Will you be partnering with any other agency to complete this project?

Yes No

If so, what is the name of, and type of agency you are partnering with? You must submit a letter from the partnering agency(s) delineating how they will partner (tasks, responsibilities, funding, etc).

City of Madras, City of Metolius, City of Culver.

Project Information

One Sentence Project Description

A preliminary planning and community outreach project for a multi-use pathway that would connect Madras, Metolius, and Culver along Highway 361.

Estimated project cost, (not including ODOT administrative fees or contingency costs)

\$150,000.00

ODOT Administrative Costs if uncertified (5% of estimated project cost)

\$7,500.00

Contingency (30% of estimated project cost)

\$45,000.00

Total Project cost (including administration and contingencies)

\$202,500.00

Amount of Grant funds requested (must be between \$150,000 and \$750,000)

\$181,703.25

Cash match amount (10.27% of total project cost)

\$20,796.75

Source of Match amount (10.27% of total project cost):

The Bean Foundation (secured), Central Oregon Health Council (secured), Jefferson County (secured), Cities of Madras, Metolius, and Culver (all three secured)

Project Location

Beginning Point (Latitude and Longitude)

44°37'12.5"N 121°08'29.2"W

End Point (Latitude and Longitude)

44°31'39.2"N 121°12'35.9"W

Estimated Length of Project (Linear Feet)

42240

Eligibility

Eligibility repeats what was in the pre-application. It is repeated here in the event the project has been modified during the period the pre-application was submitted, and the application submitted.

This section seeks to determine if your project is eligible for Oregon Community Paths. Questions marked as yes or no indicate eligibility.

Questions marked "check all that apply" indicate not just eligibility, but also how well it meets eligibility requirements. These questions will be scored in the grant application

Government Support: I have endorsement from elected bodies along the length of the project

Yes No

Attach any letters of support, plan adoption resolution (where plan includes/lists project).

Transportation Purpose: Will the project, if constructed, primarily serve a transportation (versus recreation) purpose?

Yes No

If yes, please explain.

This proposal is to develop a plan for a multi-use, ADA compliant path that creates a safe and free non-motorized transportation connection between Madras, Metolius and Culver along Hwy 361. While the path will be an alternate means of transportation for anyone in these communities, the primary focus is to meet the needs of those who face transportation challenges, whether they are unable to get around due to a disability, low-income, or other barriers. It will also provide an alternate means of travel for those who choose non-motorized travel for health, environmental, economic, or other reasons. The goals of this path are to increase transportation options, enhance inter-community connectivity, and improve public health. The path will also offer recreational benefits to Jefferson County residents and visitors, but this is not its main purpose.

Limit 1,000 characters

Is the Project a Regional Path A regional path is a fairly long path (greater than 10 miles in planned or completed form), or a network of interconnected paths between communities, neighborhoods. Will the project, if constructed, contribute to development of an ADA compliant continuous path made up of one or more connected segments that (Check all that apply)?

Is primarily physically separated from the roadway

Connects two or more communities, with each community no more than 15 miles apart, or traverses through a single large community with a path that is 10 miles or longer. (Large community defined as any single community that can accommodate the proposed path 10 miles or longer within its boundaries)

Closes gap in a larger path network that connects two or more communities, or traverses a single large community

Is the Project a Critical Link: A critical link is the key destination that the path connects to, or helps to connect. Will the project contribute to development of an ADA compliant biking and/or walking path that connects to high need locations (i.e. transportation disadvantaged areas, schools, shopping or employment centers, medical services, connections to transit and regional paths, and downtowns)?

Yes No

If yes, please describe.

The proposed multi-use path will be designed and constructed to be ADA compliant for its entire length, which is approximately 8.2 miles. Constructing a path along Hwy 361 will make it safer and more convenient for county residents to access local employment opportunities, medical offices, recreational and community facilities, shopping and services, and other community assets in the three cities. Hwy 361 connects the west side of Madras to Metolius and Culver, running directly through the center of the latter cities and serving as their Main Streets. County residents using the path will be able to walk or bike from downtown Culver and Metolius to the Jefferson County Fairgrounds in Madras. From the Fairgrounds, existing sidewalks and bike lanes provide a connection to downtown Madras and other areas of the city. The path will offer another transportation option that is free and easily accessible for residents to use, improving mobility for an area with limited public transit.

Limit 1,000 Characters

Will the project, if constructed, contribute to development of separated biking and/or an ADA compliant walking path in areas where no connections exist, transportation options are limited, or significant safety concerns are addressed by the improvement?

Yes No

If yes, please describe.

This proposal is for the planning, outreach and initial design and engineering for a protected multi-use path that will be the first safe, direct walking and biking connection between Madras, Metolius and Culver. It is locally known, and observed daily, that people walk and bike on the shoulder of Hwy 361 despite dangerous traffic speeds and lack of protection for users. The path will provide protection from traffic via an ADA compliant route with separation from the highway, making it safer and easier for people of all abilities to travel between the cities, exercise, reach jobs, or access services. The path will also act as a free transportation option in an area with one limited bus route. The first steps for this pathway are to conduct initial planning, estimate project costs, and determine what challenges exist. Completing these steps will also help gain support from community members and ensure a better understanding of how to make this path most beneficial to the community.

Limit 1,000 Characters *Ensure description addresses each component of the question, and how it will contribute.*

Provide a summary of the project in a concise manner that can be used on a website or publication. e.g. Perform a corridor study for a multi-use path between Point A and Point B. This project links a regional path to George Washington Middle school.

Develop a plan for an approximately 8.2-mile multi-use pathway between the communities of Culver, Metolius and Madras, including community outreach, project feasibility and cost estimates, and initial design and engineering.

Limit 1,000 Characters

Why is this project needed? What problem are you trying to solve?

Residents of Madras, Metolius and Culver have no safe, direct options for traveling between the cities without a motor vehicle. Traveling along Hwy 361 on foot or bicycle is unsafe with vehicle speeds reaching 55mph along a narrow shoulder, discouraging residents from utilizing non-motorized transportation. However, some still walk or bike along this dangerous corridor in spite of the health and safety risks. Whether because they have no other transportation option, for exercise, or simply by choice, residents regularly use the highway as a means of transportation. Additionally, this project is a new concept for community members, and the planning work will address the outstanding questions regarding the path route, landowner impacts, right-of-way, accessibility, land use issues, project cost, long-term maintenance and more. Starting this project by answering these questions and creating a shared community vision for the path is critical for the long-term success of this project.

Limit 1,000 Characters

How does your project answer/resolve the above problem statement?

This proposal supports the development of a path that will be shaped by the needs of the communities it will serve, while addressing questions about the route, landowner impacts, engineering, long-term maintenance, and costs. The path itself, when built, will create a safe and direct transportation route between the cities of Madras, Metolius and Culver, increasing community-wide access to ADA compliant transportation and exercise benefits. Undergoing this planning and outreach process will help prevent unforeseen problems related to planning logistics, community or partner dissatisfaction, and insufficient funds. Ultimately, the outcomes of the planning effort will serve as the foundation for future fundraising and other efforts to take the path from a vision to a real and enduring community amenity.

Limit 1,000 Characters

Transportation Disadvantaged Index

What community benefits most from this project? Please describe the community, their location, their demographic makeup, etc.

Madras (pop. 8,000), Metolius (978), Culver (1,650) in Jefferson County which is 20.8% Hispanic/Latino, 18.3% American Indian/Alaska Native, with 15.9% poverty rate and \$59,748 median household income

Limit 200 Characters

Where are they located in relation to project location?

The residents are located in Jefferson County and reside along or near Hwy 361. The multi-use pathway will connect southwest Madras directly to the downtowns of Metolius and Culver.

Limit 200 Characters

Are they located within 1.5 miles from the project location?

Yes No

Please use the Transportation Disadvantaged Index tool to locate the benefitted communities and provide the score. [Transportation Disadvantaged Index](#)

1.6245

How to use the Tool:

1. On the search bar, type the name of your city and state
2. Click on the census tract where the benefitted community resides (must be within 1.5 miles of project)
3. Scroll down the pop-up table and copy the "TransDisIn" score (it should be towards the bottom)
4. If the benefitted community is within several census tracts, choose the highest scoring census tract that is within a 1.5 mile radius of the project length.
5. If you have problems using the tool, contact the Community Paths Program Manager at CommunityPaths@odot.state.or.us or (971) 375-3903.

Please provide a screen capture of the TransDisIn score as part of the Application.

Safety

Is the project providing a parallel route to a specific road?

Yes No

If it is providing a parallel route, please provide road name, and beginning and end points

Highway 361/Culver Highway, from A Street in Culver to SW Fairgrounds Road in Madras.

What are the physical characteristics of the roadway for which the project will be an alternative?

Number of lanes in each direction (including central turn lanes, as applicable)

1

Posted speed limit

25-55

Roadway width

+/-30 feet

Average Annual Daily Traffic

3,000-5,000

Number of known bicyclist or pedestrian involved collisions in the last 5 years. If unknown, state zero

0

Did any of these bicyclist or pedestrian involved collisions result in a fatality or serious injury?

Yes

No

Public Outreach/Equity

Explain how this project will directly benefit transportation-disadvantaged communities. Include outcomes such as service to low-income housing, to shift-workers travelling in high-priority corridors, to people with limited English proficiency, and/or to historically marginalized populations.

This project will address the initial planning for building a safe path for people to walk and bike along Hwy 361 in Jefferson County. The highway connects Madras, Metolius and Culver, which are home to high percentages of people historically underserved by transportation systems. These groups, including American Indians/Alaska Natives, foreign-born persons, Hispanic or Latino people, people living in poverty and others, will have a critical connection to jobs, social services, shopping and more as a result of the path. Currently, residents of these communities rely on cars or the bus service to get around, and the bus only operates five times a day on weekdays. This path would offer a free, safe, easily accessible, ADA compliant connection for all. In addition, the path would encourage active transportation and recreation, which has community-wide public health benefits.

Limit 1,000 Characters

Is this project specifically listed in an approved or adopted Transportation System Plan, Active Transportation Plan, Safe Routes to School Plan, transit plan, metropolitan transportation plan, or other plan?

Yes No

"Local Plan" means a local or regional transportation plan(s), which may include adopted policy(ies) that is developed and approved by the Governing Body of a Qualified Entity, Public Transportation Service Provider, or Metropolitan Planning Organization and which includes, at a minimum:

1. *A planning horizon of at least four years;*
2. *An existing and future conditions analysis that includes:*
 1. *Current and forecast population and demographics, including locations of people who are often transit and/or active transportation dependent, including low-income households, individuals of age 65 or older, youth, and individuals who are racially and ethnically diverse;*
 2. *Locations of existing housing, employment centers, medical and social and human services centers, major destinations, and other locations with needs for multimodal transportation services and programs;*
 3. *Inventories of current Public Transportation Services located within, adjacent to, or with the reasonable potential to connect to the local or regional public transportation services, as applicable;*
 4. *Prioritized lists of active transportation improvements and capital projects; and*
 5. *Identified opportunities to integrate active transportation facilities within and outside the county, district, or tribal area and with other agencies and areas to improve connectivity.*

If yes, please list the plan and page number.

Jefferson County Transportation System Plan (2021), page 44

(You will be asked to attach the plan to the grant application)

Do you have demonstrated support of the affected community or communities

Yes

No

Describe your community engagement practices in the project's development process. How did the planning for this project engage historically-marginalized and transportation-disadvantaged populations in your service area?

As part of the 2020 Metolius Community Vision, residents identified this path as an important project through a community-wide survey and subsequent action planning process. The Vision survey reached approximately 10% of the Metolius population. The 2021 Jefferson County Transportation System Plan also identifies this project as a priority in its Bicycle and Pedestrian Facilities table (page 44, Table 6) and on the map of improvements (page 47, Figure 3). Several community engagement practices were used in the revision of the TSP, including: a project website; Project Advisory Committee meetings; open houses; targeted outreach with social service organizations; and updates, public hearings, and work sessions with the Board of County Commissioners. In 2022 the Path Project Team held two town hall events about the proposal, conducted outreach at two events, informed two news articles in the local paper, and presented at three city council meetings and one County Commission meeting.

Limit 1,000 Characters

How have (or will) historically excluded communities been informed, consulted, or involved in development of this program or proposed modifications as the program continues? What methods or tools were used (and/or will be used) for this engagement? Be specific.

So far, the Project Team has hosted two public outreach meetings at ADA compliant facilities to inform the community about this project. The Project Team has also shared information about this project at two community events, and two news articles were published about the path proposal in the local paper. The planning project will use the following methods to continue to engage historically excluded communities:

- Distribute information through the school districts' communication platforms (e.g. DOJO)
- Conduct outreach at large events to engage diverse community members (e.g. Latino Fest)
- Hold meetings at various times of day with virtual access options
- Continue to translate information into Spanish and host at least one outreach event in Spanish
- Paper outreach through billing inserts, newsletters, and flyers
- Cities, County and Chamber of Commerce websites
- Central website for project updates, hosted by COIC
- Share project information through community and partner networks

Limit 1,000 Characters

Describe how you selected a diverse range of leaders and stakeholders to assess needs, identify gaps, establish priorities, and develop solutions. If available, attach to this application any meeting minutes or other materials used for community engagement purposes:

The Project Team that developed this proposal includes the following entities: Cities of Madras, Metolius and Culver and Public Works; Jefferson County and Public Health; Jefferson County Farm Bureau; Kittelson & Associates; Central Oregon Intergovernmental Council; and several residents. An Oregon Department of Transportation representative participates on an ad hoc basis. The path started as an idea between the mayors of Madras, Metolius and Culver, and when the opportunity arose to make it a reality, the Project Team formed to include the aforementioned Team. The current Project Team represents many voices that are critical for the success of this project. However, there are more perspectives needed to fully represent the Jefferson County community, including Latino and Spanish-speaking residents, American Indians, youth and low-income residents. The Project Team will work on engaging these groups during the planning process.

Limit 1,000 Characters

In what ways does the program address the needs expressed by historically excluded communities? What are the benefits and burdens to those communities?

This project was identified through two community-informed plans: the Jefferson County Transportation System Plan and the Metolius Community Vision. Both of these plans identified the path as an important community project, and outreach with partners revealed how this proposed path will address needs of historically excluded communities: the path will offer another transportation option that will benefit rural residents, low-income individuals, people with disabilities, youth, seniors, and others who can't drive or face other transportation barriers. Safe, free, ADA compliant transportation can reduce household costs and increase access to social and economic opportunities for residents, benefitting many people in the affected communities. At this time, the Project Team is not aware of any burdens to historically excluded communities that this project would result in. As more information is collected through the planning process, any identified burdens will be explored and addressed.

Limit 1,000 Characters

Is there an opportunity through this program to increase safety and/or access for those historically excluded that does not directly address the purpose of the program?

This proposal includes opportunities for historically excluded communities to give feedback and shape how the path will serve Jefferson County residents. The input provided by these communities will help planners document and address concerns, and can help increase feelings of safety and ownership of the path. As a result of this project, there could be a space created by and for historically excluded communities to discuss safety and transportation in Jefferson County. This group would need funding to support participation and facilitation, which is not included in the current budget. Furthermore, Jefferson County is planning to build a Transportation Safety Plan, and which will offer further opportunities to assess the potential for the path to improve safety for Jefferson County residents. Finally, there may be other needs in the community that will be met or complemented by building this path, like Safe Routes to School projects, road improvements and other safety efforts.

Limit 1,000 Characters

Right of Way

This section is designed to determine what level of coordination with external partners, particularly landholders.

1. If answering yes to any of the below, and your project is awarded, you must have, as a project deliverable, letters of support from all roadway authorities/property owners.
2. If project touches ODOT Right of Way, you must provide with your completed application, a letter from the ODOT district where the project is located detailing how they will coordinate and collaborate with the project.

Will your project touch or be located on public property or public right of way?

Yes No

Will your project touch or be located on an ODOT roadway right of way?

Yes No

Will your project touch or be located along railroad right-of-way or crossings?

Yes No

Will your project touch, or be located along farmland?

Yes No

Applicant must provide letters of support as a product deliverable in the application scope of work.

Environmental Considerations

Are there any known environmental hazards within, or adjacent to the project area?

Yes

No

Unknown

Are there any cultural resource sites within, or adjacent to the project area?

Yes

No

Unknown

Are there tribes who may have an interest in the project?

- Yes
- No
- Unknown

Known Traditional Cultural Properties (TCPs) in the area?

- Yes
- No
- Unknown

Do you know of any protected species in the project area?

- Yes
- No
- Unknown

Potential for migratory bird nesting in or adjacent to the project area?

- Yes
- No
- Unknown

Will a Biological Assessment (BA) and/or Biological Evaluation (BE) be needed?

- Yes
- No
- Unknown

Application Attachments

Applications must include:

- A detailed scope of work consistent with Appendix A
- A detailed budget by task, consistent with Appendix A
- Any adopted plans that reference the project
- A map of the project area, showing the project, if constructed
- A Screen capture of the Transportation Disadvantaged Index Score
- Letters of support from elected officials representing constituents along the path, if not in an adopted plan
- Letters of support from property owners where easement or special permit may be required.

Upload Files

7_Hwy 361 Path Meeting Notes 5.25.22.docx

4_Hwy 361 Pathway_OCP Budget.xlsx

1_Madras to Culver TDI.png

6_2020_Metolius Action Plan-Final.pdf
8.1_Hwy 361 Pathway_Flyer_SPAN.pdf
8.2_Hwy 361 Pathway_Flyer_ENG.pdf
5_Hwy 361 Pathway_Google Map Screenshot.pdf
3_Hwy 361_OCP Scope of Work.docx
2_Jefferson County 2021 Transportation System Plan.pdf
8.3_Metolius_Pathway Community Meeting_6.29.22.pptx
Metolius_LOS.pdf
Culver School District LOS_Dec 2022.pdf
ODOT_Region 4 Manager_LOS.pdf
Jefferson County School District_509J_LOS.pdf
Culver LOS_Updated.pdf
St Charles_TShields_LOS.pdf
Jefferson Co_LOS.pdf
Madras-Jeff Co Chamber_LOS.pdf
Erickson's Thriftway_LOS.pdf
MAC_LOS.pdf
City of Madras_LOS.pdf
JCESD_Pathway LOS.pdf

Submission

Authorized Signature

Date of Submission

1/25/2023

D. Scott Edelman

Printed Name/Title

D. Scott Edelman / Jefferson County Community Development Director

Appendix A: Sample Project Refinement Scope of Work Outline

Tasks

- **Project Management –**
- **Project Schedule**
- **Kick-Off Meeting**
- **Refined Project Schedule**
- **PMT Meetings (up to 5 total)**
- **Public Involvement Plan**
 - **Existing Conditions –**
- **Plan, Policy, and Land Use Review**
 - **assemble as summary;**
 - **recent TSP as primary source;**
 - **confirmation of land use action needed (or if not needed)**
- **Initial Survey**
- **Environmental review**
 - **Wetland/Environmental Fieldwork**
 - **Archeological Fieldwork**
 - **Floodplain Model (if applicable)**
- **Draft Title VI Report**
 - **Trail Concept**
- **5%Concept design**
 - **Preliminary Alignment**
 - **Draft Cross Sections**
 - **Trail head locations**
 - **Access needs**
 - **Roadway considerations**
 - **ROW needs (if any)**

- o **Environmental incorporation**
 - **Final Survey**
 - **Environmental Recommendations**
 - **Archeological Recommendations**
 - **Final Floodplain Modeling**
- o **Planning-level cost estimates**
 - **Corridor Design**
- o **ROW needs**
- o **Environmental determinations/impacts/Permitting Needs**
- o **30% Project Refinement Design**
- o **Cost estimates (by project phase)**
 - **Final project summary**
- o **Public involvement summary**
- o **[Technical Scope Sheet](#)**
- o **Final Title VI Report**
- o **Chosen Concept**
- o **Phasing plan**