

2024 Transportation Growth Management Grant Application

Instructions

Be sure to download and review the [2024 Application Packet](#) 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 31, 2024 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.

Response instructions are on page 9 of the 2024 Application Packet.

Primary applicant jurisdiction

City of Gold Hill

Mailing address

420 N. 6th Ave, Gold Hill, Oregon 97502

Website

<https://www.cityofgoldhill.com>

Contact person name

Lily Morgan

Contact person title

City Manager

Contact phone

(541) 855-1525

Contact email

lily.morgan@cityofgoldhill.gov

Name of person empowered to sign the agreement with ODOT, if different from the applicant contact

Title of above named person

Phone

Email

List co-applicants (if a joint project)

List co-applicants (if a joint project)	Providing match?
Rogue Valley Council of Governments	No

Upload your resolution or authorized letter with associated meeting minutes from the governing body of applying jurisdiction(s) here:

Resolution 24-R-10 TGM Grant.pdf

Project information

Response instructions are on page 10 of the 2024 Application Packet.

Project title

Gold Hill Local Street Network Plan (LSNP)

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

Map of Gold Hill.pdf

Option 2: Project area description

ODOT region (1-5)

Region 3

[ODOT Region Map](#)

Type of grant

Category 1: Transportation System Planning

Summary description of project

Gold Hill does not currently have a set of standards, policies, or comprehensive transportation vision for its community. The proposed Local Street Network Plan (LSNP) is intended to correct that deficiency and bring the community transportation vision in alignment with past and future development. The proposed LSNP will be incorporated in an update to the City's 1984 Comprehensive Plan's Transportation Element. The plan will identify current and future transportation needs, develop a prioritized capital improvement project list, and identify potential funding sources.

Project cost table

Response instructions are on page 11 of the 2024 Application Packet.

TGM funds requested for the work identified in Criterion 3	Consultant \$162,400.00	Local reimbursement \$23,808.00	Total TGM funds requested \$186,208.00
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Local match	Minimum Match (Calculated) \$21,312.34
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Match to be provided	Labor, supplies and services during project \$21,790.00	Payment when Intergovernmental Agreement is signed
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Total Match to be Provided
\$21,790.00

Award criteria

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

The application demonstrates the proposed 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 13 of the 2024 Application Packet.

What is the transportation or transportation-related land use issue, problem, need, or opportunity the proposed project will address?

The City's comprehensive plan transportation element was adopted in 1984. The City needs to update its transportation policies and development code to be consistent with current standards and the community's vision for its multimodal transportation needs. These needed updates will help guide future growth in the City and improve livability. The plan will identify current and future transportation needs, develop a prioritized capital improvement project list, and identify potential funding sources.

What are the proposed Project Objectives? How will the Project Objectives achieve one or more of the TGM Objectives?

The City of Gold Hill will work with residents, local businesses, Central Point Scholl District 6, Fire District 3, Jackson County, ODOT, MRMPO, and others to develop a multimodal local street network plan that will provide a balanced and interconnected transportation network necessary for mobility, equity, and economic growth.

TGM Objective #1: Provide transportation choices.

Gold Hill has seen little housing growth over the last 20 years. Most of the local streets lack paving and sidewalks. The plan will identify gaps in the City's sidewalks, bike lanes, and transit system. The updated development code will include standards for transit stops and landscaping along City rights-of-way that will improve livability.

TGM Objective #2: Create communities.

The public involvement aspects of this project will help the City create a vision that addresses the community needs and priorities. The plan's multimodal street network will improve livability where residents and visitors can access their destinations safely and efficiently. There is also an opportunity to create better connections to downtown, recreation areas, and schools.

TGM Objective #3 Support economic vitality and growth

The Rogue River runs along the east and south sides of the City of Gold Hill. Access to existing and proposed recreation areas along the river, will be a boon to the local economy. Highways 99 & 234 run through the City and are a critical to the regional economy. Transportation projects recently completed by ODOT on the Highway 99 have improved freight mobility, safety, and access, while creating an appealing physical environment for businesses, residents, and visitors.

Paving streets and installing sidewalks will provide improved safety and mobility, enhanced accessibility for emergency vehicles, dust abatement, and better water drainage. An organized, paved network of streets and sidewalks will lead to economic benefits by attracting businesses and increasing property values.

TGM Objective #4 Save public and private costs.

The LSNP will result in a well-connected transportation plan serving the City's compact land uses within the City limits and UGB. Projects listed in the LSNP would be eligible for funding by the Middle Rogue MPO which will minimize costs to the City and developers. Implementing the goals and policies of the LSNP can limit sprawl and disconnectedness, and thus prevent or delay an UGB expansion.

TGM Objective #5 Promote environmental stewardship.

Improving options for walking, biking and transit in Gold Hill will make these modes more attractive to residents and visitors, which can reduce carbon emissions compared to driving a car. The Plan will include more opportunities for walking and biking, which will create healthy lifestyle options for residents. Also, storm water system improvements associated with street projects can reduce flooding and improve water quality.

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 local conditions or in federal regulations, state requirements, or regional plans
- 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 15 of the 2024 Application Packet.

Why is it important to do the proposed project in this grant cycle?

The City does not have a transportation system plan or up-to-date codes that reflect Transportation Planning Rule (TPR) requirements. A LSNP is needed now to capitalize on existing and future development opportunities for affordable housing. The code changes identified in the LSNP will inform the

current update to the City's code update. Also, the plan will identify projects that can be included in MRMPO 2027-2030 Transportation Improvement Program (TIP) for funding. TIP adoption scheduled for May 2026.

What local actions are needed to move the proposed project forward? Have these actions been taken and if so, when? If those efforts are underway, when will they be completed?

A City of Gold Hill City Council Resolution authorizing the City Manager to apply for TGM funding to complete a LSNP. Resolution is scheduled for adoption in June 2024.

How does the proposed project relate to other planning efforts, developments, or initiatives? Which of those are completed, underway, or waiting on the completion of this project?

The City is currently updating its development code. Projects identified on the short range LSNP list can be considered for funding and inclusion in the MRMPO 2027-2030 Transportation Improvement Program (TIP). Adoption of the TIP is scheduled for May 2026. Medium and Long Range LSNP projects can be included in the MRMPO Regional Transportation Plan (RTP).

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 16 of the 2024 Application Packet.

Tasks and deliverables table

What are your proposed tasks and deliverables

The application demonstrates a clear approach to achieving the expected outcome of creating and adopting a Local Street Network Plan (LSNP). The City of Gold Hill will be responsible for the coordination of the Plan and approving work products. The Plan will be developed by a professional consultant with input from an appointed Technical Advisory Committee (TAC) and Citizens' Advisory Committee (CAC), the public, City of Gold Hill officials, and local, regional, and state planning entities. RVCOG, under a separate agreement, will review and comment on technical memos prepared by the consultant and make recommendations for approval. Traffic engineering technical memos will be reviewed and commented on by ODOT Region 3 Traffic Engineers. The proposed project provides opportunities for collaboration and participation in the planning process.

Task 1 – Project Management & Public Involvement (Month 1)

The objectives are to identify and recruit key stakeholders, to form both a Technical and a Citizens' Advisory Committee to review and guide the LSNP. The deliverables include membership rosters, informational brochure or flyer and a project website. The decisions will include the design of the website and publicity materials like social media posts, press releases, or flyers. City Staff is responsible for forming the committees and reviewing flyers. The Consultant is responsible for developing the flyer and website.

City Deliverables – Task 1

PAC / CAC Contact Lists

Informational Brochure or Flyer Review and Distribution

Consultant Deliverables – Task 1

Informational Brochure or Flyer

Project Website

Task 2 – Existing Policies, Plan Goals and Objectives (Months 1, 2 & 3)

The objectives are to identify existing laws, plans, and policies that impact development of the Plan, and establish overarching Plan goals and objectives. Inventory and evaluate the existing transportation network, and develop a methodology for analysis of existing conditions, future conditions, and alternatives analysis.

The Consultant will prepare three separate Technical Memos.

- Technical Memo #1 - outlines the goals and objectives and baseline assumptions for the Plan.
- Technical Memo #2, identifying, analyzing, and summarizing existing federal, state, and local laws, plans, and policies that impact development of the Plan.
- Technical Memo#3, an inventory and evaluation of the existing transportation systems.

The City will review and approve all Technical Memos and arrange meetings and workshops.

- TAC Meeting #1 - City will arrange and attend the meeting. Consultant shall attend and facilitate the meeting to review Draft Technical Memos 1, 2 and 3, and provide an opportunity for TAC members to comment.
- CAC Meeting #1 - City will arrange and attend the meeting. Consultant shall attend and facilitate the meeting to review Draft Technical Memos 1, 2 and 3, and provide an opportunity for CAC members to comment.
- City Council Workshop #1 - City shall attend, arrange, and advertise City Council Workshop 1. Consultant shall facilitate the Workshop. The Workshop will include a review of Draft Technical Memos 1, 2 and 3, and provide an opportunity for City Council members to comment. Consultant will be responsible for finalizing Technical Memos 1, 2, & 3, and drafting summaries of meetings and workshops.

City Deliverables - Task 2

TAC Meeting 1

CAC Meeting 1

City Council Workshop 1

Final approval of all technical memos

RVCOG Deliverables - Task 2

Review and comment on Draft Technical Memo #1

Review and comment on Draft Technical Memo #2

Review and comment on Draft Technical Memo #3

Consultant Deliverables - Task 2

Draft Technical Memo #1

Draft Technical Memo #2

Draft Technical Memo #3

TAC Meeting 1 and Summary

CAC Meeting 1 and Summary

City Council Workshop 1 and Summary

Revised Technical Memos 1, 2 and 3

Task 3 – Develop and Evaluate Alternatives (Months 3, 4, 5 & 6)

The objectives of Task 3 are to develop and evaluate the options for improvements to the street network. The deliverables include alternatives, evaluation criteria, and a draft financial analysis, TAC and CAC meetings, and revised memos. Decisions include which alternatives will be pursued, and the criteria to evaluate the alternatives. Deliverables include:

- Technical Memo #4 – Transportation System Alternative Analyses to include evaluation criteria to evaluate transportation system alternatives which include connectivity safety, geometric, and ADA improvements. Each alternative will include design concepts and narratives, environmental review, cost estimates and impacts to bike and pedestrian networks, impacts/benefits to freight and safety impacts. The memo will also include a transit component, identifying potential

potential future transit services, stops and shelter locations.

- Methodology Memo - Consultant will prepare and submit a methodology memorandum for existing conditions, future conditions, and concept analysis to TPAU and Agency Region 3 Traffic Section for approval prior to beginning engineering analyses.

- Engineering Memo #1 – The Engineering Memo will include the following tasks:
 - o Traffic counts, System operation analysis, Qualitative multimodal assessment, crash analysis, freight analysis, future year analysis,
 - o Recommended connectivity, safety, geometric and ADA improvements
 - o Concept-level diagrams

- Technical Memo #5 - will include design standards and cross sections for bicycle, pedestrian, and auto transportation systems and recommendations and comments regarding street design standards.

- Technical Memo #6 – will include spreadsheet and narrative of current, projected, and potential transportation funding information for the bicycle, pedestrian, and auto transportation systems.

- TAC Meeting #2, CAC Meeting #2, Open House #1, City Council Workshop #2. The City shall arrange and attend all meetings, Open House, and City Council Workshop #2. Consultant shall attend and facilitate all meetings, Open House, and workshops and include a review of all Technical Memos and provide an opportunity for TAC, CAC, Public and City Council members to comment. Consultant shall submit summaries of each meeting within one week following each meeting.

- Final Engineering Memo #1
Consultant shall prepare and submit a Final Engineering Memo #1 to the City. The Final Engineering Memo #1 must include revisions to the Draft Engineering Memo #1, based upon comments received from TPAU, ODOT Region 3 Traffic Section, TAC, CAC, Public and City Council. The Final Engineering Memo #1 must include recommended changes to, and from supporting data and analysis from Draft Technical Memos 4, 5 and 6. Consultant shall submit Final Engineering Memo #1 to the City within two weeks of City Council Workshop 2.

- Revised Technical Memos 4, 5 and 6
Consultant shall revise Technical Memos 4, 5 and 6, based on input from City, TAC, CAC, City Council Workshop and Final Engineering Memo #1. Consultant shall submit Revised Technical Memos 4, 5 and 6 to City within three weeks of City Council Workshop 2.

RVCOG Deliverables Task 3

- 3.1 Review and comment on Draft Technical Memo 4
- 3.2 Review and comment on Draft Technical Memo 5
- 3.3 Review and comment on Draft Technical Memo 6

City Deliverables Task 3

- 3.4 TAC Meeting 2
- 3.5 CAC Meeting 2
- 3.6 Open House 1

- 3.7 City Council Workshop 2
- 3.8 Final approval of technical memos

Consultant Deliverables Task 3

Draft Technical Memo4
Draft Technical Memo5
Draft Engineering Memorandum #1
Draft Technical Memo 6
PAC Meeting 2 and Summary
CAC Meeting 2 and Summary
Open House 1 and Summary
City Council Workshop 2 and Summary
Final Engineering Memo #1
Revised Technical Memos 4, 5 and 6

TPAU/ODOT Region 3 Traffic Section - Task 3
Review and comment on Engineering Memo #1

Task 4: Preferred Alternatives (Months 7, 8, & 9)

The objective of Task 4 is to develop a set of preferred alternatives from information developed in Task 3, and a list of potential ordinance and code changes.

- Draft Technical Memo #7 - Consultant shall prepare and submit Draft Technical Memo#7 to City. Draft Technical Memo #7 will be presented in graphic and spreadsheet format, with an accompanying narrative. Draft Technical Memo# 7 will include:
 - o Recommended preferred bicycle, pedestrian, auto (including freight), and transit improvements.
- Engineering Memorandum #2 - Consultant shall prepare and submit Engineering Memorandum #2 to the City. Engineering Memorandum #2 will include recommended changes, supported by data and analysis, to Draft Technical Memo #7, including:
 - o Preferred bicycle, pedestrian, auto (including freight), and transit improvements.

Draft Technical Memo #8 - Consultant will prepare and submit Draft Technical Memo #8 to City. Draft Technical Memo #8 must be presented in spreadsheet and narrative format. Draft Technical Memo #8 must include a list of any comprehensive plan and code changes necessary for implementation of the preferred alternatives and City transportation vision.

TAC Meeting 3 - City will arrange and attend TAC Meeting 3. Consultant will attend and facilitate TAC Meeting 3. TAC Meeting 3 will include a review of Draft Technical Memos 7 and 8 and provide an opportunity for TAC members to comment.

Consultant will submit a TAC Meeting 3 Summary to City within one week following TAC Meeting 3.

CAC Meeting 3 - City will arrange and attend CAC Meeting 3. Consultant will attend and facilitate CAC Meeting 3. CAC Meeting 3 will include a review of Draft Technical Memos 7 and 8 and provide an opportunity for CAC members to comment.

Consultant will submit a CAC Meeting 3 Summary to City within one week following CAC Meeting 3.

City Council Workshop 3 - City will attend, arrange, and advertise a City Council Workshop 3. Consultant will facilitate City Council Workshop 3. City Council Workshop 3 will include a review of Draft Technical Memos 7 and 8 and provide an opportunity for City Council members to comment.

Consultant will submit a City Council Workshop 3 Summary to City within one week following City Council Workshop 3.

Revised Technical Memos 7 and 8 - Consultant will revise Technical Memos 7 and 8, based on input from RVCOG, TPAU/ODOT Region 3 Traffic Section, TAC, CAC, City, and Engineering Memorandum #2. Consultant will submit Revised Technical Memos 7 and 8 to City within two weeks of City Council Workshop 3.

RVCOG Deliverables Task 4

Review and comment on Draft Technical Memo #7

Review and comment on Draft Technical Memo #8

City Deliverables Task 4

TAC Meeting 3

CAC Meeting 3

City Council Workshop 3

Final approval of technical memos

Consultant Deliverables Task 4

Draft Technical Memo #7

Draft Technical Memo #8

PAC Meeting 3 and Summary

CAC Meeting 3 and Summary

City Council Workshop 3 and Summary

Revised Technical Memos 7 and 8

Engineering Memorandum #2

TPAU/ODOT Region 3 Traffic Section Task 4

Review and comment on Engineering Memorandum #2

Task 5 - Draft Local Street Network Plan (Months 10, 11 & 12)

The objective of Task 5 is to develop a draft local street network plan and associated ordinances for consideration by the public and the City Council.

Draft Local Street Network Plan - Consultant will prepare a Draft Local Street Network Plan. Draft Local Street Network Plan will include the following:

- Volume I – Projects
 - o One-page executive summary of projects included in Plan.
 - o Project Sheets (one for each project included in Plan, (“Sample Project Sheet Front” and “Sample Project Sheet Back” examples will be included in final-approved work plan).
 - o Summary of projects, costs, benefits, and priority.
 - o Implementation Section (a basic “how-to” set of instructions for implementing each project).

- Volume II – Policies and Data
 - o Goals, policies, and objectives.
 - o Detailed description of existing and planned transportation facilities and services, including type, classification, lanes, traffic control devices and posted speeds.
 - o Road Plan
 - o Bicycle Plan
 - o Pedestrian Plan
 - o Transit Plan
 - o Funding (current, projected, and potential)
- Volume III – Appendices

- o All Technical Memos and other supporting data for the Plan

Ordinances and Code Changes - Consultant shall prepare and submit to City comprehensive plan and ordinance changes based on information developed in Revised Technical Memo #8.

Adoption Hearings - Consultant will attend and have lead role in up to four Adoption Hearings related to the adoption of the Final Local Street Network Plan and/or Final Ordinances and Code Changes, including County hearings.

Final Local Street Network Plan and Final Ordinances and Code Changes - Consultant will prepare and submit to City the Final Local Street Network Plan and Final Ordinances and Code Changes, based on input received during Adoption Hearings.

RVCOG Deliverables Task 5

- 5.1 Review and comment on Draft Local Street Network Plan
- 5.2 Review and comment on Draft Ordinances and Code Changes

City Deliverables Task 5

- 5.3 Adoption Hearings

Consultant Deliverables Task 5

- 5.1 Draft Local Street Network Plan
- 5.2 Ordinances and Code Changes
- 5.3 Adoption Hearings (Up to 4)
- 5.4 Final Local Street Network Plan and Final Ordinances and Code Changes

How will the project approach support investment decisions for Safe Systems, Climate Action, and Equitable Outcomes?

Street design standards and community transportation project investments included in the LSNP will apply the safe system approach, promoted by FHWA, to reduce severe injury and deaths. The plan will have landscape standards to include trees for public spaces such as roadways, sidewalks, trails, and pathways to provide shade to make the community resilient to extreme heat events. The LSNP will aspire to achieve equitable outcomes by exploring opportunities to advance environmental justice through transportation investments that benefit low-income, minority, and senior populations.

If adoption hearings will be held as part of a larger project, when will that be and as part of what project? (optional)

Adoption hearings for the LSNP will be the main focus for the City which will involve amending the Transportation Element of the City's Comprehensive Plan and amendments to the City's development code.

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 17 of the 2024 Application Packet.

Upload letters of support here

JCT Support Letter.pdf

FD3 letter of Support.pdf

City of Gold Hill letter of support Grant.pdf

Gold Hill LSNP MRMPO Letter of Support.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 18 of the 2024 Application Packet.

Describe the experience and availability of key staff

Lily Morgan, Gold Hill City Manager, will be the project manager and responsible for completing the city's tasks identified in the scope of work. Lily has years of government experience from being a Grants Pass City Council member, Josephine County Community Corrections Program Supervisor, Josephine County Commissioner, and State Representative. RVCOG's Principal Planner, Shandell Clark will be responsible for reviewing and commenting on technical memos.

Explain how the applicant has the capacity to scope the proposed project during the next 15 months and manage it to completion within 3 years

The Rogue Valley Council of Governments Planning Department is assisting with the scoping for the project. The Gold Hill City Manager and RVCOG are committed to taking the project to fruition.

If applicable, list applicant'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
30403	City of Gold Hill Local Street Network Plan	The City did receive approval of a TGM grant for a LSNP in 2014, but due to funding shortfalls for other TGM projects in ODOT Region 3, the Gold Hill LSNP project was put on hold. If awarded, this will be the City's first TGM project.

Bonus points: Housing (up to 10 points)

Response instructions are on page 19 of the 2024 Application Packet.

How will the adoption of the final document(s) address barriers to a broad range of housing types

and affordability or work to link the location of future workforce housing to walkable/bikeable areas with good transit?

The LSNP will result in a well-connected transportation system, served by transit, that will improve neighborhood multimodal needs and provide access to undeveloped areas in the city that will encourage infill and redevelopment. This could be accomplished by adopting changes to development requirements such as lot size, setbacks, and parking requirements. These potential changes to development policies, and the city's strategic location between Grants Pass and Medford, will create a unique opportunity for the city to develop workforce housing.

Required forms

Title VI: Racial & Ethnic Impact Statement form
Racial-Ethnic-Impact-Statement Gold Hill 2024.pdf

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

Certifications

Response instructions are on page 20 of the 2024 Application Packet.

Eligibility criteria

This application demonstrates a clear transportation relationship
This application demonstrates adoption of products to meet project objectives
This application demonstrates the support of local officials

Preparation of application

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

Would you like to receive TGM news and updates?

Yes

Today's date

7/16/2024

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

Rachael Levasseur
Planning Section Web Coordinator
Rachael.LEVASSEUR@odot.oregon.gov

RESOLUTION No. 24-R-10
City of Gold Hill

A Resolution authorizing the Gold Hill City Manager and the RVCOG to apply for a Transportation and Growth Management (TGM) Grant from the Oregon Department of Transportation (ODOT) and the Oregon Department of Land Conservation and Development (DLCD)

WHEREAS, the ODOT and DLCD are accepting applications for Transportation Growth Management Grants (TGM); and

WHEREAS, the City Council of the City of Gold Hill desires to participate in the grant program to the greatest extent possible as a means of providing required planning processes for the development of a Local Street Network Plan with the assistance of the Rogue Valley Council of Governments; and

WHEREAS, the City of Gold Hill wishes to have a completed document that will include an inventory and evaluation of the present transportation system and provide a list of prioritized transportation projects for the Gold Hill urban area; and

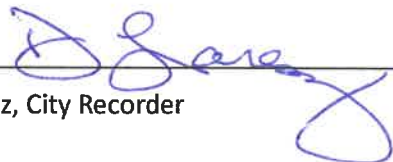
WHEREAS, the City of Gold Hill requires the need for professional services to develop and evaluate street, bicycle, and pedestrian network alternatives and propose amendments to the Comprehensive Plan and municipal Code to implement the Local System Network Plan; and

WHEREAS, the City does not have a plan for the street and transportation systems within the City of Gold Hill.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Gold Hill authorizes and supports the Gold Hill City Manager and the Rogue Valley Council of Governments to apply for a Transportation Growth Management Grant and encourages the Transportation and Growth Management Program to approve the City of Gold Hill's TGM Grant Application.

ADOPTED by the City Council this 4th day of June, 2024

ATTEST:

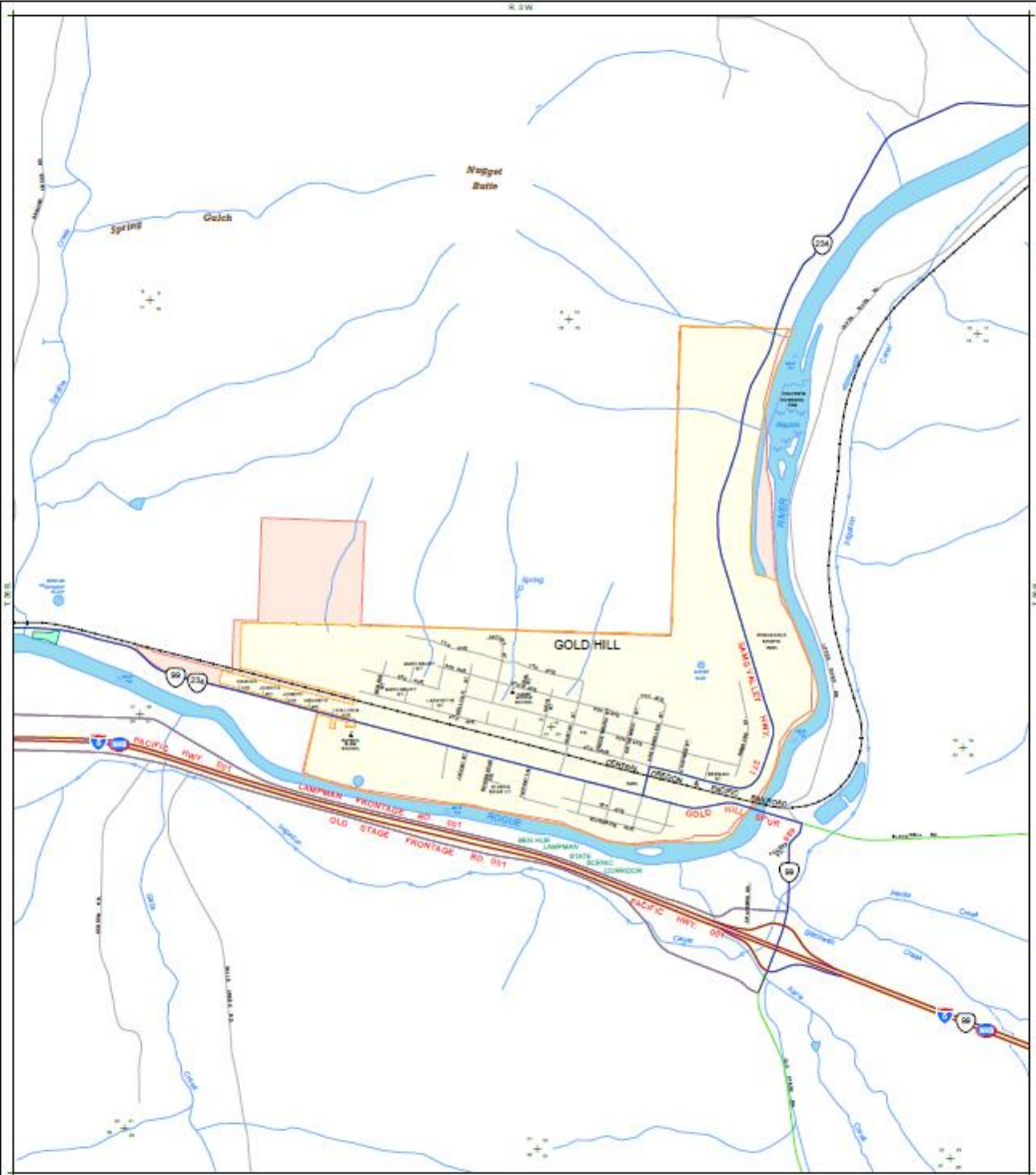


D. Larez, City Recorder

SIGNED and APPROVED this 10th day of June, 2024



Ronald A. Palmer, Mayor



LEGEND

	INTERSTATE 5		INTERSTATE 505
	STATE ROUTE 26		STATE ROUTE 201
	STATE ROUTE 201		STATE ROUTE 99
	STATE ROUTE 99		FRONTAGE ROAD
	FRONTAGE ROAD		LOCAL ROAD
	LOCAL ROAD		OTHER ROAD
	OTHER ROAD		BIKE ROUTE
	BIKE ROUTE		TRAIL
	TRAIL		PUBLIC BUILDING
	PUBLIC BUILDING		PARK
	PARK		WATER BODY
	WATER BODY		ELEVATION CONTOUR
	ELEVATION CONTOUR		SPOT ELEVATION
	SPOT ELEVATION		NORTH ARROW
	NORTH ARROW		SCALE BAR
	SCALE BAR		INSET MAP
	INSET MAP		LEGEND TITLE

Published by

North

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SCALE

0 500 1,000 2,000 Feet

0 100 200 Meters

GOLD HILL
POPULATION 1,230

T. 30 S., R. 3 W., W.M.

OREGON TRANSPORTATION MAP
Showing Federal Functional Classification of Roads
City of

GOLD HILL

JACKSON COUNTY
2013 Edition

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Josephine County, Oregon

Scott Chancey, Transit Manager

125 River Heights Way / Grants Pass, OR 97527
(541) 474-5441 / FAX (541) 474-5414
Schancey@josephinecounty.gov

May 13, 2024

Virginia Elandt
ODOT Region 3
3500 NW Stewart Parkway
Roseburg, OR 97470

Dear Ms. Elandt,

The City of Gold Hill is applying for a Transportation and Growth Management (TGM) grant to prepare a Local Street Network Plan (LSNP) with the assistance of a consultant. Gold Hill does not currently have a set of standards, policies, or a comprehensive transportation vision for the community. The proposed LSNP is intended to correct that deficiency and bring the community's transportation vision into alignment with past and future development.

The purpose of the study is to identify, analyze, and summarize existing federal, state, and local laws, plans, and policies that affect plan development. It will also include an inventory and evaluation of the present transportation system; develop and evaluate street, bicycle, transit and pedestrian network alternatives; propose a preferred alternative; and propose amendments to the Comprehensive Plan and Municipal Code to implement the LSNP. A product of the plan will be a prioritized list of transportation projects for the Gold Hill urban area.

The Transit Department of Josephine County is in full support on Gold Hill's application for a TGM Grant. We operate a commuter route between Grants Pass and Medford that also stops in Gold Hill. In support of the existing transit service, I urge approval of the grant request

Thank you for your consideration.

Sincerely,



Scott Chancey

Transit Manager, Josephine County

Fire District 3

8383 Agate Road White City, OR 97503-1075

(541) 826-7100 (Office)

(541) 826-4566 (Fax)

www.jcfd3.com



May 15, 2024

Virginia Elandt

ODOT Region 3

3500 NW Stewart Parkway

Roseburg, OR 97470

Dear Ms. Elandt,

On behalf of Jackson County Fire District 3, I am writing to express our endorsement for the City of Gold Hill's Transportation Growth Management (TGM) grant application. The funds requested will ensure a Local Street Network Plan (LSNP), developed by a professional consultant, is the framework for future projects.

As a community partner, Fire District 3 recognizes that Gold Hill does not currently have a set of policies, standards, or a comprehensive transportation vision for the community. The requested LSNP will correct these deficiencies, ensuring the community's transportation vision is brought into alignment with past and future development.

Fire District 3 provides fire, EMS, and rescue services to the community from the Gold Hill Fire Station. Improvements to the city's transportation infrastructure will provide for a safer and more expedient service to the community. A well-connected street system, and suitable surfaces for emergency equipment is vital for the safety of our personnel and the citizens.

On behalf of Jackson County Fire District 3, I encourage you to approve grant funds for the development of a Local Street Network Plan City for the City of Gold Hill.

Respectfully,

Mike Hussey

Fire District 3

WALT DAVENPORT — SUPERINTENDENT

ADMINISTRATION OFFICE
300 ASH STREET
CENTRAL POINT, OREGON 97502
PHONE: (541) 494-6201
FAX: (541) 664-1637
www.district6.org
walt.davenport@district6.org



5.14.24

Virginia Elandt
ODOT Region 3
3500 NW Stewart Parkway
Roseburg, OR 97470

Dear Ms. Elandt,

On behalf of Central Point School District 6, I am writing to express our full support for the City of Gold Hill’s Transportation Growth Management (TGM) grant application for grant funds to prepare a Local Street Network Plan.

The Central Point School District 6 is aligned with the City of Gold Hill. We understand the city has limited finances and has neither the staff nor the funding to complete a Local Street Network Plan on its own. The City will need grant funding to hire a consultant to assist with the plan that will produce a set of standards, policies and a comprehensive transportation vision that will benefit our schools and community.

On behalf of Central Point School District 6, I urge you to approve grant funds for the City of Gold Hill’s Local Street Network Plan.

Sincerely,

Walt Davenport
Superintendent



**Middle Rogue
Metropolitan Planning Organization
Regional Transportation Planning**

Gold Hill • Grants Pass • Rogue River • Jackson County • Josephine County • Oregon Department of Transportation

May 16, 2024

Virginia Elandt
ODOT Region 3
3500 NW Stewart Parkway
Roseburg, OR 97470

Dear Ms. Elandt,

The City of Gold Hill is applying for a Transportation and Growth Management (TGM) grant to prepare a Local Street Network Plan (LSNP) with the assistance of a consultant. Gold Hill does not currently have a set of standards, policies, or a comprehensive transportation vision for the community. The proposed LSNP is intended to correct that deficiency and bring the community's transportation vision into alignment with past and future development.

The purpose of the study is to identify, analyze, and summarize existing federal, state, and local laws, plans, and policies that affect plan development. It will also include an inventory and evaluation of the present transportation system; develop and evaluate street, bicycle, and pedestrian network alternatives; propose a preferred alternative; and propose amendments to the Comprehensive Plan and Municipal Code to implement the LSNP. A product of the plan will be a prioritized list of transportation projects for the Gold Hill urban area.

At its meeting held on May 16, 2024, the MRMPO Policy Committee voted to support Gold Hill's application for a TGM Grant. On behalf of the Middle Rogue Metropolitan Planning Organization, I urge approval of the grant request. If you need any additional information about MRMPO planning and the consistency of this project with the organization's goals and planning efforts, please contact the MRMPO Planning Program Director, Ryan MacLaren, at rmaclaren@rvcog.org.

Thank you for your consideration.

Sincerely,

Valerie Lovelace, Chair
Middle Rogue Metropolitan Planning Organization

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.