

**APPLICATION FOR:**

- **STP-U FUNDS** (Project Development, Preservation, Modernization)

- **TAP FUNDS** (Transportation Alternatives Program)

**FY 2016-2018**

Project Information			
<b>Project Title:</b>	<b>Project Development for Seismic Strengthening of 13 Eugene Bridges on Major and Minor Arterials</b>		
<b>Agency Applying:</b>	City of Eugene		
<b>Applying for STP or TAP:</b>	STP		
<b>Fiscal Year(s):</b>	2017		
<b>Staff Contact:</b>	Mark Schoening	<b>Staff Phone:</b>	541-682-5243
<b>Staff Email:</b>	mark.a.schoening@ci.eugene.or.us		
<b>Project Type:</b>	<input type="checkbox"/> Preservation	<input type="checkbox"/> Modernization	<input checked="" type="checkbox"/> Project Development
<b>Mode:</b>	<input checked="" type="checkbox"/> Roadway	<input type="checkbox"/> Transit	<input checked="" type="checkbox"/> Bike/Ped
<b>Project Description:</b>	<p>The project will include the preliminary design to seismically strengthen 13 City of Eugene bridges. The preliminary design will include geotechnical investigations, seismic evaluation of bridge elements, future EmX loading where appropriate, and preliminary design and cost estimate of seismic retrofits. The work will be documented in a preliminary design report for all 13 bridges. The 13 bridges were identified in a seismic vulnerability assessment of 31 City bridges conducted by OBEC Consulting Engineers and documented in a report titled - <i>Final Vulnerability Assessment and Recommendation Report</i>, January 29, 2016.</p> <p>The 13 bridges include:</p> <ul style="list-style-type: none"> <li>• Coburg Road Ferry Street Connection to Hwy 1W (07214A)</li> <li>• Goodpasture Road over Delta Highway (009359)</li> <li>• Valley River Drive over Delta Highway (009360)</li> <li>• Patterson Slough, Martin Luther King Boulevard (039C09)</li> <li>• Amazon Creek, Amazon Parkway (40020)</li> <li>• Debrick Slough, Goodpasture Loop (039C11)</li> <li>• Amazon Creek, Bailey Hill Road (40039)</li> <li>• Amazon Creek, West 11<sup>th</sup> Avenue (40040)</li> <li>• Willamette River, Coburg Road (06648)</li> <li>• Ferry Street over SPRR, 4<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup> Avenues (Viaduct)(40056)</li> <li>• Chambers Street over UPRR Mainline (39C184)</li> <li>• Amazon Creek, Danebo Avenue (40042)</li> <li>• Amazon Creek, Bertelsen Road (40041)</li> </ul>		
<b>Description of Need or Problem</b>	The 13 bridges are on streets classified as either major (6) or minor (7) arterials. All of the bridges identified are on lifeline routes. All of the bridges are important to the mobility of		

emergency responders during a subduction zone earthquake and to the recovery of the community after such an event. The initial assessment identified potential seismic strengthening work for each bridge that could be implemented at a significantly lower cost than the replacement cost of each individual bridge.

Eligibility	YES	NO
<b>RTP</b> Is the project listed in, consistent with, or able to be added to financially constrained RTP, during project time frame?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Timeliness.</b> Does the agency have the ability to utilize funds in FY requested?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Federal Eligibility.</b> Is project eligible for STP-U or TAP funding under Federal guidelines <sup>1</sup>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Local Match.</b> Can agency provide minimum required matching funds (10.27% of project total)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Sufficient Funding.</b> Has sufficient funding been identified to complete project/phase	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<sup>1</sup>For STP-U, see <http://www.lcog.org/AgendaCenter/ViewFile/Item/1558?fileID=7308>

For TAP, see <http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm>

Cost Estimate/Funding Needs		
<b>Total Estimated Project Cost</b>	\$1,051,000	
<b>Funding Available</b>	\$108,000	Source: Transportation SDCs
	\$	Source:
	\$	Source:
<b>Amount of STP-U/TAP Request</b> (Indicate to the right funding source requested)	<b>\$943,000\$</b>	

Note: Total non-federal funding must meet minimum match requirement of 10.27% of Total Project Cost.

Regional Priorities				
<input checked="" type="checkbox"/>	<b>PRESERVES EXISTING TRANSPORTATION ASSETS</b>			
<b>Goal:</b>	Meet a minimum Pavement Condition Index (PCI) on high volume Arterials, Collectors and Multi-Use Paths.			
<b>Measures:</b>	Roadway <input checked="" type="checkbox"/>	Transit Route <input type="checkbox"/>	Bike Lanes <input type="checkbox"/>	Multi-Use Path <input type="checkbox"/>
	<b>Functional Class:</b>	Major and Minor Arterials	<b>Transit Volume:</b>	
	<b>PCI:</b>		<b>Freight Volume:</b>	
	<b>Traffic Volume:</b>	Varies	<b>Bike/Ped Counts:</b>	

**Qualitative Assessment:**

The initial assessment identified potential seismic strengthening work for each bridge that could be implemented at a significantly lower cost than the replacement cost of each individual bridge. The bridges are on lifeline routes which will become critical in providing services in the recovery following a subduction zone earthquake.

Regional Priorities				
<input type="checkbox"/> <b>PRESERVES OR ENHANCES TRANSIT SERVICES</b>				
<b>Goal:</b>		Maintain or increase transit ridership.		
<b>Measures:</b>	Existing ridership:		Projected ridership	
	Existing service hrs:		Proj. service hrs:	
	Ex. area of service:		Proj. service area:	
	Title VI Issues:		Title VI Issues:	
<b>Qualitative Assessment:</b>				
Regional Priorities				
<input type="checkbox"/> <b>IMPROVES SAFETY</b>				
<b>Goals:</b>		Reduce the number and severity of accidents involving pedestrians, bicyclists, and/or vehicles. Address areas perceived to have safety issues to increase the use of multi-use paths.		
<b>Measures:</b>	Roadway <input type="checkbox"/>	Multi-Use Path <input type="checkbox"/>	Sidewalk <input type="checkbox"/>	Mixed <input type="checkbox"/>
	Vehicular Crash Data:		Traffic Volume:	
	Bicycle Crash Data:		Transit Volume:	
	Pedestrian Crash Data:		Bike/Ped Counts:	
<b>Qualitative Assessment:</b>				
Regional Priorities				
<input type="checkbox"/> <b>REDUCES GREENHOUSE GAS EMISSIONS</b>				
<b>Goals:</b>		Reduce greenhouse gas emissions by reducing congestion, increasing operational efficiency, supporting alternative modes, and managing transportation demand.		
<b>Measures:</b>	Congestion Reduction <input type="checkbox"/>	Operational Efficiency <input type="checkbox"/>	Alternative Modes <input type="checkbox"/>	Trans. Demand Management (TDM) <input type="checkbox"/>
<b>Qualitative Assessment:</b>				
Additional Project Benefits				
<b>Connectivity</b>		Will completed project fill in key gaps in the transportation system, complete system components, or provide better pedestrian, bicycle, or roadway connectivity at a regional scale?		
The 13 existing bridges are on major and minor arterials that provide mobility and connectivity throughout the City. These bridges are located on lifeline routes that will become critical in the recovery period following a subduction zone earthquake.				
<b>Measures: Maintain the connectivity of the existing transportation system following a subduction zone earthquake.</b>				
<b>Multiple Modes</b>		How will completed project benefit more than one mode or purpose (i.e., roadway & transit, bicycle & roadway users, or roadway & identified freight route)?		
<b>Measures:</b>				

<b>Congestion Reduction</b>	Will completed project reduce congestion through provision of additional capacity or critical link or other means?
<b>Measures:</b>	
<b>Freight</b>	Will completed project improve the freight system and freight movement?
Increased reliability of existing freight routes and preservation of life line routes critical to freight in the recovery period following a subduction zone earthquake.	
<b>Measures: Maintain freight routes following a subduction zone earthquake.</b>	
<b>Public Health</b>	Will the completed project provide public health benefits?
<b>The lifeline routes will become critical to providing public health services following a subduction zone earthquake.</b>	
<b>Measures: Maintain access to public health services following a subduction zone earthquake.</b>	
<b>Economic Development</b>	Will the completed project promote or support economic development?
A functional and connected transportation system following a subduction zone earthquake is critical to the economic recovery of the community.	
<b>Measures: Maintain the connectivity of the existing transportation system following a subduction zone earthquake.</b>	
<b>Other</b>	Are there other benefits that the completed project will provide?
<b>Measures:</b>	
<b>Other Project Information</b>	
<b>Scope of improvement, i.e., regional, community, neighborhood, local</b>	
The improvements are within the City of Eugene, but the connectivity of lifeline routes following a subduction zone earthquake is of regional significance.	
<b>Ratio of STP-U Overhead to Overall Project Cost</b>	
<b>Opportunity Costs, i.e., cost of not doing activity/project</b>	
The seismic strengthening of the 13 existing bridges on major and minor arterials will be significantly less expensive than the replacement of the bridges in the event of a subduction zone earthquake. The physical and economic recovery of the community in the event of a subduction zone earthquake is dependent upon a reliable and connected transportation system.	
APPLICATION DUE DATE:	
PLEASE SUBMIT APPLICATION ELECTRONICALLY TO PAUL THOMPSON, LCOG <a href="mailto:pthompson@lco.org">pthompson@lco.org</a>	