



### OTHER COMMENTS:

*In order to be well-placed to receive the second round of ARRA funds, should they become available, a project will likely need to be ready to go to bid as soon as the construction funding is secured.*

*This request for STP-U funds is being made in order to get the bid packet prepared for Phase 2, the portion of the path from Dorris Ranch to Quarry Creek. All required permitting has been completed; land-use permits and ROW phases are almost complete (within next 60 days). It only remains for the final plans for this segment to be developed and given to ODOT for review. This request is similar to that made to MPC for the South Bank Viaduct project where it was necessary to get funds programmed for early completion of work that is necessary to take advantage of imminent construction funding opportunities*

*If there is no second ARRA, these plans will still be viable and will prepare the project to be in a position to receive other available funds in the future (Transportation Enhancement funds and United Front requests).*

*The timing on this request is critical. Plans preparation for Phase 2 must begin by no later than mid February in order to be completed in time, given current information received from FHWA. The project has been through extensive public comment – see attached application form.*

*This request for \$70K is the maximum amount. Between TPC action and the MPC meeting, Willamalane will review the funding request, and will adjust the request downward if less funds turn out to be needed.*

### CHECKLIST OF ATTACHMENTS:

- MTIP/STIP Amendment spreadsheet – for all deletion/addition/change actions
- MTIP Project Description Form (Form TIP-2) – for all new projects or significant changes

## Phase 2 - Middle Fork Willamette Path

### I. Applicant Name

**Contact:** Willamalane Park & Recreation District/Rebecca Gershow  
**Address:** 250 S. 32<sup>nd</sup> Street, Springfield, OR 97478  
**Email:** rebeccag@willamalane.org **Phone:** 541-736-4052

### II. Request: \$70,000

### III. Project Description

Complete the plans for the Dorris Ranch to Quarry Creek Bridge segment and bring to “Plans, Specifications and Estimates” stage so that the phase is ready to bid should funds become available.

These funds will prepare the project for construction. From \$2M to \$3.4M will be needed to construct the project.

### IV. Project Background

The 4-mile Middle Fork Willamette River Path will extend from the District’s historic Dorris Ranch Living History Farm east to Clearwater Park in Springfield adding substantially to the regional riverbank multi-use commuter and recreational path system. The initial appropriation of \$3 million from SAFETEA-LU in 2005 allowed the District to proceed with the design, engineering, permitting, and acquisition of necessary property for the entire length of the multi-use path, as well as to construct Phase 1 (Clearwater Park to Quarry Creek) in 2010.

In September 2009 the MPO programmed \$250,000 in STP-U funds to construct the bridge across Quarry Creek as a part of Phase 1. Construction of Phase 1 is on track for bidding in March 2010.

The attached map shows the path.

### V. Project Importance

Construction of the planned 4-mile Middle Fork Willamette River Path establishes the Springfield backbone of a regional alternative transportation network. With minor portions of on-street bike path, the Middle Fork Path will ultimately connect the Eugene and west Springfield riverbank path system with southeast Springfield neighborhoods. This larger conceptual bike system is being built as funds are secured. Completing Phase 2 will finish the linkage between downtown and southeast Springfield.

This project is included in the Regional Transportation Plan, the Willamalane [Park and Recreation Comprehensive Plan](#), and Eugene-Springfield [Transportation System Plan](#). It is also included on the regional priorities list that was submitted to the area’s federal delegation by the local governments in 2009. As such, it is recognized as being a

significant addition to the area's infrastructure promoting liveability and sustainability.

Further, MPC has specified reduction of Greenhouse Gas Emissions as a regional priority, along with Improvement of Safety. This dedicated off-street path fits in with these priorities by providing a safe path between significant destinations for bicyclists and pedestrians outside the auto influence. It furthers the goal of encouraging alternative transportation modes and thereby assists in promoting a healthy lifestyle and combating obesity.

## **VI. Readiness**

With the completion of the plans to PS&E stage and final review by ODOT, this project will be ready to go to bid should construction funds be acquired. All permitting and right of way are in the process of being completed and approved by FHWA.

It is estimated to take about 6 weeks from the time the funds are approved to the time the plans can be completed.

## **VII. Public Involvement**

This project has been vetted by the public through a variety of outreach efforts, as listed below:

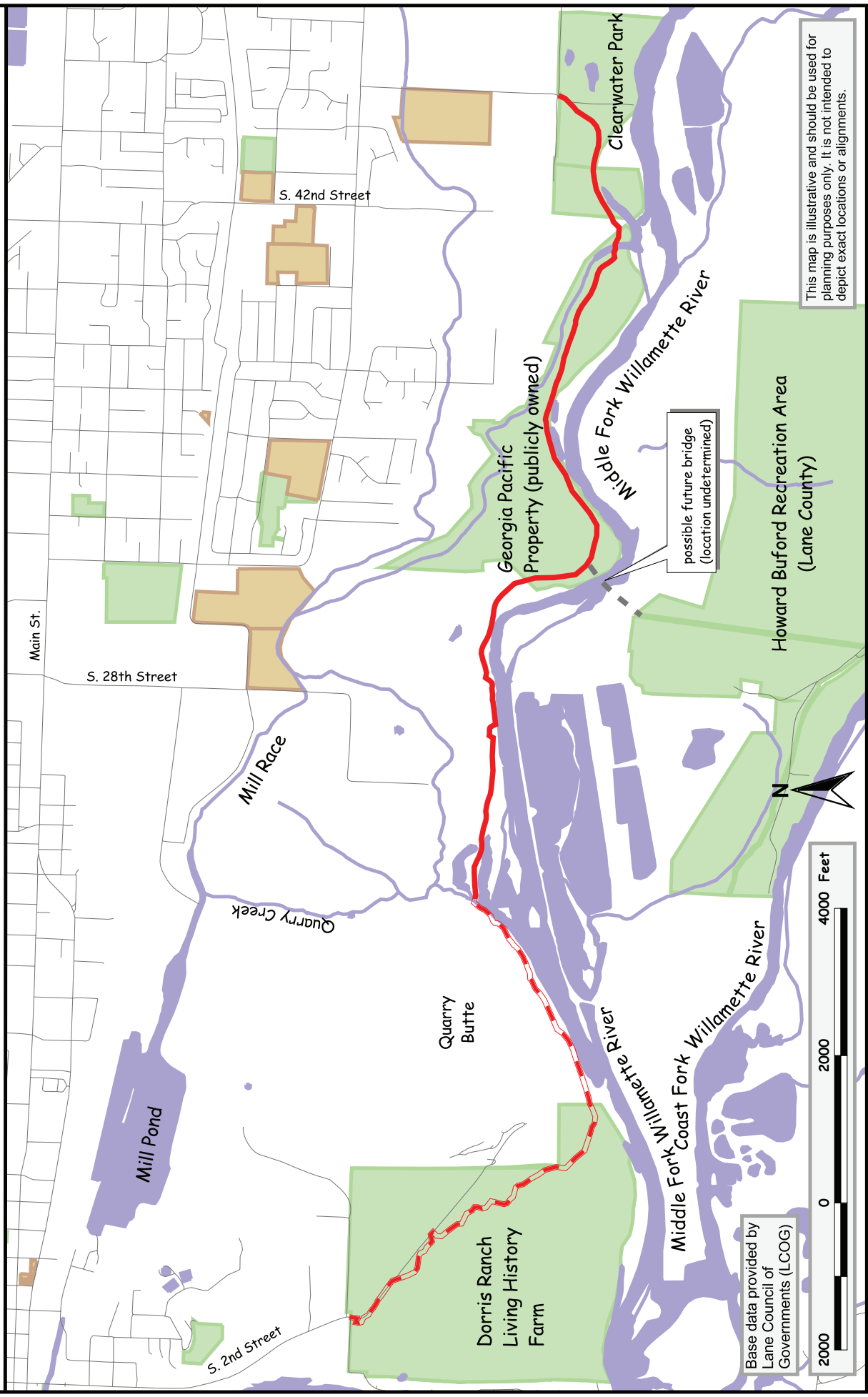
1. Middle Fork Path Questionnaire mailed to approx 735 path neighbors on June 11, 2008. Received approx 100 responses.
2. Article in the Eugene Register-Guard on June 22, 2007
3. Public Open House on June 27, 2009 – approx 50 attendees
4. Periodic updates on the Wilamalane web site.
5. Periodic articles in the Willamalane Program Guide (distributed to all residents in the District)
6. Six updates to the Willamalane Board of Directors between June 2006 and Dec 2009
7. Two updates to the Springfield City Council, in July 2007 and December 2009
8. Willamalane's Park and Recreation Comprehensive Plan included input from over 750 local residents who identified the provision of off-street bicycle paths as the most desired outdoor facility the District could provide.

# Middle Fork Willamette River Path Conceptual Alignment

Willamalane Park and Recreation District

June 2007

 Stage 1 Middle Fork Path  
 Stage 2 Middle Fork Path  
 Streets  
 Water Bodies  
 School Properties  
 Parks



Base data provided by Lane Council of Governments (LCOG)



possible future bridge (location undetermined)

This map is illustrative and should be used for planning purposes only. It is not intended to depict exact locations or alignments.



# APPLICATION FOR STP-U FUNDS

PROJECT DEVELOPMENT, PRESERVATION, MODERNIZATION

Project Information			
<b>Project Title:</b>	<b>Middle Fork Willamette Loop Path: Dorris Ranch-Clearwater Park</b>		
<b>Agency Applying:</b>	Willamalane Park and Recreation District		
<b>Fiscal Year(s):</b>	FFY10		
<b>Staff Contact:</b>	Bob Keefer/Rebecca Gershow	<b>Phone/Email:</b>	736-4052
<b>Project Type:</b>	<input type="checkbox"/> Preservation	<input type="checkbox"/> Modernization	<input type="checkbox"/> Project Development <input checked="" type="checkbox"/> Other
<b>Mode:</b>	<input type="checkbox"/> Roadway	<input type="checkbox"/> Transit	<input checked="" type="checkbox"/> Bike/Ped <input type="checkbox"/> Other
<b>Project Description:</b>			
Construct a multi-use path along north bank of the Middle Fork Willamette River from Dorris Ranch to Clearwater Park. At this time, only minimal upgrades to the Dorris Ranch to Quarry Creek section will be made. This is Unit 1 of a planned project for a loop path along the Middle Fork Willamette River and Springfield Mill Race, with a bridge across the river to Lane County's Howard Buford Recreation Area (Mt. Pisgah). This path is a part of the regional bike system linking downtown Springfield and southeast Springfield with the Eugene Riverbank system.			
<b>Description of Need or Problem</b>			
Complete the plans, specifications and estimates for the Dorris Ranch-Quarry Creek segment of the project in order to prepare Phase 2 of this project to be ready to bid should ARRA-2 funds be available. Phase 1: The Quarry Ck-Clearwater Park section has construction funding and is awaiting bid.			

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 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 <b>This request will complete the PS&amp;E phase; CN funds are still to be identified.</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<sup>1</sup>See <http://www.lcog.org/documents/meetings/mpc/0609/MPC5f-Attachment1-FederalGuidelinesforSTP-U.pdf>

Cost Estimate/Funding Needs		
<b>Total Estimated Project Cost</b>	<b>\$78,012</b>	
<b>Funding Available</b>	<b>\$8,012</b>	Source:
	\$	Source:
	\$	Source:
<b>Amount of STP-U Request</b>	<b>\$70,000</b>	
Note: Total non-federal funding must meet minimum match requirement of 10.27% of Total Project Cost.		

**Note: this request for funding is to complete the plans, specifications and estimates for Phase 2 of the project. These funds will not be used in construction. Funds are yet to be identified for construction. The responses below relate to the final constructed project.**

Regional Priorities				
<input checked="" type="checkbox"/>	<b>PRESERVES EXISTING TRANSPORTATION ASSETS</b>			
<b>Goal:</b>	Meet a minimum Pavement Condition Index (PCI) of XX on high volume Arterials, Collectors and Multi-Use Paths.			
<b>Measures:</b>	Roadway <input type="checkbox"/>	Transit Route <input type="checkbox"/>	Bike Lanes <input type="checkbox"/>	Multi-Use Path <input checked="" type="checkbox"/>
	Functional Class:		Transit Volume:	
	PCI:		Freight Volume:	
	Traffic Volume:		Bike/Ped Counts:	Not available
<b>Qualitative Assessment:</b>				
This project is not yet constructed. No bike counts are available. The construction of the bike path would enable some trips to be removed from cars. This would reduce the impact on the roadway pavement to some degree.				

Regional Priorities				
<input checked="" type="checkbox"/>	<b>PRESERVES OR ENHANCES TRANSIT SERVICES</b>			
<b>Goal:</b>	Maintain or increase transit ridership.			
<b>Measures:</b>	Existing ridership:		Proj. ridership	
	Existing service hrs:		Proj. service hrs:	
	Ex. area of service:		Proj. service area:	
	Title VI Issues:		Title VI Issues:	
<b>Qualitative Assessment:</b>				
This project will bring bike riders into downtown Springfield near to the Springfield Station. This provides the potential for multimodal trips of bike/transit which would likely increase transit ridership. Projections cannot be made at this time.				

Regional Priorities				
<input checked="" 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 checked="" type="checkbox"/>	Sidewalk <input type="checkbox"/>	Mixed <input type="checkbox"/>
	Vehicular Crash Data		Traffic Volume:	
	Bicycle Crash Data		Transit Volume:	
	Pedestrian Data		Bike/Ped Counts:	
<b>Qualitative Assessment:</b>				
No metrics can be estimated at this time. Since this is an off-road path it is expected that riders using this path would include those who previously would have used the street network. Thus, it is expected that this project would potentially reduce the possibility of bike/auto accidents.				

## Regional Priorities

### REDUCES GREENHOUSE GAS EMISSIONS

**Goals:** Reduce greenhouse gas emissions by reducing congestion, increasing operational efficiency, supporting alternative modes, and managing transportation demand.

<b>Measures:</b>	<b>Congestion Reduction</b> <input type="checkbox"/>	<b>Operational Efficiency</b> <input type="checkbox"/>	<b>Alternative Modes</b> <input checked="" type="checkbox"/>	<b>Trans. Demand Management (TDM)</b> <input type="checkbox"/>
	<b>EXISTING</b>		<b>PROJECTED</b>	
	<b>Traffic Volume:</b>			
<b>VMT:</b>				
<b>Freight Volume:</b>				
<b>Transit Volume:</b>				
<b>Bike/Ped Counts:</b>				
<b>Travel Time:</b>				
<b>Congestion Index:</b>				
<b>Hours of Delay:</b>				
<b>Walk Mode Share:</b>				
<b>Bike Mode Share:</b>				
<b>Transit Mode Share:</b>				
<b>Carpool Mode Share:</b>				
<b>Transit Service Hrs:</b>				
<b>Sidewalk Miles:</b>				
<b>Bikeway Miles:</b>		<b>0 miles</b>		<b>4 miles</b>
<b>Priority Bikeway Miles:</b>				

**Qualitative Assessment:**

The full Middle Fork Willamette River Path project combines TransPlan projects 21, 840, 859 and 793. These were consolidated into the RTP as project 21 with Unit 1 being the Dorris Ranch-Clearwater Park section. This section is a total of 4 miles. Note that one other Unit of the path project is on the priority bikeway list but it has not yet advanced to the project engineering phase.

The amount of GHG reduction depends on the usage of the path and that is not known at this time. Any use that is in place of auto use will reduce GHGs.

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?
Unit 1 will complete a section of the regional bike network that ultimately will link SE Springfield into the Eugene river bank bike system, and thereby provide east-west connections across the region.	
<b>Measures:</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)?
Possible connections between transit and bike modes at Springfield Station.	
<b>Measures:</b>	
<b>Congestion Reduction</b>	Will completed project reduce congestion through provision of additional capacity or critical link or other means?
Will potentially reduce congestion based on the number of riders that use the path.	
<b>Measures:</b>	
<b>Freight</b>	Will completed project improve the freight system and freight movement?
In that this project removes bike riders from state highway OR126, this will improve conditions for trucks and freight movement.	
<b>Measures:</b>	
<b>Public Health</b>	Will the completed project provide public health benefits?
Bike riding has been shown to improve health and reduce obesity.	
<b>Measures:</b>	
<b>Other</b>	Are there other benefits that the completed project will provide?
<b>Measures:</b>	
Other Project Information	
Scope of improvement, i.e., regional, community, neighborhood, local	
REGIONAL	
<b>Ratio of STP-U Overhead to Overall Project Cost</b>	
STPU funds will be a very small fraction of total cost of Unit 1. Overhead will be negligible as these requested funds would be added into an existing contract.	
<b>Opportunity Costs, i.e., cost of not doing activity/project</b>	
Without these funds this project will not be able to compete for any ARRA-2 funds that have a 90 day turnaround requirement.	
APPLICATION DUE DATE:	
PLEASE SUBMIT APPLICATION ELECTRONICALLY TO PAUL THOMPSON, LCOG <a href="mailto:pthompson@lcog.org">pthompson@lcog.org</a>	

*LCOG: T:\MPO\TIP\Project\_Information\WillamalaneMiddleForkPath\2010-11\_WillametteMiddleFkPath\STP-U PPM Application.doc*

