

# APPLICATION FOR CENTRAL LANE MPO FY2010 STP-U FUNDS PROJECT DEVELOPMENT, PRESERVATION, MODERNIZATION

July, 2009

(NOTE: Draft applications due to Paul Thompson by 5:00 PM July 20)

Date of this Application: 7-20-09

Contact Person: Rob Inerfeld

## A. Background Information

1. Lead Agency: City of Eugene

2. Project Title: West Bank Path Extension

3. STP-U Project Category (circle/mark one): Preservation      Modernization      Project Dev.

**PLEASE NOTE: IF DESIRED, § 4, 7 & 8 MAY BE ADDRESSED TOGETHER IN ONE NARRATIVE ATTACHMENT**

## 4. Project Description: Include in description how activities address regional priorities

*Attach additional information, if applicable.*

Currently a pedestrian or cyclist can only take the West Bank Path as far north as River Avenue, just south of Beltline. This project entails extending the West Bank Path under Beltline and west along Division Avenue to Beaver Street which will provide the Santa Clara neighborhood with access to the Ruth Bascom Riverbank Path system. The alternative route for accessing Santa Clara by bike is to use River Road. However, many cyclists may not feel comfortable in the bike lanes on River Road, especially in the vicinity of the Beltline interchange.

The Riverbank Path System is a regional system that will one day extend all the way to Mt. Pisgah. The system provides connections to key regional employment and shopping centers such as downtown Eugene, Valley River Center, and the University of Oregon. When fully developed, it will also provide access to Glenwood and Lane Community College.

Santa Clara, a neighborhood of nearly 17,000 people, currently has no safe access to this regional resource. According to the 2000 census, only 1.1% of Santa Clara residents commute to work by bike which is much lower than Eugene's overall bike to work mode split from the census of 6.2%. This path connection is a key step in providing pedestrian and bicycle access to Eugene and the rest of the metropolitan area.

Several years ago, the City applied for and received \$1.2 million in Transportation Enhancements (TE) funding for the project. However, during the project design process, it became clear that two at-grade crossings of busy gravel operations driveways would pose safety concerns for path users. City engineers have redesigned the path to instead run along the south side of Division Avenue, but this will add approximately \$1 million to the project's cost.

## 5. Screening/Eligibility Criteria: Indicate Yes/No for each; Provide details as needed

a) **Listed in, or consistent with, financially constrained RTP, or able to be added to RTP during project time frame:** Yes – consistent with RTP

b) **Ability to utilize funds in FY requested**

This design change presents only slight modifications to the scope of on-going environmental investigations and collection of existing site conditions. Permitting and right of way acquisition processes will stay very close to current project schedules which should allow the City to construct this project in the summer/fall of 2010.

Alternatives analysis and preliminary design have been in progress for this project since 2006. Environmental studies for hazardous materials, archeological, threatened and endangered species, biological impacts, and wetlands delineation and mitigation are nearing completion. Base project plan sheets and draft specifications have been created and can be easily modified to accommodate the proposed alignment changes.

**c) For eligible purpose under Federal guidelines**

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

**d) Can provide minimum required matching funds (10.27% of project total)**

The City has budgeted \$102,700 in additional Transportation SDC's to serve as the local agency funding match for this project.

**e) Sufficient identified funding to complete project/phase**

With the addition of this funding the project will be fully funded.

**6. Project Cost Estimate: Indicate STP-U Funds Requested, Other Funding**

<b>FY2010 STP-U funds</b> requested for this project	<b>\$1,000,000</b>
Other funding (Federal TE)	\$1,060,000
Other funding (City Transportation SDCs)	\$211,700
Total Cost Estimate	\$2,271,700

*(Note: Total non-federal funding must meet minimum match requirement of 10.27% of total project cost – 11.45% of federal dollars)*

**7. Other Project Information: To the extent *not* discussed in the project description, address the following items from the July, 2006 CLMPO STP-U Process: Preservation, Project Development and Modernization Activities diagram.**

<http://www.lcog.org/documents/meetings/mpc/0609/MPC5f-Attachment3-STP-UModPres.pdf>

- a. Description of need or problem addressed**
- b. How project addresses MPO's regional priorities**
- c. Assessment of magnitude of potential STP-U "overhead cost"**
- d. Specific benefits of project**
- e. "Cost" of not doing activity/project (or description of opportunity lost)**
- f. Expected outcomes & deliverables**

This project is currently federalized with \$1,060,000 in Transportation Enhancement funds. Thus this project will not have any additional overhead costs relating to federalizing a project. In addition, the City of Eugene is a conditionally certified local agency which allows us to design projects and administer our own contracts internally which reduces overhead costs.

The addition of the proposed STP-U funding will fully fund the West Bank Path Extension for construction in the Summer/Fall of 2010. The final PSE package is expected to be delivered to ODOT for review in April 2010 with construction anticipated to start in July 2010.

**8. Project Technical Information: To the extent not previously discussed, provide technical information for the proposed project that will assist in the staff evaluation of the application. Sample technical considerations include:**

- **Safety Enhancement**      Project will address existing safety issue. Identify safety issue (sight line, design element, deterrent to bicycling, etc.). If available, cite safety statistics (crash rate, etc.).
- **Urban Standards**      Project brings facility to current urban design standard. Project adds urban design elements where current elements do not exist or are substandard, such as sidewalks, pedestrian crossing and/or transit stop improvements, bike facilities, storm water facilities, lighting, etc.
- **Preservation**      Project provides long-term maintenance and preservation of the existing system. Demonstrate preservation need (for example, condition rating).
- **Multiple Modes**      Identify how project will benefit more than one mode or purpose (i.e., benefits roadway & transit, benefits bicycle & roadway users, or benefits roadway & identified freight route).
- **Congestion Reduction**      Project reduces congestion through provision of additional capacity or critical link or other means. Identify existing congested conditions that project will address. Identify modeled or projected impact on congestion.
- **Increase Alt. Mode Share**      Identify how project will increase use of alternative modes (non-single occupant vehicle–SOV–use such as transit, bicycle, pedestrian).
- **Usage**      Identify existing or projected daily traffic volume (roadway), ridership (transit) or other measure of use of facility. Demonstrate significance of project to the regional system.
- **Freight**      Identify project benefits to freight system/movements.
- **Air Quality**      If applicable, identify air quality benefits of project.

**PLEASE SUBMIT APPLICATION ELECTRONICALLY TO PAUL THOMPSON, LCOG [pthompson@lcoq.org](mailto:pthompson@lcoq.org)**