

**APPLICATION FOR:**

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

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

**FY 2016-2018**

Project Information				
<b>Project Title:</b>	<b>Franklin Boulevard Facility Plan and NEPA Documentation</b>			
<b>Agency Applying:</b>	City of Eugene			
<b>Applying for STP or TAP:</b>	STP			
<b>Fiscal Year(s):</b>	\$400,000 in 2016, \$450,000 in 2017			
<b>Staff Contact:</b>	Rob Inerfeld	<b>Staff Phone:</b>	541-682-5343	
<b>Staff Email:</b>	Rob.Inerfeld@ci.eugene.or.us			
<b>Project Type:</b>	<input type="checkbox"/> Preservation	<input type="checkbox"/> Modernization	<input checked="" type="checkbox"/> Project Development	<input type="checkbox"/> Other
<b>Mode:</b>	<input checked="" type="checkbox"/> Roadway	<input checked="" type="checkbox"/> Transit	<input checked="" type="checkbox"/> Bike/Ped	<input type="checkbox"/> Other
<b>Project Description:</b>				
<p>In 2010, the Eugene City Council adopted an ordinance to implement the Walnut Station Mixed Use Center. Located along an existing EmX Bus Rapid Transit Line, the vision for this area includes a mix of residential and commercial uses in a pedestrian and transit-friendly neighborhood. Key to this vision is redesigning Franklin Boulevard as a more livable street that is safer for all modes and better accommodates walking, biking and transit. The adopted Walnut Station Specific Area Plan calls for a multiway boulevard on Franklin Boulevard. The purpose of this project will be to confirm whether the multiway boulevard design is the best approach, to refine the design, and to conduct preliminary engineering and NEPA documentation. The project will extend westbound from I-5 to Alder Street. This expands on the project area in the Walnut Station Specific Area Plan that goes from Walnut Street to Onyx Street.</p>				
<b>Description of Need or Problem</b>				
<p>Franklin Boulevard is a major arterial street that serves as Highway 99 and is one of four arterial streets connecting Eugene and Springfield. Franklin also serves as the route for the initial EmX phase that connects downtown Eugene to downtown Springfield. On most of the section of Franklin Boulevard in the study area, the EmX runs in one bi-directional lane. With planning underway for additional EmX corridors, there will likely be more frequent EmX service on Franklin in the future, which will make the need for separate east and west lanes even more urgent.</p> <p>Besides the presence of the EmX stations, the current design of Franklin Boulevard is not conducive to the vision in the Walnut Station Mixed Use Center plan of a vibrant, walkable mixed use area. Along most of Franklin, there is little to no buffer between the sidewalk and vehicular traffic. Also lacking are bike facilities, street trees and on street parking. All of these features are considered critical street design elements to the success of the mixed use center.</p>				

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The multiway boulevard design calls for separate through and access lanes on the street with a median in between the access lane and through lanes.

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 <a href="http://www.lcog.org/AgendaCenter/ViewFile/Item/1558?fileID=7308">http://www.lcog.org/AgendaCenter/ViewFile/Item/1558?fileID=7308</a> For TAP, see <a href="http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm">http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm</a>		

Cost Estimate/Funding Needs		
<b>Total Estimated Project Cost</b>	\$950,000	
<b>Funding Available</b>	\$100,000	Source: Riverfront Urban Renewal District
	\$	Source:
	\$	Source:
<b>Amount of STP-U/TAP Request</b> (Indicate to the right funding source requested)	<b>\$850,000</b>	
Note: Total non-federal funding must meet minimum match requirement of 10.27% of Total Project Cost.		

**Regional Priorities**

<input 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>	<b>Roadway</b> <input type="checkbox"/>	<b>Transit Route</b> <input type="checkbox"/>	<b>Bike Lanes</b> <input type="checkbox"/>	<b>Multi-Use Path</b> <input type="checkbox"/>
	<b>Functional Class:</b>		<b>Transit Volume:</b>	
	<b>PCI:</b>		<b>Freight Volume:</b>	
	<b>Traffic Volume:</b>		<b>Bike/Ped Counts:</b>	

**Qualitative Assessment:**

**Regional Priorities**

<input checked="" type="checkbox"/>	<b>PRESERVES OR ENHANCES TRANSIT SERVICES</b>			
<b>Goal:</b>	Maintain or increase transit ridership.			
<b>Measures:</b>	<b>Existing ridership:</b>	<b>Over 7,000 per day on weekdays</b>	<b>Projected ridership</b>	
	<b>Existing service hrs:</b>		<b>Proj. service hrs:</b>	
	<b>Ex. area of service:</b>	<b>downtown Eugene to downtown Springfield</b>	<b>Proj. service area:</b>	
	<b>Title VI Issues:</b>		<b>Title VI Issues:</b>	

**Qualitative Assessment:**  
 This project will redesign Franklin Boulevard to accommodate one EmX lane in each direction which will enable EmX buses to more efficiently travel through the corridor with less delay and more predictability. The additional lanes will also enable LTD to increase the frequency of EmX buses traveling on Franklin.

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 checked="" type="checkbox"/>	Multi-Use Path <input type="checkbox"/>	Sidewalk <input checked="" type="checkbox"/>	Mixed <input checked="" type="checkbox"/>
	Vehicular Crash Data:		Traffic Volume:	
	Bicycle Crash Data:		Transit Volume:	
	Pedestrian Crash Data:		Bike/Ped Counts:	
<b>Qualitative Assessment:</b>				
The redesigned Franklin will be safer for all modes. This will be accomplished by creating dedicated bicycle facilities which will mean there will be less sidewalk riding and fewer conflicts with people walking. Sidewalks will have greater buffers from vehicle traffic which will enhance walking safety.				
Regional Priorities				
<input checked="" 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 checked="" type="checkbox"/>	Alternative Modes <input checked="" type="checkbox"/>	Trans. Demand Management (TDM) <input type="checkbox"/>
	<b>Qualitative Assessment:</b>			
A redesigned Franklin Boulevard will be more attractive for transit, walking and biking trips. Two dedicated EmX lanes will allow bus rapid transit vehicles to more efficiently travel through the corridor and potentially with more frequency. This will help make transit more attractive than driving along the regional EmX system. Biking and walking will also become more attractive as a result of design changes to the street.				

<b>Additional Project Benefits</b>	
<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?
Franklin Boulevard is a key link in the regional EmX system but much of it only has one bi-directional lane; expanding this to two lanes will enhance the connectivity of the entire EmX system since downtown Eugene to downtown Springfield is the spine of the system and the best candidate for more frequent service. Franklin Boulevard is also a gap in the regional bike network. The draft Eugene TSP calls for additional bike facilities on Franklin to help create a more complete network.	
<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)?
<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?
<b>Measures:</b>	
<b>Public Health</b>	Will the completed project provide public health benefits?
<b>Measures:</b>	
<b>Economic Development</b>	Will the completed project promote or support economic development?
<b>Measures:</b>	
<b>Other</b>	Are there other benefits that the completed project will provide?
<b>Measures:</b>	
<b>Other Project Information</b>	
Scope of improvement, i.e., regional, community, neighborhood, local	
Ratio of STP-U Overhead to Overall Project Cost	
Opportunity Costs, i.e., cost of not doing activity/project	
APPLICATION DUE DATE: <b>JULY 10, 2015</b>	
PLEASE SUBMIT APPLICATION ELECTRONICALLY TO PAUL THOMPSON, LCOG <a href="mailto:pthompson@lco.org">pthompson@lco.org</a>	

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