

**APPLICATION FOR:**

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

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

FY 2016-2018

Project Information				
Project Title:	Riverfront Path Reconstruction			
Agency Applying:	City of Eugene			
Applying for STP or TAP:	Either STP or TAP			
Fiscal Year(s):	2017			
Staff Contact:	Rob Inerfeld	Staff Phone:	541-682-5343	
Staff Email:	Rob.Inerfeld@ci.eugene.or.us			
Project Type:	<input checked="" type="checkbox"/> Preservation	<input type="checkbox"/> Modernization	<input type="checkbox"/> Project Development	<input type="checkbox"/> Other
Mode:	<input type="checkbox"/> Roadway	<input type="checkbox"/> Transit	<input checked="" type="checkbox"/> Bike/Ped	<input type="checkbox"/> Other
Project Description:				
<p>Reconstruct Ruth Bascom Riverfront Path along the EWEB redevelopment site to be consistent with the adopted EWEB Riverfront Master Plan. The path will include lighting and other amenities such as bike racks and benches. The path will have two bridges over stormwater features called "green fingers" that will extend from the redevelopment site into the Willamette River. The project will also make improvements to the connection between the Riverfront Path and the DeFazio Bridge in order to make the connection from the EWEB site to Alton Baker Park more welcoming and also to meet ADA standards.</p>				
Description of Need or Problem				
<p>In July 2013, the Eugene City Council approved the EWEB Riverfront Master Plan. The plan calls for redevelopment of the EWEB property along the river including a new riverfront park and a reconstructed shared use path that is set further back from the riverbank. The section of the Riverfront Path along the EWEB site, also known as the South Bank Path, is currently in such poor condition that it constitutes a safety hazard. The repairs that are periodically required to maintain this section of the path are not cost effective and lead to detours for path users. The South Bank Path is a key element of the regional riverfront path system and improving this section of the path will enhance the user experience on the larger system.</p> <p>The improved public space along the river is a key element in the redevelopment of the larger riverfront property. Redevelopment of the EWEB Riverfront property is a high city priority and is necessary in order to reconnect downtown Eugene to the Willamette River.</p>				
Eligibility			YES	NO
RTP 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"/>
Timeliness. Does the agency have the ability to utilize funds in FY requested?			<input checked="" type="checkbox"/>	<input type="checkbox"/>

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Federal Eligibility. Is project eligible for STP-U or TAP funding under Federal guidelines ¹	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Local Match. Can agency provide minimum required matching funds (10.27% of project total)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sufficient Funding. Has sufficient funding been identified to complete project/phase	<input checked="" type="checkbox"/>	<input type="checkbox"/>
¹ 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		
Total Estimated Project Cost	\$1,051,000	
Funding Available	\$108,000	Source: SDCs or Riverfront Urban Renewal funds
	\$	Source:
	\$	Source:
Amount of STP-U/TAP Request (Indicate to the right funding source requested)	\$943,000	
Note: Total non-federal funding must meet minimum match requirement of 10.27% of Total Project Cost.		

Regional Priorities

<input checked="" type="checkbox"/>	PRESERVES EXISTING TRANSPORTATION ASSETS			
Goal:	Meet a minimum Pavement Condition Index (PCI) on high volume Arterials, Collectors and Multi-Use Paths.			
Measures:	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:	75 in 2011; likely in low 60s today	Freight Volume:	
	Traffic Volume:		Bike/Ped Counts:	~800 bikes/day in summer

Qualitative Assessment:
 The section of the South Bank Path along the EWEB site is in very poor condition on certain segments. There is significant lateral cracking and on at least one occasion, the bank failed and the path had to be reconstructed. The rebuilt path will be concrete which will have a longer lifespan than the existing asphalt path.

Regional Priorities

<input type="checkbox"/>	PRESERVES OR ENHANCES TRANSIT SERVICES			
Goal:	Maintain or increase transit ridership.			
Measures:	Existing ridership:		Projected ridership	
	Existing service hrs:		Proj. service hrs:	
	Ex. area of service:		Proj. service area:	
	Title VI Issues:		Title VI Issues:	

Qualitative Assessment:

Regional Priorities				
<input checked="" type="checkbox"/>	IMPROVES SAFETY			
Goals:	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.			
Measures:	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 Crash Data:		Bike/Ped Counts:	~800 bikes/day in summer
Qualitative Assessment:				
The existing path is in very poor condition which occasionally leads to safety problems on the path due to potholes, ruts and other path conditions. Temporary repairs are not long lasting. A new concrete path will address all of the existing safety issues. The path in this section is a couple of feet narrower than the city's standard 12-foot path width; there is also a chain link fence right up against one side of the existing path. Both the narrower than standard path and adjacent fence make a popular path like this less safe because there is less room for people to maneuver. The proposed project will build a new 12-foot wide path. The project will also add path lighting which is a significant safety amenity.				
Regional Priorities				
<input checked="" type="checkbox"/>	REDUCES GREENHOUSE GAS EMISSIONS			
Goals:	Reduce greenhouse gas emissions by reducing congestion, increasing operational efficiency, supporting alternative modes, and managing transportation demand.			
Measures:	Congestion Reduction <input type="checkbox"/>	Operational Efficiency <input type="checkbox"/>	Alternative Modes <input checked="" type="checkbox"/>	Trans. Demand Management (TDM) <input type="checkbox"/>
Qualitative Assessment:				
The City of Eugene has a goal of doubling walking and biking trips over the next 20 years; this is part of the city's effort to reduce greenhouse gas emissions from transportation sources. This project will significantly enhance both the safety and user experience of a key section of the Riverfront Path and draw more people to walking and biking along the river as an alternative to driving. Projects like this are critical to meeting the city's greenhouse gas reduction goals.				

Additional Project Benefits	
Connectivity	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?
Of the 12 mile long Ruth Bascom Riverfront Path system, the section along EWEB has the poorest user experience due to the poor path condition and adjacent land uses. Improving this section of the path will mean that the overall user experience will be better on the entire regional riverfront path system.	
Measures:	
Multiple Modes	How will completed project benefit more than one mode or purpose (i.e., roadway & transit, bicycle & roadway users, or roadway & identified freight route)?
Measures:	
Congestion Reduction	Will completed project reduce congestion through provision of additional capacity or critical link or other means?
Measures:	
Freight	Will completed project improve the freight system and freight movement?
Measures:	
Public Health	Will the completed project provide public health benefits?
Measures:	
Economic Development	Will the completed project promote or support economic development?
Reconstructing the riverfront path is a key step in the redevelopment of the entire EWEB riverfront property. This is one of the best redevelopment opportunities in the region and will connect Eugene's downtown to the Willamette River.	
Measures:	
Other	Are there other benefits that the completed project will provide?
Measures:	
Other Project Information	
Scope of improvement, i.e., regional, community, neighborhood, local	
The Riverfront Path is a regional facility that extends from Eugene into Springfield on both sides of the Willamette River.	
Ratio of STP-U Overhead to Overall Project Cost	
Opportunity Costs, i.e., cost of not doing activity/project	

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APPLICATION DUE DATE: JULY 10, 2015
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PLEASE SUBMIT APPLICATION ELECTRONICALLY TO PAUL THOMPSON, LCOG pthompson@lcog.org
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Files\Content.Outlook\VEYRUTEK\MPC5 f-Attachment2-STP-U_TAP_ApplicationForm.docx
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