

**APPLICATION FOR:**

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

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

FY 2016-2018

Project Information				
Project Title:	Virginia-Daisy Surface Preservation			
Agency Applying:	City of Springfield			
Applying for STP or TAP:	STP			
Fiscal Year(s):	2016-2017			
Staff Contact:	Tom Boyatt	Staff Phone:	541-744-3373	
Staff Email:	tboyatt@springfield-or.gov			
Project Type:	<input checked="" type="checkbox"/> Preservation	<input type="checkbox"/> Modernization	<input type="checkbox"/> Project Development	<input type="checkbox"/> Other
Mode:	<input checked="" type="checkbox"/> Roadway	<input type="checkbox"/> Transit	<input checked="" type="checkbox"/> Bike/Ped	<input type="checkbox"/> Other
Project Description:				
<p>The project will apply a thin lift overlay to the Virginia-Daisy corridor between 32nd Street and Bob Straub Parkway. The city desires to elevate this preservation project in advance of deployment of the Virginia-Daisy Bike Boulevard project which was recently granted \$698,400 from the 2012 Oregon Bicycle and Pedestrian Program due to higher priority projects falling off the list.</p>				
Description of Need or Problem				
<p>The facility is classified as a major collector, and is the longest continuous east-west route in the city south of Main Street. The majority of the surface has been fairly well preserved with crack sealing over the past 20+ years and is now beginning to show signs of further deterioration. Ideally, Springfield will be able to combine this STP-U project with striping, signing and roadway reconfiguration that results from the Bike Boulevard effort for added efficiency in project delivery.</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?			X	<input type="checkbox"/>
Timeliness. Does the agency have the ability to utilize funds in FY requested?			X	<input type="checkbox"/>
Federal Eligibility. Is project eligible for STP-U or TAP funding under Federal guidelines ¹			X	<input type="checkbox"/>
Local Match. Can agency provide minimum required matching funds (10.27% of project total)?			X	<input type="checkbox"/>
Sufficient Funding. Has sufficient funding been identified to complete project/phase			X	<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	\$558,000	
Funding Available	\$58,000	Source: Transportation Reimbursement SDCs
	\$	Source:
	\$	Source:
Amount of STP-U/TAP Request (Indicate to the right funding source requested)	\$500,000	
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 checked="" type="checkbox"/>	Transit Route <input type="checkbox"/>	Bike Lanes <input checked="" type="checkbox"/>	Multi-Use Path <input type="checkbox"/>
	Functional Class:	Major Collector	Transit Volume:	
	PCI:		Freight Volume:	
	Traffic Volume:		Bike/Ped Counts:	

Qualitative Assessment:
 A one inch overlay is expected to increase the useful life of this facility by 10 – 15 years. Coordinating surface preservation with the funded Boulevard Project allows the separate grant award to pay for the bike boulevard treatments after the facility has been overlaid rather than before a needed overlay within the next five years. Cost of this surface preservation project is reduced because if the project is postponed, the roughly \$400,000 of striping and stenciling that is expected from the Bike-Ped grant would need to be added to cost of overlaying the facility in the near term.

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				
X	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 X	Multi-Use Path <input type="checkbox"/>	Sidewalk <input type="checkbox"/>	Mixed
	Vehicular Crash Data:		Traffic Volume:	
	Bicycle Crash Data:		Transit Volume:	
	Pedestrian Crash Data:		Bike/Ped Counts:	
Qualitative Assessment:				
Safety is improved by the combination of the funded Bike Boulevard treatments with the requested surface preservation project. The new bike boulevard will really stand out on a new pavement surface and will demonstrate to the community the importance of the bike boulevard and help to cement the new treatments into the daily travel routines of both drivers and cyclists.				
Regional Priorities				
X	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 X	Trans. Demand Management (TDM) X
	Qualitative Assessment:			
The bike boulevard will be a major alternative mode improvement in Springfield, and as mentioned above a new roadway surface will really enhance the visibility of the bikeway treatments and send a strong signal to the community in support of a public value to support alternative mode (i.e. bicycle) travel.				

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?
This important corridor connects multiple neighborhoods, schools and the Willamalane Regional Sports Center. The project definitely enhances mobility and connectivity by using infrastructure investments to promote a safe and accessible biking corridor along the longest east-west route south of Main Street in Springfield.	
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)?
It is important that this project be completed prior to deployment of new Bike Boulevard treatments that result from a project recently funded by the (old) Oregon Bicycle and Pedestrian Program with resources that became available from 2012 funding. The Virginia-Daisy Corridor is the longest continuous route in the City south of Main Street and connects multiple neighborhoods with schools, commercial centers and the Willamalane Park and Recreation District Regional Sports Center and district offices at the corridor's western terminus.	
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?
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	
Community	
Ratio of STP-U Overhead to Overall Project Cost	
Less than 10%	

Opportunity Costs, i.e., cost of not doing activity/project

The opportunity cost of not doing this project could be high. The concern is that segments of the corridor will deteriorate *after* significant investment in bike boulevard pavement markings has been made. At that point, the cost of surface preservation will also include the cost of replacing expensive thermoplastic pavement markings. Completing surface preservation now also has the added advantage of highlighting the Bike Boulevard with a new surface treatment which will both provide for a smooth and inviting ride and showcase the bike treatments with excellent contrast between the new surface and new striping.

APPLICATION DUE DATE: **JULY 24, 2015**

PLEASE SUBMIT APPLICATION ELECTRONICALLY TO PAUL THOMPSON, LCOG pthompson@lcog.org

*C:\Users\clpl115\AppData\Local\Microsoft\Windows\Temporary Internet
Files\Content.Outlook\VEYRUTE\MPC5 f-Attachment2-STP-U_TAP_ApplicationForm.docx
Last Saved: August 25, 2015*