

## APPLICATION FOR CENTRAL LANE MPO FY2007 – 09 STP-U FUNDS

Date of this Application August 22,2005

Contact Person Lisa Gardner

### A. Background Information

1. **Project Title:** Game Farm Road

2. **Project Category:** Street Modernization Project

3. **Lead Agency:** City of Eugene

4. **Project Description:** Upgrade Game Farm Road to a three lane urban facility (east of Old Coburg Road to the vicinity of Interstate 5). Typical section would match County improvements to the west and existing improvements by Springfield to the east including two travel lanes, center turn lane, and bike lanes. A setback sidewalk would be constructed on the south side with road drainage captured in a roadside ditch on the north side of the street.

5. **Project Cost Estimate:** (all numbers in \$000s)

FY07-09 STP-U funds requested for this project	\$ <u>319</u>
Other funding (277K System development charges, 42K assessments)	\$ <u>319</u>
Total cost estimate	\$ <u>638</u>

### B. Evaluation of This Project Based on STP-U Screening Criteria:

1. **Project is:** On Regional Transportation Plan (RTP) financially constrained project list: yes X no \_\_\_  
(Project # 654)  
or capable of being added to the list during the MTIP time frame yes \_\_\_ no \_\_\_  
or included in a category of projects or program actions in the Plan yes \_\_\_ no \_\_\_

Comments:

2. **Project is Eligible for STP-U Funding Based on TEA-21 Criteria:** yes X no \_\_\_

Comments: project will improve connectivity on Game Farm Road, a minor arterial, to Chad Drive, a major collector, and Coburg Road, a major arterial. This project also improves access and connectivity to Beltline Road, a major arterial, as well as Interstate 5.

3. **Project Can Be Implemented in FY07:** yes X no \_\_\_

Comments: This project will add funding to an existing construction project that the Oregon Department of Transportation (ODOT) has obligated, and is managing. This project can likely be included with the ODOT contract as a change order item, streamlining the approvals and project management process, and reducing administration costs of using these STP-U funds.

### C. Evaluation of This Project Based on STP-U Priority Factors:

1. **Leverage of Other Funding:**

Briefly describe sources and amounts of other funding for the project (recap of information in Project Cost Estimate field above).

\$277,000 has been identified from the City of Eugene Systems Development Charge (SDC) fund. An additional \$42,000 in assessment are anticipated, to provide a 50% local match for this project.

Score for leverage: (mark appropriate line)

- other funding is less than 20 per cent of project total = no points
- other funding is 20 per cent of project total = 5 points
- other funding is 30 per cent of project total = 10 points
- other funding is 40 per cent of project total = 15 points
- other funding is 50 per cent of project total = 20 points

Score for this project: 20 points (20 points maximum for this component)

**2. Support of RTP Policies:**

Briefly describe how the proposed project supports or addresses the RTP policies--one or two sentences for each policy supported. (Example: since this project includes adding sidewalks to close gaps on a collector street, it supports Policy TSI Pedestrian # 3, Sidewalks.) *Attach additional page(s) if needed.*

Note that the project can score points for no more than two policies in any one topic area. The RTP policy topic areas are as follows:

<b>Land Use 2</b>	<b>TDM (TO) 1</b>	<b>TSI System-Wide 2</b>	<b>TSI Roadway 2</b>
TSI Transit	<b>TSI Bicycle 2</b>	<b>TSI Pedestrian 2</b>	TSI Goods Movement
TSI Other Modes	<b>Finance 1</b>		

Score for this project: 12 policies supported times 5 points each = 60 total points.  
(Maximum score for this component = 60 points)

Land Use Policy #2 – This project supports the nodal development policy by providing the transportation infrastructure to improve multi-modal access and connectivity to both the Crescent Village Node (6D) and the Chad Employment Node (6E).

Land Use Policy #4 – This project provides improvements that will encourage transit, bicycle and pedestrian activity within a new public re-development project. Specifically, a bike lanes are being added to this section, providing better connectivity to two planned mixed use centers (6D and 6E). Future transit service could also be accommodated on this improved road.

TDM Policy #3 – This project implements TDM strategies to manage congestion through the inclusion of bike lanes and a sidewalk to promote the use of alternative transportation modes in lieu of motor vehicle travel.

TSI System-Wide Policy #2 – This project supports the policy by promoting intermodal linkages for connectivity and ease of transfer among all transportation modes with roadway improvements to urban standards and inclusion of a new bike and pedestrian facility. The proximity of bike/ped, transit, and roadway facilities allows for intermodal linkages to the Crescent residential/commercial and Chad Drive employment centers.

TSI System-Wide Policy #4 – This project enhances neighborhood livability by providing new bicycle and pedestrian linkages allowing residents to make more trips by biking or walking instead of driving a motor vehicle through the neighborhood and reducing congestion, noise and air pollution.

TSI Roadway Policy #1 – This project will address the mobility and safety needs of motorists, transit users, bicyclists and pedestrians, as well as the needs of emergency vehicles. The construction of this roadway supports this policy by the design and construction of a roadway that will accommodate multiple modes.

TSI Roadway Policy #3 – This project supports this policy by designing a transportation network that recognizes the needs of other transportation modes, and promotes a regional roadway system that meets combined needs for travel through, within, and outside the region. Specifically, this project improves

connectivity from local roads to Beltline Road, a major facility for cross-region trips, as well as an access point to Interstate 5.

TSI Bicycle Policy #1 – This project supports this policy by the construction of a new bike path, that will improve the region’s bikeway system for new development, as well as redevelopment within the Chad and Crescent centers.

TSI Bicycle Policy #2 – This project supports this policy by adding a bike path facility on a reconstructed street, and providing a continuous and direct route.

TSI Pedestrian Policy #1 - This project supports this policy by constructing a 5-foot setback sidewalk that will provide a pedestrian environment that is well designed to enhance the safety, comfort, and convenience of walking to existing and planned employment, residential and commercial centers.

TSI Pedestrian Policy #2 – This project supports this policy by constructing a sidewalk, by providing for a continuous pedestrian network with reasonably direct travel routes between destination points.

Finance Policy #5 – This project provides an improvement that supports pedestrian friendly nodal development and increased use of alternative modes through inclusion of bicycle lanes and sidewalk. This project supports the short-term project priorities through the use of flexible federal funding combined with local funding sources to support connections to nodal development and improve the bicycle and pedestrian system.

### 3. Alternative TPR Performance Measures:

Briefly describe how the proposed project supports or addresses the RTP alternative TPR performance measures – one or two sentences for each measure supported. (Example: since this project includes restriping Thompson Street to add bicycle lanes, and this portion of street is included on the RTP priority bikeway mileage, the project supports the Priority Bikeway Miles measure.)

This project supports the Percent Non-Auto Trips Measure through the construction of both bike lanes and a setback sidewalk that provide bike/ped connectivity to the Chad/Crescent area, and increases opportunities for multi-modal linkages, including transit. This project also supports the Priority bikeway miles measure, by providing a new bike facility to two designated “nodes.”

Score for this project:   2   Measure supported times 5 points each =   10   total points.  
(Maximum score for this component = 20 points)

<b>TOTAL SCORE FOR THIS PROJECT:</b>	Leverage	<u>  20  </u> points
	Policies	<u>  60  </u> points
	Alt. Measures	<u>  10  </u> points
	Total:	<u>  90  </u> points



## APPLICATION FOR CENTRAL LANE MPO FY2007-09 STP-U FUNDS August, 2005

*(NOTE: Applications accepted August 11-22, 2005 for FY07 Modernization and FY07-09 Planning and TDM funding)*

**Date of this Application: August 22, 2005**

**Contact Person: Nick Arnis, City of  
Springfield**

**A. Background Information**

**1. Project Title: Gateway/Beltline Right of Way Acquisition**

(Please follow ODOT project naming conventions)

**2. Project Category: Modernization and Project Development**

(Preservation, modernization and planning/project development, or transportation options/TDM)

**3. Lead Agency: City of Springfield**

**4. Project Description:**

Acquire right of way for the Gateway/Beltline preferred intersection alternative contained in the approved Environmental Assessment (EA) for the I-5/Beltline interchange. This STP-U request will implement the EA Phase II preferred alternative for the I-5/Beltline interchange: Gateway/Beltline intersection couplet. Preliminary design/planning and public involvement will occur in 2006.

**5. Project Cost Estimate: (all numbers in \$000s)**

TOTAL STP-U funds requested for this project	\$1,150,000
Other funding (also list type of funds, e.g. federal, state, local, etc.)	City Funds \$1,150,000
Other #2	STP-U funds for planning in 2006 \$165,000
Other #3	Lane Transit District Funds for planning \$25,000
 Total cost estimate	 \$2,490,000

**6. Project timing: STP-U funds requested for FY 06-07**

\$1,150,000

FY 07-08

\$ \_\_\_\_\_

FY 08-09

\$ \_\_\_\_\_

**B. Evaluation of This Project Based on STP-U Screening Criteria:**

- 1. Project is:** On Regional Transportation Plan (RTP) financially constrained project list: yes X no\_\_\_  
*(Project # 789)*  
or capable of being added to the list during the MTIP time frame yes\_\_\_ no\_\_\_  
or included in a category of projects or program actions in the Plan yes\_\_\_ no\_\_\_

Comments:

Project is listed in the RTP and in the approved I-5/Beltline EA.

**2. Project is Eligible For STP-U Funding Based on TEA-21 Criteria:**

yes X no\_\_\_

Comments:

**3. Project Can Be Implemented in FY07:**

yes X no \_\_\_

Comments: The City is prepared to acquire key right of way for the Gateway/Beltline project.

**C. Evaluation of This Project Based on STP-U Priority Factors:**

**1. Leverage of Other Funding:**

Briefly describe sources and amounts of other funding for the project (recap of information in Project Cost Estimate field above).

The City has a \$ 7 million agreement with PeaceHealth for improvements, including project development, at the Gateway/Beltline intersection that can be applied for this project development.

The City was successful in obtaining \$165,000 in STP-U funds for 2006 for planning and project development in order to implement the project.

In addition, LTD will donate \$25,000 for planning for the project.

Score for leverage: (mark appropriate line)

- other funding is less than 20 per cent of project total = no points
- other funding is 20 per cent of project total = 5 points
- other funding is 30 per cent of project total = 10 points
- other funding is 40 per cent of project total = 15 points
- other funding is 50 per cent of project total = 20 points

Score for this project: **20 points** (20 points maximum for this component)

**2. Support of RTP Policies:**

Briefly describe how the proposed project supports or addresses the RTP policies--one or two sentences for each policy supported. (Example: since this project includes adding sidewalks to close gaps on a collector street, it supports Policy TSI Pedestrian # 3, Sidewalks.) *Attach additional page(s) if needed.*

**TSI System-Wide Policies**

**Policy #1: Transportation Infrastructure Protection and Management**

Planning, project development, and right of way acquisitions for the Gateway/Beltline intersection will protect and preserve the performance of the rebuilt I-5/Beltline interchange. 5 points

**TSI Roadway Policies**

**Policy #1: Mobility and Safety for all Modes**

Project development and right of way for the Gateway/Beltline intersection and surrounding intersections will be planned for the safety and mobility of all road users. 5 points

**Policy # 4: Access Management**

Project development and right of way for the Gateway/Beltline intersection project will establish Council approved access points and easements in order to preserve safety and operations in the area. 5 Points

**TSI Transit Policies**

**Policy #1 Transit Improvements**

Project development and right of way for the Gateway/Beltline intersection and surrounding intersections will include bus rapid transit improvements including stations locations. 5 points

**Policy # 2 Bus Rapid Transit**

Project development and right of way for the Gateway/Beltline intersection and surrounding intersections will include bus rapid transit improvements. 5 points

**TSI Bicycle Policies**

**Policy #2 Bikeways on Arterials and Collectors**

Project development and right of way for the Gateway Beltline intersection and surrounding intersections includes design for bike lanes on arterial streets. 5 points

**TSI Pedestrian Policies**

**Policy #1 Pedestrian Environment**

The Gateway/Beltline intersection project, which includes purchasing right of way, will improve the safety and convenience for pedestrians in a very busy commercial area. 5 points

**Policy # 3 Sidewalks**

Right of way acquisition at the Gateway Beltline intersection and surrounding intersections will include constructing enhanced sidewalks. 5 points

**TSI Goods Movement Policies**

**Policy #1 Freight Efficiency**

Right of way acquisitions for the Gateway Beltline intersection and surrounding intersections will improve the mobility of freight movement. 5 points

**Finance Policies**

**Policy # 4 New Development**

A significant new development in the Gateway area is funding a substantial amount of money for their capacity impacts at the Gateway/Beltline intersection project; this contribution will fund construction and right of way at the intersection. 5 points

**Policy #3 Prioritization of state and federal revenue**

Project development and right of way acquisition for the Gateway Beltline intersection and surrounding intersections implements a phase of the number one metro area modernization project, I-5/Beltline interchange, which improves safety and mobility on the interstate and statewide highways. 5 points

Note that the project can score points for no more than two policies in any one topic area. The RTP policy topic areas are as follows:

Land Use	TDM (TO)	TSI System-Wide	TSI Roadway
TSI Transit	TSI Bicycle	TSI Pedestrian	TSI Goods Movement
TSI Other Modes	Finance		

Score for this project: **10 policies** supported times **5 points each = 50 total points.**  
 (Maximum score for this component = 60 points)

**3. Alternative TPR Performance Measures:**

Briefly describe how the proposed project supports or addresses the RTP alternative TPR performance measures – one or two sentences for each measure supported. (Example: since this project includes restriping Thompson Street to add bicycle lanes, and this portion of street is included on the RTP priority bikeway mileage, the project supports the Priority Bikeway Miles measure.) *Attach additional page(s) if needed.*

**Percent transit mode share on congested corridors**

Planning and project development at Gateway/Beltline and surrounding intersections will include a BRT facility which will help increase the transit mode share on Gateway, a congested corridor.

5 Points

**Percent of New “Total” employment in nodes**

Planning and project development at the Gateway/Beltline and surrounding intersections will ensure continued access and mobility to the Gateway area employment nodes during land use changes to implement nodal development.

5 Points

Score for this project: **2 Measures** supported times **5 points each = 10 total points.**  
 (Maximum score for this component = 20 points)

<b>TOTAL SCORE FOR THIS PROJECT:</b>	Leverage	20 points
	Policies	50 points
	Alt. Measures	10 points
	<b>Total:</b>	<b>80 points</b>



Score for leverage: (mark appropriate line)

- other funding is less than 20 per cent of project total = no points  
 other funding is 20 per cent of project total = 5 points  
 other funding is 30 per cent of project total = 10 points  
 other funding is 40 per cent of project total = 15 points  
 other funding is 50 per cent of project total = 20 points

Score for this project: 20 points (20 points maximum for this component)

## 2. Support of RTP Policies:

Briefly describe how the proposed project supports or addresses the RTP policies--one or two sentences for each policy supported. (Example: since this project includes adding sidewalks to close gaps on a collector street, it supports Policy TSI Pedestrian # 3, Sidewalks.) *Attach additional page(s) if needed.*

1. Land Use Policy #2: Support for Nodal Development. This project will support the application of the nodal development concept by providing new shelters in areas designated as nodal centers.
2. TSI System Wide Policy# 1 Transportation Infrastructure Protection & Management. This project will support this policy by protecting and managing existing and future transportation infrastructure for the fixed route bus system. The new shelters will allow for customer comfort and enhance the existing system by providing new shelters at key locations with high ridership numbers.
3. TSI System Wide Policy #2 Intermodal Connectivity. This project will support this policy by placing new shelters in areas that will provide connectivity and ease of transfer from transportation modes, such as bicycle lanes and routes, pedestrian access and other transit routes.
4. TSI System Wide Policy #3: Corridor Preservation. This project will support this policy by preserving the existing transit and transportation corridors through investment in new infrastructure within the corridor. The new shelters will increase the district's investment and commitment to the transit route system.
5. TSI Roadway Policy # 1, Mobility & Safety for all Modes  
This project will support this policy by providing safety and mobility for the transit users, bicyclists and pedestrians within the transit system and provide passenger mobility and safety. The new shelters will provide safety for these individuals and increased opportunities for mobility for riders.
6. TSI Transit Policy # 1 Transit Improvements  
The project will support this policy by providing improvements to transit facilities, by increasing the system's accessibility, attractiveness, convenience and efficiency for all users by providing shelters at areas with high ridership and proximity to multi-modal corridors.

7. TSI Pedestrian Policy # 1: Pedestrian Environment. The project will support this policy by providing a pedestrian amenity that will be well integrated with adjacent land uses and the new shelters are designed to enhance safety, comfort and convenience for all transit users, which include pedestrians and bicyclists.
  
8. Finance Policy# 1 Adequate Funding. The project will support this policy by providing a 50% match of funds, in addition to the new shelter project being identified as transportation need in the RTP.
  
9. Finance Policy # 5. New Development. The project supports this policy by supporting mixed-use, pedestrian friendly nodal development and encouraging the use of transit. New bus shelters along major corridors will enhance and support mixed ups and pedestrian access.

Note that the project can score points for no more than two policies in any one topic area. The RTP policy topic areas are as follows:

Land Use	TDM (TO)	TSI System-Wide	TSI Roadway
TSI Transit	TSI Bicycle	TSI Pedestrian	TSI Goods Movement
TSI Other Modes	Finance		

Score for this project:   9   policies supported times 5 points each =   40   total points. (**Count only two in System Wide category**) (Maximum score for this component = 60 points)

**3. Alternative TPR Performance Measures:**

Briefly describe how the proposed project supports or addresses the RTP alternative TPR performance measures – one or two sentences for each measure supported. (Example: since this project includes restriping Thompson Street to add bicycle lanes, and this portion of street is included on the RTP priority bikeway mileage, the project supports the Priority Bikeway Miles measure.) *Attach additional page(s) if needed.*

1. Percent Non-Auto Trips. The new shelters will allow for safer, faster boarding for riders and increase efficiency within operations and efficiency of the system. These shelters will contribute to increasing the percent of non-auto trips.
2. Percent Transit Mode Share on Congested Corridors. The increased attractiveness and efficiency of the new shelters may increase ridership, which may increase the percent transit mode share on congested corridors.

Score for this project:   2   Measures supported times 5 points each =   10   total points.  
(Maximum score for this component = 20 points)

TOTAL SCORE FOR THIS PROJECT:	Leverage	<u>  20  </u> points
	Policies	<u>  40  </u> points
	Alt. Measures	<u>  10  </u> points
	<b>Total:</b>	<b><u>  70  </u> points</b>





Score for leverage: (mark appropriate line)

other funding is less than 20 per cent of project total = no points

other funding is 20 per cent of project total = 5 points

other funding is 30 per cent of project total = 10 points

other funding is 40 per cent of project total = 15 points

other funding is 50 per cent of project total = 20 points

Score for this project: 20 points (20 points maximum for this component)

## 2. Support of RTP Policies:

Briefly describe how the proposed project supports or addresses the RTP policies--one or two sentences for each policy supported. (Example: since this project includes adding sidewalks to close gaps on a collector street, it supports Policy TSI Pedestrian # 3, Sidewalks.) *Attach additional page(s) if needed.*

1. Land Use Policy #2: Support for Nodal Development. This project will support the application of the nodal development concept in designated areas through information by providing convenience and efficiency for transit riders along nodes within the metro area.
2. Land Use Policy #4: Multi-Modal Improvements. This project will support this policy by providing improvements that will encourage transit ridership along the new EmX Corridor and the fixed route system. Provision of real time information on bus routing will allow riders to utilize the transit system efficiently.
3. TSI System Wide Policy# 1 Transportation Infrastructure Protection & Management. This project will support this policy by protecting and managing existing and future transportation infrastructure for the fixed route bus system and the future EmX corridor. The real time passenger information system will allow for efficiency for the system, while protecting and enhancing service available to the community.
4. TSI System Wide Policy #3: Corridor Preservation. This project will support this policy by preserving the existing transit and transportation corridor through investment in new infrastructure within the fixed route bus system and EmX and future BRT corridors.
5. TSI Roadway Policy # 1, Mobility & Safety for all Modes. This project will support this policy by providing increased opportunities for mobility for transit users, bicyclists and pedestrians within the transit system and provide for increased passenger mobility by providing accurate system information.
6. TSI Transit Policy # 1 Transit Improvements. The project will support this policy by providing transit passenger information and increasing the system's capacity, accessibility, attractiveness, convenience and efficiency for all users.
7. TSI Transit Policy # 2 Bus Rapid Transit. The project will support this policy because the real time passenger information system will be integrated within the EmX corridor and Eugene and Springfield stations.

8. TSI Pedestrian Policy # 1: Pedestrian Environment. The project will support this policy by providing real time passenger information that will be integrated with adjacent land uses through station design and coordination with local governments. The passenger information system is designed to enhance safety, comfort and convenience for transit users, including pedestrians and bicyclists.
9. Finance Policy# 1 Adequate Funding. The project will support this policy by providing a 50% match of funds, in addition to the project being identified as transportation need in the RTP.
10. Finance Policy # 5. New Development. The project supports this policy by supporting mixed-use, pedestrian friendly nodal development and incentives for increased use of transit.

Note that the project can score points for no more than two policies in any one topic area. The RTP policy topic areas are as follows:

Land Use	TDM (TO)	TSI System-Wide	TSI Roadway
TSI Transit	TSI Bicycle	TSI Pedestrian	TSI Goods Movement
TSI Other Modes	Finance		

Score for this project:   10   policies supported times 5 points each =   50   total points.  
(Maximum score for this component = 60 points)

**3. Alternative TPR Performance Measures:**

Briefly describe how the proposed project supports or addresses the RTP alternative TPR performance measures – one or two sentences for each measure supported. (Example: since this project includes restriping Thompson Street to add bicycle lanes, and this portion of street is included on the RTP priority bikeway mileage, the project supports the Priority Bikeway Miles measure.) *Attach additional page(s) if needed.*

3. Percent Non-Auto Trips. The real time passenger information system will provide convenience for riders and increase efficiency within operations and efficiency of the system. This system may contribute to increasing the percent of non-auto trips, by providing transit riders with reliable information to plan trips within the metro area.
4. Percent Transit Mode Share on Congested Corridors. The real time passenger information system may increase ridership by attracting more riders with reliable and efficient information systems for the transit system. This will increase the percent transit mode share on congested corridors.

Score for this project:   2   Measures supported times 5 points each =  10   total points.  
(Maximum score for this component = 20 points)

TOTAL SCORE FOR THIS PROJECT:	Leverage	<u>  20  </u> points
	Policies	<u>  50  </u> points
	Alt. Measures	<u>  10  </u> points
	<b>Total:</b>	<b><u>  80  </u> points</b>

