

APPLICATION FOR CENTRAL LANE MPO FY2007-08 STP-U PLANNING FUNDS

August/September, 2006

(NOTE: Applications accepted through September 18, 2006 for FY07 and FY08 Planning funding)

Date of this Application September 18, 2006 **Contact Person** Petra Schuetz

A. Background Information

1. **Lead Agency:** City of Coburg
2. **Project Title:** I-5/Coburg Interchange Area Planning
3. **STP-U Project Category:** Supplemental Planning (above baseline)
4. **Project Description:** Include in description how activities address regional planning priorities

I-5/Coburg Interchange Area Planning

This project is both the largest and single most important improvement project in the greater Coburg area. The I-5/Coburg Interchange is an important regional link in the roadway network carrying large volumes of daily commute trips to and from the largest employment center in the area. The project goal for the use of the STP-U Supplemental Planning funds is to provide City planning support to continue the planning process for the Interchange Area. The City has identified a funding gap to support the City's participation in the completion of the needed planning work for the interchange as the current IAMP adoption process has been delayed an estimated eight months from its original timeline and because upcoming planning processes may include significant amendments to the soon-to-be updated Transportation System Plan.

5. Project Cost Estimate:

FY08 STP-U Planning funds requested for this project	\$15,000
Other funding (list type of funds, e.g. federal, state, local, etc.)	Coburg Local Match <u>\$1,750</u>
Total FY08 cost estimate	\$16,750

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

APPLICATION FOR CENTRAL LANE MPO FY2007-08 STP-U PLANNING FUNDS

August/September, 2006

(NOTE: Applications accepted through September 15, 2006 for FY07 and FY08 Planning funding)

Date of this Application: 9/18/06

Contact Person: Rob Inerfeld

A. Background Information

1. Lead Agency: City of Eugene

2. Project Title: Pedestrian and Bicycle Strategic Plan (Regional Transportation Planning)

3. STP-U Project Category: Supplemental Planning (above baseline)

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

MPO's regional planning priorities include, but are not limited to, those shown on the back of this form. *You may submit one application for the 2-fiscal-year period, or two separate applications. Attach additional information, if applicable.*

The City of Eugene is initiating the development of a Pedestrian and Bicycle Strategic Plan. The plan will guide the City's work to implement pedestrian, bicycle, and TDM elements of TransPlan/RTP. As the City has attempted to implement on-street bike lane elements of TransPlan/RTP, it has become clear that there was not enough neighborhood-level awareness and participation in these projects during the TransPlan/RTP process. The development of the Pedestrian and Bicycle Strategic Plan will include scoping out these on-street projects with greater participation at the neighborhood level. During the planning process, the City will also seek community input on what the City and community partners can do to increase the use of walking and bicycling as modes of transportation.

The Pedestrian and Bicycle Strategic Plan is listed in the FY2006-2007 UPWP Work Elements Short-Range Transportation Planning section as "Develop Bicycle and Pedestrian Master Plan." Progress on the strategic plan will also meet the goals of "Identify potential bicycle and pedestrian elements as part of RTP Update" and "Identify potential bicycle and pedestrian elements as part of TSP Update" that are listed in the Long-Range Transportation Planning section of the UPWP.

5. Project Cost Estimate:

FY07 STP-U Planning funds requested for this project	\$50,000
Other funding (list type of funds, e.g. federal, state, local, etc.)	Eugene Local Match <u>\$5,725</u>
Total FY07 cost estimate	\$55,725

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

APPLICATION FOR CENTRAL LANE MPO FY2007-08 STP-U PLANNING FUNDS

August/September, 2006

(NOTE: Applications accepted through September 18, 2006 for FY07 and FY08 Planning funding)

Date of this Application: September 18, 2006 Contact Person: Mark Schoening

A. Background Information

1. **Lead Agency:** City of Eugene
2. **Project Title:** West 11th Transportation Corridor Study
3. **STP-U Project Category:** Supplemental Planning (above baseline)
4. **Project Description:**

The Metropolitan Policy Committee (MPC) recently adopted the FY06-09 Metropolitan Transportation Improvement Program (MTIP) after removing the West Eugene Parkway from the MTIP. It is anticipated that with the update of the Regional Transportation Plan in March 2007 the WEP will be removed from the financially constrained project list. This will place an increased importance on West 11th as a regional transportation facility.

The West 11th Transportation Corridor Study will extend from Lane Transit District's (LTD) Eugene Station to Greenhill Road. In addition to providing a comprehensive transportation study of the West 11th corridor, the study integrates two other regional planning study needs. The first is the EmX corridor study from the Eugene Station to Beltline and the second is the transportation system planning for the West 11th from Terry Street to Greenhill Road project.

The study will be a collaborative process with LTD, Oregon Department of Transportation, Lane County and Lane Council of Governments. In addition, it is anticipated that the University of Oregon's School of Architecture and Allied Arts will be a study partner.

5. Project Cost Estimate:

FY07 STP-U Planning funds requested for this project		\$75,000
Other funding (list type of funds, e.g. federal, state, local, etc.)	Eugene Local Match	<u>\$10,000</u>
Total FY07 cost estimate		\$85,000
FY08 STP-U Planning funds requested for this project		\$75,000
Other funding (list type of funds, e.g. federal, state, local, etc.)	Eugene Local Match	<u>\$10,000</u>
Total FY08 cost estimate		\$85,000

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

APPLICATION FOR CENTRAL LANE MPO FY2007-08 STP-U PLANNING FUNDS

August/September, 2006

Date of this Application: 9/17/06

Contact Person: Anita Yap

A. Background Information

1. **Lead Agency:** Lane Transit District
2. **Project Title:** Coordinated Public Transit Human Services Transportation Plan
3. **STP-U Project Category:** Supplemental Planning (above baseline)
4. **Project Description**

Develop Coordinated Public Transit Human Services Transportation Plan to meet the requirements of SAFETEA-LU for funding projects under the three federal programs; New Freedom; Job Access and Reverse Commute (JARC); and Elderly Individuals, and Individuals with Disabilities. These programs must be “derived from a locally developed, coordinated public transit-human services transportation plan” and that the plan is “developed through a process that includes representatives of public, private and non-profit transportation and human services providers and participation by the public.” In addition, the State of Oregon’s Public Transit Division requires a similar coordination plan for the use and distribution of resources through the Special Transportation Fund (STF) for the Elderly and People with Disabilities.

The LTD Accessible Transportation Committee will serve as the primary working committee for development of the plan. The committee, established by LTD Board of Directors, serves as the Lane County agent for the administration of the STF for the Elderly and People with Disabilities and acts as an advisory committee to LTD regarding public transit accessibility for seniors and people with disabilities. An expanded version of this committee will include members of the public, human services providers and other transportation interests. A complete public involvement program and work program will be developed with the selected consultant.

5. Project Cost Estimate:

FY07 STP-U Planning funds requested for this project		\$30,000
Other funding (list type of funds, e.g. federal, state, local, etc.)	LTD Local Match	<u>\$5,000</u>
Total FY07 cost estimate		\$35,000

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

APPLICATION FOR CENTRAL LANE MPO FY2007-08 STP-U PLANNING FUNDS

August/September, 2006

Date of this Application September 15, 2006 **Contact Person** Tom Boyatt

A. Background Information

1. **Lead Agency:** City of Springfield
2. **Project Title:** 2007 Regional Transportation Planning
3. **STP-U Project Category:** Supplemental Planning (above baseline)
4. **Project Description:** Include in description how activities address regional planning priorities

Gateway/Beltline Project Planning

The Gateway/Beltline Intersection (intersection) is an important regional facility with a direct correlation to the operational function of the I-5/Beltline Interchange (interchange). The preferred alternative for the intersection is included in the I-5/Beltline Revised Environmental Assessment, which was approved by FHWA in July 2003. The EA project, i.e. intersection and interchange, has been the metropolitan region's #1 large modernization project priority for the past 5 years. The interchange upgrade project is currently underway. As per prior project commitments, the City is now engaged in a planning process to refine the preferred intersection alternative. \$165,625 of STP-U money, \$73,575 City funding and \$25,000 LTD funding is currently programmed in the M-TIP for this project. The City has identified a \$100,000 funding gap to complete the planning project on a schedule that meets ODOT and local construction commitments.

This application includes a \$75,000 request for Gateway/Beltline, which represents 28% of the existing project total or 75% of the anticipated shortfall.

Springfield Arterial and Collector Street Plan (Plan)

The City is required by State law to adopt a Transportation System Plan (TSP). The TransPlan has generally fulfilled this requirement. In order to be able to make well informed regional project priority decisions about improvements to the City's collector and arterial roadway system, it is necessary to develop a Plan detailing the system inventory, network gaps, right of way issues, bike/ped facilities, infrastructure conditions, a list of needed projects and planning level project cost estimates, and a policy framework to guide investment and management decisions. Arterials and collectors are part of the regional transportation system in that they provide major links to employment, commercial, and education destinations, as well as travel options to using the state highway system for intra-regional trips. The Plan is anticipated as a refinement to TransPlan, and will provide needed detail to planning and implementing policies and strategies to manage and improve this important regional system backbone. The estimated cost to complete the Arterial and Collector Street Plan is \$120,000.

This application includes an \$85,000 request for the Arterial and Collector Street Plan, or 71% of the project cost.

5. Project Cost Estimate:

FY07 STP-U Planning funds requested for this project	\$160,000
Other funding (list type of funds, e.g. federal, state, local, etc.)	Federal \$166,000
	Springfield Local Match \$109,000
	Transit <u>\$25,000</u>
Total FY07 cost estimate	\$460,000

APPLICATION FOR CENTRAL LANE MPO FY2007-08 STP-U PLANNING FUNDS**August/September, 2006****Date of this Application** September 15, 2006 **Contact Person** Tom Boyatt**A. Background Information**

- 1. Lead Agency:** City of Springfield
- 2. Project Title:** 2008 Regional Transportation Planning
- 3. STP-U Project Category:** Supplemental Planning (above baseline)
- 4. Project Description:** Include in description how activities address regional planning priorities

Franklin Blvd. Concept Planning

The project is to conduct a concept level planning study to reach a preferred alternative for the cross section of Franklin Blvd. and the Franklin/McVay intersection in Glenwood. This segment of Franklin is also OR 126B (McKenzie Highway) from the western City Limits to the McVay Hwy. intersection. To the south of that intersection Franklin is also the McVay Hwy. The study segments of Franklin, McVay, and the Franklin/McVay intersection are important regional links in the roadway network carrying large volumes of daily commute trips as well as providing access to regional employment and the redeveloping Glenwood Riverfront District. The project goal is to develop a preferred alternative for improving Franklin to urban standards while providing for traffic volume needs as well as quality urban design to support Glenwood redevelopment and the EmX pilot corridor. \$175,000 of STP-U money, \$53,600 City funding and \$25,000 LTD funding is currently programmed in the M-TIP for this project. The City has identified a \$50,000 funding gap to complete needed traffic analysis of intersection alternatives at the Franklin/McVay intersection and to insure the appropriate level of public input to the project.

This application includes a \$50,000 request for Franklin Blvd. Concept Planning, or 20% of the existing project total.

Springfield Bicycle and Pedestrian Plan (Plan)

The City is required by State law to adopt a Transportation System Plan (TSP). The TransPlan has generally fulfilled this requirement. In order to be able to make well informed regional project priority decisions about improvements to the City's bicycle and pedestrian system, it is necessary to develop a Plan detailing the system inventory, network gaps, right of way issues, infrastructure conditions, a list of needed projects and planning level project cost estimates, and a policy framework to guide investment and management decisions. The bicycle and pedestrian network is an important part of the regional transportation system because it provides alternative travel mode facilities that are necessary to achieve regional goals and policies that intend to reduce reliance on the automobile. The Plan is anticipated as a refinement to TransPlan, and will provide needed detail to planning and implementing policies and strategies to manage and improve this important auto alternative in the regional transportation network. The estimated cost to complete the Bicycle and Pedestrian Plan is \$65,000.

This application includes a \$45,000 request for the Bicycle and Pedestrian Plan, or 69% of the project cost.

5. Project Cost Estimate:

FY08 STP-U Planning funds requested for this project	\$95,000
Other funding (list type of funds, e.g. federal, state, local, etc.)	Federal \$175,000
	Springfield Local Match \$54,000
	Transit <u>\$25,000</u>
Total FY08 cost estimate	\$349,000