

APPLICATION FOR CENTRAL LANE MPO FY2007-09 STP-U FUNDS PRESERVATION, MODERNIZATION, PROJECT DEVELOPMENT

December, 2006

(NOTE: Applications accepted through December 20, 2006 for FY07, FY08 & FY09 funding. Please submit one application per project. Maximum of two applications per jurisdiction for each fiscal year.)

Date of this Application December 19, 2006

Contact Person Tom Boyatt

A. Background Information

1. Lead Agency: City of Springfield

2. Project Title: 21st Street, 'D' to Main Street Preservation Project

3. STP-U Project Category (circle/mark one): **Preservation** **Modernization** Project Devel.

PLEASE NOTE: IF DESIRED, § 4, 7 & 8 MAY BE ADDRESSED TOGETHER IN ONE NARRATIVE ATTACHMENT

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

Attach additional information, if applicable.

Major rehabilitation of the final segment of this important regional north/south collector street. Project will include new sidewalks, bike lanes and pavement. Completing the final section of 21st Street provides an important mid-town connection between Main Street (OR 126B) and Olympic Street.

5. Screening/Eligibility Criteria: Indicate Yes/No for each; Provide details as needed

a) Listed in, or consistent with, financially constrained RTP **Yes**

b) Ability to utilize funds in FY requested **Yes**

c) For eligible purpose under Federal guidelines **Yes**

See <http://www.lcog.org/meetings/mpc/0706/MPC4.e-Attachment3-FederalGuidelinesforSTP-U.pdf>

d) Can provide minimum required matching funds (10.27% of project total) **Yes**

e) Sufficient identified funding to complete project/phase **Yes**

6. Project Cost Estimate: Indicate Fiscal Year, STP-U Funds Requested, Other Funding

FY09 STP-U Project funds requested for this project	\$500,000
Other funding – Federal, Local	\$500,000*
Total Cost Estimate	\$1,000,000

*Other funding does not include previous investment in rehabilitation and upgrades along 21st Street between Olympic and 'D' Streets which totaled \$1,300,000 and included \$609,000 of previously allocated STP-U dollars.

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

7. Other Project Information: To the extent *not* discussed in the project description, address the following items from the July, 2006 CLMPO STP-U Process: Preservation, Project Development and Modernization Activities diagram.
<http://www.lcog.org/meetings/mpc/0706/MPC4.e-Attachment2-STP-UMod&Pres.pdf>

a. Description of need or problem addressed

Existing street cross section does not make adequate provision for cyclists, pedestrians, and collector level auto volumes. Street itself is in serious structural decline to the point where it is difficult to maintain. New commercial and employment development to the north is drawing regional trips from Main Street.

b. How project addresses MPO's regional priorities

Rehabilitation will improve connectivity between employment, commercial and residential areas, shortening trip times, providing route choices, and improving air quality. Project will increase vehicle and transit capacity and add infrastructure for cyclists and pedestrians.

c. Assessment of magnitude of potential STP-U "overhead cost"

STP-U "overhead costs" are justified by a project of this total dollar amount. Prior Local Agency agreements on earlier phases of the same project will assist in keeping STP-U "overhead" minimized.

d. Specific benefits of project

Completes important north/south collector to modern standards.

e. "Cost" of not doing activity/project (or description of opportunity lost)

The opportunity cost of not being able to address the final segment of the 21st Street project will be underutilization of this important mid-town collector, both for auto and alternate mode travel.

f. Expected outcomes & deliverables

Complete rehabilitation and upgrade of the 21st Street collector.

8. Project Technical Information: To the extent not previously discussed, provide technical information for the proposed project that will assist in the staff evaluation of the application. Sample technical considerations identified during the July, 2006 MPO STP-U process approval include:

- Safety Enhancement Project will address existing safety issues by providing pedestrian and bicycle infrastructure on the collector roadway.
- Urban Standards Project brings facility to current urban design standard. Project adds urban design elements where current elements do not exist or are substandard, including sidewalks, bike facilities, storm water facilities, and lighting.
- Preservation Project provides long-term preservation of the existing system.
- Multiple Modes Project benefits roadway, bicycle, pedestrian and freight.
- Congestion Reduction Project reduces congestion through provision of additional capacity on this critical north/south link.
- Increase Alt. Mode Share Project will provide safe bicycle and pedestrian infrastructure, thereby making the increase in mode split possible.