

**APPLICATION FOR:**•**STP-U FUNDS** (Project Development, Preservation, Modernization)•**TAP FUNDS** (Transportation Alternatives Program)**FY 2014-2015**

Project Information				
Project Title:	Eugene Riverfront Path Reconstruction			
Agency Applying:	City of Eugene			
Applying for STP or TAP:	STP			
Fiscal Year(s):	2015			
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
<b>Project Description:</b> This project entails reconstructing the section of the Ruth Bascom Riverfront Path on the EWEB redevelopment site to be consistent with the Riverfront Master Plan. The funding requested will cover the PE phase of the project.				
<b>Description of Need or Problem</b> The section of the Riverfront Path along the EWEB site 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. Additionally, the City of Eugene has committed to developing a riverfront park along the EWEB site and a rebuilt riverfront path is part of the vision for the park.				
Eligibility			YES	NO
<b>RTP</b> 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"/>
<b>Timeliness.</b> Does the agency have the ability to utilize funds in FY requested?			<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Federal Eligibility.</b> Is project eligible for STP-U or TAP funding under Federal guidelines <sup>1</sup>			<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Local Match.</b> Can agency provide minimum required matching funds (10.27% of project total)?			<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Sufficient Funding.</b> Has sufficient funding been identified to complete project/phase			<input checked="" type="checkbox"/>	<input type="checkbox"/>
<sup>1</sup> For STP-U, see <a href="http://www.fhwa.dot.gov/map21/factsheets/stp.cfm">http://www.fhwa.dot.gov/map21/factsheets/stp.cfm</a> For TAP, see <a href="http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm">http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm</a>				

Cost Estimate/Funding Needs		
<b>Total Estimated Project Cost</b>	\$201,000	
<b>Funding Available</b>	\$21,000	Source: SDCs, urban renewal or street bond
	\$	Source:
	\$	Source:
<b>Amount of STP-U/TAP Request</b> (Indicate to the right funding source requested)	\$180,000	STP-U
Note: Total non-federal funding must meet minimum match requirement of 10.27% of Total Project Cost.		

Regional Priorities				
<input checked="" type="checkbox"/>	<b>PRESERVES EXISTING TRANSPORTATION ASSETS</b>			
<b>Goal:</b>	Meet a minimum Pavement Condition Index (PCI) on high volume Arterials, Collectors and Multi-Use Paths.			
<b>Measures:</b>	<b>Roadway</b> <input type="checkbox"/>	<b>Transit Route</b> <input type="checkbox"/>	<b>Bike Lanes</b> <input type="checkbox"/>	<b>Multi-Use Path</b> <input checked="" type="checkbox"/>
	<b>Functional Class:</b>		<b>Transit Volume:</b>	
	<b>PCI:</b>	75 in 2011	<b>Freight Volume:</b>	
	<b>Traffic Volume:</b>		<b>Bike/Ped Counts:</b>	~800 bikes/day in summer
<b>Qualitative Assessment:</b>				
The section of the South Bank Path along the EWEB site is in 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.				
Regional Priorities				
<input type="checkbox"/>	<b>PRESERVES OR ENHANCES TRANSIT SERVICES</b>			
<b>Goal:</b>	Maintain or increase transit ridership.			
<b>Measures:</b>	<b>Existing ridership:</b>		<b>Projected ridership</b>	
	<b>Existing service hrs:</b>		<b>Proj. service hrs:</b>	
	<b>Ex. area of service:</b>		<b>Proj. service area:</b>	
	<b>Title VI Issues:</b>		<b>Title VI Issues:</b>	
<b>Qualitative Assessment:</b>				

Regional Priorities				
<input checked="" type="checkbox"/>	<b>IMPROVES SAFETY</b>			
<b>Goals:</b>	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.			
<b>Measures:</b>	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
<b>Qualitative Assessment:</b> 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. Alternative facilities for walking will be constructed in the park. The project will also add path lighting which is a significant safety amenity.				
Regional Priorities				
<input checked="" type="checkbox"/>	<b>REDUCES GREENHOUSE GAS EMISSIONS</b>			
<b>Goals:</b>	Reduce greenhouse gas emissions by reducing congestion, increasing operational efficiency, supporting alternative modes, and managing transportation demand.			
<b>Measures:</b>	Congestion Reduction <input type="checkbox"/>	Operational Efficiency <input type="checkbox"/>	Alternative Modes <input checked="" type="checkbox"/>	Trans. Demand Management (TDM) <input type="checkbox"/>
<b>Qualitative Assessment:</b> 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. Projects like this are critical to meeting the city's greenhouse gas reduction goals.				

Additional Project Benefits	
<b>Connectivity</b>	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?
Measures:	
<b>Multiple Modes</b>	How will completed project benefit more than one mode or purpose (i.e., roadway & transit, bicycle & roadway users, or roadway & identified freight route)?
Measures:	
<b>Congestion Reduction</b>	Will completed project reduce congestion through provision of additional capacity or critical link or other means?
Measures:	
<b>Freight</b>	Will completed project improve the freight system and freight movement?
Measures:	
<b>Public Health</b>	Will the completed project provide public health benefits?
Measures:	
<b>Economic Development</b>	Will the completed project promote or support economic development?
Measures:	
<b>Other</b>	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	
APPLICATION DUE DATE: NA	
PLEASE SUBMIT APPLICATION ELECTRONICALLY TO PAUL THOMPSON, LCOG <a href="mailto:pthompson@lcog.org">pthompson@lcog.org</a>	