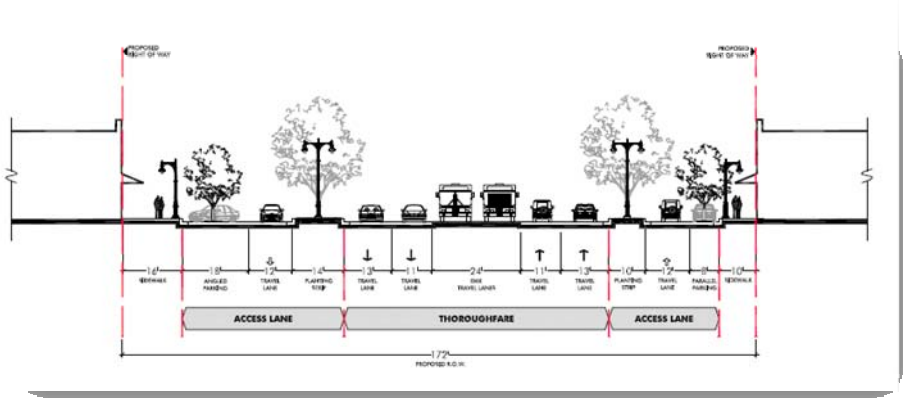
TIGER Grant Application
Franklin Boulevard Redevelopment Project
Springfield, Oregon

Stimulating economic growth through construction of a multi-way boulevard, including access for pedestrians, bicycles, autos and a bus rapid transit system…



PROJECT SUMMARY

The Franklin Boulevard Project will construct modern urban standards improvements on the old Hwy 99 alignment in Glenwood called Franklin Boulevard between downtown Springfield, the University of Oregon and downtown Eugene. The existing Franklin corridor (a.k.a. OR 126B, McKenzie Highway), lacks facilities for bicycles and pedestrians, and is the only segment of Lane Transit District's popular bus rapid transit EmX service, the "Green Line", that operates in mixed traffic with temporary curb side stations.

The Project is a hybrid multi-way boulevard/ arterial roadway with both roundabout and signalized intersections. The Project provides much needed facilities for bicycles and pedestrians and improves EmX bus rapid transit through the corridor to dedicated guideway service with median stations. The Project will:

- Create jobs immediately and leverage significant follow-on economic activity in a designated Ecomonically Distressed Area with unemployment currrently at 12.7 percent.
- Serve as a statewide and national demonstration project showing how bus rapid transit, multi-way boulevard and modern multi-lane roundabout technologies work together with a high density land development pattern.
- Address climate change by providing transportation mode choice and land use shifts.
- Correct key public safety and mobility deficiencies on the current roadway alignment.

Superior multi-modal choices are central to the Glenwood Riverfront District's planned future as a high density mixed use neighborhood at the center of the metropolitan area. The Project leverages Glenwood riverfront redevelopment by providing a level of urban transportation infrastructure sufficient to accommodate adopted redevelopment plans. The Project demonstrates that multi-way boulevard technology can provide auto capacity while meeting the needs of pedestrians, cyclists, and rapid transit. Integrating these transportation technologies with adopted mixed use redevelopment provides real alternatives to increased growth at the urban fringe. Urban core redevelopment supported by high frequency transit and well integrated bicycle and pedestrian connectivity achieves green house gas reductions that result from shorter auto trips and non-auto alternatives.

The Project area is currently a mixed pattern of incorporated and urban unincorporated development. Downtown Springfield is east of the project across the Willamette River, and the University of Oregon is approximately one mile west of the project across I-5 (see Project Map – page 5). The Glenwood Riverfront is an adopted opportunity area envisioned for high density mixed-use urban redevelopment supported by 10 minute bus rapid transit service and high quality bicycle and pedestrian networks.

The Project cannot be completed without significant federal resources. Local agencies are managing system maintenance and preservation, and the State is focused on the bridge crisis and Interstate congestion and safety. The City has made a $250,000 investment in project planning and development activity, and is currently soliciting consultant services for National Environmental Policy ACT (NEPA) documentation and Project design. NEPA activity will be paid for by the Project Parties using a mix of local transit, urban renewal and transportation systems development funds. The Springfield Economic Development Agency (urban renewal district) is carrying $2,650,000 on its tax increment financing project list for this important project. The Lane Transit District will contribute approximately $2,120,000 to the Project, including EmX bus shelters worth $618,000, and EmX buses worth approximately $1,500,000 million.

The TIGER Grant request is $49,500,000.

BACKGROUND INFORMATION:

Contact Information	Project Parties
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Detailed Project Description

Franklin Boulevard Redevelopment

The Project will reconstruct a 3/4 mile segment of this major east-west arterial between Eugene and Springfield to a modern multi-way boulevard standard with arterial standards in some segments. The Project is anchored on each end with modern multi-lane roundabouts that provide connection to arterials leading to Interstate 5 to the west and south and to the Glenwood Riverfront Redevelopment District to the north. Median bus rapid transit guideways are planned for both the eastbound and westbound direction, with two median station locations planned to serve the area. Sidewalks are added throughout the corridor, and bicycle lanes are striped on-street in the arterial segments, and routed to the access lanes in the boulevard segments. The blend of Arterial and Multi-way Boulevard treatments is in sync with the Project's approach to targeted land redevelopment along the corridor. 'Green Streets' storm water treatment technology is planned to be deployed throughout the Project.

The Project optimizes economic activity in two distinct and important ways. First, the project itself will create 942 construction and engineering family wage jobs. Job creation will begin immediately after project award and extend through the life of the project. The Project Parties will be underway, prior to Project award, completing NEPA documentation and contracting design services, as well as prepping the CMGC (Construction Manager General Contractor) process. This much needed economic stimulus will be very beneficial to Lane County citizens and others who live in a county and state that has the seventh highest unemployment in the nation.

The second, more long term, gain is the vital economic activity that will occur along the Franklin corridor, particularly in the Riverfront District, as the necessary investment in public infrastructure leverages private redevelopment on the scale anticipated in the Riverfront Plan. The number one barrier cited by private investors that stands in the way of building out mixed use redevelopment plans for the area is the lack of modern roadway infrastructure, including pedestrian, bicycle and transit elements. The area that will be leveraged by the investment in Franklin Boulevard is the only significant under-developed urban Willamette River frontage in the metropolitan region. This 'diamond in the rough' stands a very high probability for successful redevelopment once modern infrastructure is put into place.

The long term public benefits generated by the Project investment relate specifically to:

- Leveraged private investment in high value mixed use redevelopment.

- Enhanced land use and transportation integration with provision of quality travel choices in the form of bus rapid transit and safe and accessible bicycle and pedestrian networks.
- Environmental protections associated with reductions in vehicle miles travelled and positive impacts on climate change.
- Environmental benefits of green streets technology that integrates water quality treatment within roadway infrastructure.
- Demonstration to the state and the nation that new roadway technologies integrated with intentional land development are a successful alternative to 20th Century land use and transportation practices.

Franklin Boulevard Redeveloped

Shared Bicycle Lanes in Access Lane

Franklin Boulevard Redevelopment Project

City Limits

0 400 800 1600 2400 Feet

There are no warranties that accompany this product. Users assume all responsibility for any loss or damage arising from any error, omission or positional inaccuracy of this product.

Franklin Boulevard's affect on the urban area

Franklin Boulevard is one of only four regional east-west arterials that connects Eugene and Springfield across Interstate 5. Franklin has superior access to I-5 via the Glenwood, 30th Avenue, and (partial) Franklin interchanges, and is an important gateway to Eugene, Springfield, the University of Oregon, and Glenwood. The corridor carries significant daily commute trips, and provides access from much of the metro area to Lane Community College and the growing Glenwood Industrial District. The corridor also serves the planned Glenwood Riverfront District, although redevelopment awaits infrastructure investment.

Franklin Boulevard is a five lane roadway with frequent business accesses and bus rapid transit service that operates in mixed traffic with curbside temporary stations and one temporary median station. The corridor has infrequent and substandard sidewalks which are narrow and often located on private property or easements. Other than several hundred feet of striped bike lanes which do not connect to lanes on either side, there are no modern bicycle facilities on Franklin.

The Glenwood area, the City of Springfield's first urban renewal district, is poised for extensive redevelopment. The principal focus for redevelopment has been near the intersection of Franklin Boulevard and McVey Highway. The proposals for this area, first outlined in the Glenwood Riverfront Plan, favor higher density, mixed-use development oriented toward the river. In their present form, neither Franklin Boulevard nor McVey Highway support these redevelopment goals. Limited transportation dollars combined with the high cost of facility improvements have continued to make Franklin upgrades a challenge to deliver.

The current condition and appearance of both corridors is widely perceived as an impediment to the area's economic renewal. Franklin Boulevard's visual environment is defined by frequent access points, unappealing and competing signage, minimal landscaping, inefficient land development and unorganized parking. The Willamette River, a significant public environmental asset, is largely ignored and disconnected from the adjacent corridors and neighborhoods.

Transportation challenges

Franklin Boulevard's transportation challenges are many. There is limited provision for travel choice alternatives to the auto. Bicycle and pedestrian infrastructure is practically non-existent, and where it has been provided it is substandard and unsafe. Safe pedestrian crossing opportunities are infrequent and poorly defined. Transit has been improved along the corridor but Franklin remains the only segment of the Lane Transit District pilot EmX bus rapid transit project to operate in mixed traffic, limiting travel time reliability and creating conflicts for through trips. The intersection of Franklin Boulevard and McVey Highway currently operates at a degraded level of service both in the morning and evening. In the current configuration this key intersection cannot accommodate the planned fourth roadway connection to the north which is critical to Riverfront District redevelopment. Access management is non-existent along Franklin's extent in Glenwood, with poor and multiple driveway articulation creating turn conflicts. Intersecting streets are skewed with most intersections off-set from one side of Franklin to the other,

Existing Condition of Franklin Boulevard

and in some cases driver sight distance is compromised. Throughout most of the corridor surface drainage is poor to non-existent. Because Franklin serves as a regional and sub-regional facility with good access to interstate 5, to the University of Oregon, Lane Community College, and to the Eugene and Springfield downtowns and points beyond, traffic continues to increase in the corridor, compounding all of the challenges listed above.

Passenger or freight volumes

Franklin Boulevard is classified a Statewide Highway and is listed on the National Highway System. This section of Franklin Boulevard carries approximately 18,900 average daily trips (ADT) now and is projected to carry as many as 35,000 ADT in the future. Approximately 7%, about 1,300 of these trips, are dedicated to freight movement in the corridor, with the projected future growth in freight volumes tracking national trends.

Congestion levels

Peak hour/ peak direction travel on Franklin Boulevard currently exceeds Oregon Highway Plan (OHP) mobility standards at several key Project intersections, with passenger and freight volumes projected to increase nearly 50 percent by 2031. Without the project, 2031 peak hour/peak direction volume to capacity ratios are projected to be greater than 1.0 at key intersections and along various corridor sub-segments.

With the Project, volume to capacity ratios are within OHP standards due to removal of bus trips, significant access management, and mode split to bike, walking and transit. The capacity to move BRT vehicles and bicycles will also be increased by the Project. This decrease in volume to capacity ratios is not only indicative of time savings, but also indicates that travel reliability will increase considerably along this important route.

Infrastructure condition

Unfortunately, Glenwood has a long history of going without improvements. The main roadway arteries continue to move traffic, but the entire system lacks multi-modal facilities that meet today's urban standards. Franklin Boulevard's current infrastructure condition is poor at best, a rating driven primarily by the serious lack of adequate curb, gutter, sidewalk, bicycle lanes, drainage, safe pedestrian crossings, safe intersections, lighting, and adequate right of way. The existing roadway surface is in fair condition, with some rutting and cracking noted.

Safety experience

The Oregon Department of Transportation's (ODOT) Safety Priority Index System (SPIS) list is a safety rating system used for identifying potential safety problems on state highways. Within the past five years (2005-2009), this segment of Franklin Boulevard was listed four times in the top 10% of the SPIS. In 2007, there were 13 crashes within this segment, including one fatality.

Franklin has just one block of striped bicycle lanes on the north and south sides of the street between the I-5 right of way and Glenwood Boulevard; otherwise there are no bike lanes along Franklin Boulevard. The lack of bicycle facilities and connectivity throughout Glenwood makes bicycle travel hazardous. The lack of roadway connectivity to surrounding neighborhoods compounds the unsafe bicycling conditions throughout Glenwood by requiring cyclists to use arterial streets, most of which lack adequate bicycle lanes or sidewalks. Where sidewalks do exist, they are mostly disjointed, discontinuous, narrow, unpaved, curbside, and do not meet either City or ODOT standards. Power lines, utility poles, and numerous curb cuts interfere with pedestrian travel and lead to dangerous traffic patterns and conflicts between and among all modes of travel

Grant Funds and Sources and Uses of Project Funds

Amount of grant funding requested	The TIGER Grant request is $49,500,000.
Sources and uses of all project funds	Surface Transportation Program – Urban funds, City System Development Charge Improvement funds, City Urban Renewal funds, and Federal Transit funds: • Concept Development, Project Planning, Preliminary Design, NEPA documentation, right of way identification, bus rapid transit vehicle purchase, and transit station element acquisition. TIGER Grant Stimulus funds: • Final Design, right of way acquisition, project construction.
Total project costs	Project planning, concept development and NEPA = $900,000 Engineering and Design = $4,500,000 Right of Way Acquisition = $17,000,000 Project Construction = $28,000,000 Rapid transit vehicles and Station Elements = $2,100,000 TOTAL PROJECT COST = $52,500,000
% of project costs paid for with TIGER funds	TIGER will pay 94% of Project costs. Note: Should TIGER not fund the full amount requested, pending federal transportation legislation could fund Project's third phase.
Identity and % shares of all parties providing funds for the project	0.4% = Central Lane Metropolitan Planning Organization 1.3% = City of Springfield 4.3% = Lane Transit District 94.0% = TIGER

SELECTION CRITERIA

Primary Selection Criterion #1: Long Term Outcomes--Significant impact on desirable long-term outcomes for the Nation, a metropolitan area, or a region.

(1) State of Good Repair:

This Project is part of relevant State, local, and regional efforts to maintain transportation facilities in a state of good repair. Due to the current state of disrepair of the regional transportation system and the accompanying road fund challenges, system maintenance and preservation is the number one identified local and regional transportation priority. With this in mind, the Project will be constructed in concrete because higher initial construction costs are more than off-set by significantly reduced life-cycle costs. Cost savings over time accrue in the areas of system maintenance, preservation and facility reconstruction.

This Project will rehabilitate, reconstruct and upgrade surface transportation that threatens future economic growth and stability due to extremely poor condition. The single most important challenge that threatens future economic growth and stability relates directly to the aging, substandard transportation infrastructure and the funding necessary to make real, lasting improvements that will leverage the community's vision into reality. A general lack of urban services has restricted existing development, prevented redevelopment, and seriously constrained widespread improvement in Glenwood. The City of Springfield and Glenwood community have set out an ambitious vision and direction for community reinvestment and redevelopment in the current Glenwood Refinement Plan (GRP). This vision is based on Glenwood's unique geography located between the two metro-area downtowns, along a dramatically underutilized section of the Willamette River, with excellent access to Interstate 5. Without a significant investment in modernizing Franklin Boulevard, Glenwood will not be able to reach its potential as a major mixed use district in the center of the metropolitan region.

This Project is appropriately capitalized up front and uses asset management approaches that optimize its long term cost structure. The region faces substantial challenges in allocating resources to system maintenance and preservation. Accordingly, all new transportation infrastructure is evaluated on the basis of total lifetime cost of operation. Using this methodology does, in some cases, increase the capitalized cost of construction, but that increase in cost is an investment and significantly lowers lifetime costs for maintenance and preservation. This evaluation led to the conclusion to construct the Project with concrete travel surfaces. All street infrastructure in the City is managed through computerized asset management systems, which project maintenance and preservation treatments and the timing of such treatments.

This Project has sustainable sources of revenue for long-term operations and maintenance of the project. The Project is on the National Highway System (NHS) and will be operated and maintained through joint efforts by the Lane Transit District, City of Springfield and Oregon Department of Transportation. The sustainable revenue sources will be those that maintain and operate surface transportation in Oregon, namely state, federal, and local gas tax receipts and/or future transportation funding mechanisms like mileage or user fees. The Franklin corridor will also be a priority candidate for operations and maintenance because the corridor is an NHS facility and contributes significantly to the regional and local mobility of freight, commute trips , and access to goods, services, employment and housing.

(2) Economic competitiveness:

This Project will improve long-term efficiency, reliability or cost-competiveness in the movement of workers or goods. The Project will allow the development and redevelopment of land adjacent to Interstate 5, centrally located between Eugene and Springfield, and a mile from the University of Oregon research facilities. The Project area has long been considered ripe for efficiently moving new technologies emerging from the University into commercial production and markets. The Project will substantially boost the medium to long-term redevelopment of several hundred acres and allow the development of new manufacturing facilities in a cost-competitive production environment. The area's central location ensures workers can easily access employment opportunities from the metropolitan region and from planned housing within the Project area. The addition of a complete rapid transit system and significant improvements in bicycle and pedestrian facilities will mean greater mobility for workers either passing through or accessing the area as a job destination. Moreover, goods produced here have ready transportation access with nearby Interstate 5 and the Union Pacific Mainline Railroad within a 2-minute radius.

This Project makes improvements that allow for expansion, hiring, or other growth of private sector production within the Springfield / Eugene metropolitan area (an Economically Distressed Area). The Project will allow several firms that need to expand and must have ready access to transportation services, to do so efficiently. The Project will solve longstanding development and redevelopment issues relating to transportation in the Project area that do not otherwise have a ready local solution. The construction of urban standard transportation system will allow the development of new private-sector investment in expanded production facilities and, coupled with local incentives, provide opportunities to simulate hiring of additional production employees.

Other Considerations:

This Project will create Quality jobs. The Project will immediately create solid family wage jobs in the engineering and construction professions. Payroll estimates for the Project are estimated at greater than $25,000,000. The Project's stimulus employment will mirror the type of job creation on any typical large transportation construction project, such as a major freeway bridge replacement or significant bus rapid transit deployment in a dedicated system. In addition, payments for rights of way will also have a positive effect on the local and regional economy.

This Project will increase the number of jobs. Project will add approximately 675 new jobs in Oregon and 268 jobs nationally over the life of the project (See Primary Selection Criterion #2, Job Creation). The Project will also leverage jobs associated with housing, commercial and employment related redevelopment as national economic recovery aligns with newly constructed transportation infrastructure in Glenwood. Additionally, firms that have sought to locate in the Project area but have been stymied by the level of available transportation infrastructure to grow in size and employment will finally be able to locate or expand facilities. These firms are identified national leaders in their respective fields and pay well-above the area's median income. The firms' expansion plans include increases in employment to meet national, defense, and international markets.

Jobs will provide employment in an Economically Distressed Area. The State of Oregon Economic and Community Development Department has listed Lane County and Springfield as economically "distressed" - a designation that they will maintain until the unemployment rate holds under 8% for at least 180 days. The City of Springfield currently has an unemployment rate that of 12.7 percent. For the past 24 months, Lane County, in which Springfield is located, has had an average unemployment rate of nearly 8.0 percent, while the corresponding figure for Springfield is 9.6 percent. The national average for the same period is 6.5 percent.

Based on data from the Springfield Chamber of Commerce which tracks out-of-business levels among local firms, 70 businesses, representing 8% of the total firms in Springfield, closed their doors between January 2008 and June 2009. In Dun & Bradstreet's Business Failure Rate Index, Oregon had the second highest increase in business failures (32%) among all states (March 2008-March 2009). The City of Springfield has been hard hit by business closures and resulting layoffs. Many Lane County residents have lost jobs or faced cutbacks this year, placing a high degree of economic uncertainty on many Lane County families.

This Project increases the efficiency and effectiveness of the transportation system through integration and better use of all existing transportation infrastructure. Perhaps the key Project outcome, along with significant and immediate job creation and leveraged economic development, is the forward-looking integration of dedicated high speed transit coupled with substantial bicycle and pedestrian improvements and improved auto mobility. Reuse and expansion of Franklin Boulevard means that investment in the Project remains in the facility corridor and brings system integration to that corridor.

The Project will provide not only improve trip making through the Project area, but also make much needed changes to access into the development and redevelopment areas. The existing systems feeding into and exiting from the Project area will be able to operate more efficiently with the roundabout intersections that are a key part of the Project. The Project will also upgrade and centrally locate the bus rapid transit system's stops improving connections for residents, workers, and commuters. The development planned in the Project's area is mixed-use and thus provides supportive commercial and residential uses in close proximity to high quality production facilities.

Currently Franklin Boulevard in Glenwood is five lanes of car traffic with severely limited pedestrian and bicycle opportunities and a temporary bus rapid transit configuration. The Project outcome is seen as greatly enhancing system efficiency and effectiveness through a 21st Century modern multi-way boulevard with integrated bus rapid transit, pedestrian, and bicycle facilities to provide for and encourage alternatives to auto travel.

(3)Livability:

This Project will have a significant impact on the Eugene/Springfield metropolitan area. The existing Franklin Boulevard configuration is simply not sufficient to support the planned types and scale of redevelopment. The Project area is located in the geographic center of the metro area – Eugene is directly to the west, and downtown Springfield is directly to the east. The University of Oregon is approximately one mile from the western boundary of the Project across I-5. Improvements to this section of Franklin will be a catalyst for changes in land use along the corridor. The City of Springfield has been approached by numerous private sector developers interested in developing medium to high density housing integrated with University housing, hotels, office space and retail development. These developments will create a new urban center with a broad mix of uses and provide a real alternative to continued growth at the urban fringe. New development will be supported by an efficient and effective multi-modal system.

This Project will significantly enhance user mobility through the creation of more convenient transportation options for travelers. The Project will provide for several modes of transportation that currently either do not exist or are under-provided, including: bicycles, pedestrians, public transit, and automobile travel. Given the nature of a multi-way boulevard, all these modes of transportation will be accommodated and thus provide several options for travel. The innovative Bus Rapid Transit system, known locally as EmX, will serve as an express bus route between Eugene and Springfield with dedicated lanes of travel. Platforms will be placed in strategic locations along the route and will provide

convenient access to the bus. Outer lanes of the multi-way boulevard will provide easy local access to adjacent businesses and residents, while inner lanes will allow traffic to pass through with ease. Bicyclists and pedestrians will also have convenient access to business and residential development adjacent to the boulevard.

This Project will improve existing transportation choices by enhancing points of modal connectivity and by reducing congestion on existing modal assets. The Project will construct a well integrated multi-modal transportation corridor to replace the outdated Hwy 99 arterial that only serves cars. Bicycle, pedestrian and high speed transit facilities are integral to the Project, creating multiple opportunities for modal connectivity both within specific modes and among multiple modes. By adding facilities for walking and cycling, those trips will become viable as origin, destination or through trips. By adding dedicated transit facilities, transit trips can be origin, destination or through trips. In combination, walking and cycling can integrate with the transit trip (provision is made on the EmX bus rapid transit system for boarding with a bicycle).

The multi-way boulevard corridor design allows for access to adjacent land to occur via the side access lanes and outside of the through travel lanes in a majority of the segment. This will reduce vehicular friction and increase vehicular capacity. The trip draw away from auto travel generated by the Project's outstanding bicycle, pedestrian and transit options will further enhance auto capacity.

This Project will improve accessibility and transport services for economically disadvantaged populations, non-drivers, senior citizens, and persons with disabilities, or to make goods, commodities and services more readily available to these groups. A key component of this project is construction of the EmX bus rapid transit line. The EmX system provides service to disadvantaged populations, non-drivers, senior citizens and persons with disabilities. All facilities will be ADA accessible and provide an extremely efficient alternative to driving. Furthermore, the Project will provide excellent bicycle and pedestrian options where today these facilities are practically nonexistent, adding significantly to the transportation choices available to and through the corridor for disadvantaged populations.

This Project is the result of a planning process which coordinated transportation and land-use planning decisions and encouraged community participation in the process. Project planning and development included an extensive public involvement process over a number of years and separate projects that encouraged community participation and served to coordinate land use and transportation infrastructure decisions. The Glenwood Riverfront Plan approved in 2002 first set the tone for forward looking riverfront redevelopment that included a broad mix of high density housing, office, commercial and open space. In 2004 voters approved the urban renewal district, authorizing tax increment financing in order to invest in land acquisitions and other activities to move riverfront district implementation forward. In 2008, the City endorsed the Franklin Boulevard Study recommendations, which integrate the main transportation arterial to riverfront redevelopment through application of the multi-way boulevard. Each of these processes involved stakeholder advisory groups, strong media coverage, extensive public outreach, project open houses, websites, and review and approval by the Planning Commission and City Council. A complete account of the most recent Franklin Boulevard Study is available at the City's TIGER grant website.

4) Sustainability:

This Project will improve energy efficiency, reduce dependence on oil, reduce greenhouse gas emissions and benefit the environment. Transportation is responsible for approximately 50 percent of greenhouse gas emissions in the Eugene-Springfield area and, as it is throughout the United States, is a major consumer of petroleum. Thus, any concerted effort to significantly reduce greenhouse gas emissions and oil consumption in this community

must focus on transportation and in reducing the use of single-occupant automobiles. Studies show that the average household in which at least one member uses public transportation drives 16 fewer vehicle miles travelled (VMT) per day compared to households that do not use public transportation. In addition, each individual who makes the change to a non-auto form of transportation reduces his or her annual carbon dioxide emissions (CO2) by 4,800 pounds per year.

The project's pedestrian, bicycle, and transit improvements will greatly increase the use of non-auto modes of travel through this corridor, which in turn improves energy efficiency, reduces dependence on oil, and reduces greenhouse gas emissions. The Project will convert one of the bleakest environments for pedestrians and bicyclists into a premier environment, and will create transit improvements that will serve the community for decades to come.

Currently, the three EmX stops in Glenwood average approximately 100 boardings per stop per weekday. Ridership on EmX in route segments that have a full complement of EmX features (exclusive transit lanes, fully-developed stations, signal priority) and that serve more developed portions of the corridor have averaged approximately 500 boardings per stop. If this ridership level were applied to Glenwood, there would be a total of 1,500 EmX boardings on the three Glenwood stops once Glenwood is redeveloped and dedicated EmX treatment is provided. It is estimated that this ridership increase would result in reduction of 1.4 million VMT and 640 metric tons of CO2 emissions annually.

Currently, bicycle and pedestrian travel along Franklin in Glenwood is minimal due to the lack of safe and convenient sidewalks and bike facilities. Shifts from auto to bicycle and pedestrian modes can be expected by the bicycle and pedestrian improvements resulting from this project. This mode shift will further reduce VMT and CO2 emissions.

This Project will enhance the environment, as evidenced by its avoidance of adverse environmental impacts and by its environmental benefits. Meeting the requirements of the National Environmental Policy Act (NEPA) through the completion of an Environmental Assessment will ensure that the Project avoids significant adverse environmental impacts. The Project, however, goes far beyond NEPA and will have other important environmental benefits. Transit, bicycle, and pedestrian improvements will result in greater use of non-auto transportation modes, which will improve air quality. Furthermore, improvements in the flow of through auto travel will reduce congestion and engine idling, which reduces auto emissions. Enhancements to storm drainage will reduce groundwater and stream contamination and the application of design treatments, like wide sidewalks, street trees, and pedestrian-scale lighting, will improve the pedestrian environment.

This Project will reduce transportation-related costs and energy consumption. Each year, an individual can save more than $8,000 by using public transportation, bicycling, and/or walking instead of driving. The shift from auto travel to transit, walking, and bicycling that is a direct outcome of the Project will result in a significant reduction in transportation-related costs. With transit ridership at the level of other segments of the EmX corridor that have a full complement of bus rapid transit features, the total savings in transportation costs resulting from the switch to transit along this corridor is estimated to be $9.6 million per year. Shifts to bicycles and pedestrian travel will result in additional cost savings. The projected shift to transit, bicycling, and walking is projected to reduce gasoline consumption by approximately 72,000 gallons annually.

(5) Safety:

This Project will reduce the number, rate and consequences of surface transportation-related crashes, and injuries and fatalities among drivers and/or non-drivers in the Eugene/Springfield metropolitan area. Safe sidewalks and bicycle lanes designed to modern standards, new crosswalks where there are none today, significant access management including raised center medians and signalized or roundabout left turns, bus rapid transit in dedicated lanes with center median station stops, and two roundabout intersections that will replace unsafe signalized intersections will all contribute to significant safety improvements. The Project roundabouts alone will reduce fatal and injury crashes at two intersections by 40% – 60%. Channelizing left turns from throughout the corridor to two signalized intersections (in addition to the two roundabouts) will further significantly enhance safety and reduce crash potential. Striping crosswalks and controlling pedestrian crossings with signals and two-stage crossings further addresses auto, pedestrian and bicycle conflicts.

Evaluation of Expected Project Cost and Benefits

The Franklin Boulevard Redevelopment Project is within the $20 million to $100 million project category. Estimates of the Project's expected benefits in the five outcomes under the "Long-Term Outcomes" criterion are provided below:

✓ *State of Good Repair*

This project will improve the condition of the existing transportation facility and focus on innovative ways to minimize life cycle costs through implementation of pavement options, multi-modal transportation options, and a mixed use development pattern.

The benefits of using concrete instead of asphalt are within the lifespan and lifecycle cost of the material. Asphalt pavement must have preventative maintenance every 8-10 years. Once facility conditions exceed cost/benefit of preventative maintenance, the pavement becomes costly to rehabilitate. For every dollar spent for preventative maintenance or minor rehabilitation, it costs $3-$5 for major rehab, or $8-$12 dollars for re-construction.

In addition to using a longer lived roadway surface, the use of multiple modes of travel and implementation of mixed use centers will also benefit the state of good repair for the facility. Reducing reliance on the automobile for travel decreases the amount of vehicle impact to the roadway that would otherwise occur. Moving buses to dedicated transit lanes provides further relief to the roadway surface.

✓ *Economic Competitiveness*

The Franklin Boulevard Redevelopment Project will strongly increase the economic competitiveness of the City of Springfield, which currently meets the definition of an Economically Distressed Area. Springfield currently has an unemployment rate of 12.7 percent. For the last 24 months, Lane County, in which Springfield is located, has had an average unemployment rate of nearly 8.0 percent, while the corresponding figure for Springfield is 9.6 percent. The national average for the same period is 6.5 percent.

Combined with improved transportation service levels and the accompanying access to land, the Project will enable, encourage, and stimulate a large amount of new investment in private sector production capacity in this Economically Distressed Area.

Franklin Boulevard connects the central business districts (CBDs) of Springfield and Eugene. This route is one of only four east-west arterial routes that connect these two adjacent cities, and is the primary connector between the two CBDs. Franklin is also a major commuter route. The Project provides economic competitiveness by improving transportation efficiency in the second largest urban area in the state. The Project improves access to employment centers and employer access to labor markets and facilitates the

flow of freight both through and within the urban area.

Franklin Boulevard currently serves an underutilized area along the Willamette River that has great potential to be redeveloped in a highly advantageous way. Existing development is low density and aging. The project area is regionally planned as a future site for mixed use development – one of multiple sites that have been shown in regional planning and forecasting to be essential for the reduction of vehicle miles travelled (VMT) per capita. The street network and alternative mode infrastructure must be compatible and conducive to safe and efficient travel for all modes in order for this form of development to be successful. Further, by limiting stop and go traffic and improving travel times for all modes, the Project will make alternative modes (BRT, bicycle and pedestrian) much more attractive and therefore more heavily utilized. The associated reductions in green house gas emissions will enhance regional economic competitiveness.

Redevelopment and intensified development of the area will divert development from suburban locations and "sprawl" areas. Shifting the location of development may not be, by itself, a national economic competitiveness benefit. However, preventing energy-inefficient development by inducing energy efficient development in a more efficient location does provide national economic competitiveness benefits in terms of greater energy efficiency and lower greenhouse gas emissions.

✓ *Livability*

Benefits to livability occur in a variety of ways: adding bike facilities, adding continuous sidewalks, promoting efficient public transit through dedicated bus rapid transit lanes, adding on street parking, and implementing the Glenwood Area Refinement Plan that requires dense commercial and residential development.

The Project is approximately 3/4 mile in length. Adding continuous sidewalk and bike lanes would enhance pedestrian and bicycle connectivity up to 1 ½ miles and provide direct alternate mode connectivity to multiple businesses, residences, and recreational areas (i.e. bike paths, parks, Willamette River). The implementation of dedicated bus rapid transit lanes will also enhance travel options, especially for economically disadvantaged populations, to access local goods and services in the area.

✓ *Sustainability*

The Project promotes sustainability on a number of levels, including:

- The application of "green street" design to address water quality.
- Access to safe, alternate modes of transport as an option to auto travel to reduce green house gas emissions.
- Leverage to create a successful land development pattern that provides for much higher urban densities and a mix of uses centrally located in the metropolitan area.

The Project will use innovative storm water runoff techniques, such as bioswales and native plant species to enhance water quality as it drains to the Willamette River north of the Project area.

The Project contributes to a reduction of stop and go traffic on the corridor, which can mean as much as a 5% reduction in green house gas emissions from vehicles. In addition, the Project provides significant bicycle, pedestrian and transit infrastructure to get people out of their cars. Each individual who changes to a non-auto form of transportation reduces his or her annual carbon dioxide emissions (CO_2) by 4,800 pounds per year.

The Project will also contribute to trip reductions and mode choice splits by leveraging alternative land development in the heart of the urban area, providing a lifestyle choice to suburban sprawl.

✓ *Safety*

A multi-way boulevard, incorporating wide continuous sidewalks, designated bicycle lanes, and dedicated bus rapid transit lanes, is a vital safety benefit. By removing the conflicts between motorist, transit vehicles and other users (bike, pedestrian), the environment not only becomes safer for the bike/pedestrian, but also the motorist who will continue to use the facility.

Within the past five years (2005-2009), this segment of Franklin Boulevard was listed four times on the Oregon Department of Transportation's Safety Priority Index System (SPIS) list. The SPIS list is safety rating system used for identifying potential safety problems on state highways. Franklin Boulevard is ranked in the top 10% amongst crash sites statewide. In 2007, there were 13 crashes within this segment, one of which was fatal. Lack of continuous sidewalks, marked and controlled crosswalks, designated bike lanes, and multiple access points all increase the safety risk for bikes, pedestrians, and motorists.

Primary Selection Criterion #2: Job Creation / Economic Stimulus --Significant impact on desirable long-term outcomes for the Nation, a metropolitan area, or a region.

State of Good Repair:

This Project promotes the short- and long-term creation or preservation of jobs. Over $50 million dollars will be expended on construction and construction-related activities by all parties participating in the project. In addition, existing rapid transit vehicles and station elements valued at $2.1 million will be contributed.

The table below describes the total amount of new expenditures for construction and construction-related activities by category.

Expenditure Category	Expenditures
Project Planning, Concept Development and NEPA	$900,000
Engineering and Design	$4,500,000
Right-of-Way Acquisition	$17,000,000
Project Construction	$28,000,000
Total New Expenditures	***$50,400,000***

Note: Expenditures are in 2007 dollars.

The Franklin Boulevard Redevelopment Project is expected to create and/or preserve over 940 jobs during construction and shortly thereafter. The identified jobs impacts refer to jobs that would be supported by the proposed project. These impacts include job creation to the extent that the project results in hiring of unemployed persons, job preservation to the degree that existing jobs are retained, and job improvement when resulting in better paying or full-time work for those otherwise under-employed.

The project will support the following types of jobs:

Engineering, Real Estate, and Other Services – Refers to construction related services such as engineering for facility specifications and appraisal work for the purchase of right-of-way.

Supporting Industries – Refers to jobs in firms that provide inputs to the construction and services industries, such as steel for guard rails and paper production for documentation of engineering specifications.

Induced Household Spending Related (Services and Suppliers) – Jobs supported by household spending from wages to the workers in the other categories listed above.

Oregon Jobs Category	**Oregon (FTE) Jobs Created and/or Preserved**
Engineering, Real Estate, and Other Services	105
Construction Oriented	206
Supporting Industries	64
Induced Household Spending Related (Services and Suppliers)	299
Total Oregon Jobs	***674***

Note: This table uses Oregon Department of Transportation (ODOT) multipliers developed biennially using an input-output model. ODOT converts the models jobs to full-time equivalents. Construction expenditures were inflated to match the multiplier year (2008).

Not every industry, product or service required for this project is located or produced in Oregon. As a result, additional jobs in other parts of the country will be created or preserved. Nearly 270 additional full-time equivalent positions will be created or preserved outside the state of Oregon but within the nation based on the construction expenditures alone. Additional national jobs may be supported by engineering, design, planning and right-of-way project components. However, national multipliers for these categories are not readily available.

National Jobs Categories	**Additional National (FTE) Jobs Created and/or Preserved**
Construction Oriented	42
Supporting Industries	73
Induced Household Spending Related (Services and Suppliers)	153
Total Additional National Jobs	***268***

Note: This table is based on the difference between national Federal Highway Administration multipliers jobs output (converted to FTEs) and Oregon Department of Transportation multipliers jobs output for construction expenditures only. Additional national jobs may be supported based on engineering and right-of-way components, but FHWA has not published multipliers for these categories.

In both the case of Oregon jobs and the additional national positions supported, employment identified is expressed in "job-years". This means measures are equivalent to a full-time position for the length of a year. However, the actual timing and occurrence of jobs is based on the design and construction schedule.

Populations most likely to benefit from the majority of the job creation or preservation are from economically distressed areas. The City of Springfield, Lane County and Oregon as a whole are all economically distressed areas in accordance with section 301(a)(2) (42 U.S.C. 3161) of the Public Works and Economic Development Act of 1965. For the last 24 months, Springfield has had an average unemployment rate of 9.6 percent, Lane County nearly 8.0 percent, while the corresponding figure for the state of Oregon is 7.6 percent. The national average for the same period is 6.5 percent. In addition, Oregon Business Development Department has identified every county in the state as at least temporarily economically distressed.

As a result, it is likely all 674 full-time equivalent jobs supported in Oregon as a result of the Franklin Boulevard project will result in employment benefits for economically distressed populations. Given the national recession and the current projection for increasing unemployment for some time (jobless recovery), it is likely many of the jobs supported outside Oregon but within the nation could also benefit economically distressed populations.

The Project will also contribute to preserving existing jobs in the area and enhancing employment opportunities among local employers. In early 2009, the Glenwood area had more than 2,000 employees and, despite a very difficult economy, Glenwood continues its key role for many important county and regional services such as waste management and recycling; public transit; manufacturing; construction; shipping; highway maintenance; and transportation and warehousing services. Each of these businesses rely on a quality transportation backbone in Franklin Boulevard for their continued success.

The project rapidly promotes new or expanded business opportunities during the construction of the project or later. Much of Glenwood is currently under-developed. Despite two miles of Willamette River frontage, only two firms among all the current uses along the Willamette River are oriented to the water: Oregon River Sports and Roaring Rapids Pizza. Several other firms are atypical to a riverfront location, and others do not take advantage of the development potential along the river's edge. There are many uses, such as outdoor equipment sales, materials storage, warehousing, used auto sales and repair shops, mobile home parks, low-density housing, industrial machining, and auto-oriented retail commercial firms on properties that all have the potential for developing as much higher-valued uses. Improving Franklin Boulevard to urban standards and reconfiguring the corridor as a multi-way boulevard is essential to trigger private investment and redevelopment of the area.

PROJECT SCHEDULE:

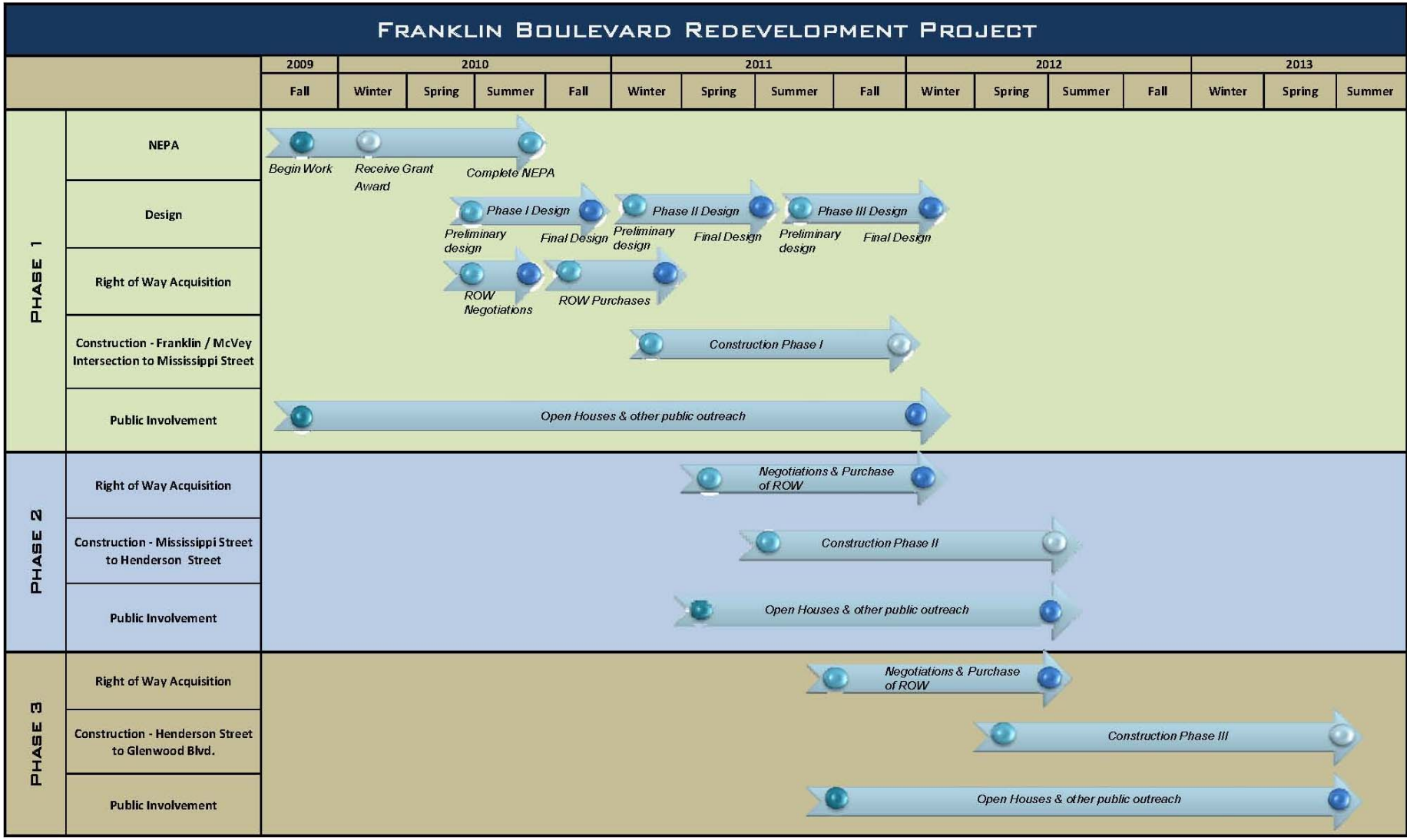
The Franklin Boulevard Project is a three phase project. The project schedule is designed to have phases overlap, but is also "scalable," allowing phases to be funded separately if necessary. As shown in the Project Schedule chart, Phase 1 can be completed by February 2012. Phase 1 includes completing NEPA and design for all three phases of construction, negotiations and right-of-way purchases for phase 1 construction, public involvement for all of phase 1 construction and most of phase 2 construction, and construction of the Franklin / McVey roundabout to Mississippi Street.

Much of Phase 2 can be completed by February 2012 – however, this phase also takes advantage of the 2012 construction season (spring – summer 2012), which helps maintain much needed construction jobs in the region. Phase 2 includes negotiations and right-of-way purchases for phase 2 construction from Mississippi Street to Henderson Street, and public involvement for Phase 2 construction.

Like Phase 2, Phase 3 begins before February 2012, but continues until the 2013 construction season (spring – summer 2013). This phase includes negotiations and right-of-way purchases for Phase 3 construction if not already completed, construction between Henderson Street and Glenwood Boulevard, and public involvement for Phase 3.

Given the regional significance of this project and the scale of economic hardship experienced by the Eugene-Springfield metropolitan area, funding the entire project to the summer of 2013 will have the greatest positive impact on the community. There is widespread agreement that economic recovery will primarily start in the eastern United States and extend west over time. Should portions of Phase 2 and Phase 3 not be funded through the TIGER grant, Congressman DeFazio has shown support for this project by including it on his High Priority Project list for pending Federal Transportation Bill reauthorization. Senators Wyden and Merkley have also indicated strong project support.

Project Schedule



ENVIRONMENTAL APPROVALS:

Federal funding is necessary to complete the Franklin Redevelopment Project. The City of Springfield and the Lane Transit District, in cooperation with the Oregon Department of Transportation, have undertaken a preliminary NEPA analysis with the expectation that the Project will receive federal funds. The preliminary Project analysis builds off of approved NEPA documentation completed several years ago for the first EmX rapid transit segment between the Eugene and Springfield downtowns. The first EmX line currently runs in mixed traffic on Franklin Boulevard, however dedicated transit lanes with median stations were assessed during the prior process. The Project environmental analysis and data development also draws from the I-5 Willamette River Bridge and the South Bank Bicycle and Pedestrian Viaduct projects now underway in the immediate vicinity of Franklin Boulevard. The project parties, with Springfield acting as the lead agency, will have a qualified consultant under contract by November 1, 2009 to complete required NEPA documentation. The cost for this activity will be paid by a combination of Urban Renewal, Transit District and City funds.

While the possibility does exist to complete a Documented Categorical Exclusion for the Project, it is more likely that an Environmental Assessment will be necessary. The EA will study environmental impacts for a single build alternative. The build alternative involves widening an existing alignment in an urban setting and does not impact any park land, rail lines, flood plains or residential properties. The Project alignment is essentially flat, and will not require any significant fill or removals.

At the Federal, State and Local level there is a strong desire to reduce the amount of time it takes a project to make it through the NEPA process. Federal Highways has challenged ODOT to develop a process that cuts NEPA development time in half, and thus reduces associated project and delay costs. The Franklin Redevelopment Project will modernize an existing facility within a built environment and will demonstrate a significant streamlining of NEPA. The identified NEPA strategy includes complete communication with Project partners from Day 1, with a specific focus on federal regulatory and permitting agencies.

LEGISLATIVE APPROVALS:

A Project to modernize Franklin Boulevard has been in adopted plans for decades. The Central Lane Metropolitan Planning Organization includes the Franklin upgrades in its federally required, adopted Regional Transportation Plan. The City's of Eugene and Springfield include the Franklin Project in the adopted metro area local and regional transportation system plan, TransPlan. TransPlan is also adopted by Lane Transit District. A project to significantly widen and improve Franklin Boulevard has been approved by the Springfield City Council as part of Glenwood Riverfront District plan implementation. The City-adopted Glenwood Refinement Plan and Urban Renewal Plan also call for significant upgrades to Franklin Boulevard. Springfield has endorsed the Franklin Multiway Boulevard with Bus Rapid Transit alternative from the 2008 Franklin Boulevard Study, and will incorporate the Franklin Project in the current update of the Glenwood Refinement Plan (Phase 1).

STATE AND LOCAL PLANNING:

As stated above, the Project is called for in a variety of Plans required by federal and state regulation. In Oregon, local plans must be consistent with state plans. Plan consistency between TransPlan and the Oregon Transportation Plan and its modal plans, specifically the Oregon Highway Plan, is acknowledged. MetroPlan, the Eugene-Springfield comprehensive plan of which TransPlan is one element, is also an acknowledged plan under state land use rules and regulations.

Most recently three planning and development processes have advanced the Franklin Project: the Glenwood Riverfront Plan, the Glenwood Urban Renewal Plan, and the Franklin Boulevard Study. Glenwood Riverfront Plan adoption in 2002 was followed in 2004 by 72% voter approval for the Glenwood Urban Renewal Plan. The Urban

Renewal Plan was subsequently adopted by the Springfield City Council and Lane County Board of County Commissioners. In 2007-2008 the City completed the Franklin Boulevard refinement study with active participation from community members, stakeholders and other interested parties. The Stakeholder Advisory Committee, Springfield Planning Commission and City Council unanimously endorsed the preferred concept, referred to in this Grant Application as the Project, because it advances the riverfront plan and community goals for redevelopment, while reflecting the input of stakeholders.

TECHNICAL FEASIBILITY:

The Project is technically feasible. The Project widens an existing urban arterial to provide dedicated rapid transit lanes and stations, sidewalks, bike lanes and access lanes in a modern multi-way boulevard design scheme. Roundabout and signalized intersections are included. The Project topography is flat, and there is no interaction with rail, parks, bridges, wetlands or other significant challenges. The Project can be well staged, and traffic control plans will not be overly complex.

FINANCIAL FEASIBILITY:

The Project is financially feasible. Cost estimates for right of way acquisition are based on acquisitions from current and recent ODOT, City and Lane Transit District projects. Construction cost estimates are conservative, based on pre-recession cost estimating metrics. Costs for engineering and design are known and stable. Project cost estimating has been thorough and includes estimates for engineering design & construction fees, new asphalt concrete and aggregate base, excavation / embankment, pavement markings, concrete curbs, sidewalks, drainage, erosion control, illumination, traffic signals landscaping, mobilization contingency, and right-of-way costs. A contingency has been included in the estimate to design and deploy green street technology to capture and cool/treat storm water as part of the Project.

Secondary Selection Criteria: Innovation & Partnership

(1) Innovation:

This Project uses innovative technology to pursue one or more of the long-term outcomes outlined above. This project will use three innovative strategies that could be replicated in other parts of the country.

- Multi-way Boulevard: A multi-way boulevard, with central through lanes and side access lanes, is a fairly new concept in this country, and one that could be applied to other major streets that have heavy through traffic volumes and the need for local business access. The multi-way boulevard achieves the multiple goals of convenient through auto movement, safe and convenient business access, rapid transit service, and a desirable pedestrian and bicycle environment, all within a single right-of-way.
- Bus Rapid Transit (BRT): Lane Transit District's EmX system is one of the first full-featured BRT systems in the country. This project would add key BRT features to the existing line, greatly enhancing the service and allowing for a quantitative assessment of the benefits of those features to ridership and operating costs. BRT has potential application to a wide range of cities, whether as a stand-along rapid transit system (as in the Eugene-Springfield area), or as a complement to a rail system.
- Multi-lane roundabout: The project will include multi-lane roundabouts at key intersections. Multi-lane roundabouts can handle large volumes of traffic with less delay (and, thus, less emissions) than conventional signalized intersections. They are rare in the western United States. This project would provide a replicable model that could be applied in other communities.

This Project will significantly enhance the operational performance of the transportation system. The shift from auto use to walking, bicycling, and transit that will result from this project will enhance the overall operation of the transportation system. In addition, the separation of through traffic from local access traffic, as is accomplished by the multi-way boulevard, will result in less delay and fewer emissions than a conventional street design. For the transit system, the addition of exclusive transit lanes and signal priority for the EmX BRT system will allow it to maintain travel times even as the area develops and traffic increases. Since increases in travel time create additional cost for the transit system, the EmX improvements will reduce ongoing transit operating cost.

This Project will incorporate innovations that demonstrate the value of new approaches to transportation funding and finance. As a multi-model project that is coordinated among three public agencies, the Project will require a combination of federal, state and local resources. In addition, the private sector, which is interested in redevelopment opportunities in the Glenwood area once Franklin Boulevard has been "fixed", will contribute resources to complement the planned transportation network, including local access roads, parking and other amenities, as well as significant redevelopment.

This Project will incorporate innovations that demonstrate the value of new approaches to contracting. Final design and construction for this project will likely use a Construction Manager/General Contractor (CMGC) process. The CMGC process, by which the general contractor is hired during the design phase, allows the general contractor to be intricately involved in project design. This enables the contractor to evaluate the design for constructability, provide ongoing cost estimating services, and conduct value engineering. These services will lead to reduced construction costs. The CMGC process also facilitates fast-tracking of construction, allowing some elements of the project to be under construction while other elements are still in design.

This Project will incorporate innovations that demonstrate the value of new approaches to Project Delivery. An expedited project timeline will be used for the Franklin Boulevard Redevelopment Project that includes NEPA, design and construction. As shown in the Project Schedule, the NEPA process will be completed by summer 2010 so that the project can proceed to construction rapidly upon receipt of a TIGER Discretionary Grant. Design for all three phases of the project will occur within the first phase of the project. Negotiations and right of way purchases will occur within each of the three phases to allow additional time for phases 2 and 3. In combination, the Project will 'layer' the various activities rather than the traditional linear approach that takes so long to complete.

This Project will incorporate innovations that demonstrate the value of congestion management. The innovative concept of Bus Rapid Transit (BRT) will provide an example to the rest of the nation on creative ways to reduce congestion levels within cities. Without the project, 2031 peak hour peak direction volume to capacity ratios are projected up to 1.17 along various sub-segments with greater delay at key intersections. With the project, volume to capacity ratios are projected to meet adopted standards. The capacity to move BRT vehicles and bicycles is also increased by the Project. Rather than pushing urban growth out to the fringe and building new highways on farm and forest land, Springfield is choosing to focus on redeveloping an existing congested highway through its urban core, and reduce congestion in the process.

This Project will incorporate innovations that demonstrate the value of safety management. The Bus Rapid Transit (BRT) system and multi-way boulevard will demonstrate innovative approaches to safety management. The preferred hybrid concept includes wide sidewalks along the entire corridor for safe pedestrian movement. The improved arterial portions of the project include bike lanes for increased bicycle safety. Bicyclists entering into the multiway boulevard portion of Franklin Boulevard will be guided into a slow-speed (15 mph) access

lane separated from higher speed traffic. EmX (BRT) bus stations will be strategically placed near convenient pedestrian crossings for safe pedestrian access, and two stage pedestrian crossing options. The Project will demonstrate safety management to the City, the region, and the nation by accommodating all modes (auto, public transit & bicycle) in a manner that allows shared access when slower speeds are in place, and separated routes (i.e. access lane vs. through-route) when higher speeds are in place. Separating auto and bus traffic will also enhance congestion and reduce conflict points.

This Project will incorporate innovations that demonstrate the value of asset management. The Project will be constructed in concrete to greatly enhance life cycle costs, and will include green streets water quality treatment facilities. The water quality innovations will reduce the long term asset cost to the community to pipe and pre-treat surface water prior to discharge into the Willamette River, and will enhance water quality in general. Further, the redevelopment of Franklin Boulevard as a multi-way boulevard and EmX bus route will demonstrate innovative approaches to improving a community asset, and increase the value of that asset.

This Project will incorporate innovations that demonstrate the value of long-term operations and maintenance. Bus rapid transit reduces transit travel time and the amount of service hours that are required to provide a given level of service. This, in turn, reduces costs since transit operating costs are primarily related to hours of service (the primary cost of service is for the operator, who is paid by the hour). Moreover, a full featured bus rapid transit system, with exclusive transit lanes, will help protect transit future travel time from the impact of increasing traffic congestion and delays, thereby providing an increasing level of savings in transit operating costs over time.

(2) Partnership:

This Project involves jurisdictional and stakeholder collaboration. The City of Springfield, Lane Transit District (LTD), and Oregon Department of Transportation (ODOT) are partnering together on the Project. Letters of support accompany this TIGER grant application showing a vast array of support including both public and private sector stakeholders. Public sector stakeholders include Congressman DeFazio, City of Eugene, Lane County, Metropolitan Policy Committee (MPO policy body) and others. Private sector stakeholders include local businesses such as Bring Recycling, Roaring Rapids Pizza, Springfield Chamber of Commerce and others.

The 2008 Franklin Boulevard Study illustrates the wide range of stakeholder and jurisdictional collaboration for the Project. Stakeholder collaboration included the Springfield Chamber of Commerce, Wildish Development, W&G Development, Springfield Economic Development Agency, Lane Transit District, ODOT, Glenwood residents and property owners, Springfield City Council representation, Oregon River Sports, Oldham Cranes, and Roaring Rapids Pizza. The 15-member stakeholder advisory committee met 8 times during the study and unanimously forwarded the Project to City Council for consideration.

PROJECT'S INVOLVEMENT OF NON-FEDERAL ENTITIES AND THE USE OF NON-FEDERAL FUNDS, INCLUDING THE SCOPE OF INVOLVEMENT AND SHARE OF TOTAL FUNDING:

Approximately 6% of the total Project cost will be paid for by non-federal funds. These funding splits include:

- $2,120,000 in transit district investments in station elements and bus rolling stock.
- $750,000 in a combination of Urban Renewal District, City of Springfield transportation improvement systems development charges, and Lane Transit District funding.

The Project has also made use of $225,000 provided at the discretion of the Central Lane Metropolitan Planning Organization, which is governed by a Policy Committee representing three cities, ODOT, Lane County and the Lane Transit District. This funding, and the Project

support letters provided by these regional jurisdictions, represents a major collaboration on and commitment to the Project.

The Project means immediate economic opportunity to the constituents of all the metro agencies and jurisdictions and provides a real opportunity to continued community growth in the heart of the metro area. As stated elsewhere in this application the Project simply cannot be completed without significant federal investment. Based on this reality, Congressman DeFazio and Senators Wyden and Merkley have all supported the Project for federal Transportation Bill Reauthorization. Transportation ARRA funds distributed to the Metropolitan Planning Organization area totaled less than $7,000,000 and have been obligated to a variety of smaller projects throughout the metro area.

This Project demonstrates the value of partnerships across government agencies and promotes collaboration. The City of Springfield, Oregon Department of Transportation and Lane Transit District are all three co-applicants for the Franklin Boulevard Redevelopment Project. In addition, the University of Oregon, Lane County, Springfield Economic Development Agency, and City of Eugene are also strong supporters of the project as demonstrated in letters of support found on the City's TIGER grant website. Improvements to Franklin Boulevard will benefit the University of Oregon by providing urban level infrastructure to support future student / faculty housing in Glenwood. Lane County and City of Eugene residents will also benefit from this project. In addition to job creation and its economic ripple effects, attractive, modern, and functional transportation infrastructure is vital to bring the vision for Glenwood to reality. Glenwood is the transportation hub of the Eugene-Springfield metropolitan area. The multi-mode boulevard project is nothing less than essential to transforming Glenwood from an auto-oriented commercial-industrial strip into a vibrant, walkable center.

Eugene shares the multiway boulevard vision for the Franklin corridor with Springfield and the Lane Transit District, and is working on a similar approach to improving Franklin in the Walnut Station Mixed Use Center area west of the Project location across Interstate 5. It is clear that changes are needed on Franklin Boulevard in Glenwood to leverage the redevelopment potential between the two downtowns along the Willamette River.

Advancing and constructing the Project most certainly demonstrates the value of multi-jurisdictional and agency project collaboration, and regional planning and problem solving.

Project Specific Criteria: Transit Project

(1) The proposed project's rating under the New Starts and Small Starts program criteria, as applicable

Lane Transit District did not use the Small Starts process for the Franklin Boulevard EmX project because it was started before the Small Starts process was created in SAFETEA-LU.

EVALUATING PROJECT PERFORMANCE

As part of accountability and transparency, the Project Performance Plan will document new job creation and track payroll expenditures and associated economic multipliers. Upon or prior to Project completion the City of Springfield will tabulate and publish a running list of land redevelopment applications in the Project vicinity. Lane Transit District will track increases in passenger boardings after system improvements are made, and the City and ODOT will perform pedestrian and bicycle counts. This information will be developed annually for at least the first five years post Project completion, and will be published on the City's web page to demonstrate the Project's vital economic enhancements.

Federal Wage Rate Requirement

The City understands that it is obliged to assure that all laborers and mechanics on projects funded directly by or assisted in whole or in part by and through funding appropriated by the Act are paid wages at rates not less than those prevailing on projects of a character similar in the locality as determined by subchapter IV of Chapter 31 of Title 40, United States Code (Davis-Bacon Act). This assurance letter has been submitted with the application as an Attachment, which is provided on the City's TIGER grant website.

National Environmental Policy Act Requirement

The NEPA environmental analysis has been initiated to document any significant impacts and determine whether the Project will need a Documented Categorical Exclusion (DCE) or Environmental Analysis (EA). A NEPA consultant will be under contract by November 1, 2009 to complete the balance of NEPA activity. Lane Transit District, ODOT and the City of Springfield have all done prior NEPA work either in or adjacent to the corridor, which will be useful in advancing NEPA on the Franklin Project.

The Project enjoys a great deal of community support. The Project will be constructed along an existing arterial alignment within an urbanized setting. The Project does not interact with any rail, park land, wet land, residential development, bridges, or significant topography. Should the Project require an EA, the Project parties have developed a strategy to demonstrate nationally that an EA can be a timely process, primarily by involving federal regulatory agencies early and maintaining open communication. Should NEPA be met with a DCE, then that documentation will be completed by February 2010. Should NEPA be met with an EA, than the target to complete that work is summer 2010.

Environmentally Related Federal State and Local Actions

The proposed Project is not likely to require any environmentally related local actions. ODOT will need to sign off on NEPA documentation and, as a Project party collaborating on the Project, will be in a good position to do so. Minimal federal environmental permitting is anticipated due to the fact that the Project proposes to widen an existing arterial alignment in an urban setting and does not pose a challenge to park land, borrow and fill, wetlands and other sensitive areas.

Franklin Boulevard Redeveloped