



## MEETING NOTICE

<b>MEETING:</b>	<b>METROPOLITAN POLICY COMMITTEE</b>
<b>DATE:</b>	<b>Thursday, December 5, 2013</b>
<b>TIME:</b>	<b>11:30 AM - 1:30 PM</b>
<b>LOCATION:</b>	<b>Eugene Public Library Bascom-Tykeson Rm</b> 110 West 10 <sup>th</sup> Avenue <i>(directions on back)</i>
<b>CONTACT PERSON:</b>	<b>Paul Thompson, 541-682-4405</b>

### A G E N D A

1. **WELCOME & INTRODUCTIONS**
2. **CALL TO ORDER/APPROVE September 5<sup>th</sup> and October 3<sup>rd</sup> Meeting Minutes**
3. **ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS**
4. **COMMENTS FROM THE AUDIENCE** *(Anyone wishing to comment is asked to sign up on the public comment sheet provided at the meeting. A limit of 3 minutes per person is requested.)*
5. **METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES**
  - a. Match Funding for Federal Grant (15 mins)  
Staff Contact & Presenter: Paul Thompson, LCOG, 541-682-4405  
*Action Requested:* Conduct Public Hearing. Close public comment period and approve Resolution 2013-03 programming funds.
  - b. Funding for Replacement of Portable Bicycle Counters (10 mins)  
Staff Contact & Presenter: Paul Thompson, LCOG, 541-682-4405  
*Action Requested:* Conduct Public Hearing. Close public comment period and approve Resolution 2013-04 programming funds.
  - c. ConnectOregon V (20 mins)  
Staff Contact & Presenter: Paul Thompson, LCOG, 541-682-4405  
*Action Requested:* Information and discussion; provide feedback.
  - d. Update on Statewide Transportation Improvement Programs (STIPs) (15 mins)  
Staff Contact: Paul Thompson, LCOG, 541-682-4405  
Presenters: Frannie Brindle & Savannah Crawford, ODOT, and Paul Thompson, LCOG  
*Action Requested:* None. *Note: no packet materials – oral presentation and materials to be distributed at the meeting in order to present the most current information.*

**-OVER-**

Location is wheelchair accessible (WCA). American Sign Language (ASL) interpretation is available with 48 hours notice.

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- e. Scenario Planning Update (10 mins)  
Staff Contact & Presenter: Paul Thompson, LCOG, 541-682-4405  
Action Requested: None. Information only.
- f. Draft MPO Title VI Annual Report (10 mins)  
Staff Contact & Presenter: Paul Thompson, LCOG, 541-682-4405  
Action Requested: None. Information only.
- g. Follow-up and Next Steps (15 mins)
  - 1) ODOT Update
  - 2) Rail Update
  - 3) LaneACT Update
  - 4) 2014 MPC Meeting Dates & Locations (attachment) and January MPC Meeting Date
  - 5) Next Steps/Agenda Build

**NEXT MEETINGS:** **January 2 or 9**, 2014 – Springfield City Hall Library Meeting Room, 225 Fifth Street  
 February 6, 2014 – Springfield City Hall Library Meeting Room, 225 Fifth Street  
 March 6, 2014 – Springfield City Hall Library Meeting Room, 225 Fifth Street

**Eugene Public Library:** The library is located at 100 W 10th Avenue (between Olive & Charnelton)

**Bus:** Take the bus to the LTD Downtown Station. From there walk one block west, crossing Olive Street, to the Eugene Public Library. The entrance faces 10<sup>th</sup> Avenue.

**Bicycles:** There are covered bicycle racks on the North side of the Library, by the front entrance.

**Parking:** Library Parking Level: 64 spaces below the library at 75 cents/hour (2-hour max)

- ❖ Broadway Place (westside corners of Charnelton & Broadway), Overpark (westside corners of 10th & Oak), or Parcade (NW corner of 8th & Willamette) at \$1.00 cents/hour
- ❖ On-Street Metered Parking at \$1.00/hour, or free with 2-hour maximum west of Lincoln.

**PLEASE NOTE:**



LCOG is now posting meetings on its website at <http://www.lcog.org/mpc.cfm>. These postings will include the agenda, minutes and attachments. If you no longer want to receive your meeting announcement in paper format, please contact Kim Hascall, 541-682-4283 or [khascall@lcog.org](mailto:khascall@lcog.org)



This meeting will be telecast LIVE on Metro Television, Comcast cable channel 21, and also rebroadcast at 8:00 PM on Tuesday nights for the rest of the month. A LIVE webcast will also be available, as well as archived for future viewing on the LCOG website. Get details through links on the event calendar at <http://www.lcog.org/mpc.cfm>

# MINUTES

Metropolitan Policy Committee  
Eugene Public Library, Bascom Tykeson Room – 110 West 10th Avenue  
Eugene, Oregon

September 5, 2013  
11:30 a.m.

PRESENT: Kitty Piercy, Chair; Alan Zelenka (City of Eugene), Marilee Woodrow, Christine Lundberg (City of Springfield), Sid Leiken, Pat Farr (Lane County), Frannie Brindle, (Oregon Department of Transportation), Doris Towery, Gary Gillespie (Lane Transportation District), Jerry Behney (City of Coburg), members; Gino Grimaldi (City of Springfield), Petra Schuetz (City of Coburg), Ron Kilcoyne (Lane Transit District), Brenda Wilson (Lane Council of Governments), Lydia McKinney for Alicia Hays (Lane County), Sarah Medary for Jon Ruiz (City of Eugene), *ex officio* members.

Paul Thompson, Rebekah Dohrman, (Lane Council of Governments); Rob Inerfeld, Pam Bering (City of Eugene); Theresa Brand, Tom Schwetz, Sasha Luftig (Lane Transit District); David Reesor (City of Springfield), Travis Brouwer, Savannah Crawford (Oregon Department of Transportation), Kristin Hull (CH2M Hill), Carleen Riley, guest.

## 1. WELCOME AND INTRODUCTIONS

Ms. Piercy welcomed everyone to the Metropolitan Policy Committee (MPC) meeting and those present introduced themselves.

## 2. CALL TO ORDER/APPROVE July 11, 2013, Meeting Minutes

Ms. Piercy called the meeting to order.

Ms. Woodrow, seconded by Ms. Lundberg, moved to approve the July 11, 2013, minutes as submitted. The motion passed unanimously, 10:0.

## 3. ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

There were no adjustments to the agenda or announcements from members.

## 4. COMMENTS FROM THE AUDIENCE

There was no one wishing to offer public comments.

## **5. METROPOLITAN CABLE TELEVISION COMMISSION**

Ms. Dohrman said the Metropolitan Cable Television Commission (MCTC) was composed of MPC members from Eugene, Springfield and Lane County. The Commission's current cable television franchise with Comcast provided for a review of the franchise in 2013. She said the first step of the review process—a report on cable system performance—had been completed and the next step involved a franchise fee review to be conducted by an independent party. She said a draft letter to Comcast providing notification that the next step of the review process would be commencing was included in the agenda packet, along with a draft Request for Proposals (RFP) to conduct an independent franchise fee review. She asked the MCTC to authorize staff to send the letter to Comcast and announce the RFP.

Mr. Zelenka, seconded by Ms. Woodrow, moved to authorize staff to send the draft letter to Comcast. The motion passed, 5:1; Mr. Farr voting no. Voting members: Ms. Piercy, Mr. Zelenka, Ms. Lundberg, Ms. Woodrow, Mr. Leiken, and Mr. Farr.

## **6. METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES**

### **a. Process for Statewide Transportation Improvement Program (STIP) Enhance Super ACT Preparation**

Ms. Crawford said that the Super ACT (Area Commission on Transportation) consisted of the chair and vice chair for each of the four ACTs within Oregon Department of Transportation (ODOT) Region 2. She said the Super ACT would meet to discuss allocation of \$57 million in STIP Enhance funds coming to the region. The Lane ACT anticipated receiving between \$14-20 million of that amount. She said the initial Lane ACT project list of 150 percent of the anticipated allocation had been reduced from \$30 million to \$22 million because some projects had since received funding from other sources and been withdrawn from the STIP Enhance list. She briefly reviewed the tiered approach to prioritizing local projects on the list; there were \$15.7 million in Tier 1 projects and \$6.8 million in Tier 2. The Lane ACT had recently conducted a process to determine how to reduce the number of projects if less than the anticipated amount of funding was received. In a worst case scenario, she said the following projects had been identified for reduction, as needed:

1. Jessen Path and Lighting project, up to \$282,379, as needed
2. ODOT's OR126W Spot Improvements project
3. ODOT's US101/OR126 Pedestrian Crossing Improvements

Ms. Crawford indicated that the three projects were selected because they could remain viable projects at a reduced funding level. She invited feedback from MPC members to help guide Lane ACT representatives at the Super ACT meeting.

Ms. Lundberg observed that the statement that no public testimony would be taken at the Super ACT meeting could be interpreted to mean it was not a public meeting. Ms. Crawford clarified that it was an open meeting and the public was welcome to attend. She said although no testimony would be allowed, individual Super ACT members could discuss issues with members of the audience on the side and then raise an issue with the ACT.

Ms. Lundberg encouraged members of the Lane ACT to attend the meeting as it was an interesting process.

Ms. Piercy noted that the Super ACT was providing recommendations and input to the Oregon Transportation Commission (OTC), which would make final decisions on allocations.

In response to a question from Mr. Zelenka, Ms. Crawford said the other three ACTs in Region 2 were the Mid-Willamette Valley ACT, Northwest ACT and Cascades West ACT. She said the Lane ACT was the second largest in terms of population.

Ms. Piercy said that ACT populations would be noted, but the OTC had indicated that population would not be a factor in their decision-making. Ms. Brindle added that the STIP Enhance process was intended to identify projects at the grass roots level that were of regional significance. Ms. Piercy said the projects should provide the greatest benefit to the region and the state.

Mr. Thompson pointed out that the OTC had reserved 20 percent of the STIP Enhance funds and that amount would be allocated later, with a process yet to be determined. He said there was some indication that the OTC would consider larger projects that were not a part of the current STIP Enhance allocation process.

Ms. Piercy felt the current STIP process was somewhat frustrating because Metropolitan Planning Organizations (MPO) and ACTs were requested to think locally and propose smaller projects, but the OTC seemed unhappy that only small projects were on lists for funding. Now the OTC wanted to look at large projects for allocation of the 20 percent of STIP funds it had reserved. She said the OTC had acknowledged it was a new process that would continue to be refined. Mr. Thompson believed that the ACTs and MPOs would have input on allocation of the 20 percent.

Mr. Zelenka asked for clarification on how the three projects had been identified for potential reductions. Ms. Crawford replied that the ACT Steering Committee was tasked with reviewing information from project sponsors on which projects could be scaled and remain viable. The three projects were identified on that basis. Mr. Thompson said the Springfield Franklin Boulevard project was also identified for a potential \$500,000 reduction as a last resort, but Junction City withdrew a \$500,000 project and it was not necessary to include the Springfield Franklin Boulevard project on the reduction list.

Mr. Farr expressed appreciation for Ms. Piercy's representation of the Lane ACT and MPO during funding discussions. He asked if funds allocated through OTIA (Oregon Transportation Investment Act) II were allocated to projects other than those identified through the OTIA process. Mr. Thompson said OTIA II funds were limited to OTIA-specific projects; the STIP funds consisted of federal funds received by the state and were managed separately from OTIA funds.

Mr. Farr commended former OTC chair Alan Brown for his role in promoting state funding of transportation improvements.

#### **b. 2017-20 STIP Needs List**

Ms. Crawford stated that the OTC had asked regions to begin identifying a project needs list for FY 2017-20 STIP funding. She said the projects should be large, with regional significance, and that could be developed in phases during the STIP timeframe and aligned with the current STIP Enhance process just completed. She said the region would need to develop a \$310 million ask for the 2017-20 STIP. ODOT requested that jurisdictions within the Lane ACT area provide a list of projects that would fit the criteria and noted that an updated Draft Needs List had been distributed to the MPC. She said there were 33 projects on the list, eight of which were not in the MPO. She asked MPC members to review the list and discuss it with

staff; Lane ACT members were conducting the same review. She expected to submit the draft list to ODOT by the end of October 2013.

**c. Draft: Oregon's Priorities for Reauthorization of MAP-21**

Mr. Thompson said the agenda packet included a draft of *Oregon's Priorities for Reauthorization of MAP-21* (Moving Ahead for Progress in the 21st Century). He said ODOT was developing the document in conjunction with the Association of Oregon Cities (AOC) and League of Oregon Cities (LOC), with input from the Oregon MPO Consortium (OMPOC). He introduced Travis Brouwer, ODOT Federal Affairs Advisor, to discuss the reauthorization priorities.

Mr. Brouwer said MAP-21 would expire in slightly more than a year and the Highway Trust Fund balance would again be exhausted at about the same time. If Congress failed to act there would be a 25 percent reduction in federal highway funding and a 40 to 50 percent reduction in transit funding. He said it was critical that ODOT, with partners across the state, begin defining its priorities for the reauthorization. He said the intent was to provide Oregon's congressional delegation with a consensus agenda that would have greater impact and insure that Oregon received the maximum funding for its investment priorities. He said other objectives were to streamline the federal funding process, achieve maximum flexibility and establish sustainable transportation funding and investment strategies.

Ms. Lundberg emphasized the need for a streamlined delivery process for projects that stressed flexibility and minimized regulatory impediments to maximize use of funds. She asked what type of funding mechanisms other states were considering as an alternative to the gas tax. She said transit funding was important, as was finding ways to influence people's transportation choices in a manner that would impact transportation funding needs.

Ms. Piercy agreed that it was important for partners to speak with the same voice. It was also important that federal policies promote the implementation of projects and emphasize access to all modes of transportation.

Mr. Zelenka agreed that a barrier to using different modes of transportation was inconvenience and that often related to infrastructure and capital costs. He liked the addition of transit operating costs to the list of transportation investments, but felt it should be strengthened; transit districts had access to capital funds, but operating funds were scarce and that was the primary constraint on expanding services. Mr. Brouwer said there constraints in federal law about using federal funds for operations and agreed that those restrictions needed to be relaxed.

Mr. Zelenka commented that there had been no increase in the federal fuel tax in 20 years. He said that increased use of fuel efficient vehicles and over-reliance on the fuel tax to fund the transportation system was resulting in insolvency. He said that finding alternative funding strategies was critical. He liked the draft document, but felt it should present a greater sense of urgency.

Mr. Kilcoyne thanked Mr. Zelenka for raising the issue of transit operations funding. He said Lane Transit District's (LTD) ability to provide service was based on the funding it received, not the demand for service. He cautioned that asking for more federal operating funds was not the entire answer; states and local jurisdictions needed to contribute to the cost of transit operations as well. He said that under MAP-21 funding for bus capital programs was cut in half and it appeared that LTD would need to finance its next bus purchase for the first time in the district's history. Restoring those capital funds was a major concern.

Mr. Thompson suggested that the section on transit operations funding could also include ways that increasing that funding would help address federal performance measures under MAP-21. He referred to a document from the National Association of Mayors that discussed federal legislation to support tax credits that would pay interest on bonds to get transportation infrastructure built.

Mr. Brouwer said it was an innovative approach that looked outside the gas tax and Highway Trust Fund for financing. He said Senator Ron Wyden "Build America" proposal was similar in its approach to alternative funding sources. He cautioned that under a federal austerity budget, any money of any sort that was put toward transportation required an offset elsewhere in the budget.

#### **d. Draft MPO Bike Parking Study**

Ms. Brand said the Regional Bike Parking Study to identify current facilities and future needs had been completed; a copy of the draft study and an executive summary were included in the agenda packet. She said the study was conducted in Eugene, Springfield and Coburg. Residents were also surveyed and the results compiled into recommendations for the types of facilities needed and desired locations. She used a map to illustrate the areas of peak demand and said the executive study summarized the number of facilities needed in each city and the estimated cost of materials and installation. She invited comments on the draft and hoped to distribute the final version at the end of October.

Mr. Zelenka asked for clarification of the metrics in the table on page 23 of the draft. Ms. Brand explained that a two demand models considered the amount of traffic at various locations and determined need; those figures were adjusted for local conditions. The demand modeling methodology and adjustments were described on page 22 and all results were included in the study.

Mr. Zelenka suggested adding a column to the table that would show the difference between existing parking and the adjusted recommendation.

Ms. Brindle asked if any of the estimated costs included signage to direct people to parking facilities. Ms. Brand said the costs were only for hardware and installation; signage costs would need to be determined separately, but could be added to the study.

Ms. Lundberg said the cost of bike parking for redevelopment projects could be assessed to the developer. Ms. Brand said the study only addressed city or county facilities, including transit; the recommendations for code changes would direct developers and the study would be a guide to what was uniform in the area for short- and long-term bike parking.

#### **e. Scenario Planning Update**

Ms. Wilson introduced Kristin Hull of CH2M Hill, who had been contracted to manage the scenario planning process.

Ms. Hull said the process would include rechartering of the project management team and technical advisory committee, clarifying roles, responsibilities, milestones and decision-making protocols. She was developing a streamlined work plan and public involvement plan to engage the community in the process. She said the technical work was still advancing and LCOG staff was developing the reference case, which would be used to compare future scenarios to develop to. She said staff was also working with the Oregon Health Authority to develop a tool to assess the health impacts and benefits of scenarios.

At Mr. Zelenka's request, Ms. Hull described her background in scenario planning and work at CH2M Hill.

Mr. Zelenka remarked that the value of scenario planning was enhancing people's quality of life and demonstrating how they could save time and money through less driving and fuel consumption. Making those things relevant to their lives would result in a reduction of greenhouse gas and health benefits to the community. It was important to communicate that to the public.

Ms. Piercy said that scenario planning should be presented in lay language accessible to the public that helped them understand how it was in their best interests by presenting options that would make a positive difference in their lives.

Mr. Leiken felt a discussion of scenario planning should include a return on investments so the private sector would see the benefits. He gave the example of a planned community in Texas based on the premise of compact growth. He said people needed to be encouraged to invest in the future by explaining how there would be a return on that investment along with an improvement in the community's quality of life.

Ms. Hull agreed that it was important to engage the private sector in the scenario planning process.

Ms. Lundberg commented that the three communities would each have a different approach and scenario planning should accommodate those differences.

Ms. Woodrow encouraged engaging a wide range of private sector interests in the process.

#### **f. MPO Planning Calendars**

Ms. Piercy drew MPC members attention to the Planning Calendars included in the agenda packet. There were no questions.

#### **f. Follow-up and Next Steps**

- **ODOT Update**—Ms. Brindle said ConnectOregon V would have \$42 million available statewide for projects, including bike/ped, transit, marine and rail. She said grant recipients would be required to develop and report on performance measures for their projects and four percent of grants would be withheld until final submission of those reports. She said grants would require a 20 percent match and updated rules would be available at the end of September.

Ms. Brindle said ODOT would soon begin a construction project on the Delta Highway overcrossing of the Beltline. She said the project would proceed during evening hours and include single lane closures and was to replace membrane and concrete over the bridge. She said ODOT had received positive feedback on the ramp metering project and a performance report would be issued soon. She would ask the contractor to present that report at a future MPC meeting.

Ms. Brindle said a copy of a letter from the OTC to State Treasurer Ted Wheeler concerning funding for the Columbia River Crossing project had been distributed to MPC members.

- **Rail Update**—Ms. Piercy reported that the passenger rail project's leadership council would be scheduling a meeting in the future. Mr. Thompson added that project staff would be holding another round of public meetings and one would be scheduled in Eugene in November.
- **Lane ACT Update**—Ms. Crawford said the Lane ACT would receive a report on the All Roads Transportation Safety System (ARTSS) at its meeting on September 11 and that information would also be shared with the MPC.
- **OMPOC Report**—Ms. Wilson said OMPOC had received an ODOT summary of transportation legislation from the past legislative session. She OMPOC also discussed MAP-21 reauthorization and expressed many of the same concerns discussed by the MPC. She said the Metro scenario planning process and how it accommodated different values and perspectives among communities was also discussed. She said the MPO's regional bicycle program work, including bike counts, mapping, modeling, and more, received positive feedback.

Mr. Thompson said a presentation on the wide range of bike/ped initiatives in progress locally also received positive feedback and ODOT had agreed to install bike counters on the viaduct as part of the Willamette Bridge project.

Ms. Wilson added that the discussion of a formula for the distribution of funds to Oregon MPOs was continuing.

Mr. Thompson announced that the MPO National Annual Conference would be held in Portland in October. He encouraged MPC members to attend.

Ms. Piercy felt it was important for MPC members to participate.

Ms. Lundberg asked if Metro scenario planning materials could be made accessible, either in hard copy or online.

Ms. Piercy asked that ODOT's legislative update be made available to the Lane ACT.

Mr. Leiken said there would be an emergency AOC meeting on September 9 to discuss the Columbia River Crossing and Ted Wheeler was speaking at the Hilton on September 19, sponsored by the League of Women Voters.

- **MTIP Administrative Amendments**—No comments.
- **Next Steps/Agenda Build**—No comments.

The meeting was adjourned at 1:05 p.m.

(Recorded by Lynn Taylor)

# MINUTES

Metropolitan Policy Committee  
Eugene Public Library, Bascom Tykeson Room – 110 West 10th Avenue  
Eugene, Oregon

October 3, 2013  
11:30 a.m.

PRESENT: Marilee Woodrow, Chair; Jeff Towery (City of Springfield), Chris Pryor (City of Eugene), Pat Farr (Lane County), Frannie Brindle, (Oregon Department of Transportation), Martha Reilly (Lane Transportation District), members; Ron Kilcoyne (Lane Transit District), Brenda Wilson (Lane Council of Governments), Lydia McKinney for Alicia Hays (Lane County), Jon Ruiz (City of Eugene), *ex officio* members.

Paul Thompson (Lane Council of Governments); Rob Inerfeld (City of Eugene); Theresa Brand, Tom Schwetz, Sasha Luftig (Lane Transit District); Tom Boyatt, David Reesor (City of Springfield), Travis Brouwer, Savannah Crawford (Oregon Department of Transportation), Andrea Hamburg (Oregon Health Authority), Jennifer Jordan (Lane County Public Health and Lane Area Commission on Transportation); Rob Zako, Carleen Riley, guests.

## WELCOME AND INTRODUCTIONS

Ms. Woodrow called the meeting to order and welcomed everyone to the Metropolitan Policy Committee (MPC) meeting. Those present introduced themselves.

## ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

Ms. Woodrow stated that there would be some adjustments to the order of items on the agenda until a quorum was present. There were no announcements from MPC members.

## COMMENTS FROM THE AUDIENCE

There was no one wishing to offer public comments.

## CALL TO ORDER/APPROVE September 5, 2013, Meeting Minutes

Approval of minutes was postponed to the next meeting.

## METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

### Update on Statewide Transportation Improvement Program (STIP) Enhance Process

Mr. Thompson announced that all of the Lane Area Commission on Transportation's (ACT) Tier 1 funding requests and two projects from its Tier 2 list had been recommended for funding by the Super ACT. He commended Eugene Mayor Kitty Piercy and Springfield City Councilor Hilary Wylie for their outstanding advocacy for Lane ACT projects. He said the recommendation would be forward to the Oregon Transportation Commission (OTC) for final approval.

Ms. Brindle said the Lane ACT received about \$16.7 million, or 29 percent, of the \$57 million allocated to Oregon Department of Transportation (ODOT) Region 2. She was pleased that the Super ACT was able to recommend all of the Tier 1 projects and include two projects from the second tier. She said the Territorial Highway project was the only Tier 2 request not funded. She thanked the City of Springfield for agreeing to use alternate funding to begin the Franklin Boulevard project, releasing Enhance funds for use in another area, which produced good results for all areas in Region 2.

Mr. Thompson distributed a handout entitled *Region 2 Options for OTC 20% Enhance Funds*. Ms. Brindle explained that the OTC held 20 percent of the STIP Enhance funds in reserve to address projects that could not be funded in the recent STIP Enhance process. She said Region 2's share would be approximately \$17.5 million. She said OTC's intent was to consider larger projects on the state highway system that were consistent with various plans, such as the freight plan, consistent with Metropolitan Planning Organization (MPO) and ACT priorities and met other criteria listed on the handout. She said a list of potential projects developed by area managers within Region 2 was also included in the handout. She described the Area 5 projects, which were the Coburg Interchange East Side Frontage Road and OR 126W Spot Improvements, and noted that both were Lane ACT priorities. She said the recommendations from ODOT region managers would be considered by the OTC at its November 20, 2013, meeting. She would pass on any feedback on local priorities to Region 2 Manager Sonny Chickering.

### **2017-20 STIP Needs List**

Ms. Brindle said in anticipation of developing a funding package for the next legislative session, the OTC had requested that each area put together a list of needs for the 2017-20 STIP. She said staff recommendations for projects that could be on the needs list were included in the agenda materials. The MPC and Lane ACT would be asked for input on the draft list and it would be finalized and submitted to the OTC by the end of October 2013. She said ODOT staff had met with smaller jurisdictions to discuss their planning process and projects that could potentially be ready within the 2017-20 STIP timeframe.

Ms. Reilly asked why the Glenwood Riverfront Path project was more expensive than the I-5 Capacity Improvements project. Mr. Boyatt explained that the Glenwood project would involve a number of issues, including infrastructure, environmental, riparian, drainage and others. He said the goal was to deliver the project at a lower cost than the estimate of \$8 million.

Mr. Thompson mentioned that there would be a new approach to safety projects during the 2017-20 funding cycle. He said the All Roads Safety Program was already in place to quickly deliver funding to some safety project and beginning in 2017 there would be about \$36 million statewide dedicated to safety projects. Funding categories would include: all roads (any public road), intersection issues, bicycle and pedestrian issues and departure issues. He said a new process would be data-driven and require projects to identify safety problems and demonstrate a cost/benefit ratio for projects.

### **Scenario Planning Update**

Mr. Thompson noted that a memorandum from Kristin Hull, Central Lane Scenario Planning Manager, was included in the agenda materials. He pointed out that the work plan and schedule were being fully developed as a result of a chartering session with the Project Management Team and the Technical Advisory Committee. He said the session helped to clarify a number of issues and a report would be provided to the MPC at its next meeting. He explained the reference scenario, which would be the baseline to which other scenarios were compared and said it was under development. The public involvement plan was also under development.

### **MPO Planning Calendars**

Mr. Thompson said he hopes to present a framework for the Regional Safety Plan to the MPC in the near future, but that the programming of funds for the project is still awaiting final federal approval.

### **Transportation and Health Presentation**

Andrea Hamberg, Oregon Health Authority (OHA), used a slide presentation to illustrate the connection between transportation and health in the following areas:

- Traffic fatalities - leading cause of death for residents 5 to 24 years of age, disproportionately impacted bicyclists and pedestrians
- Air quality - release of particulates from vehicle emissions, a leading cause of cancer and asthma
- Physical activity - biking and walking more likely to achieve the recommended level of activity, lack of activity a factor in preventable diseases

Mr. Farr arrived at 12:05 p.m.

Ms. Hamberg defined the social and environmental determinants of health, beginning with the highest importance to the lowest:

- Social, economic, political
- Living and working conditions
- Public services and infrastructure
- Individual behaviors
- Individual factors (age, gender, genetics)

Ms. Hamberg said that people tended to live where they could afford housing and living on the outskirts of a community and commuting to work had both financial and health consequences and tended to disproportionately impact lower income families and communities of color. Communities that were bikeable and walkable, with other transportation options, had higher levels of physical activity, lower body weights, lower rates of traffic injuries, less air pollution and improved mobility for non-drivers, particularly children. She said transportation systems were connected to other land use decisions, such as the location of schools. She was pleased that ODOT's Highway Safety Program had been modified to include bicycle and pedestrian infrastructure. She said bike lanes were important not just for the safety of bicyclists, but because they encouraged more people to use bikes as a way to get around.

Ms. Hamberg said that OHA was part of a health impact assessment project that engaged public health with other disciplines to help decision-makers incorporate health outcomes in their decision-making processes.

She cited a recent joint project with the Portland MPO on a greenhouse gas reduction scenario planning effort. She said OHA could provide information and recommendations related to health for projects that were under consideration to help inform planning decisions. She used a chart to demonstrate the importance of active transportation as a positive impact on health.

Mr. Ruiz asked if data was available on bicycle usage that would assist jurisdictions in making the best choices for investing monies in bicycle infrastructure. Ms. Hamberg felt that increasing access and connectivity was the highest priority, as well as determining which locations within the community it was most important for people to be able to reach by bicycle. She said that Jennifer Dill of Portland State University was the lead on the Portland project and Washington County had developed a toolkit for bicycle and pedestrian infrastructure that was available on the County's website.

Ms. Brindle said that a recent study indicated a fivefold increase in bicyclists in the Portland area in the last ten years, but the number of accidents stayed flat. She said the study concluded that the more bicyclists that used the system, the greater their safety because they represented a larger presence on the road and all traffic calmed as a result. She felt that it would be beneficial for the ACT and MPC to apply a health impact assessment to projects during the 2017-20 STIP cycle.

Mr. Farr commented that Lane County was currently developing a Health Improvement Plan and asked how incentives and community design might promote an increase in active transportation. Ms. Hamberg replied that disincenting driving was one approach and strategies included "pay as you go" insurance and expensive parking. She said that often community design created a physical environment that contributed to obesity.

Ms. Woodrow found the presentation very informative and asked that a copy of the chart of social and environmental determinants of health be made available to the MPC. She said physical activity, which was a major determinant, was a habit that should be developed as a child and hoped there was a way to involve public health with schools, parks and recreation programs to encourage children to be physically active.

Mr. Thompson said he would provide links to the Washington County toolkit and Ms. Hamberg's presentation available to MPC members.

Mr. Pryor left the meeting at 12:35 p.m.

### **Oregon's Priorities for Reauthorization of MAP21**

Mr. Thompson referred to the draft document *Oregon's Priorities for Reauthorization of MAP-21* that was provided in the agenda materials. He said it was presented to the MPC at its September 2013 meeting and the current version included feedback from that meeting, as well as meetings with other groups around the state. He said the Oregon MPO Consortium (OMPOC) would be asked to endorse the document at its meeting on October 25, 2013. Since lack of a quorum prevented the MPC from formally endorsing it, he asked for any additional input which would then be conveyed to MPC's representatives at the OMPOC meeting. He said the Transportation Planning Committee (TPC) had recommended endorsement, with suggestions to strengthen the Transit section with regard to flexibility of funding and the discussion of passenger rail.

## **Follow-up and Next Steps**

**ODOT Update**—Ms. Brindle stated that the OTC would meet on October 9-10, 2013, and had asked the ACT chair or co-chair to attend one or both days. The OTC would be discussing STIP Enhance project 100 percent recommendations, the 20 percent discretionary funds and modal plans. She said Connect*Oregon V* application packets would be available on October 7, with applications due at the end of November. She said for the first time bicycle and pedestrian facilities would be considered if they were off-road, multi-use paths not connected to the highway. Other eligible types of projects would be transit, rail, port and marine.

Mr. Thompson added that the TPC was already discussing potential Connect*Oregon V* applications from MPO member jurisdictions and would report to the MPC before applications were due.

**Rail Update**—Ms. Wilson said a meeting of the leadership committee was postponed because of the special legislative session and would be rescheduled. A Corridor meeting was scheduled for October 4 to allow participants to check in on the status of alignment options to be presented at citizen advisory group meetings around the state. She said the Eugene/Springfield meeting was scheduled on October 23 from 6 p.m. to 8 p.m. at Willamalane Adult Center.

**Lane ACT Update**—Mr. Thompson said the last ACT meeting focused on finalizing the STIP Enhance list in anticipation of the Super ACT meeting. There was also a presentation on the All Roads Transportation Safety Program. Ms. Brindle said there was some discussion of the 2017-20 STIP needs list.

**Next Steps/Agenda Build**—Mr. Thompson noted that the January 2014 meeting would fall on the 2nd and MPC members would be surveyed via email to determine if another date should be selected.

The meeting was adjourned at 12:45 p.m.

(Recorded by Lynn Taylor)



November 26, 2013

To: Metropolitan Policy Committee  
From: Paul Thompson  
Subject: Item 5.a: Match Funding for Federal Grant

**Action Recommended:** Conduct Public Hearing. Close public comment period and approve Resolution 2013-03 programming funds.

**Purpose**

This agenda item requests action on a recommendation to program \$5,000 in FFY2014 STP-U funds for the City of Eugene MPO Planning contract to enable the City to provide \$5,000 of local funds as match for a federal grant.

**Background and Discussion**

In August 2013, the National Institute for Transportation and Communities (NITC) issued a call for proposals for projects that would help maximize implementation of USDOT's liveable communities initiatives. These projects were required to provide opportunities for research into problems that are common to multiple regional and local agencies. The expectation by NITC was that a successful proposal would be made by a collaborative group of public agencies which would pool funds to provide the required 100% match to NITC's federal funds. This match could only be made with local funds. The successful project(s) would be undertaken by an investigator at one or more of the four Universities belonging to the Transportation Research Center housed at Portland State University (PSU, University of Oregon, Oregon Institute of Technology, and University of Utah).

With agreement of the statewide group of transportation modelers/analysts, Central Lane MPO staff took the initiative and described a project that would develop an on-line data archive for non-motorized traffic counts accompanied by a web-based set of displays to map and describe/compare the counts. This project was driven by the need to establish robust infrastructure for storing and visualizing the bike (and soon to come, pedestrian) data that Central Lane MPO and other agencies (across Oregon and the nation) have begun collecting to characterize progress in their promotion and facilitation of non-motorized travel. The project was also aimed at providing data for researchers to use in their development of rigorous and quantitative metrics and relationships to advance the forecasting of non-motorized travel in the future. The project cost was estimated at between \$150,000 to \$200,000, with an 18-month timeline.

Outreach to other agencies across the country was made to enlarge the pool of applicants in order to both meet the match requirement and to obtain contributions to the data archive that differed by climate, demographic, urban and transportation characteristics. The final proposal was submitted on behalf of the following agencies: ODOT, all MPOs in Oregon, City of Bend, City of Boulder (CO), Boulder County (CO), PIMA Association of Governments (Tucson MPO),

City of Austin (TX), and FHWA (Office of Planning). This group committed to local match totaling \$82,000.

NITC made one award in this grant cycle, and selected our project. Based on the current match commitment, the project will receive \$82,000 in federal funds for a total of \$164,000. NITC regards this amount as the minimum needed to get the project to a prototype status; \$100,000 has been set aside to match new local funds if they can be found. This would bring the project to a total of \$200,000 which is regarded by the reviewers as being more in line with what will be needed.

We have until the end of January to add to our match pool – at that time the successful respondent to the RFP for the project will be selected by NITC. Other local agencies will be contacted and invited to join the collaboration in an attempt to reach the \$100,000 match total. From the final collaborative group, a technical advisory committee will be formed to guide the development of the project, and to ensure that a useful product is obtained to satisfy our aims.

The programming of \$5,000 in federal MPO STP-U discretionary funding to increase the financial support provided to the City of Eugene for staff participation in MPO planning activities would be a one-time increase. In turn, the City has committed to providing \$5,000 of non-federal local funds as match to this grant.

### **Public Involvement**

The MPO's Public Participation Plan (PPP) calls for a range of public involvement when the MPC is considering programming STP-U funds, including a public hearing and public comment period, an open house, a newspaper display advertisement, notice to interested parties and a web notice, and other optional outreach.

As mentioned above, the proposal to program \$5,000 of STP-U funds in order to achieve a match commitment for the federal grant is time-sensitive.

At its November 21 meeting, the MPO's Transportation Planning Committee (TPC) discussed the proposal to program the STP-U funds, and unanimously supported forwarding the funding request for public comment and consideration by the MPC. The TPC recommended an expedited public review process, with notice to interested parties, a web notice, a public hearing, and a shortened public comment period. Pending consideration of public input, the TPC also unanimously recommended approval of the MTIP amendments to move the funds.

If the MPC is comfortable with an expedited public review process, action on Resolution 2013-03 is requested at the December 5, 2014 meeting. MPC may also choose to keep the public comment period open, and schedule action on the proposed funding for the January 2014 MPC meeting.

### **Recommendation**

1. Conduct public hearing. Approve Resolution 2013-03 programming STP-U funds.

### **Attachments**

1. Resolution 2013-03

**RESOLUTION 2013-03**

**AMENDING THE CENTRAL LANE METROPOLITAN PLANNING ORGANIZATION  
FY2012-2015 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM**

**WHEREAS**, the Lane Council of Governments (LCOG) has been designated by the State of Oregon as the official Metropolitan Planning Organization (MPO) for the Central Lane region; and

**WHEREAS**, the LCOG Board has delegated responsibility for MPO policy functions to the Metropolitan Policy Committee (MPC), a committee of officials from Eugene, Springfield, Coburg, Lane County, Lane Transit District, and ODOT; and

**WHEREAS**, federal regulations require that transportation projects using several categories of federal funds and projects that are regionally significant for air quality purposes be included in a Metropolitan Transportation Improvement Program (MTIP); and

**WHEREAS**, 23 CFR §450.324(b) requires that the MTIP be updated every four years and be kept current to reflect decisions regarding the programming of federal funds; and

**WHEREAS**, the Air Quality Conformity Determination for this MTIP was approved by US Department of Transportation on June 27, 2012; and

**WHEREAS**, the proposed amendment does not affect the existing air quality conformity determination or trigger the need for a new air quality conformity determination; and

**WHEREAS**, the proposed amendment does not affect fiscal constraint of the MTIP; and

**WHEREAS**, the Metropolitan Policy Committee has approved an expedited public review process,

**NOW, THEREFORE, BE IT RESOLVED:**

That the Metropolitan Policy Committee amends the FY2012-2015 Metropolitan Transportation Improvement Program, authorizing the programming of \$5,000 of Surface Transportation Program – Urban funds for City of Eugene MPO planning activities carried out under the Unified Planning Work Program.

PASSED AND APPROVED THIS 5<sup>th</sup> DAY OF DECEMBER, 2013, BY THE METROPOLITAN POLICY COMMITTEE.

**ATTEST:**

\_\_\_\_\_  
Kitty Piercy, Chair  
Metropolitan Policy Committee

\_\_\_\_\_  
Brenda Wilson  
Executive Director  
Lane Council of Governments



November 26, 2013

To: Metropolitan Policy Committee  
From: Paul Thompson  
Subject: Item 5.b: Funding for Replacement of Portable Bicycle Counters

**Action Recommended:** Conduct Public Hearing. Close public comment period and approve Resolution 2013-04 programming funds.

**Purpose**

This agenda item requests action on a recommendation to program FFY2014 STP-U funds for the replacement of two portable bicycle counting devices to enable the MPO to maintain its full bike counting and data collection program.

**Background and Discussion**

For nearly a year and a half the Lane Council of Governments has been collecting bicycle counts data across the region to support partner agencies in their bicycles planning efforts. The data is used to monitor the effects of specific projects, to support ongoing performance measures tracking the effectiveness of region wide bicycle related investments, and to assist in health, safety, and air quality analysis. With only four pneumatic tube counters, more than 80 sites have been surveyed across the region, with over 800 days of data currently catalogued.

The four counters were originally acquired in an STP-U funding request from point2point solutions for the Regional Bicycle Parking study. The Bicycle Parking Study project needed reliable bicycle volume estimates and the equipment was obtained to support that effort and went on to provide continued value to regional planning work described above. In mid-November the LCOG Regional Bicycle Count Program's capacity to collect data was reduced by 50% when two of the four counters were stolen from their deployment locations on the Pioneer Parkway and EWEB off-street bicycle paths in Springfield.

In order to bring the Regional Bicycle Count program back to full capacity it is necessary to purchase replacement count devices. LCOG is determining if, and to what extent, the stolen equipment is covered under its equipment insurance policy, which could help defray the cost of the new replacement equipment. The maximum cost to restore the equipment would be \$5,400. Resolution 2013-04 would approve the programming of STP-U funds up to a maximum of \$5,400 to cover any replacement costs not covered by insurance.

## **Public Involvement**

The MPO's Public Participation Plan (PPP) calls for a range of public involvement when the MPC is considering programming STP-U funds, including a public hearing and public comment period, an open house, a newspaper display advertisement, notice to interested parties and a web notice, and other optional outreach.

The proposal to program STP-U funds in order to replace the missing bike counters is time-sensitive. Without the full contingent of four counters, the on-going regional bike count program will fall behind in its data collection and have gaps in the seasonal and annual counts.

At its November 21 meeting, the MPO's Transportation Planning Committee (TPC) discussed the proposal to program the STP-U funds, and unanimously supported forwarding the funding request for public comment and consideration by the MPC. The TPC recommended an expedited public review process, with notice to interested parties, a web notice, a public hearing, and a shortened public comment period. Pending consideration of public input, the TPC also unanimously recommended approval of the MTIP amendments to move the funds.

If the MPC is comfortable with an expedited public review process, action on Resolution 2013-04 is requested at the December 5, 2014 meeting. MPC may also choose to keep the public comment period open, and schedule action on the proposed funding for the January 2014 MPC meeting.

## **Recommendation**

Conduct Public Hearing. Close public comment period and approve Resolution 2013-04 programming funds.

## **Attachments**

1. Resolution 2013-04

**RESOLUTION 2013-04**

**AMENDING THE CENTRAL LANE METROPOLITAN PLANNING ORGANIZATION  
FY2012-2015 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM**

**WHEREAS**, the Lane Council of Governments (LCOG) has been designated by the State of Oregon as the official Metropolitan Planning Organization (MPO) for the Central Lane region; and

**WHEREAS**, the LCOG Board has delegated responsibility for MPO policy functions to the Metropolitan Policy Committee (MPC), a committee of officials from Eugene, Springfield, Coburg, Lane County, Lane Transit District, and ODOT; and

**WHEREAS**, federal regulations require that transportation projects using several categories of federal funds and projects that are regionally significant for air quality purposes be included in a Metropolitan Transportation Improvement Program (MTIP); and

**WHEREAS**, 23 CFR §450.324(b) requires that the MTIP be updated every four years and be kept current to reflect decisions regarding the programming of federal funds; and

**WHEREAS**, the Air Quality Conformity Determination for this MTIP was approved by US Department of Transportation on June 27, 2012; and

**WHEREAS**, the proposed amendment does not affect the existing air quality conformity determination or trigger the need for a new air quality conformity determination; and

**WHEREAS**, the proposed amendment does not affect fiscal constraint of the MTIP; and

**WHEREAS**, the Metropolitan Policy Committee has approved an expedited public review process,

**NOW, THEREFORE, BE IT RESOLVED:**

That the Metropolitan Policy Committee amends the FY2012-2015 Metropolitan Transportation Improvement Program, authorizing the programming of up to \$5,400 of Surface Transportation Program – Urban funds for the purchase of two pneumatic tube counters as replacement equipment.

PASSED AND APPROVED THIS 5<sup>th</sup> DAY OF DECEMBER, 2013, BY THE METROPOLITAN POLICY COMMITTEE.

**ATTEST:**

\_\_\_\_\_  
Kitty Piercy, Chair  
Metropolitan Policy Committee

\_\_\_\_\_  
Brenda Wilson  
Executive Director  
Lane Council of Governments



November 26, 2013

To: Metropolitan Policy Committee  
From: Paul Thompson  
Subject: MPC 5.c – ConnectOregon V

**Action Recommended:** Information and discussion; provide feedback.

### **Background**

In 2005, the Oregon Legislature created the Multimodal Transportation Fund to invest in air, marine, rail, and public transit infrastructure improvements. The Fund is part of what is known as the ConnectOregon program; providing grants and loans to non-highway transportation projects that promote economic development in Oregon. The legislature authorized issuance of \$100 million in lottery-backed revenue bonds to fund the program in each of the 2005-07, 2007-09, and 2009-11 biennia. An additional \$40 million was authorized in 2011 for the 2011-13 biennium.

In creating the Multimodal Transportation Fund, the legislature found that local governments and businesses often lack sufficient capital and technical capacity (i.e. engineering, planning, labor and/or equipment) to undertake multimodal transportation projects and that public financial assistance can help support these long-term economic growth and job creation projects. For the \$340 million of ConnectOregon cycles (I, II, III, and IV), the state received 424 eligible project applications. Of which, the Oregon Transportation Commission selected 203 projects for funding. With the addition of leveraged funds, the program represents approximately \$834 million in direct investment in multimodal transportation improvements.

ConnectOregon projects are eligible for up to 80% of project costs for grants and 100% for loans. A minimum 20% cash match is required from the recipient for all grant funded projects. Projects eligible for funding from state fuel tax revenues (section 3a, Article IX of the Oregon Constitution, the Highway Trust Fund), are not eligible for ConnectOregon funding. If a highway or public road element is essential to the complete functioning of the proposed project, applicants are encouraged to work with their ODOT region, city, or county to identify the necessary funding sources.

With the approval of Senate Bill 5533 the 2013 Oregon Legislature approved a fifth round of ConnectOregon funding in the amount of \$42 million.

While the ConnectOregon program remains mostly the same as it was in previous rounds, there are a few changes for ConnectOregon V.

- ConnectOregon V has \$42 million available for projects.
- Bicycle and Pedestrian projects have been added to the modes eligible for funding. The Oregon Bike and Pedestrian Advisory Committee (OBPAC) will be responsible for evaluating bicycle and pedestrian projects.
- Grant recipients will be required to develop and report on performance measures for their project.
- Certain eligibility restrictions will apply to railroads located solely within Linn and Benton counties which may charge landowners fees for easements.
- Approved projects will have a portion of their funds withheld until project completion (4%) and final submission of performance measurement reports (1%).

The Oregon Transportation Commission (OTC) approves projects for ConnectOregon funding with the assistance of input from 11 review committees that represent each ConnectOregon Region and six modal committees (aviation, marine, rail, transit, freight, and bicycle/pedestrian). In selecting projects, the OTC considers the five following considerations as put forth by the legislature:

- Whether a proposed transportation project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor;
- Whether a proposed transportation project results in an economic benefit to this states;
- Whether a proposed transportation project is a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system;
- How much of the cost of a proposed transportation project can be borne by the applicant for the grant or loan from any source other than the Multimodal Transportation Fund; and
- Whether a proposed transportation project is ready for construction.

In addition to the aforementioned considerations, the current ConnectOregon program provides for investment to occur across the state by guaranteeing at least 10% of the total fund be invested in each of 5 legislatively designated ConnectOregon Regions ([ConnectOregon Region Map](#)).

### **Discussion**

Applications for ConnectOregon V funding were due by 4:00 PM on November 25, 2013. Attachment 1 to this memo outlines the ConnectOregon V application review process and timeline.

Although the formal Regional Review Committee for Lane County is the Lane Area Commission on Transportation (LaneACT), the coordination protocols adopted by both the LaneACT and MPC recognize that the Central Lane MPO is responsible for providing project priority recommendations to the OTC for the MPO (metropolitan) area of Lane County.

Furthermore, the LaneACT has agreed to blend, or meld, the MPO's ranked priorities with other priorities in the county outside the MPO area, without re-ordering the MPO priorities. Thus, under these coordination protocols the MPC will first prioritize all of the ConnectOregon V applications submitted within the MPO area, and the LaneACT will blend those priorities with any applications submitted outside the MPO area in the balance of Lane County.

As shown in the timeline provided in Attachment 1, the LaneACT will need to arrive at a county-wide prioritization between March 31 and May 16, 2014. Although MPO and ODOT staff are still working out details, a tentative schedule calls for the MPC to consider the metropolitan area ConnectOregon priorities at the February and March MPC meetings, including a public comment period during that time and a public hearing likely to be held during the February meeting.

At this time, MPO staff only have access to the three ConnectOregon V applications submitted by the public jurisdictions in the MPO area:

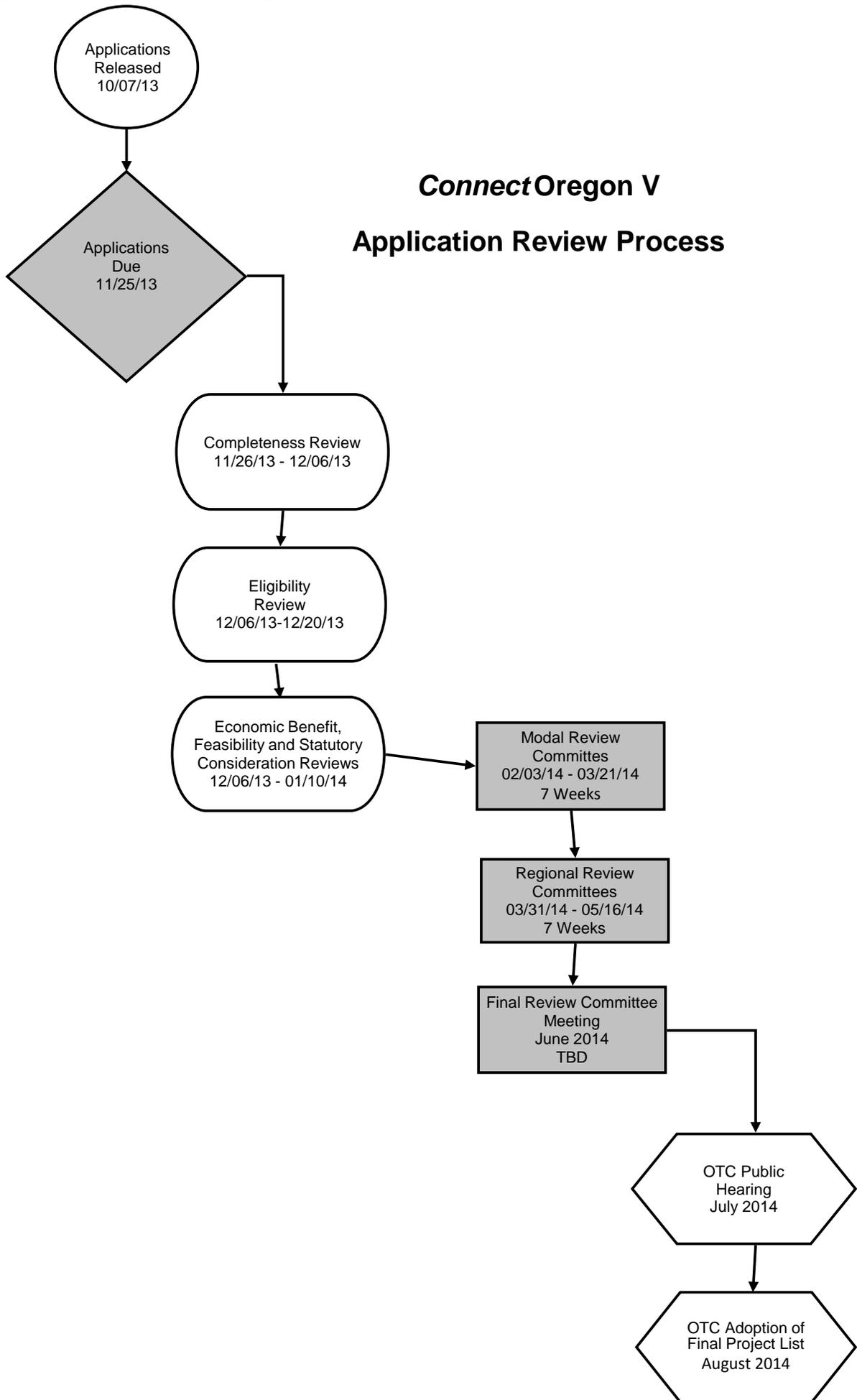
- City of Eugene Bike Share
- Lane Transit District Franklin Boulevard Phase 1 Transit Stations
- Lane Transit District West 11<sup>th</sup> Bicycle-Pedestrian Bridge Connections

All three applications are attached to this memo in their entirety. Any applications submitted by private entities are not yet available for review.

**Recommended Action: Information and discussion; provide feedback.**

**Attachments:**

1. ConnectOregon V application review process and timeline
2. City of Eugene Bike Share application
3. Lane Transit District Franklin Boulevard Phase 1 Transit Stations application
4. Lane Transit District West 11<sup>th</sup> Bicycle-Pedestrian Bridge Connections application





## ConnectOregon V Program Application 2013-2014

To ensure you have current program information, sign up for the *ConnectOregon* electronic mailing list at:  
[https://public.govdelivery.com/accounts/ORDOT/subscriber/new?topic\\_id=ORDOT\\_135](https://public.govdelivery.com/accounts/ORDOT/subscriber/new?topic_id=ORDOT_135)

- Please read *ConnectOregon V Application Instructions* prior to completing this application.
- The *Application Instructions*, the *Draft Project Agreement*, and *Frequently Asked Questions* are available on the *ConnectOregon V* website: <http://www.oregon.gov/ODOT/TD/TP/pages/connector.aspx>
- Submission Requirements are detailed in Section 9 of the *Application Instructions*.
- Completed *Application* and *Checklist* are required.
- Answer all questions.

### Project Summary and Certification

**1. Applicant**

ORGANIZATION NAME City of Eugene Transportation Planning		CONTACT PERSON NAME Rob Inerfeld	
ADDRESS 99 E. Broadway, Suite 400		CONTACT PERSON TITLE Transportation Planning Manager	
CITY, STATE, ZIP Eugene, OR 97401		PHONE 541-682-5343	FAX 541-682-5032
WEBSITE ADDRESS <a href="https://www.eugene-or.gov/">https://www.eugene-or.gov/</a>		E-MAIL (REQUIRED) rob.inerfeld@ci.eugene.or.us	

**2. Project name and location**

PROJECT NAME Eugene Bike Share	PROJECT LOCATION Eugene, OR	STAFF USE ONLY
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**3. Cost summary (These fields will fill automatically as the application is completed.)**

a. <i>ConnectOregon V</i> grant amount .....	\$909066
b. Match amount (20% of grant) .....	\$227267
c. <i>ConnectOregon V</i> loan amount .....	\$0
d. <i>ConnectOregon V</i> overmatch amount .....	\$0
e. <i>ConnectOregon V</i> project total .....	\$1136333

**4. Certification**

I certify that City of Eugene supports the proposed project, has the legal authority

APPLICANT ORGANIZATION

to pledge matching funds, and has the legal authority to apply for *ConnectOregon V* funds. I further certify that matching funds are available or will be available for the proposed project. I understand that all State of Oregon rules for contracting, auditing, underwriting (where applicable), and payment will apply to this project. I certify that I have read the *Sample Draft Agreement* and will sign the *Agreement* if selected.

APPLICANT SIGNATURE X	PRINT NAME Rob Inerfeld	DATE 11/24/13
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## **Project Description**

### **5. Project summary**

BRIEF SUMMARY OF PROJECT (MAXIMUM 400 CHARACTERS)

The City of Eugene proposes development of a public bike share system consisting of approximately 170 bicycles and 24 stations located near residential, shopping, employment, and transit centers in downtown Eugene and nearby areas including the University of Oregon (UO). This bike share system will fully integrate with a 4 station, 40 bike system being implemented on the UO campus in spring 2014.

### **6. Project purpose and description**

Project maps must be included with this application. Maximum map size: 11 by 17 inches. Attach additional pages if necessary.

\* For projects with any portion in ODOT right-of-way, the right-of-way must be clearly identified and portions of the project in ODOT right-of-way must be identified.

PROJECT DESCRIPTION AND PURPOSE (MAXIMUM 4500 CHARACTERS)

The City of Eugene proposes to develop a 170 bike, 24 station public bike share system in downtown Eugene and nearby areas. The system will be fully integrated with a smaller 40 bike, 4 station bike share system scheduled to launch on the UO campus in spring 2014. The City is committed to making this system a success and will provide a match of about \$227,000 from the Riverfront Urban Renewal District.

Bike sharing is an innovative transportation program, ideal for short distance point-to-point trips providing users the ability to pick up a bicycle at any self-serve bike-station and return it to any other bike station located within the system's service area. Eugene's downtown area has the density, existing bicycle and transit infrastructure, and public support needed to launch a successful bike share system. The bike share will create efficient connections between transit stations, commercial districts, close-in residential neighborhoods, and the UO and reap the economic, environmental, social, and health benefits that bike share has to offer. By providing an integrated bike share system throughout downtown Eugene and the UO, the City will be expanding on a convenient transportation option in bicycling that is already a widely used mode in the community.

As demonstrated by the support letters included with this application there is strong support for bike share in the community. The City and Lane Transit District have initiated a Bike Share Feasibility Study with \$100,000 in STP-U funding. The study will identify the operational model, cost requirements, and funding mechanisms required to ensure a successful bike share system. While no business plan is a guarantee of success, the City of Eugene's strong bicycling culture and well-connected bicycle transportation network portends a greater likelihood of success than communities attempting to grow bicycle mode share from scratch. Eugene began developing bicycle infrastructure in the 1970s and has been a Gold-Level Bicycle Friendly Community since 2007. Establishing a bike share system will confirm the city's commitment to bicycling and help attract young professionals who are increasingly choosing bicycle-friendly communities as employment destinations.

The economic benefits of bike share extend beyond employment to include increased sales in bicycles and bicycle accessories, as well as improved access to local businesses. A survey found 83% of Capital Bikeshare members in Washington, DC were more likely to visit a local business if it is located near a bike share station. At the same time, the social benefits of bike share include increased access to social services and educational facilities, reduced transportation costs, and the removal of barriers to bicycle ownership. Bike share systems are often more convenient and affordable than bike ownership for many residents and sharing bicycles overcomes barriers to using a bicycle for transportation such as fear of theft and lack of personal storage space.

The bike share system will increase mobility options for short trips of less than 2 miles, and provide an active transportation option for the first and last-mile of transit trips. In addition, a bike share program will cost-effectively relieve pressure on the transit system between downtown and the UO, which is currently at overcapacity during peak hours.

The Feasibility Study will provide a clear roadmap for moving forward with implementation of the capital phase of Eugene's bike share. While the exact station locations have not yet been determined, many will be in the street right of way of streets under the city's jurisdiction. Most of the in-street stations will displace existing vehicular parking spaces. Most of the other stations will also be on city owned property such as parking lots and wide sidewalks. Provided as an attachment is a map that shows the 4 stations planned on the UO campus and the 24 stations that will be installed if this grant application is successful. The UO has a contract with B-cycle, the second largest bike sharing company in the U.S that includes "jump-on" language that allows other public agencies in Oregon to use the same contract terms without issuing a separate RFP.

The prices used for the budget estimate are based on the agreement reached between the UO and B-cycle. Bike share systems are very scalable and the prices go up, the number of bikes or stations can be adjusted.

**7. Project location**

STREET ADDRESS OR NEAREST STREET INTERSECTION 99 E. Broadway, Suite 400		
CITY(IES) Eugene	COUNTY(IES) Lane	
GPS COORDINATES 44.050691, -123.091786	LATITUDE (DEGREES AND DECIMAL) 44° 3' 2.4876"	LONGITUDE (DEGREES AND DECIMAL) -123° 5' 30.429"
COUNTY TAX PARCEL IDENTIFICATION NUMBER(S)		

8. **Project mode** (check all that apply): .....  Air  Marine  Rail  Transit  Bicycle/Pedestrian

9. **ConnectOregon region**  CO Region 1  CO Region 2  CO Region 3  CO Region 4  CO Region 5  
 For more information, refer to the *Application Instructions*. For processing purposes, when projects are located in more than one *ConnectOregon* region, applicant must identify which region will contain the majority of the planned project.

10.

a) **Is the applicant responsible for paying state and local taxes, fees, and assessments?**

Yes  No  N/A Public Agency

b) **Are all taxes and fees current?** .....  Yes  No

**If no, explain:**

(MAXIMUM 400 CHARACTERS)

Complete Form "Tax Information Authorization" and attach with application.

11. **For rail applicants, is the applicant a railroad that operates solely in Benton or Linn County?**  Yes  No  
 Required for a yes answer: Complete Form "Railroad Certification" and attach with application.

12. **After project completion who will assume responsibility for the continued maintenance and operation of the project?**

RESPONSIBLE PARTY  
 The City of Eugene or a governmental, for-profit or non-profit agency that contracts with the City.

13. **What will be the source(s) of funds for the continued maintenance and operation of the project?**

SOURCE(S)  
 Revenue generated through memberships, user fees, sponsorships, and advertising.

14. **What is the status of funds for maintenance and operations?**

Secured - available now  Budgeted - committed for future  Unknown or unconfirmed

Describe how and when these steps will occur. If unknown or unconfirmed, explain or describe necessary steps for funding assurance:

<p>DESCRIBE</p> <p>Funds for maintenance and operations will be paid from the revenue generated through memberships, user fees, sponsorships, and advertising. The City of Eugene and Lane Transit District are collaborating on a Bike Share Feasibility Study and Business Plan. This study will provide more direction regarding the exact fee structures. The Feasibility Study and Business Plan will be complete in spring 2014 and at that point, City of Eugene staff will begin to seek sponsors who will financially support the operations beyond the revenue that will come from user fees, memberships and advertising.</p>
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**15. Is all the property required for the project owned by the applicant? (See also Questions 16-18.)**

- Yes, project real estate is *wholly* owned by the applicant
- No, project real estate is *partly* owned by the applicant
- No

If yes, project area is wholly owned, what was the purchase price of the property? .....

PURCHASE PRICE
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If no, project area is partly owned, or if no, include the property owner's information and signature for the non-owned portion:

OWNER NAME	PHONE
OWNER ADDRESS	FAX
OWNER CITY, STATE, ZIP	E-MAIL
AUTHORIZED REPRESENTATIVE NAME	AUTHORIZED REPRESENTATIVE PHONE
AUTHORIZED REPRESENTATIVE ADDRESS	AUTHORIZED REPRESENTATIVE FAX
AUTHORIZED REPRESENTATIVE CITY, STATE, ZIP	AUTHORIZED REPRESENTATIVE E-MAIL

I certify that \_\_\_\_\_ is authorized to use the real estate underlying the

ORGANIZATION NAME

project. I understand that all State of Oregon rules for contracting, auditing, underwriting (where applicable), and payment will apply to this project, and that these rules may require a 20-year lease of the site.

PROPERTY OWNER/LESSOR OR AUTHORIZED REPRESENTATIVE SIGNATURE	PRINT NAME	DATE
X		

Check if additional owners are listed on Page 34 of this application.

- 16. Will the project property or easements be purchased by the applicant to complete the project?**  Yes  No  
 If yes, is the property in escrow? .....  Yes  No
- 17. Will the project property be leased by the applicant?** .....  Yes  No  
 If yes, have the negotiations begun? .....  Yes  No

**18. Provide any additional property details:**

ADDITIONAL DETAILS (MAXIMUM 1600 CHARACTERS)  
 The proposed bike share program will consist of 24 stations located throughout downtown Eugene and nearby areas. While the exact station locations have not yet been determined, many will be in the street right of way of streets under the city's jurisdiction. Most of the in-street stations will displace existing vehicular parking spaces. Most of the other stations will also be on city owned property such as parking lots and wide sidewalks. Some of the stations may be on property owned by other public agencies such as Lane Transit District and the University of Oregon. The City will enter into intergovernmental agreements with other public agencies in these situations. Stations may also be located on private property adjacent to hotels and shopping destinations. However, there will always be the fallback of locating stations on public property.

**Project Budget and Schedule**

**19. Identify the source and amount of funds for the project budget, including grants, loans, and matching funds.**

SOURCE		AMOUNT	DATE AVAILABLE		STAFF USE ONLY
			CALENDAR YEAR	MONTH	
<b>a. Grant portion</b>		<b>\$1,136,333.00</b>	2014	09	<b>0.0000</b>
1. Required match (For grants: 20% grant project subtotal)	\$227,266.60		2014	09	0.0000
2. <i>ConnectOregon V</i> grant amount requested	\$909,066.40		2014	09	0.0000
<b>b. <i>ConnectOregon V</i> loan portion requested (no match required)</b>		<b>\$0.00</b>			<b>0.0000</b>
<b>c. <i>ConnectOregon V</i> total (a+b)</b>		<b>\$1,136,333.00</b>	2014	09	<b>0.0000</b>
d. Additional applicant match (not required)		\$0.00			0.0000
<b>Project total</b>		<b>\$1,136,333.00</b>			<b>0.0000</b>

**20. For grant projects, detail the source and timing of the match shown above.**

TYPE OF MATCH	SOURCE OF MATCH FUNDS	AMOUNT	WILL THIS EXPENDITURE BE INCURRED PRIOR TO COMPLETION OF AGREEMENT	DATE AVAILABLE		STAFF USE ONLY
				CALENDAR YEAR	MONTH	
Labor (payroll)	Riverfront Urban Renewal District	\$2,335.60	<input type="checkbox"/> Yes <input type="checkbox"/> No			0.0000
Contracted services			<input type="checkbox"/> Yes <input type="checkbox"/> No			0.0000
Materials and supplies	Riverfront Urban Renewal District	\$147,581.00	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	2014	09	0.0000
Capital outlay – land (purchase price)			<input type="checkbox"/> Yes <input type="checkbox"/> No			0.0000
Installation	Riverfront Urban Renewal District	\$17,500.00	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	2014	09	0.0000
Warranty Contract	Riverfront Urban Renewal District	\$28,000.00	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			0.0000
Cellular Connectivity & Software	Riverfront Urban Renewal District	\$14,350.00	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			0.0000
Station Freight	Riverfront Urban Renewal District	\$17,500.00	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			0.0000
<b>Total</b> <i>Total must equal</i> \$227,266.60 <i>19.a.1–Required match + 19.d–Additional applicant match</i>		\$227,266.60				0.0000

**21. If the ConnectOregon V project is part of a larger project, describe the scope of the entire project. Include the total amounts of public and private investment in the proposed project. Please note which portions of the project are already completed or already funded and which remaining portions are ConnectOregon V eligible.**

DESCRIBE (MAXIMUM 1200 CHARACTERS)

22. Is there an urgency to this project? (See Application Instructions for examples)  Yes  No

If yes, describe below:

DESCRIBE  
 The University of Oregon has already secured \$199,000 in internal funds to establish a modest 40 bike, 4 station bike share system on its campus that will launch in spring 2014. The ConnectOregon funding presents an opportunity to quickly leverage the UO's investment into a much larger bike share system that better serves the UO campus and the broader community. There has been a large increase in construction of student housing in downtown Eugene and as a result the bus routes between downtown and the UO are becoming overcrowded with a lot of residential units still to come on line including approximately 900 bedrooms on one development. Additional commercial development downtown is also attracting more students. The bike share system has the potential to relieve this overcapacity in a cost effective manner.

23. Is the project construction ready? .....  Yes  No  N/A

If no, describe the remaining steps and when these steps will occur if ConnectOregon funds are received:

DESCRIBE  
 The project will be construction ready by fall 2014. The City of Eugene and Lane Transit District are currently conducting a Bike Share Feasibility Study that will determine the station locations, revenue model, and operating budget for the bike share program. When the study is complete in spring 2014, the city can initiate agreements with property owners for any bike sharing stations that will not be on public property or right of way. The University of Oregon has a contract with B-cycle, the nation's second largest bike sharing equipment company, that contains "jump-on" language that will enable the City of Eugene to contract directly with B-cycle without having to seek other equipment manufacturers. This will lead to a faster implementation timeline.

24. Complete the following tables regarding current and projected milestones for the project. Check to indicate if the project is a construction or a non-construction project.

MILESTONE	<input type="checkbox"/> CONSTRUCTION PROJECTS	<input checked="" type="checkbox"/> OTHER (NON-CONSTRUCTION) PROJECTS – DESCRIBE	HAS THE MILESTONE BEEN MET?	PROJECTED START DATE OF MILESTONE WORK	PROJECTED MILESTONE COMPLETION DATE
1	Scoping and planning	Feasibility Study	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	11/11/13	4/1/14
2	Right-of-way and land acquisition	Finalize station locations	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3/3/14	5/30/14
3	Permits	Seek station sponsors	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4/14/14	6/27/14
4	Final Plans/bidding engineering documents	Develop equipment contract	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	10/1/14	12/8/14
5	Construction contract award	Bike share marketing & member recruitment	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	1/5/15	3/27/15
6	Project completion	Equipment installation	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3/2/15	3/30/15

25. Complete the following table regarding pre-construction documentation and permits. (Potential projects are expected to be at varying stages of construction readiness; some of the steps below will not apply, or must be marked "Still required" or "Don't know." See the *ConnectOregon V Application Instructions* for detailed explanations of the terms below.)

ENVIRONMENTAL AND PUBLIC INVOLVEMENT					
STEP	STATUS				
	PERMIT COMPLETED	PERMIT UNDERWAY	PERMIT REQUIRED	NOT APPLICABLE	DON'T KNOW
a. NEPA Categorical Exclusion (CE) .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. NEPA Environmental Assessment (EA) .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Environmental Impact Statement (EIS) .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Air-quality conformity determination .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. In-water work permit .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Army Corps of Engineers permit.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Coordination of project approval with any Native American tribe or another state .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Stakeholder involvement .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Permits .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j. Right of Way Acquisition .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
k. ....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

PLANNING AND LAND USE					
STEP	STATUS				
	INCLUDED COMPLETE	INCLUDED UNDERWAY	STILL NEEDED	NOT APPLICABLE	DON'T KNOW
l. Identified in adopted transportation system plan (TSP) ....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
m. Identified in adopted local comprehensive plan.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
n. Identified in adopted regional transportation plan (RTP)...	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o. Identified in Zoning amendment .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
p. Goal exception (if required by state planning goals) .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
q. Other (describe) .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
r. Other (describe) .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

List other federal, state, modal, regional, or local plans where this project is listed.

NAME OF PLAN	PROJECT SPECIFIC	ROUTE/SITE SPECIFIC	GENERAL GOAL/POLICY
Eugene Pedestrian and Bicycle Master Plan .....	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DESIGN AND SPECIFICATION					
STEP	STATUS				
	ALREADY COMPLETED	INCOMPLETE/ UNDERWAY	STILL REQUIRED	NOT APPLICABLE	DON'T KNOW
s. Engineering and/or design services contracted.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
t. 30% design and environmental complete.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
u. 60% design complete .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v. 90% preliminary design complete.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
w. Final design complete.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
x. Plans and specifications .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
y. Bike Share Feasibility Study and Business Plan .....	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
z. Other (describe) .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**26. Describe how the proposed project is consistent with or identified in a public or corporate planning document. Provide the portion of the document that applies.**

LIST PROJECTS (MAXIMUM 1600 CHARACTERS)

The proposed bike share program supports the City of Eugene transportation system plan (TransPlan) goals, objectives and policies to improve accessibility and mobility, lessen transportation impact to the environment, and reduce reliance on the automobile. It will help achieve the primary goal of the Eugene Pedestrian and Bicycle Master Plan (PBMP, [www.eugenepedbikeplan.org](http://www.eugenepedbikeplan.org)) to double the number of walking and biking trips over the next twenty years. It supports the PBMP objectives of providing support facilities that encourage walking and bicycling, building a system that addresses the needs and safety of all users, and creating 20-minute neighborhoods by providing accessible, efficient, and convenient methods for pedestrians and bicyclists to travel to the places where they live, shop, work and play. Bike share supports the principles identified in Lane Transit District's draft Long-Range Transit Plan such as providing reliable and affordable connectivity between jobs and employees, providing affordable access to school, shopping, medical services, friends and family, and supporting improved multimodal connectivity. Development of a bike share system will uphold the seven pillars of Envision Eugene ([www.envisioneugene.org](http://www.envisioneugene.org)), the city's draft comprehensive plan, particularly the promotion of compact urban development and efficient transportation options. It also supports the Eugene Climate and Energy Action Plan, which seeks to reduce community-wide fossil fuel use by 50 percent by 2030.

Check if documentation of the approval coordination is attached in *Supplemental Information*.

**27. Is the construction of the project limited to specific construction timeframes due to environmental considerations (such as bird-nesting or fish-spawning seasons, or temperature)?**

Yes  No  No; however, additional information is included in addenda.

If yes, note the periods when construction is limited:

RESTRICTION DESCRIPTION	START DATE OF RESTRICTION	END DATE OF RESTRICTION

**28. Can you demonstrate project support from public agencies that must approve the project?**

Yes  Yes, started but not completed  No

LIST APPROVALS (MAXIMUM 1600 CHARACTERS)

The City of Eugene is the only agency that needs to approve the project. The University of Oregon has already secured funding to establish a small 4-station 40-bike system on its campus, but it recognizes the broader benefits associated with developing a community-wide system in cooperation with the City of Eugene. In partnership with the City, Lane Transit District has received an STP-U allocation of \$100,000 to hire the Toole Design Group to conduct the Bike Share Feasibility Study and Business Plan. LTD may not be directly involved in the operation of the bike share program; however, the locations of many stations were chosen to promote connectivity to public transit.

Check if documentation of the approval coordination is attached in *Supplemental Information*.

**29. Describe any unique construction-readiness issues or possible delays not identified above:**

DESCRIBE (MAXIMUM 1600 CHARACTERS)  
 The Bike Share Feasibility Study and Business Plan that is currently underway is a necessary step toward ensuring the success of the proposed bike share program. The feasibility study, which will determine the ideal program model including the station locations, revenue model, and operating budget, is expected to reach completion in April of 2014. When the study is complete in spring 2014, the city can begin to initiate agreements with property owners for any bike sharing stations that will not be on public property or right of way.

**30. The project schedule presented above has the following level of risk involved.**

High  Medium  Low

a. Describe the reason for your answer regarding level of risk.

(MAXIMUM 300 CHARACTERS)  
 Over 40 bike share programs have been successfully implemented in the US, many of which are in cities with similar pop. densities to Eugene. In Eugene, 8.7% of commute trips are already made by bike, which is evidence of the safe and extensive bicycle network that will contribute to project success.

b. Who was responsible for determining the project schedule and what is their level of expertise? (i.e. City or consultant engineer, construction project manager, city staff, etc.)

(MAXIMUM 300 CHARACTERS)  
 Rob Inerfeld, AICP, Transportation Planning Manager for the City of Eugene Public Works Department.

**Project Details**

**31. What is the project's useful life? .....**

<small>YEARS</small>
25

**32. Does the project improve existing or create new critical links for Oregon's transportation system?**

Yes  No

IF YES, CHECK ALL THAT APPLY:

The project:

- creates a new link
- improves an existing link

The project improves or creates new transportation links:

- between multiple modes of transportation (check all that apply)
  - air  marine  pipeline  passenger rail  freight rail  transit  truck
  - bus  bicycle  pedestrian  personal automobile
- to transportation networks outside Oregon

EXPLAIN (MAXIMUM 400 CHARACTERS).

Bike share will link the following modes of transportation: walking, driving, intra-city transit (downtown and UO LTD stations and EmX stations), and inter-city transit (Amtrak, BoltBus, Greyhound). Bike share will provide a network of flexible connections to the public transit system and increase the accessibility and integration of public transit by improving mobility for residents and visitors.

**33. How is success measured for this type of project?**

THIS ANSWER MUST INCLUDE THE METHODOLOGY FOR CALCULATION. ATTACH ADDITIONAL INFORMATION IN QUESTION #44 AS NECESSARY. (MAXIMUM 300 CHARACTERS)

Success will be measured by the number of bicycle trips logged per day and the number and length of memberships. Improvements to intermodal connectivity will be measured by the number of bikes checked out from bike share stations located at or near LTD, Amtrak, and inter-city bus stops and stations.

- a. What is the existing measurement today? No bike share currently exists in Eugene.
- b. What is anticipated measurement when the project is fully operational? 459 trips per day (2.7 per bike).

**34. Does the project improve an existing transportation connection or add a new connection to an industrial or employment center?**

Yes  No

IF YES, CHECK ALL THAT APPLY:

The project:

- Creates a new connection
- Improves an existing connection

a. This project improves or creates access to:

<input type="checkbox"/> Industrial center	SPECIFY
<input checked="" type="checkbox"/> Employment center	Downtown Eugene, Univ. of Oregon, Valley River Center, Whiteaker Fermentation District
<input checked="" type="checkbox"/> This project provides access to	SITE NAME 133 W. Broadway and 181 Polk Street
which is a site certified as "Project Ready" by the Oregon Business Development Department (OBDD). For more information, refer to the <i>Application Instructions</i> .	

**35. Does this project link workers to jobs?**

Yes    No

EXPLAIN (MAXIMUM 300 CHARACTERS)  
 Stations will be in close proximity to employment centers, dense residential neighborhoods and transit stations. Bike share will enable workers to directly commute by bike and will also provide a connection between transit stations and employment centers for the last leg portion of trips.

**a. Which mode(s) are linked for workers:**

MODE LINKS (CHECK ALL THAT APPLY)		
<input type="checkbox"/> Fixed-route bus	<input type="checkbox"/> Light rail	<input type="checkbox"/> Air services
<input type="checkbox"/> Demand-responsive bus	<input type="checkbox"/> Passenger rail	<input type="checkbox"/> Ferry
<input checked="" type="checkbox"/> Bicycle/Pedestrian	<input type="checkbox"/> Commuter rail	<input type="checkbox"/> Water taxi
<input type="checkbox"/> Other	DESCRIBE (MAXIMUM 75 CHARACTERS)	

**b. Estimated use by new workers:**

ESTIMATED NUMBER OF NEW WORKERS PER DAY EXPECTED TO USE THE PASSENGER SERVICE WHEN OPENED 192
EXPLAIN BASIS FOR ESTIMATE (MAXIMUM 300 CHARACTERS) San Francisco averages 2.7 bike share trips per bike per day, which would be 459 trips per day for Eugene's proposed fleet of 170 bikes. In the 2013 Capital Bikeshare Member Survey Report 42% of users noted the most common recent use was to go to/from work. 42% of 459 is 192 commute trips per day.

**c. Describe the demographics or other relevant characteristics of the residential areas that gain new or improved access to jobs as a result of this project.**

DESCRIBE While downtown and the University of Oregon contain the majority of the proposed bike share stations, eight of Eugene's neighborhoods lie partially or completely within the bike share service area. Approximately 10 of the proposed stations are located in Urban Renewal districts, and all but one falls within a HUD designated low-moderate income area. Additionally, over half of proposed bike share stations are located within a half mile of an affordable housing development, providing convenient and affordable access to employment centers for residents. Downtown Eugene and the UO are surrounded by relatively dense residential neighborhoods that will provide a healthy customer base for bike share.
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**d. Geographic service level:**

IDENTIFY GEOGRAPHIC SERVICE AREA (CHECK ALL THAT APPLY)	
<input type="checkbox"/> Rural	<input type="checkbox"/> Intercity (between towns or cities)
<input checked="" type="checkbox"/> Intra-city (within a town or city)	<input type="checkbox"/> International
<input type="checkbox"/> Interstate (between states)	

**36. Does this project link populations to medical care, social services, or shopping?**

Yes    No

EXPLAIN (MAXIMUM 300 CHARACTERS)  
 Eugene bike share will provide links to multiple shopping destinations, social services providers and medical services. Shopping destinations include downtown, Valley River Center and 5th Street Market. There is a cluster of medical services anchored by a hospital in between the UO and downtown.

**a. Mode links for medical care, social services, shopping:**

MODE LINKS (CHECK ALL THAT APPLY)		
<input type="checkbox"/> Fixed-route bus	<input type="checkbox"/> Light rail	<input type="checkbox"/> Air services
<input type="checkbox"/> Demand-responsive bus	<input type="checkbox"/> Passenger rail	<input type="checkbox"/> Ferry
<input checked="" type="checkbox"/> Bicycle/Pedestrian	<input type="checkbox"/> Commuter rail	<input type="checkbox"/> Water taxi
<input type="checkbox"/> Other	DESCRIBE (MAXIMUM 75 CHARACTERS)	

**b. Estimated use by new users:**

ESTIMATED NUMBER OF NEW USERS PER DAY EXPECTED TO USE THE SERVICE WHEN OPENED 55
EXPLAIN BASIS FOR ESTIMATE (MAXIMUM 300 CHARACTERS) San Francisco averages 2.7 bike share trips per bike per day, which would be 459 trips per day for Eugene's proposed fleet of 170 bikes. In the 2013 Capital Bikeshare Member Survey Report 12% of users noted the most common recent use was errands/personal appointments. 12% of 459 is 55 trips per day.

**c. Describe the demographics or other relevant characteristics of the residential areas that gain new or improved access to jobs as a result of this project.**

DESCRIBE  
 While downtown and the University of Oregon contain the majority of the proposed bike share stations, eight of Eugene's neighborhoods lie partially or completely within the bike share service area. Approximately 10 of the proposed stations are located in Urban Renewal districts, and all but one falls within a HUD designated low-moderate income area. Additionally, over half of proposed bike share stations are located within a half mile of an affordable housing development, providing convenient and affordable access to shopping as well as medical and social services for residents. Downtown Eugene and the UO are surrounded by relatively dense residential neighborhoods that will provide a healthy customer base for bike share.

**d. Geographic service level:**

IDENTIFY GEOGRAPHIC SERVICE AREA (CHECK ALL THAT APPLY)	
<input type="checkbox"/> Rural	<input type="checkbox"/> Intercity (between towns or cities)
<input checked="" type="checkbox"/> Intra-city (within a town or city)	<input type="checkbox"/> International
<input type="checkbox"/> Interstate (between states)	

**37. This project will improve system efficiency and/or utilization by:**

- increasing system capacity
- relieving a bottleneck or congestion point
- completing one or more gaps in Oregon's transportation system
- removing an existing barrier
- reducing traffic or use conflicts
- improving geometrics
- implementing technology
- Other (describe below)

EXPLAIN (MAXIMUM 1250 CHARACTERS) INCLUDE IN YOUR ANSWER AND ATTACH DOCUMENTATION SUPPORTING YOUR ANSWER. CITE IN QUESTION #44

Bike share will reduce congestion on the existing Franklin EmX line by providing an alternative to short trips between Eugene Station and UO, a distance of about one mile, which is currently at overcapacity during peak hours. With the increase of compact development in downtown and the planned West Eugene EmX Extension, transit capacity is a growing concern. By providing convenient access to bikes and bike parking, commuters will be able to use bike share to alleviate pressure on the transit system. Due to the high percentage of commuters who bike to transit stops, bike rack capacity on EmX vehicles is also an issue. Bike share stations located near EmX stations will reduce the number of bicycles taken onto the EmX and allow the service to operate more efficiently. LTD expects an overall increase in ridership as a result of the improved connectivity between bicycling and public transit. Bike share will also reduce automobile congestion by providing a safe reliable transportation option that increases roadway capacity by reducing the volume of drivers. Another benefit is the removal of barriers to bicycling such as the cost of purchasing and maintaining a personal bike and fear of theft.

**38. Does the project serve one or more of Oregon's Statewide Business Clusters? For more information, refer to the *Application Instructions*.**

- STATEWIDE BUSINESS CLUSTERS (CHECK ALL THAT APPLY)
- |  |  |
|--|--|
| <input type="checkbox"/> Agriculture   | <input type="checkbox"/> Forestry and Wood Products                |
| <input type="checkbox"/> Athletic & Outdoor Gear and Apparel                 | <input checked="" type="checkbox"/> Green Building and Development |
| <input type="checkbox"/> Aviation  | <input type="checkbox"/> Manufacturing                             |
| <input type="checkbox"/> Bioscience  | <input type="checkbox"/> Nursery Products                          |
| <input checked="" type="checkbox"/> Breweries                                |  |
| <input checked="" type="checkbox"/> Creative Industries                      | <input type="checkbox"/> Semiconductors and Electronics Components |
| <input type="checkbox"/> Defense   | <input checked="" type="checkbox"/> Software                       |
| <input type="checkbox"/> Education Services and Technology                   | <input type="checkbox"/> Solar                                     |
| <input checked="" type="checkbox"/> Electric Vehicles and Sustainable Trans. | <input checked="" type="checkbox"/> Tourism and Hospitality        |
| <input type="checkbox"/> Energy Efficiency                                   | <input type="checkbox"/> Wave Energy                               |
| <input type="checkbox"/> Environmental Technology and Services               | <input type="checkbox"/> Wind Energy                               |
| <input type="checkbox"/> Food Processing                                     |  |

PROVIDE DETAIL (MAXIMUM 500 CHARACTERS)

Bike share will provide convenient and affordable access to many of Oregon's Statewide Business clusters including local breweries (Ninkasi, Oakshire, Hop Valley), creative industries (architecture and graphic design firms, Bijou Theater and art and cultural museums), Lane Community College which provides training on green building, software companies such as Palo Alto Software, and hotels and major tourist destinations including Autzen Stadium, Matthew Knight Arena, and Hayward Field.

**39. Does this project benefit the Oregon economy by generating a net increase in or retention of long-term jobs (beyond short-term construction jobs) and/or increasing private investment in Oregon?**

Yes\*  No

If yes, please complete the following:

a. Number of long-term (non-construction) jobs created or retained as a direct result of the project.....		
b. Average annual wage of long-term (non-construction) jobs created or retained .....		
c. List up to five businesses that will verify job creation/retention or new private investment		
	BUSINESS NAME	NAME OF CONTACT PERSON
	CONTACT PERSON PHONE	
1.		
2.		
3.		
4.		
5.		
d. What is the size of the increase or initial investment by these businesses in Oregon as a result of this project?.....		
* <input type="checkbox"/> Required for a yes answer. Commitment letters must be included in <i>Supplemental Information</i> and cited in Question # 44. These letters must be from businesses or organizations stating their intention to operate in Oregon and detailing: the number of jobs created or retained over a specific period of time as a result of this project, and/or the amount of additional private investment that the entity would make in Oregon over a specified period of time as a direct result of this project.		
EXPLAIN (MAXIMUM 400 CHARACTERS)		

**40. Consider to what extent does this project generate economic stimulus in the state by supporting short-term construction-related jobs in Oregon?**

a. What year were the planning and engineering, land and construction cost estimates done for this project and by whom:

YEAR COST ESTIMATE WAS DONE	BUSINESS NAME	ESTIMATE ELEMENT (IF MORE THAN ONE)
1. 2,013	B-cycle	
2.		
3.		
4.		
5.		

b. For which year are the costs estimated? (i.e., the cost estimate was done in 2011 for a project expected to occur in 2014 and so the estimator inflated the costs of the project to 2014 dollars; therefore, the answer would be 2014.)

EXPLAIN (MAXIMUM 400 CHARACTERS)  
 The cost estimate was done in 2013 for 2014 implementation.

c. The short-run jobs supported by this project are: ..... 12.5  
 (Calculate the jobs number using Fields 1-5 below. The result in Field 5 below will populate here.)

Field 1. Project costs (planning, engineering, land, construction)	Field 2. Inflation Adjustment factor based on year (see instructions)	Field 3. Project cost multiplied by Inflation Adjustment Factor (Field 1 x Field 2)	Field 4. Result divided by 1,000,000 (Field 3/1,000,000)	Field 5. Result multiplied by the job multiplier of 11.8 (Field 4 x 11.8)
\$1,136,333.00	0.88	999,973.04	1	12.5

41. What is the unemployment rate in the project area?

Average unemployment rate in the project area for the last 12 months (Refer to the <i>Application Instructions</i> ) .....	7 %	COUNTY/JURISDICTION Eugene
PROVIDE ADDITIONAL DETAILS ON ANY OTHER SPECIAL ECONOMIC CONSIDERATIONS IN THE PROJECT LOCATION		

42. Does the project improve safety?

Yes\*  No

\*  Required for a yes answer. Documentation or explanation of the incident(s) or safety situation(s) that have occurred that this project is addressing or documentation of a high risk or of a safety issue or hazard potentially occurring.

EXPLAIN (MAXIMUM 400 CHARACTERS) PLEASE NOTE THE NUMBER AND TYPE OF INCIDENTS (FATAL ACCIDENT, INJURY ACCIDENT, PROPERTY-DAMAGE ACCIDENT, CRIME, OR OTHER) WITHIN A SPECIFIED TIMEFRAME.

**Other Considerations and Information**

**43. Describe any other considerations and information that support why the project should be selected:**

DESCRIBE (MAXIMUM 1200 CHARACTERS)

Bike share systems are a cost-effective way to accommodate the increasing demand for short one-way trips in urban areas and have been shown to provide many economic, environmental, social, and health benefits to cities. Due to strong community support in Eugene the proposed project will be implemented quickly if selected. By providing convenient access to bicycles in downtown areas bike share complements traditional transportation options. Bike share improves connectivity between biking and public transit, increasing ridership and relieving pressure on the system during peak hours. It also provides active transportation options for short trips and the first/last leg of transit trips. Bike share offers economic benefits such as increased bike-related sales and improved access to local businesses. Socially it offers improved equity, increased access to social services, reduced transportation costs, and the removal of common barriers to biking. Bike share programs also improve physical health which improves cardiovascular fitness and relieves stress. Environmentally, bike share programs reduce greenhouse gas emissions by lowering a city's vehicle miles and decrease air pollution.

**44. List the supporting materials to be submitted in your paper application packet.**

Question #26: Commitment letters:

1.
2.
3.
4.
5.

Question #28: Documentation of coordination and support of public agencies that must approve the project.

1.
2.
3.
4.
5.

Question #39: Commitment letters from businesses or organizations stating their intention to operate in Oregon and their intentions regarding job creation and private investment plans over a specified period.

1.
2.

3.
4.
5.

Other supporting documents:

1. Station Map
2. Eugene Bike Share Budget
Letters of support from Bennett Management Company, 5th Street Market, Travel Lane County, Capstone Collegiate
3. Communities, Better Eugene Springfield Transit (BEST), Northwest Community Credit Union, Beam Development
4. Letters of Support from University of Oregon, Associated Students of the University of Oregon, Eugene BPAC
5. Relevant pages from Eugene Pedestrian and Bicycle Master Plan and Envision Eugene

**45. Modal Budgets**

Fill in appropriate budget. Refer to instructions.

**AVIATION**

<b>SECTION A: PROJECT BUDGET</b>			
	Total Cost	CO V Share	Grantee Share
1. Administration Expense (detail)			
a.			
b.			
c.			
d.			
2. Preliminary Expense			
3. Land, structures, right-of-way			
4. Architectural engineering basic fees			
5. Land development			
6. Demolition and removal			
7. Construction and project improvement			
8. Equipment			
9. Miscellaneous (Define costs)			
a.			
b.			
c.			
d.			
10. Total (Lines 1 through 9)	\$0.00		
11. CO V Share requested of Line 10		\$0.00	
12. Total grantee share			\$0.00
13. Other shares			
14. Total project	\$0.00	\$0.00	\$0.00

<b>SECTION B: DETAIL OF GRANTEE SHARE</b>		
Description (Federal, Municipal, Other)	Expenditure Category	Amount


**If Federal Aviation Administration funds are being used, have you verified project eligibility/appropriated with FAA-project manager?**

Yes  No

**Is the project identified in the master plan, airport layout plan and/or capital improvement plan?**

Yes  No

**If yes, provide more information:**

DESCRIBE (MAXIMUM 400 CHARACTERS)

## BICYCLE/PEDESTRIAN

	Quantity (Q)	Unit Price (UP)	Cost (QxUP)
<b>PRELIMINARY ENGINEERING (PE)</b>			
<b><u>Project Administration</u></b>			
1. ODOT Project Administration for federal projects (TE or TA)			0
2. Applicant Staff Costs - Direct	72	100	7,200
			0
<b><u>Project Development and PE</u></b>			
1. Surveying & Descriptions			0
2. Engineering Design			0
3.			0
			0
			0
			0
<b><u>Environmental Work</u></b>			
1.			0
2.			0
			0
<b><u>Coordination and Outreach</u></b>			
1.			0
2.			0
			0
<b>Total PE</b>			7,200

	Quantity (Q)	Unit Price (UP)	Cost (QxUP)
<b>RIGHT-OF-WAY (ROW)</b>			
1. Appraisal & Negotiation			0
2. Acquisition (Land / Improvement)			0
3. Relocation & Damages			0
4. Personnel & Legal Cost			0
			0
			0
		<b>Total ROW</b>	0
<b>UTILITY &amp; RAILROAD (UR)</b>			
1. Utility Relocation			0
2. Railroad Costs			0
			0
		<b>Total UR</b>	0
<b>NON-CONSTRUCTION (OTHER)</b>			
1. Leased Space			0
2. Capital Equipment	737,422	1	737,422
3. Education & Interpretive			0
4. Enforcement Activities			0
Station installation, software/web development & marketing	301,600	1	301,600
Sprinter van for rebalancing bikes	36,000	1	36,000
		<b>Total OTHER</b>	1,075,022
<b>CONSTRUCTION (CONST)</b>			
<b><u>Mobilization &amp; Traffic Control</u></b>			
1. Mobilization (10%)			0
2. Traffic Control, TP & DT (10% min)			0

	Quantity (Q)	Unit Price (UP)	Cost (QxUP)
<b>Erosion &amp; Sediment Control</b>			
1.			0
2.			0
			0
<b>Roadwork (Bikeway or Walkway)</b>			
1. Construction Surveys			0
2. Clearing & Grubbing			0
3. Excavation			0
4. Stabilization			0
			0
			0
<b>Drainage &amp; Sewers</b>			
1.			0
2.			0
			0
<b>Structures</b>			
1. Buildings			0
			0
			0
2. Bridges			0
			0
			0
3. Retaining Walls			0
			0
			0

	Quantity (Q)	Unit Price (UP)	Cost (QxUP)
<b><u>Traffic Control &amp; Illumination</u></b>			
1. Signs			0
2. Signals			0
3. Pavement Marking			0
4. Lighting			0
			0
			0
<b><u>Other Costs - Construction</u></b>			
1. Landscaping			0
2. Fences			0
3. Water Quality Features			0
4. Erosion Control Seeding			0
			0
Used 5% contingency. Number of stations/bikes can be adjusted if nec.			0
		<b>Construction Subtotal</b>	0
<b><u>Contingency</u></b>	20-30% of total construction costs above		54,111
<b><u>Construction Engineering</u></b>	15-20% of construction with contingency		
		<b>Total CONST</b>	54,111
		<b>TOTAL COST</b>	1,136,333

# MARINE

			Total Cost
Scoping and Planning			
Engineering and Administration <sup>1</sup>			
Permitting			
Mobilization			
Demolition and Site Preparation <sup>2</sup>			
Dredging <sup>2</sup>			
Labor (payroll)			
Materials and Supplies <sup>3</sup>	Quantity	Unit Price	
➤			\$0.00
➤			\$0.00
➤			\$0.00
➤			\$0.00
➤			\$0.00
➤			\$0.00
<b>Total Materials and Supplies</b>			\$0.00
Equipment			
Capital Outlay – Land <sup>4</sup> (purchase price)			
Capital Outlay – Buildings <sup>4</sup> (appraised value)			
Contingency			
<b>Total Project Budget</b>			\$0.00

<sup>1</sup> Include environmental compliance costs under administration

<sup>2</sup> If applicable

<sup>3</sup> Provide breakdown of major material categories and quantity (by number, linear foot, square foot, etc., as appropriate)

<sup>4</sup> If part of matching funds



				\$0.00
<b>Materials Subtotal</b>				\$0.00

Miscellaneous Cost:	# of Units	Unit of Measure	\$/Unit	Total Cost
Engineering/Permits				
Project Management				\$0.00
Property Acquisition				\$0.00
Environmental Mitigation				\$0.00
Earthwork				\$0.00
Utility Relocation				\$0.00
<b>Miscellaneous Subtotal</b>				\$0.00

**Total**                      \$0.00

# TRANSIT

Project Estimate				
Labor Cost (In House)	Units Description	Number of Units	\$/Unit	Total Cost
Engineering and Professional				0
Final Design				0
Project Management for Design and Construction				0
Construction Administration & Management				0
Professional Liability and other Non-Construction Insurance				0
Legal; Permits; Review Fees by other agencies, cities, etc.				0
Surveys, Testing, Investigation, Inspection				0
Start up				0
Other				0
Contingency				
Labor Subtotal				0
Contracted Services	Units Description	Number of Units	\$/Unit	Total Cost
Preliminary Engineering				0
Final Design				0
Project Management for Design and Construction				0
Construction Administration & Management				0
Professional Liability and other Non-Construction Insurance				0
Legal; Permits; Review Fees by other agencies, cities, etc.				0
Surveys, Testing, Investigation, Inspection				0
Start up				0
Other				0
Contingency				
Contracted Services Subtotal				0

<b>Materials and Supplies (Systems)</b>	<b>Units Description</b>	<b>Number of Units</b>	<b>\$/Unit</b>	<b>Total Cost</b>
Train Control and Signals				\$0.00
Traffic Signals and Crossing Protection				\$0.00
Traction Power Supply: Substations				\$0.00
Traction Power Distribution: Catenary and Third Rail				\$0.00
Communications				\$0.00
Fare Collection System and Equipment				\$0.00
Passenger Information				\$0.00
Central Control				\$0.00
Other				<b>\$0.00</b>
<b>Materials and Supplies Subtotal</b>				\$0.00
<b>Capital Outlay - Land</b>	<b>Units Description</b>	<b>Number of Units</b>	<b>\$/Unit</b>	<b>Total Cost</b>
Purchase or Lease of Real Estate				\$0.00
Relocation of Existing Households and Businesses				\$0.00
Other				<b>\$0.00</b>
Contingency				
<b>Land Subtotal</b>				\$0.00
<b>Capital Outlay - Buildings (Guideway, Track, Stations, Stops, Terminals, Yards, Shops, Admin., Sitework)</b>	<b>Units Description</b>	<b>Number of Units</b>	<b>\$/Unit</b>	<b>Total Cost</b>
Guideway: At-grade exclusive right-of-way				\$0.00
Guideway: At-grade semi-exclusive (allows cross-traffic)				\$0.00
Guideway: At-grade in mixed traffic				\$0.00
Guideway: Aerial structure				\$0.00
Guideway: Built-up fill				\$0.00
Guideway: Underground cut & cover				\$0.00
Guideway: Underground tunnel				\$0.00
Guideway: Retained cut or fill				\$0.00

Track: Direct fixation				\$0.00
Track: Embedded				\$0.00
Track: Ballasted				\$0.00
Track: Special (switches, turnouts)				\$0.00
Track: Vibration and noise dampening				\$0.00
At-grade station, stop, shelter, mall, terminal, platform				\$0.00
Administration Building: Office, sales, storage, revenue counting				\$0.00
Light Maintenance Facility				\$0.00
Heavy Maintenance Facility				\$0.00
Storage or Maintenance of Way Building				\$0.00
Yard and Yard Track				\$0.00
Aerial station, stop, shelter, mall, terminal, platform				\$0.00
Underground station, stop, shelter, mall, terminal, platform				\$0.00
Other stations, landings, terminals: Intermodal, ferry, trolley, etc.				\$0.00
Joint development				\$0.00
Automobile parking multi-story structure				\$0.00
Elevators, escalators				\$0.00
Demolition, Clearing, Earthwork				\$0.00
Site Utilities, Utility Relocation				\$0.00
Haz. mat'l, contam'd soil removal/mitigation, ground water treatments				\$0.00
Environmental mitigation, e.g. wetlands, historic/archeologic, parks				\$0.00
Site structures including retaining walls, sound walls				\$0.00
Pedestrian / bike access and accommodation, landscaping				\$0.00
Automobile, bus, van accessways including roads, parking lots				\$0.00
Temporary Facilities and other indirect costs during construction				\$0.00
<b>Contingency</b>				

<b>Buildings Subtotal</b>				\$0.00
<b>Capital Outlay - Equipment</b>	<b>Units Description</b>	<b>Number of Units</b>	<b>\$/Unit</b>	<b>Total Cost</b>
Light Rail				\$0.00
Heavy Rail				\$0.00
Commuter Rail				\$0.00
Light Rail				\$0.00
Heavy Rail				\$0.00
Commuter Rail				\$0.00
Light Rail				\$0.00
Contingency				
<b>Equipment Subtotal</b>				\$0.00
<b>Total</b>				\$0.00

**Addenda**

Attach additional text here as necessary, identifying the question number. Please note: Only additional text contained on this page will be considered as part of this application. Additional pages will not be considered.

MAXIMUM 4500 CHARACTERS

A large, empty rectangular box with a thin black border, intended for the user to enter their addenda text. The box is currently blank.

**Additional property owners/lessors**

OWNER NAME		PHONE
OWNER ADDRESS		FAX
OWNER CITY, STATE, ZIP		E-MAIL
AUTHORIZED REPRESENTATIVE NAME		AUTHORIZED REPRESENTATIVE PHONE
AUTHORIZED REPRESENTATIVE ADDRESS		AUTHORIZED REPRESENTATIVE FAX
AUTHORIZED REPRESENTATIVE CITY, STATE, ZIP		AUTHORIZED REPRESENTATIVE E-MAIL
PROPERTY OWNER/LESSOR OR AUTHORIZED REPRESENTATIVE SIGNATURE <b>X</b>	PRINT NAME	DATE

OWNER NAME		PHONE
OWNER ADDRESS		FAX
OWNER CITY, STATE, ZIP		E-MAIL
AUTHORIZED REPRESENTATIVE NAME		AUTHORIZED REPRESENTATIVE PHONE
AUTHORIZED REPRESENTATIVE ADDRESS		AUTHORIZED REPRESENTATIVE FAX
AUTHORIZED REPRESENTATIVE CITY, STATE, ZIP		AUTHORIZED REPRESENTATIVE E-MAIL
PROPERTY OWNER/LESSOR OR AUTHORIZED REPRESENTATIVE SIGNATURE <b>X</b>	PRINT NAME	DATE

OWNER NAME		PHONE
OWNER ADDRESS		FAX
OWNER CITY, STATE, ZIP		E-MAIL
AUTHORIZED REPRESENTATIVE NAME		AUTHORIZED REPRESENTATIVE PHONE
AUTHORIZED REPRESENTATIVE ADDRESS		AUTHORIZED REPRESENTATIVE FAX
AUTHORIZED REPRESENTATIVE CITY, STATE, ZIP		AUTHORIZED REPRESENTATIVE E-MAIL
PROPERTY OWNER/LESSOR OR AUTHORIZED REPRESENTATIVE SIGNATURE <b>X</b>	PRINT NAME	DATE

**See Application Instructions for submittal requirements.**

## ConnectOregon V Application Checklist

Project Name: \_\_\_\_\_

Project Location: \_\_\_\_\_

Applicant: \_\_\_\_\_

Applicant Representative: \_\_\_\_\_

Reviewer Name: \_\_\_\_\_

Reviewer Phone: \_\_\_\_\_

All applicable answers must be completed by the applicant. Applications that do not contain answers for all applicable questions will be deemed incomplete and will not be forwarded to Modal or Regional Review Committees for consideration.

This Application Checklist has been incorporated into the application to assist applicants with completeness. Carefully review your application utilizing the following checklist for completeness prior to submission to ODOT. The completed checklist must be submitted as part of each application.

**Completeness:**

**Project Summary and Certification**

Staff	Applicant	N/A	Question #
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1 – Contact Information
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2 – Name and location
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	3 – Cost Summary (completed automatically)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	4 – Signature and match to name from contact person listed in Item 1

**Project Description**

Staff	Applicant	N/A	Question #
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	5 – Project summary
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	6 – Project purpose and description completed ( <input checked="" type="checkbox"/> Maps included)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	7 – Detailed Location
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	8 – Mode
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	9 – Region
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	10 – Taxes – (“Tax Information” Form required) To be verified by <i>ConnectOregon</i>
<b>staff</b>			
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	11 – Rail applicant requirements (“Rail Agreement” Form required)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	12 – Responsible party
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	13 – Source of operational funds
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	14 – Funding for operation secured or budgeted ( <input type="checkbox"/> description with No answer)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	15 – Real estate ( <input type="checkbox"/> Signature contact information for No answer)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16 – Property purchase ( <input type="checkbox"/> Escrow answered for Yes answer)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17 – Property leased
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	18 – Property Details

**Project Budget and Schedule**

Staff	Applicant	N/A	Question #
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	19 – Source and amount of funds ( <input type="checkbox"/> 19a complete, <input type="checkbox"/> 19b complete, <input type="checkbox"/> 19c complete)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	20 – Source and timing of match ( <input type="checkbox"/> Source, <input type="checkbox"/> Amount, <input type="checkbox"/> Year and month)

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- 21 - Description of larger project context (  Commitment letters checked)
- 22 - Urgency
- 23 - Construction readiness
- 24 - Milestone budgets
- 25 - Documentation and permits tables - ALL boxes must be checked
- 26 - Project in public or corporate planning document
- 27 - Other construction timeframe consideration
- 28 - Support of public agencies  
(  Additional information provided for Yes answer)
- 29 - Other construction readiness text box (optional)
- 30 - Certainty of Schedule (  30 complete,  36 complete)

**Project Details**

<u>Staff</u>	<u>Applicant</u>	<u>N/A</u>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- Question #
- 31 - Project useful life
  - 32 - Improves/creates critical link (  Additional checked for Yes answer)
  - 33 - Measure of success (  33a complete,  33b complete)
  - 34 - Connection to industrial/employment center (  Additional checked for Yes answer) (  34a complete)
  - 35 - Link workers to jobs (  35a complete,  35b complete,  35c complete,  35d complete)
  - 36 - Link to medical, social services, shopping (  36a complete,  36b complete,  36c complete,  36d complete)
  - 37 - All applicable checked (  Explanation provided)
  - 38 - Business Clusters (  Details provided)
  - 39 - Job increase/retention (  39a complete,  39b complete,  39c complete,  39d complete)(  Commitment letters box checked)  
(  Explanation provided)
  - 40 - Short-term construction related jobs (  40a complete,  40b complete,  40c complete)
  - 41 - Unemployment rate (  Details provided)
  - 42 - Improve safety (  Documentation or explanation provided)

**Other Considerations and Information**

<u>Staff</u>	<u>Applicant</u>	<u>N/A</u>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- Question #
- 43 - Other Considerations Text box
  - 44 - Support materials  
Question #26 - Commitment letters  
Question #28 - Public agency coordination  
Question #39 - Commitment letters from businesses and organizations  
Other Supporting documentation
  - 45 - Modal Budget (complete appropriate budget for primary mode selected)

**Addenda**

<u>Staff</u>	<u>Applicant</u>	<u>N/A</u>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- Question #
- Additional text (optional)
  - Additional signature page - (  Signatures match names)

**APPLICANT NOTES:** An additional budget sheet is attached in the other supporting documents section.

**STAFF NOTES:** \_\_\_\_\_

### Eugene Bike Share Budget Estimate

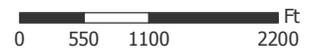
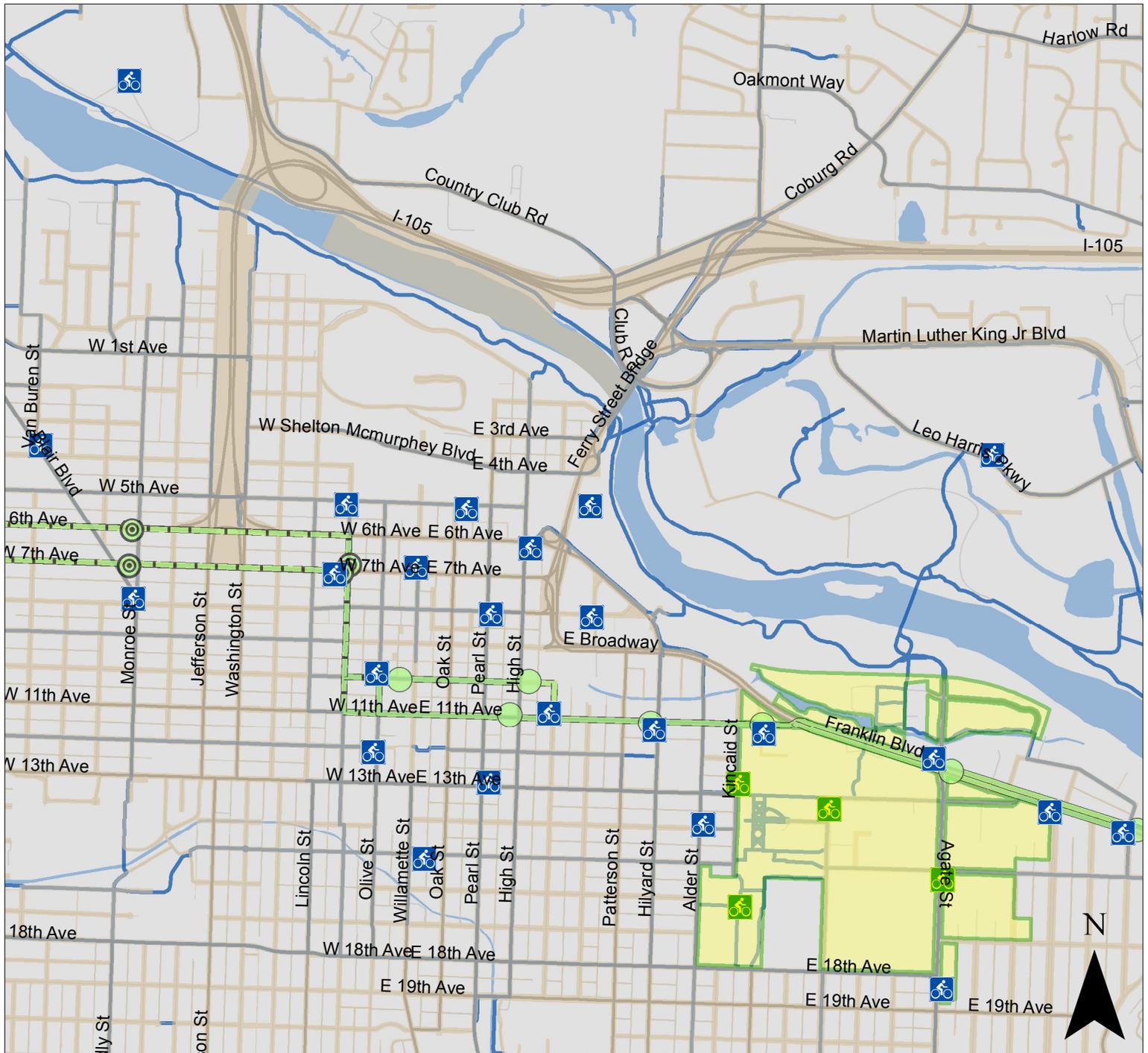
Item	Units	Price	Total
Bikes - 3 speed Nexus	170	1234	\$209,780
Station	24	5526	\$132,624
Solar Kit	24	3509	\$84,216
Docks w/double locking system	260	947	\$246,220
Bases	130	271	\$35,230
Ad/Map Module w/two sided display	24	973	\$23,352
Station Connectivity test - verification and web connectivity	24	250	\$6,000
<b>Capital Equipment Cost</b>			<b>\$737,422</b>

Item	Units	Price	Total
Annual Enterprise Software Fee (per dock)	260	72	\$18,720

Item	Units	Price	Total
On site station installation	24	2500	\$60,000
Freight			
bikes	170	23	\$3,910
stations	24	2500	\$60,000
Bike assembly in location	170	25	\$4,250
RFID Membership cards	2	2000	\$4,000
Cellular connectivity	24	1080	\$25,920
RFID Reader	1	300	\$300
Warranty Contract on Stations	24	4000	\$96,000
One-Time Connectivity Test Fee	24	250	\$6,000
Software Design Fee	1	7500	\$7,500
Installation Travel Expense	1	2500	\$2,500
Sprinter Van	1	36000	\$36,000
Station Siting Staff Costs	24	300	\$7,200
Marketing	1	12500	\$12,500
			<b>\$326,080</b>

<b>Capital, Software, and Installation</b>	<b>\$1,082,222</b>
<b>Contingency (5%)</b>	<b>\$54,111</b>
<b>Total Budget</b>	<b>\$1,136,333</b>
<b>Grant Request</b>	<b>\$909,066</b>
<b>Required Match (20%)</b>	<b>\$227,267</b>

# Bike Share Station Map



-  Proposed City of Eugene Stations
-  Planned University of Oregon Stations
-  Bikeways
-  Major Streets
-  Streets
-  UO Campus
-  Emx BRT Station
-  Planned Emx BRT Station
-  BRT Route
-  Planned BRT Route
-  Public Right of Way



**Caution:**  
This map is based on imprecise source data, subject to change, and for general reference only.

# Eugene Pedestrian + Bicycle Master Plan

**Goal:** By the year 2031 Eugene will double the percentage of trips made on foot and by bicycle from 2011 levels.

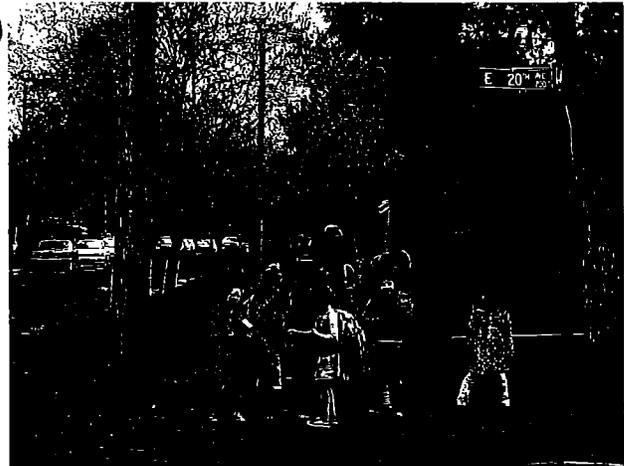
**Performance Measures:**

- Percentage of trips to work in Eugene made by walking and bicycling as measured by the Census Bureau's American Community Survey.
- Annual bicycle and pedestrian counts performed by the City of Eugene.

**Objective 1—Network:** Create 20-minute neighborhoods by providing accessible, efficient, and convenient methods for pedestrians and bicyclists to travel to the places where they live, shop, work and play by expanding and improving Eugene's bicycle and pedestrian network.

The pedestrian and bicycle network should provide continuous direct routes and convenient connections between destinations, including homes, schools, parks, shopping areas, public services, recreational opportunities and transit. Walking and bicycling should be appealing modes of transportation, which means that infrastructure must be in place to make these modes convenient and enjoyable.

- Policy 1.1: Make bicycling and walking more attractive than driving for trips of two miles or less.
- Policy 1.2: Increase pedestrian and bicycle connectivity between existing residential neighborhoods and nearby commercial areas, parks, and schools.
- Policy 1.3: Require implementation of pedestrian and bicycle facilities as part of redevelopment and new development.
- Policy 1.4: Improve connections to transit for pedestrians and bicyclists.
- Policy 1.5: Construct high-quality pedestrian and bicycle infrastructure to provide safer, more appealing and well-connected facilities.
- Policy 1.6: Build pedestrian and bicycle facilities on new roadways, and retrofit older roadways to complete the pedestrian and bicycle system, using routes and facility designs identified in this plan.
- Policy 1.7: Construct bikeways along new and reconstructed arterial and major collector streets.
- Policy 1.8: Provide a continuous sidewalk network along all city streets that have been upgraded to urban standards or as part of urban standards upgrades to unimproved streets.



*Walking and bicycling facilities must address the needs of a wide range of users to be truly successful.*

- Policy 1.9: Improve the bicycling and walking environment through enhanced traffic operations and maintenance.

**Performance Measures:**

- Number of miles of sidewalk.
- Number of miles of all bikeways.
- Percentage of arterial and collector streets served by sidewalks.
- Progress towards implementing the total number of miles of new sidewalks proposed in this plan.
- Progress towards implementing the total number of miles of bikeways proposed in this plan.

**Objective 2—Safety and Equity:** Build a system that addresses the needs and safety of all users, including youth, the elderly, people with disabilities, and people of all races, ethnicities and incomes.

The City recognizes the great diversity in abilities, ages, races, ethnicities and incomes within the community as well as the great number of neighborhoods within the City. Sidewalks, pathways, crossings and bicycle routes should be designed so people, including those with mobility and sensory impairments, can easily find a direct route to a destination and so delays are minimized. Sidewalks, pathways, crossings and bicycle routes should be designed and built to be free of hazards and to minimize conflicts with external factors such as vehicles and buildings. These facilities should permit the mobility of residents of




# Envision Eugene Plan for Climate Change and Energy Resiliency

Cities are on the front line for mitigating the economic and social impacts of energy price volatility, reducing greenhouse gas emissions associated with the built environment, and preparing for changes in regional climate.

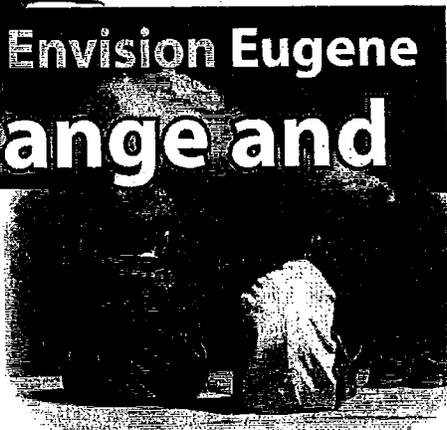
Several strategies in other parts of this document also address climate change and energy price volatility, particularly those under the pillars pertaining to compact urban development, natural resources and flexible implementation. In addition to those strategies, the following strategies are consistent with the 2010 Climate and Energy Action Plan and will work to protect our population and our environment, by mitigating and preparing for future uncertainties of a changing climate and rising fuel prices.

**1.** Plan for growth so that an increasing proportion of residents live in 20-Minute Neighborhoods where residents can meet most of their daily needs near their homes without the use of an automobile. This strategy is intended to reduce the need for, and reliance on, motorized forms of transportation.

- a. Utilize the city-wide 20-Minute Neighborhoods assessment to identify location opportunities for flexible codes, transportation infrastructure improvements, parks and open space, partnerships and incentives.
- b. Plan residential expansion areas to support 20-Minute Neighborhoods.

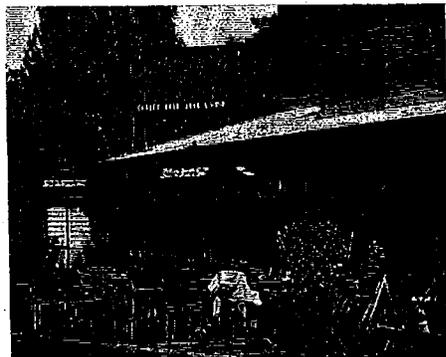
**2.** Make energy efficiency in buildings and vehicles the first line of action in reducing energy dependence and greenhouse gas emissions.

- a. Future policy decisions should support the Pedestrian and Bicycle Master Plan and the Eugene Transportation System Plan, and facilitate collaboration with Lane Transit District (LTD) to complete the EmX bus rapid transit system, and efforts to encourage existing and new homes and businesses to be energy efficient.
- b. Plan for changes in electricity generation and distribution methods and the resulting effects on land use.
- c. Take full advantage of energy efficiency opportunities in retrofits and renovations to existing buildings as a form of energy efficient redevelopment.
- d. As redevelopment occurs, facilitate local generation of renewable energy and low-carbon transportation options.



### 20-Minute Neighborhoods

20-Minute Neighborhoods are walkable neighborhoods with plenty of services to meet most of residents' basic needs, such as parks, schools, shopping and dining. Walkable neighborhoods are well connected with transit service, streets, sidewalks and paths, and offer trees, lights, safe crossings and a pleasant pedestrian environment. Supporting these qualities is an important recommendation of the Community Climate and Energy Action Plan for a healthier, more resilient community.



Neighborhood business



To whom it may concern:

I am writing to indicate 5th Street Market's strong support for the City of Eugene's grant application to establish a public bike share system. 5th Street Market is a vibrant shopping destination that anchors the 5th Avenue district on the north side of downtown Eugene and includes shops, a hotel and office space. We are firmly committed to providing multimodal transportation options for our customers and currently have numerous bike racks and even a stop for the intercity Bolt bus along our street frontage.

A public bike share system would have numerous benefits for both downtown Eugene and the 5th Street Market area. Guests of the Inn at 5th would be able to easily access businesses across downtown Eugene and in the burgeoning Whiteaker Brewery District. Hotel guests would also be able to bike on the nearby riverfront path to access the University of Oregon whether for a visit or to conduct business. Eugene has somewhat of an oversized downtown and a bike share station in our vicinity would enable people who work all over downtown Eugene to quickly come up to 5th Street Market for lunch or shopping during their lunch break. Bike share will provide another option for people who work at 5th Street Market to get to work; especially those who commute on buses that terminate at the Lane Transit District station on the other side of downtown.

5th Street Market encourages funding of this grant request and looks forward to partnering with the City of Eugene and others to implement a robust public bike share system.

Sincerely,

Casey Barrett

General Manager



UNIVERSITY OF OREGON

November 22, 2013

Chris Cummings  
ODOT Freight Mobility  
555 13<sup>th</sup> Street NE, Suite 2  
Salem, OR 97301-3871

Attn: *ConnectOregon* Program

Dear Chris Cummings,

I am writing on behalf of the University of Oregon student government to express our support for the City of Eugene's *ConnectOregon V* grant application to launch a third-generation bike share system. The proposed project will enhance planned and existing transportation options and will help the UO maintain our economic competitiveness.

The proposed project represents a community-wide effort to provide sustainable transportation options. If funded, this new transportation option will greatly enhance our existing infrastructure and investments to-date in transit and bicycling. Eugene's bike share system would augment and integrate with the University of Oregon's bike share system, planned to launch April 2014. The UO system start-up was funded with a \$199,000 grant from students and support from Student Affairs.

With over 25,000 students enrolled and over 4,000 faculty and staff, the UO is the largest Lane Transit District Group Pass holder and second largest employer in Lane County. Bus lines that serve the campus are overcapacity during peak hours. Bike share will augment existing transit service and relieve pressure on the system between downtown and the UO campus. Bike share will also facilitate trips between the UO and economic generators such as the Oregon Research Institute, Oregon RAIN (South Willamette Valley Regional Accelerator & Innovation Network), and the increasing number of technology firms located in downtown Eugene.

Bike share will additionally enhance our competitiveness and attractiveness as a place to attend college and to work. Recent reports indicate that the Millennial generation – those born between 1980 and 2000 – are choosing to live in places that provide exceptional transportation options.

If funded, we are committed to working with the City of Eugene to ensure a successful city-wide bike share system.

Sincerely,

Sam Dotters-Katz  
President, Associated Students of the University of Oregon

EXECUTIVE OFFICE, ASSOCIATED STUDENTS OF THE UNIVERSITY OF OREGON (ASUO)  
Suite 4, Erb Memorial Union, 1228 University of Oregon, Eugene OR 97403-1228  
T (541) 346-3724 F (541) 346-0620 <http://asuo.uoregon.edu>

An incidental fee—  
funded program

**BEAM DEVELOPMENT**

November 21, 2013

To whom it may concern,

My name is Brad Malsin and I am the Principal Managing Member of Beam Development in Portland, Oregon. Beam Development is a full-service real estate development and property management company. Our mission is to develop community based commercial properties that provide flexible, cost effective and environmentally conscious working spaces for entrepreneurs, established and emerging businesses in downtown Eugene and the city of Portland.

I am writing in support of the City of Eugene's Transportation Planning Program's grant application for a bike share system in the City of Eugene.

The City of Eugene and Beam Development have collaborated on the historic adaptive re-use project, the Broadway Commerce Center. The City's interest in complementing existing transportation options, connectivity between modes of travel plus efficient connections between districts, employment centers and transit stations are benefits to attracting young entrepreneurs and creative businesses to the downtown core. Experience has shown programs such as bike sharing in re-developing areas do impact the desirability with both developers and new creative businesses due to overall benefits such as reduction of fossil-fuels and increased positive health outcomes because of increased physical activity.

We strongly recommend the establishment of a bike share system for downtown Eugene and the nearby areas.

Sincerely,



Brad Malsin  
Principal Managing Member  
Beam Development



BENNETT MANAGEMENT COMPANY, LLC

November 18, 2013

Rob Inerfeld  
City of Eugene – Public Works Engineering  
Transportation Planning Manager  
99 E. Broadway, Ste. 400  
Eugene, OR, 97401

RE: Eugene Bike Share System

Dear Rob,

I am pleased to write in support of the City of Eugene's grant application to establish a bike share system in Eugene. An important objective is to build on the small system now being developed by the University of Oregon on campus. As a long time small business owner and former Lane Transit District board member I am among many others in our community who have worked and will continue to work toward the goal of a more balanced transportation system in our community. I am very proud of the progress we have made. Establishing a convenient and efficient bike sharing system is an important next step.

As you know we in Eugene are committed to compact urban growth. At the same time economic growth, jobs, and vitality in our central city depend to a substantial degree on being able to attract young entrepreneurial workers particularly in technology based industries. Increasingly, bike share programs are becoming an indispensable element in the package of amenities that make cities attractive for both living and working.

To be more successful, our downtown needs additional permanent residents and customers in addition to employees. A working bike share program will allow for more convenient and inexpensive transportation within our downtown area and in addition will allow much easier access for shoppers from the surrounding neighborhoods.

I am asking for your support of our bike share grant application. We are working hard to create the right transportation balance that will effectively support our effort to grow economically, create jobs, and maintain our quality of life. A successful bike share grant will help lead the way forward.

Sincerely,

Robert D. Bennett





*Better Eugene-Springfield Transit*

**Board of Directors**

- Susan Ban
- Terry Beyer
- Julie Daniel
- Ian Foster
- Gerry Gaydos
- Eric Gunderson
- Don Kahle
- Shane MacRhodes
- Ashley Miller
- Mia Nelson
- Walt Norblad
- Laura Potter
- Brett Rowlett
- Joshua Skov
- Rob Zako

November 22, 2013

Rob Inerfeld  
 Transportation Planning Manager  
 City of Eugene – Public Works Engineering  
 99 East Broadway, Ste. 400  
 Eugene, OR, 97401

**Re: Support for Eugene’s bike share program grant request**

Dear Rob,

We are writing to support the City of Eugene’s request for a ConnectOregon grant for a bike share program in downtown Eugene and nearby areas.

BEST, a 501(c)(3) educational nonprofit organization, formed a year ago to give voice to the public support for EmX and better transit. We advocate for a regional transit system that fosters prosperity, social equity, and a healthy natural environment. We are a broad coalition of community leaders and organizations. In part thanks to our efforts, last September the Eugene City Council voted 7-1 in favor of the West Eugene EmX project, which now has the needed approvals and funding to move forward.

BEST recognizes that transit might be a good way to get to downtown Eugene, but not the best way to then go from destination to destination. For example, it takes roughly 15 minutes to walk the 0.7 miles from the Eugene Public Library to the Public Fifth Street Market. A bike share program could allow people to go quickly between such destinations, supporting them coming to downtown via transit. Bike share makes the final connection for transit trips and helps create a better overall system.

Thank you for considering this endorsement. If you have any questions, please contact our executive director, Rob Zako, at 541-343-5201 or [rob@best-oregon.org](mailto:rob@best-oregon.org).

For BEST

Gerry Gaydos  
 BEST President  
 541-343-8060  
[gerry@oregonlegalteam.com](mailto:gerry@oregonlegalteam.com)

P.O. Box 773, Eugene, OR 97440 • 541-343-5201

[info@best-oregon.org](mailto:info@best-oregon.org) • [www.best-oregon.org](http://www.best-oregon.org) • [www.facebook.com/BetterEugeneSpringfieldTransit](http://www.facebook.com/BetterEugeneSpringfieldTransit)

BEST is a 501(c)(3) nonprofit. Contributions are tax-deductible to the extent the law allows. Tax ID #42-1661720.

**Board of Advisors**

- John Allcott
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- David Atkin
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- Laurie Trieger
- Jenny Ulum
- Carmen Urbina
- John VanLandingham

22 November 2013

Rob Inerfeld  
 City of Eugene – Public Works Engineering  
 Transportation Planning Manager  
 99 E Broadway, Ste. 400  
 Eugene, OR 97401

Dear Rob,

The Bicycle and Pedestrian Advisory Committee (BPAC) supports the City of Eugene in pursuing a ConnectOregonV grant to develop and implement a 24-station bike share system in downtown Eugene. The City of Eugene has a goal to double the percentage of trips made by foot and bike over the next twenty years, and we believe a bike share program would help the city make great progress toward reaching this goal.

There are a number of gaps in Eugene's transportation system, and we agree a bike share system will make a major impact in bridging these gaps. In other cities, bike share programs have proven to work effectively in providing connections where missing links exist in multimodal transportation systems. Bike share programs can provide a critical link between transit, rail, pedestrian, and automobile modes by offering bicycle access for short one-way trips. Providing people with a means to bridge these connections increases access to businesses, employers, and transit stations.

We believe Eugene downtown has the density, infrastructure, and support from people eager to use bicycles that will create a successful bike share program. Convenient availability of bicycles will help the economy of our local businesses by increasing access, attracting new employees to local businesses served by bike stations, and allowing employees to use bicycles for short business-related trips. A bike share system will help the city reach its goal of reducing fossil fuel use and carbon based emissions, will improve the overall health of our residents through increasing physical activity, and will make Eugene a more attractive city to visitors and tourists by supplying multiple options for transit within the city.

We understand the city is currently partnering with Lane Transit District (LTD) in conducting a Bike Share Feasibility Study. Working with LTD will help identify location needs and transportation gaps where a bike share program will be most effective. We see this as an important partnership, as it will help ensure the development and ongoing operation of a bike share program that runs both effectively and efficiently.

BPAC views this grant as a tremendous opportunity to expand our growing multimodal transportation system and provide residents and visitors alike with an easy, low impact method of commuting around our city. Best of luck with your grant application and we hope to see a bike share program in our great city soon.

Sincerely,

BPAC Members:

Judi Horstmann	Allen Hancock	Holly McRae	Jeff Lange
Edem Gomez	Joel Krestik	Janet Lewis	Steve Bade
Jim Patterson	Bob Passaro	Sasha Luftig	Susan Stumpf
David Gizara	Briana Orr		



November 22, 2013

Mr. Rob Inerfeld  
City of Eugene – Public Works Engineering  
Transportation Planning Manager  
99 E. Broadway, Ste. 400  
Eugene, OR, 97401

Dear Rob,

On behalf of Capstone Collegiate Communities and its 13<sup>th</sup> & Olive multi-unit housing complex, we enthusiastically endorse the City of Eugene's grant application to secure funding through the Oregon Department of Transportation's ConnectOregon initiative for a public bike share program in downtown and nearby neighborhoods.

A well developed, city operated bike share program will provide needed additional personal transportation options for many of the 1,300 residents living at 13<sup>th</sup> & Olive who would prefer not to drive or walk to classes, jobs or social engagements.

A downtown bike share program would be convenient for all downtown residents. It would compliment public transportation options offered by Lane Transit District and make full use of current bike lanes and paths, as well as enhance participation in a bike share pilot program currently underway at the University of Oregon.

Downtown Eugene is a rapidly evolving hub for business, entertainment, and urban living. A downtown bike share program would support the larger community's commitment to better public transportation options that provide community connectivity, while reducing its carbon footprint through robust sustainable business practices.

Please do not hesitate to contact me if you would like further information about Capstone Collegiate Communities support for this important community initiative.

Sincerely,

A handwritten signature in black ink, appearing to read "John Vawter", is written over a horizontal line.

John Vawter  
Principal



1.800.452.9515 www.nwcu.com

11-20-2013

To: Rob Inerfeld  
City of Eugene – Public Works Engineering  
Transportation Planning Manager  
99 E. Broadway, Ste. 400  
Eugene, OR, 97401

Re: Bike Share Eugene

As a business leader and a daily bicycle commuter, I am writing to express my support of the proposed bike share program in the city of Eugene and the City of Eugene’s ConnectOregon application to fund the bike share system. This is especially exciting to me as we embark on the construction of a new support center (corporate headquarters) in downtown Eugene, just east of the Federal Courthouse.

Benefits to the community from a program like this include: reduced traffic congestion, increased activity for local businesses and a better overall atmosphere downtown as people get out of their cars for short-trip errands.

The benefits to the credit union are huge and we really hope to have an installation on or near our property. Having readily accessible ‘loaner’ bikes available will help us attract and retain employees in our downtown site (which by the way is designed to house up to 300 staff members). Because the number of employees will far exceed the number of available parking spaces, a bike share program will enhance our efforts to promote intermodal transportation as more staff members get out of their cars for the daily commute.

Having bike share stations strategically placed throughout the downtown core and on the U of O campus will make getting to our credit union branch easier, which should help us grow our membership base. And won’t these members be pleasantly surprised when they find out they can do business in the bicycle lane of our drive-up facility? How nice it would be to hop on a bike on the edge of town or campus, take Eugene’s wonderful bike route system to the credit union, take care of your financial business and return to the starting place without getting in a car, or even on a sidewalk.

I can think of many more reasons to support a bike share program, such as the health benefits, but I think you get my point. Eugene wants and needs a viable bike share program. Please help us make it happen.

Thank you

Rex Fox

Director of Operations  
Northwest Community Credit Union  
Springfield OR 97477  
[rfox@nwcu.com](mailto:rfox@nwcu.com)



November 19, 2013

Rob Inerfeld  
Transportation Planning Manager  
City of Eugene  
99 E. Broadway, Ste. 400  
Eugene, OR 97401

Dear Mr. Inerfeld:

Travel Lane County supports the City of Eugene's funding request for a bike sharing project through ConnectOregon for a 125 bike, 24 station bike share system in the greater downtown Eugene area.

Eugene is known as a biking Mecca to travelers, and Travel Lane County invests significant resources in positioning Eugene and surrounding communities as bike friendly. Travel Lane County staff has worked extensively on state scenic bikeway designations and other cycling-friendly efforts. We especially appreciate the proposed inclusion of several stations at hotels used by both business and leisure travelers to Eugene. We note the proximity of the selected hotels to the Ruth Bascom Riverfront Bike Path and Eugene's extensive system of bike lanes and pathways. Two of the hotels are also very proximate to the passenger rail terminal, allowing for easy intermodal access to Eugene without requiring use of an automobile.

The proposed bike share program supports many policy efforts in the City of Eugene's Climate and Energy Action Plan. Support also exists in local and regional land use and transportation plans, which call for an expansion and improvement of bicycle related infrastructure and intermodal connectivity.

Travel Lane County applauds and endorses your efforts to establish the bike share system as proposed.

Sincerely,

Kari Westlund  
President & CEO



UNIVERSITY OF OREGON

November 22, 2013

Chris Cummings  
 ODOT Freight Mobility  
 555 13<sup>th</sup> Street NE, Suite 2  
 Salem, OR 97301-3871

Attn: *ConnectOregon* Program

Dear Chris Cummings,

I am writing on behalf of the University of Oregon to express our support for the City of Eugene's *ConnectOregon V* grant application to launch a third-generation bike share system. The proposed project will enhance planned and existing transportation options and will help the UO maintain our economic competitiveness.

The proposed project represents a community-wide effort to provide sustainable transportation options. If funded, this new transportation option will greatly enhance our existing infrastructure and investments to-date in transit and bicycling. Eugene's bike share system would augment and integrate with the University of Oregon's bike share system, planned to launch April 2014. The UO system start-up was funded with a \$199,000 grant from students and support from Student Affairs.

With over 25,000 students enrolled and over 4,000 faculty and staff, the UO is the largest Lane Transit District Group Pass holder and second largest employer in Lane County. Bus lines that serve the campus are overcapacity during peak hours. Bike share will augment existing transit service and relieve pressure on the system between downtown and the UO campus. Bike share will also facilitate trips between the UO and economic generators such as the Oregon Research Institute, Oregon RAIN (South Willamette Valley Regional Accelerator & Innovation Network), and the increasing number of technology firms located in downtown Eugene.

Bike share will additionally enhance our competitiveness and attractiveness as a place to attend college and to work. Recent reports indicate that the Millennial generation –

Career Center  
 541-346-3235

Counseling and Testing  
 Center  
 541-346-3227

Dean of Students Office  
 541-346-3216

Erb Memorial Union  
 541-346-3705

Holden Center  
 541-346-1146

Physical Education and  
 Recreation  
 541-346-4113

University Health Center  
 541-346-2770

University Housing  
 541-346-4277

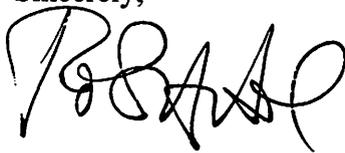
OFFICE OF THE VICE PRESIDENT FOR STUDENT AFFAIRS

6203 University of Oregon, Eugene OR 97403-3023 T 541-346-1137 F 541-346-2023 [studentaffairs.uoregon.edu](mailto:studentaffairs.uoregon.edu)

those born between 1980 and 2000 – are choosing to live in places that provide exceptional transportation options.

If funded, we are committed to working with the City of Eugene to ensure a successful city-wide bike share system.

Sincerely,

A handwritten signature in black ink, appearing to read "Robin Holmes". The signature is stylized with large, sweeping loops and a prominent initial "R".

Robin Holmes  
Vice President for Student Affairs



## ConnectOregon V Program Application 2013-2014

To ensure you have current program information, sign up for the *ConnectOregon* electronic mailing list at: [https://public.govdelivery.com/accounts/ORDOT/subscriber/new?topic\\_id=ORDOT\\_135](https://public.govdelivery.com/accounts/ORDOT/subscriber/new?topic_id=ORDOT_135)

- Please read *ConnectOregon V Application Instructions* prior to completing this application.
- The *Application Instructions*, the *Draft Project Agreement*, and *Frequently Asked Questions* are available on the *ConnectOregon V* website: <http://www.oregon.gov/ODOT/TD/TP/pages/connector.aspx>
- Submission Requirements are detailed in Section 9 of the *Application Instructions*.
- Completed *Application* and *Checklist* are required.
- Answer all questions.

### Project Summary and Certification

**1. Applicant**

ORGANIZATION NAME Lane Transit District	CONTACT PERSON NAME Ron Kilcoyne	
ADDRESS P.O. Box 7070	CONTACT PERSON TITLE General Manager	
CITY, STATE, ZIP Springfield, Oregon, 97475	PHONE 541-682-6105	FAX 541-682-6111
WEBSITE ADDRESS ltd.org	E-MAIL (REQUIRED) ron.kilcoyne@ltd.org	

**2. Project name and location**

PROJECT NAME Franklin Boulevard Phase 1 Transit Stations	PROJECT LOCATION Springfield, Oregon	STAFF USE ONLY
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**3. Cost summary (These fields will fill automatically as the application is completed.)**

a. <i>ConnectOregon V</i> grant amount .....	\$648000
b. Match amount (20% of grant).....	\$162000
c. <i>ConnectOregon V</i> loan amount.....	\$0
d. <i>ConnectOregon V</i> overmatch amount.....	\$125000
e. <i>ConnectOregon V</i> project total .....	\$935000

**4. Certification**

I certify that Lane Transit District supports the proposed project, has the legal authority

APPLICANT ORGANIZATION

to pledge matching funds, and has the legal authority to apply for *ConnectOregon V* funds. I further certify that matching funds are available or will be available for the proposed project. I understand that all State of Oregon rules for contracting, auditing, underwriting (where applicable), and payment will apply to this project. I certify that I have read the *Sample Draft Agreement* and will sign the *Agreement* if selected.

APPLICANT SIGNATURE <b>X</b>	PRINT NAME	DATE
---------------------------------	------------	------

## **Project Description**

### **5. Project summary**

BRIEF SUMMARY OF PROJECT (MAXIMUM 400 CHARACTERS)

LTD and the City of Springfield are working together to ensure that transit improvements are a key component to the transformation of Franklin Boulevard in Glenwood. This project will be the first phase of improvements made to EmX stations along Franklin Blvd to enable transit to function with a redesigned roundabout roadway. This will in turn maintain a critical transit connection for the area.

### **6. Project purpose and description**

Project maps must be included with this application. Maximum map size: 11 by 17 inches. Attach additional pages if necessary.

\* For projects with any portion in ODOT right-of-way, the right-of-way must be clearly identified and portions of the project in ODOT right-of-way must be identified.

PROJECT DESCRIPTION AND PURPOSE (MAXIMUM 4500 CHARACTERS)

Franklin Boulevard has served as the primary connector between Eugene and Springfield since the bridges over the Willamette River were constructed in the early 1900s. Franklin Blvd. currently serves as the spine of the EmX, the region's bus rapid transit system (BRT). Currently serving over 11,000 riders per day, the system connects residents to 34,821 jobs across the region.

The City of Springfield has engaged the community to re-envision the land uses along Franklin Blvd. as mixed-use neighborhoods with vibrant, transit-oriented development. Last year, Springfield adopted the first phase of an updated Glenwood Refinement Plan that outlines the future vision for Glenwood. The next step is to transform Franklin Blvd. from an auto-oriented arterial into a multiway boulevard that serves all modes of travel including pedestrians, bikes, buses, and motor vehicles. The investment in the transformation of the roadway will have a catalytic effect on redevelopment of properties in proximity to the street.

Springfield received State and Federal funding to complete the required environmental analysis and preliminary design in 2012 and recently secured funding through the STIP Enhance process to fund the construction of the first phase of the multiway boulevard.

In order to fulfill the definition of a multiway boulevard and ensure that transit is a strong component of the project, LTD and Springfield need to secure funding to rebuild the existing EmX stations to function within the redesigned roundabout roadway. The ConnectOregon grant request is to fund the first phase of EmX station improvements needed, constructing stations at the roundabout located at the McVay Highway intersection.

The presence of EmX along Franklin Blvd. increases the potential for attracting transit-oriented development. In addition, the EmX serves as a vital link to connect residents to job centers in Gateway, and the Springfield and Eugene downtowns. Once on the EmX, it is a one-seat ride to medical care, social services, and school and employment centers.

The scope of this effort includes: removal of the temporary stations that exist at the McVay intersection as they will no longer meet the needs of the upgraded Franklin Blvd. design; and installation of permanent stations that function with the roundabout design. The stations will be ADA accessible, and each station platform will include bicycle parking, a ticket vending machine, benches, lighting, real time signs, and other amenities. The platforms will be 12 feet wide and 60 feet long with additional 10 foot-long ramps on each side. The stations will have shelter structures that serve as protection against inclement weather. There will also be exclusive guideways (100 lane feet) constructed in front of each platform as well as landscaping and pedestrian connections to each platform.

**7. Project location**

STREET ADDRESS OR NEAREST STREET INTERSECTION Franklin Boulevard and McVay Highway		
CITY(IES) Springfield	COUNTY(IES) Lane	
GPS COORDINATES 497525/4876786	LATITUDE (DEGREES AND DECIMAL) 44.04N	LONGITUDE (DEGREES AND DECIMAL) -123.03W
COUNTY TAX PARCEL IDENTIFICATION NUMBER(S) n/a		

8. **Project mode** (check all that apply): ..... Air  Marine  Rail  Transit  Bicycle/Pedestrian

9. **ConnectOregon region**  CO Region 1  CO Region 2  CO Region 3  CO Region 4  CO Region 5  
 For more information, refer to the *Application Instructions*. For processing purposes, when projects are located in more than one *ConnectOregon* region, applicant must identify which region will contain the majority of the planned project.

10.

a) **Is the applicant responsible for paying state and local taxes, fees, and assessments?**

Yes  No  N/A Public Agency

b) **Are all taxes and fees current?** .....  Yes  No

**If no, explain:**

(MAXIMUM 400 CHARACTERS)

Complete Form "Tax Information Authorization" and attach with application.

11. **For rail applicants, is the applicant a railroad that operates solely in Benton or Linn County?**  Yes  No

Required for a yes answer: Complete Form "Railroad Certification" and attach with application.

12. **After project completion who will assume responsibility for the continued maintenance and operation of the project?**

RESPONSIBLE PARTY  
Lane Transit District (LTD)

13. **What will be the source(s) of funds for the continued maintenance and operation of the project?**

SOURCE(S)  
LTD's general operating fund

14. **What is the status of funds for maintenance and operations?**

Secured - available now  Budgeted - committed for future  Unknown or unconfirmed

Describe how and when these steps will occur. If unknown or unconfirmed, explain or describe necessary steps for funding assurance:

<p>DESCRIBE</p> <p>LTD currently operates its EmX service along Franklin Boulevard between downtown Springfield and Eugene. LTD maintains the existing EmX stations through an IGA with the City of Springfield. LTD pays City staff to maintain the stations out of its general operating funds. This arrangement would continue with the construction of the new EmX stations proposed in this application.</p>
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**15. Is all the property required for the project owned by the applicant? (See also Questions 16-18.)**

- Yes, project real estate is *wholly* owned by the applicant
- No, project real estate is *partly* owned by the applicant
- No

If yes, project area is wholly owned, what was the purchase price of the property? .....

PURCHASE PRICE
\$0.00

If no, project area is partly owned, or if no, include the property owner's information and signature for the non-owned portion:

OWNER NAME	PHONE
OWNER ADDRESS	FAX
OWNER CITY, STATE, ZIP	E-MAIL
AUTHORIZED REPRESENTATIVE NAME	AUTHORIZED REPRESENTATIVE PHONE
AUTHORIZED REPRESENTATIVE ADDRESS	AUTHORIZED REPRESENTATIVE FAX
AUTHORIZED REPRESENTATIVE CITY, STATE, ZIP	AUTHORIZED REPRESENTATIVE E-MAIL

I certify that \_\_\_\_\_ is authorized to use the real estate underlying the  
ORGANIZATION NAME

project. I understand that all State of Oregon rules for contracting, auditing, underwriting (where applicable), and payment will apply to this project, and that these rules may require a 20-year lease of the site.

PROPERTY OWNER/LESSOR OR AUTHORIZED REPRESENTATIVE SIGNATURE	PRINT NAME	DATE
<b>X</b>		

Check if additional owners are listed on Page 34 of this application.

**16. Will the project property or easements be purchased by the applicant to complete the project?**  Yes  No  
 If yes, is the property in escrow? .....  Yes  No

**17. Will the project property be leased by the applicant?** .....  Yes  No  
 If yes, have the negotiations begun? .....  Yes  No

**18. Provide any additional property details:**

ADDITIONAL DETAILS (MAXIMUM 1600 CHARACTERS)

The Franklin Boulevard right-of-way within which the Phase I Transit Stations will be located is currently an ODOT facility. Jurisdictional transfer to the City is being negotiated and is anticipated in February 2014.

Additionally, while the station design and construction is straightforward, the larger project is more complex. Constructing a roundabout on a road classified as a state highway that will facilitate the movement of LTD's bus rapid transit system, requires careful engineering and design. Thus, the larger project may need to purchase right of way, but this will not be known until the roundabout design is finalized. If ROW purchase is required it would not be done with funds dedicated to building the EmX stations.

**Project Budget and Schedule****19. Identify the source and amount of funds for the project budget, including grants, loans, and matching funds.**

SOURCE		AMOUNT	DATE AVAILABLE		STAFF USE ONLY
			CALENDAR YEAR	MONTH	
<b>a. Grant portion</b>		\$810,000.00	2015	05	0.0000
1. Required match (For grants: 20% grant project subtotal)	\$162,000.00				0.0000
2. <i>ConnectOregon V</i> grant amount requested	\$648,000.00				0.0000
<b>b. <i>ConnectOregon V</i> loan portion requested (no match required)</b>		\$0.00			0.0000
<b>c. <i>ConnectOregon V</i> total (a+b)</b>		\$810,000.00	2015	05	0.0000
d. Additional applicant match (not required)		\$125,000.00	2015	05	0.0000
<b>Project total</b>		\$935,000.00			0.0000

**20. For grant projects, detail the source and timing of the match shown above.**

TYPE OF MATCH	SOURCE OF MATCH FUNDS	AMOUNT	WILL THIS EXPENDITURE BE INCURRED PRIOR TO COMPLETION OF AGREEMENT	DATE AVAILABLE		STAFF USE ONLY
				CALENDAR YEAR	MONTH	
Labor (payroll)			<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			0.0000
Contracted services			<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			0.0000
Materials and supplies	Reuse of materials from existing stations	\$287,000.00	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	2015	05	0.0000
Capital outlay – land (purchase price)			<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			0.0000
Other (describe)			<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			0.0000
Other (describe)			<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			0.0000
Other (describe)			<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			0.0000
Other (describe)			<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			0.0000
<b>Total</b> <i>Total must equal</i> \$287,000.00 <i>19.a.1–Required match + 19.d–Additional applicant match</i>		\$287,000.00				0.0000

**21. If the *ConnectOregon V* project is part of a larger project, describe the scope of the entire project. Include the total amounts of public and private investment in the proposed project. Please note which portions of the project are already completed or already funded and which remaining portions are *ConnectOregon V* eligible.**

DESCRIBE (MAXIMUM 1200 CHARACTERS)

Beginning in 2007, the City of Springfield worked with its transportation partners, stakeholders, and consultants to analyze an array of possible improvements to Franklin Boulevard to support redevelopment and new investment in the Glenwood Riverfront. In 2008, the Springfield City Council endorsed a hybrid multi-way boulevard conceptual design that incorporates a blend of street design concepts to accomplish the fundamental goal of vehicular movement and also creates a pedestrian-friendly environment through on-street parking, slower traffic, transit opportunities, multi-modal applications, and enabling buildings closer to or at the right-of-way line. Accordingly, the 2012 adopted Phase I Glenwood Refinement Plan contains a high level of specificity in policy direction for the future design of Franklin Boulevard. Springfield has refined the street design concept, including an innovative, multi-lane roundabout at the Franklin/McVay intersection, and the City has also secured funding for and initiated the NEPA process, anticipated to be completed in 2014.

**22. Is there an urgency to this project? (See Application Instructions for examples)**  Yes  No

If yes, describe below:

DESCRIBE  
 Reconstruction of Franklin Boulevard will bring multi-modal transportation options to the Glenwood Riverfront, and optimal, safe pedestrian access to bus rapid transit stations is critical to this effort. Seamless coordination of the design and construction of this project with the multi-lane roundabout at the Franklin Boulevard/McVay Highway intersection is essential to ensure not only that these options are utilized but also that the region's bus rapid transit system operates effectively and efficiently.

**23. Is the project construction ready?** .....  Yes  No  N/A

If no, describe the remaining steps and when these steps will occur if *ConnectOregon* funds are received:

DESCRIBE  
 The multitway boulevard project is in the process of refining the roundabout design. This is estimated to be completed by Spring 2015. The final station placement will be determined through this design process. LTD is working closely with Springfield staff and consultants to ensure that the design will meet all users' needs.

While the final station design is not completed, all EmX stations have similar components and amenities. Because LTD plans to reuse existing platform amenities, such as benches, bike racks, ticket vending machines, real time signs and shelters, the station design and platform size will not vary dramatically from existing stations.

**24. Complete the following tables regarding current and projected milestones for the project. Check to indicate if the project is a construction or a non-construction project.**

MILESTONE	<input checked="" type="checkbox"/> CONSTRUCTION PROJECTS	<input type="checkbox"/> OTHER (NON-CONSTRUCTION) PROJECTS – DESCRIBE	HAS THE MILESTONE BEEN MET?	PROJECTED START DATE OF MILESTONE WORK	PROJECTED MILESTONE COMPLETION DATE
1	Scoping and planning		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
2	Right-of-way and land acquisition		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
3	Permits		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	10/1/12	3/1/15
4	Final Plans/bidding engineering documents		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3/1/14	3/1/15
5	Construction contract award		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	6/1/15	
6	Project completion		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	9/1/16	

**25. Complete the following table regarding pre-construction documentation and permits. (Potential projects are expected to be at varying stages of construction readiness; some of the steps below will not apply, or must be marked "Still required" or "Don't know." See the *ConnectOregon V Application Instructions* for detailed explanations of the terms below.)**

ENVIRONMENTAL AND PUBLIC INVOLVEMENT					
STEP	STATUS				
	PERMIT COMPLETED	PERMIT UNDERWAY	PERMIT REQUIRED	NOT APPLICABLE	DON'T KNOW
a. NEPA Categorical Exclusion (CE).....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. NEPA Environmental Assessment (EA).....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Environmental Impact Statement (EIS).....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Air-quality conformity determination.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. In-water work permit.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Army Corps of Engineers permit.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Coordination of project approval with any Native American tribe or another state.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Stakeholder involvement.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Permits.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j. Other (describe).....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
k. Other (describe).....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

PLANNING AND LAND USE					
STEP	STATUS				
	INCLUDED COMPLETE	INCLUDED UNDERWAY	STILL NEEDED	NOT APPLICABLE	DON'T KNOW
l. Identified in adopted transportation system plan (TSP) ....	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
m. Identified in adopted local comprehensive plan.....	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
n. Identified in adopted regional transportation plan (RTP)...	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
o. Identified in Zoning amendment.....	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
p. Goal exception (if required by state planning goals) .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
q. Other (describe).....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
r. Other (describe).....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

List other federal, state, modal, regional, or local plans where this project is listed.

NAME OF PLAN	PROJECT SPECIFIC	ROUTE/SITE SPECIFIC	GENERAL GOAL/POLICY
.....	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DESIGN AND SPECIFICATION						
STEP	STATUS					
	ALREADY COMPLETED	INCOMPLETE/ UNDERWAY	STILL REQUIRED	NOT APPLICABLE	DON'T KNOW	
s. Engineering and/or design services contracted.....	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
t. 30% design and environmental complete.....	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
u. 60% design complete .....	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
v. 90% preliminary design complete.....	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
w. Final design complete .....	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
x. Plans and specifications .....	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
y. Other (describe) .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
z. Other (describe) .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

**26. Describe how the proposed project is consistent with or identified in a public or corporate planning document. Provide the portion of the document that applies.**

LIST PROJECTS (MAXIMUM 1600 CHARACTERS)  
 Building upon prior transportation and land use planning efforts in Glenwood, the Phase I Glenwood Refinement Plan, adopted in 2012, establishes the policy framework for the Glenwood Riverfront. The Plan’s policies and regulatory standards support and facilitate the vision of a highly-connected, dense mixed-use transit and pedestrian-oriented neighborhood with enhanced access to the Willamette River. Paramount to achieving this vision is the re-design and re-construction of Franklin Boulevard as a multi-modal transportation facility to support redevelopment and provide improved arterial connection between Springfield and Eugene, consistent with the 2002 Trans Plan and the 2011 Regional Transportation Plan. The Refinement Plan’s transportation policies specifically call for increasing the safety, mobility, and efficiency of bus rapid transit, including locating transit stations to provide optimal, safe pedestrian access between stations and adjacent areas planned for mixed-use development. An associated implementation strategy identifies curbside stations at the Franklin Boulevard/McVay Highway intersection.

Check if documentation of the approval coordination is attached in *Supplemental Information*.

**27. Is the construction of the project limited to specific construction timeframes due to environmental considerations (such as bird-nesting or fish-spawning seasons, or temperature)?**

Yes  No  No; however, additional information is included in addenda.

If yes, note the periods when construction is limited:

RESTRICTION DESCRIPTION	START DATE OF RESTRICTION	END DATE OF RESTRICTION

**28. Can you demonstrate project support from public agencies that must approve the project?**

Yes  Yes, started but not completed  No

LIST APPROVALS (MAXIMUM 1600 CHARACTERS)

The City of Springfield is a project partner, and strongly supports the Franklin Boulevard Phase 1 Stations project. Without this project, the City will lose a critical transit connection. See the support letter from Gino Grimaldi, Springfield's City Manager, attached.

Check if documentation of the approval coordination is attached in *Supplemental Information*.

**29. Describe any unique construction-readiness issues or possible delays not identified above:**

DESCRIBE (MAXIMUM 1600 CHARACTERS)  
 The Lane ACT and the Region 2 ACT have recommended allocating \$6 million of the 2015-2018 STIP Enhance funds to the Franklin Phase I project. However, should the OTC not approve this recommendation in February 2014, the overarching Franklin Phase I project and, consequently, this project could possibly be delayed. Additionally, Springfield anticipates submitting its NEPA documentation to FHWA for a Categorical Exclusion for Phase I Franklin Boulevard reconstruction project in April 2014 and could proceed with construction within a year. However, should FHWA conclude that the project warrants an Environmental Assessment, it could also possibly be delayed.

**30. The project schedule presented above has the following level of risk involved.**

High  Medium  Low

a. Describe the reason for your answer regarding level of risk.

(MAXIMUM 300 CHARACTERS)  
 Funding for the larger project is all but secure through the STIP Enhance process for Franklin Boulevard's construction. OTC is the final phase of approval in March 2014.

b. Who was responsible for determining the project schedule and what is their level of expertise? (i.e. City or consultant engineer, construction project manager, city staff, etc.)

(MAXIMUM 300 CHARACTERS)  
 City of Springfield's Principle Engineer, who has over ten years of experience managing major multi-faceted transportation construction projects, and the City's consultant team.

**Project Details**

**31. What is the project's useful life? .....**

<small>YEARS</small>	50
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**32. Does the project improve existing or create new critical links for Oregon’s transportation system?**

Yes  No

IF YES, CHECK ALL THAT APPLY:

The project:

- creates a new link
- improves an existing link

The project improves or creates new transportation links:

- between multiple modes of transportation (check all that apply)
  - air  marine  pipeline  passenger rail  freight rail  transit  truck
  - bus  bicycle  pedestrian  personal automobile
- to transportation networks outside Oregon

EXPLAIN (MAXIMUM 400 CHARACTERS).  
 Increasing access to regional transit will help reduce the number of drive-alone trips and related costs associated with congestion and maintenance at the state, regional, and local levels. Increased use of transit by the workforce will help reduce employee transportation costs, while transportation reliability and access to the labor market is increased for industries served by the project.

**33. How is success measured for this type of project?**

THIS ANSWER MUST INCLUDE THE METHODOLOGY FOR CALCULATION. ATTACH ADDITIONAL INFORMATION IN QUESTION #44 AS NECESSARY. (MAXIMUM 300 CHARACTERS)

The average for boardings at the existing inbound and outbound McVay stations total 147 per weekday (based on April 2013 data). This project will be successful if boardings stay even or increase at the McVay stations.

- a. What is the existing measurement today?
- b. What is anticipated measurement when the project is fully operational?

**34. Does the project improve an existing transportation connection or add a new connection to an industrial or employment center?**

Yes  No

IF YES, CHECK ALL THAT APPLY:

The project:

- Creates a new connection
- Improves an existing connection

a. This project improves or creates access to:

<input checked="" type="checkbox"/> Industrial center	SPECIFY West 11th corridor in Eugene
<input checked="" type="checkbox"/> Employment center	SPECIFY Glenwood Riverfront, Eugene and Springfield Downtowns, University of Oregon, Gateway
<input type="checkbox"/> This project provides access to	SITE NAME
which is a site certified as “Project Ready” by the Oregon Business Development Department (OBDD). For more information, refer to the <i>Application Instructions</i> .	

**35. Does this project link workers to jobs?**

Yes    No

EXPLAIN (MAXIMUM 300 CHARACTERS)  
 These stations will provide a frequent transit option for employees commuting to/from their place of employment and residence. The stations will serve people reaching employment destinations near Franklin Blvd. and residents in Glenwood connecting to jobs along the entire EmX line.

**a. Which mode(s) are linked for workers:**

MODE LINKS (CHECK ALL THAT APPLY)		
<input checked="" type="checkbox"/> Fixed-route bus	<input type="checkbox"/> Light rail	<input type="checkbox"/> Air services
<input type="checkbox"/> Demand-responsive bus	<input type="checkbox"/> Passenger rail	<input type="checkbox"/> Ferry
<input checked="" type="checkbox"/> Bicycle/Pedestrian	<input type="checkbox"/> Commuter rail	<input type="checkbox"/> Water taxi
<input checked="" type="checkbox"/> Other	DESCRIBE (MAXIMUM 75 CHARACTERS) EmX (LTD's Bus Rapid Transit system)	

**b. Estimated use by new workers:**

ESTIMATED NUMBER OF NEW WORKERS PER DAY EXPECTED TO USE THE PASSENGER SERVICE WHEN OPENED Unknown
EXPLAIN BASIS FOR ESTIMATE (MAXIMUM 300 CHARACTERS) Because this project is replacing existing stations that will no longer be usable after the roundabout redesign, it is difficult to estimate the number of additional new workers who will use the stations. Redevelopment is anticipated in the corridor and new employment centers are anticipated.

**c. Describe the demographics or other relevant characteristics of the residential areas that gain new or improved access to jobs as a result of this project.**

DESCRIBE The population served by this project has a higher percentage of transit-dependent people than the greater community, including a larger percentage of elderly and disabled residence.  The demographic characteristics of of Springfield residence include: 24.3% of citizens under 18 years of age (this is younger than both the state and City of Eugene averages (18.2%)); only 15% of citizens have obtained a bachelor's degree or higher (this is lower than both the state and City of Eugene averages (40.2%)); and 19% of citizens are considered to be living below poverty level.
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**d. Geographic service level:**

IDENTIFY GEOGRAPHIC SERVICE AREA (CHECK ALL THAT APPLY)	
<input type="checkbox"/> Rural	<input checked="" type="checkbox"/> Intercity (between towns or cities)
<input checked="" type="checkbox"/> Intra-city (within a town or city)	<input type="checkbox"/> International
<input type="checkbox"/> Interstate (between states)	

**36. Does this project link populations to medical care, social services, or shopping?**

Yes    No

EXPLAIN (MAXIMUM 300 CHARACTERS)  
 There are many social services and shopping opportunities reachable by way of the EmX system. Once on the EmX system, it is a one-seat ride to RiverBend, the largest medical center in the region.

**a. Mode links for medical care, social services, shopping:**

MODE LINKS (CHECK ALL THAT APPLY)		
<input checked="" type="checkbox"/> Fixed-route bus	<input type="checkbox"/> Light rail	<input type="checkbox"/> Air services
<input type="checkbox"/> Demand-responsive bus	<input type="checkbox"/> Passenger rail	<input type="checkbox"/> Ferry
<input checked="" type="checkbox"/> Bicycle/Pedestrian	<input type="checkbox"/> Commuter rail	<input type="checkbox"/> Water taxi
<input checked="" type="checkbox"/> Other	DESCRIBE (MAXIMUM 75 CHARACTERS) EmX (LTD's Bus Rapid Transit system)	

**b. Estimated use by new users:**

ESTIMATED NUMBER OF NEW USERS PER DAY EXPECTED TO USE THE SERVICE WHEN OPENED Unknown
EXPLAIN BASIS FOR ESTIMATE (MAXIMUM 300 CHARACTERS) Because this project is replacing existing stations that will no longer be usable after the roundabout redesign, it is difficult to estimate the number of additional new users who will use the stations. Redevelopment is anticipated in the corridor, causing an anticipated increase in ridership.

**c. Describe the demographics or other relevant characteristics of the residential areas that gain new or improved access to jobs as a result of this project.**

DESCRIBE The population served by this project has a higher percentage of transit-dependent people than the greater community, including a larger percentage of elderly and disabled residence.  The demographic characteristics of of Springfield residence include: 24.3% of citizens under 18 years of age (this is younger than both the state and City of Eugene averages (18.2%)); only 15% of citizens have obtained a bachelor's degree or higher (this is lower than both the state and City of Eugene averages (40.2%)); and 19% of citizens are considered to be living below poverty level.
--

**d. Geographic service level:**

IDENTIFY GEOGRAPHIC SERVICE AREA (CHECK ALL THAT APPLY)	
<input type="checkbox"/> Rural	<input checked="" type="checkbox"/> Intercity (between towns or cities)
<input checked="" type="checkbox"/> Intra-city (within a town or city)	<input type="checkbox"/> International
<input type="checkbox"/> Interstate (between states)	

**37. This project will improve system efficiency and/or utilization by:**

- increasing system capacity
- relieving a bottleneck or congestion point
- completing one or more gaps in Oregon's transportation system
- removing an existing barrier
- reducing traffic or use conflicts
- improving geometrics
- implementing technology
- Other (describe below)

EXPLAIN (MAXIMUM 1250 CHARACTERS) INCLUDE IN YOUR ANSWER AND ATTACH DOCUMENTATION SUPPORTING YOUR ANSWER. CITE IN QUESTION #44

Roundabouts typically carry about 30% more vehicles than similarly sized signalized intersections during peak flow conditions. The capacity to move BRT vehicles and bicycles will be increased by the Franklin Blvd. roadway redesign. The system capacity increase is not only indicative of time savings, but also indicates that travel reliability will increase considerably along this important transit route. 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 EmX 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 stations, transit trips can be origin, destination or through trips. In combination, walking and cycling can integrate with the transit trip.

**38. Does the project serve one or more of Oregon's Statewide Business Clusters? For more information, refer to the *Application Instructions*.**

STATEWIDE BUSINESS CLUSTERS (CHECK ALL THAT APPLY)

<input type="checkbox"/> Agriculture	<input checked="" type="checkbox"/> Forestry and Wood Products
<input checked="" type="checkbox"/> Athletic & Outdoor Gear and Apparel	<input type="checkbox"/> Green Building and Development
<input type="checkbox"/> Aviation	<input type="checkbox"/> Manufacturing
<input type="checkbox"/> Bioscience	<input type="checkbox"/> Nursery Products
<input type="checkbox"/> Breweries	
<input type="checkbox"/> Creative Industries	<input type="checkbox"/> Semiconductors and Electronics Components
<input type="checkbox"/> Defense	<input type="checkbox"/> Software
<input checked="" type="checkbox"/> Education Services and Technology	<input type="checkbox"/> Solar
<input type="checkbox"/> Electric Vehicles and Sustainable Trans.	<input checked="" type="checkbox"/> Tourism and Hospitality
<input type="checkbox"/> Energy Efficiency	<input type="checkbox"/> Wave Energy
<input type="checkbox"/> Environmental Technology and Services	<input type="checkbox"/> Wind Energy
<input checked="" type="checkbox"/> Food Processing	

PROVIDE DETAIL (MAXIMUM 500 CHARACTERS)

Access to quick, affordable, and efficient transit has provided businesses along the EmX routes the ability to locate and grow in an area with transportation amenities for their employees and consumers. For this reason, each station plays a vital role in the overall connectivity of the system. Business clusters include those indicated above and specific examples can be found in the addenda.

**39. Does this project benefit the Oregon economy by generating a net increase in or retention of long-term jobs (beyond short-term construction jobs) and/or increasing private investment in Oregon?**

Yes\*  No

If yes, please complete the following:

a. Number of long-term (non-construction) jobs created or retained as a direct result of the project.....		
b. Average annual wage of long-term (non-construction) jobs created or retained .....		
c. List up to five businesses that will verify job creation/retention or new private investment		
	BUSINESS NAME	NAME OF CONTACT PERSON
1.		
2.		
3.		
4.		
5.		
d. What is the size of the increase or initial investment by these businesses in Oregon as a result of this project?.....		
* <input type="checkbox"/> <i>Required for a yes answer.</i> Commitment letters must be included in <i>Supplemental Information</i> and cited in Question # 44. These letters must be from businesses or organizations stating their intention to operate in Oregon and detailing: the number of jobs created or retained over a specific period of time as a result of this project, and/or the amount of additional private investment that the entity would make in Oregon over a specified period of time as a direct result of this project.		
EXPLAIN (MAXIMUM 400 CHARACTERS)		

**40. Consider to what extent does this project generate economic stimulus in the state by supporting short-term construction-related jobs in Oregon?**

a. What year were the planning and engineering, land and construction cost estimates done for this project and by whom:

YEAR COST ESTIMATE WAS DONE	BUSINESS NAME	ESTIMATE ELEMENT (IF MORE THAN ONE)
1.	Parsons Brinckerhoff	Planning, Engineering
2.		
3.		
4.		
5.		

b. For which year are the costs estimated? (i.e., the cost estimate was done in 2011 for a project expected to occur in 2014 and so the estimator inflated the costs of the project to 2014 dollars; therefore, the answer would be 2014.)

EXPLAIN (MAXIMUM 400 CHARACTERS) 2015
--

c. The short-run jobs supported by this project are: ..... 9.818  
(Calculate the jobs number using Fields 1-5 below. The result in Field 5 below will populate here.)

<b>Field 1. Project costs</b> (planning, engineering, land, construction)	<b>Field 2. Inflation Adjustment factor based on year</b> (see instructions)	<b>Field 3. Project cost multiplied by Inflation Adjustment Factor</b> (Field 1 x Field 2)	<b>Field 4. Result divided by 1,000,000</b> (Field 3/1,000,000)	<b>Field 5. Result multiplied by the job multiplier of 11.8</b> (Field 4 x 11.8)
\$935,000.00	0.84	785,400	0.785	9.818

**41. What is the unemployment rate in the project area?**

Average unemployment rate in the project area for the last 12 months (Refer to the <i>Application Instructions</i> ) .....	9 %	COUNTY/JURISDICTION Springfield
PROVIDE ADDITIONAL DETAILS ON ANY OTHER SPECIAL ECONOMIC CONSIDERATIONS IN THE PROJECT LOCATION		

**42. Does the project improve safety?**

Yes\*    No

* <input checked="" type="checkbox"/> <i>Required for a yes answer.</i> Documentation or explanation of the incident(s) or safety situation(s) that have occurred that this project is addressing or documentation of a high risk or of a safety issue or hazard potentially occurring.
EXPLAIN (MAXIMUM 400 CHARACTERS) PLEASE NOTE THE NUMBER AND TYPE OF INCIDENTS (FATAL ACCIDENT, INJURY ACCIDENT, PROPERTY-DAMAGE ACCIDENT, CRIME, OR OTHER) WITHIN A SPECIFIED TIMEFRAME. Optimally configured curbside EmX stations at the McVay intersection will enhance safety as pedestrians accessing the transit station will be able to cross shorter segments of Franklin Blvd., consider traffic traveling only one direction at a time, and will be exposed to traffic that is travelling at much slower speeds. Studies show that roundabouts have a 32% reduction in all crashes.

**Other Considerations and Information**

**43. Describe any other considerations and information that support why the project should be selected:**

DESCRIBE (MAXIMUM 1200 CHARACTERS)

As part of a HUD-funded Sustainable Communities Regional Planning Grant, the Lane Livability Consortium, a collaborative effort of eleven agencies serving the Eugene-Springfield metropolitan area, has identified the Franklin Corridor as a catalyst project to advance community growth and prosperity in the region. Once constructed as part of the Franklin Phase 1 project, the transit stations at the Franklin Boulevard/McVay Highway intersection will complete the eastern gateway connection to this corridor, connecting residents to jobs, social services, health care, shopping, and recreational opportunities throughout the region.

**44. List the supporting materials to be submitted in your paper application packet.**

Question #26: Commitment letters:

1. Vik Construction Company, Greg Vik
2. Wildish, James Wildish
3. Planned Parenthood of Southwestern Oregon, Cynthia Pappas
4.
5.

Question #28: Documentation of coordination and support of public agencies that must approve the project.

1. City of Springfield, Gino Grimaldi
2.
3.
4.
5.

Question #39: Commitment letters from businesses or organizations stating their intention to operate in Oregon and their intentions regarding job creation and private investment plans over a specified period.

1.
2.

3.
4.
5.

Other supporting documents:

1. Project Map
2. Glenwood Refinement Plan, September 2012 pg
3. 2035 Transportation System Plan - DRAFT, August 2013,
4. Crash Data - McVay Intersection
5.

**45. Modal Budgets**

Fill in appropriate budget. Refer to instructions.

# AVIATION

SECTION A: PROJECT BUDGET			
	Total Cost	CO V Share	Grantee Share
1. Administration Expense (detail)			
a.			
b.			
c.			
d.			
2. Preliminary Expense			
3. Land, structures, right-of-way			
4. Architectural engineering basic fees			
5. Land development			
6. Demolition and removal			
7. Construction and project improvement			
8. Equipment			
9. Miscellaneous (Define costs)			
a.			
b.			
c.			
d.			
10. Total (Lines 1 through 9)	\$0.00		
11. CO V Share requested of Line 10		\$0.00	
12. Total grantee share			\$0.00
13. Other shares			
14. Total project	\$0.00	\$0.00	\$0.00

SECTION B: DETAIL OF GRANTEE SHARE		
Description (Federal, Municipal, Other)	Expenditure Category	Amount


**If Federal Aviation Administration funds are being used, have you verified project eligibility/appropriated with FAA-project manager?**

Yes    No

**Is the project identified in the master plan, airport layout plan and/or capital improvement plan?**

Yes    No

**If yes, provide more information:**

DESCRIBE (MAXIMUM 400 CHARACTERS)

# BICYCLE/PEDESTRIAN

	Quantity (Q)	Unit Price (UP)	Cost (QxUP)
<b>PRELIMINARY ENGINEERING (PE)</b>			
<b><u>Project Administration</u></b>			
1. ODOT Project Administration for federal projects (TE or TA)			0
2. Applicant Staff Costs - Direct			0
			0
<b><u>Project Development and PE</u></b>			
1. Surveying & Descriptions			0
2. Engineering Design			0
3.			0
			0
			0
			0
<b><u>Environmental Work</u></b>			
1.			0
2.			0
			0
<b><u>Coordination and Outreach</u></b>			
1.			0
2.			0
			0
<b>Total PE</b>			0

	Quantity (Q)	Unit Price (UP)	Cost (QxUP)
<b>RIGHT-OF-WAY (ROW)</b>			
1. Appraisal & Negotiation			0
2. Acquisition (Land / Improvement)			0
3. Relocation & Damages			0
4. Personnel & Legal Cost			0
			0
			0
		<b>Total ROW</b>	0
<b>UTILITY &amp; RAILROAD (UR)</b>			
1. Utility Relocation			0
2. Railroad Costs			0
			0
		<b>Total UR</b>	0
<b>NON-CONSTRUCTION (OTHER)</b>			
1. Leased Space			0
2. Capital Equipment			0
3. Education & Interpretive			0
4. Enforcement Activities			0
			0
			0
		<b>Total OTHER</b>	0
<b>CONSTRUCTION (CONST)</b>			
<b><u>Mobilization &amp; Traffic Control</u></b>			
1. Mobilization (10%)			0
2. Traffic Control, TP & DT (10% min)			0

	Quantity (Q)	Unit Price (UP)	Cost (QxUP)
<b><u>Erosion &amp; Sediment Control</u></b>			
1.			0
2.			0
			0
<b><u>Roadwork (Bikeway or Walkway)</u></b>			
1. Construction Surveys			0
2. Clearing & Grubbing			0
3. Excavation			0
4. Stabilization			0
			0
			0
<b><u>Drainage &amp; Sewers</u></b>			
1.			0
2.			0
			0
<b><u>Structures</u></b>			
1. Buildings			0
			0
			0
2. Bridges			0
			0
			0
3. Retaining Walls			0
			0
			0

	<b>Quantity (Q)</b>	<b>Unit Price (UP)</b>	<b>Cost (QxUP)</b>
<b><u>Traffic Control &amp; Illumination</u></b>			
1. Signs			0
2. Signals			0
3. Pavement Marking			0
4. Lighting			0
			0
			0
<b><u>Other Costs - Construction</u></b>			
1. Landscaping			0
2. Fences			0
3. Water Quality Features			0
4. Erosion Control Seeding			0
			0
			0
		<b>Construction Subtotal</b>	0
<b><u>Contingency</u></b>	<i>20-30% of total construction costs above</i>		
<b><u>Construction Engineering</u></b>	<i>15-20% of construction with contingency</i>		
		<b>Total CONST</b>	0
		<b>TOTAL COST</b>	0

# MARINE

			Total Cost
Scoping and Planning			
Engineering and Administration <sup>1</sup>			
Permitting			
Mobilization			
Demolition and Site Preparation <sup>2</sup>			
Dredging <sup>2</sup>			
Labor (payroll)			
Materials and Supplies <sup>3</sup>	Quantity	Unit Price	
➤			\$0.00
➤			\$0.00
➤			\$0.00
➤			\$0.00
➤			\$0.00
➤			\$0.00
<b>Total Materials and Supplies</b>			\$0.00
Equipment			
Capital Outlay – Land <sup>4</sup> (purchase price)			
Capital Outlay – Buildings <sup>4</sup> (appraised value)			
Contingency			
<b>Total Project Budget</b>			\$0.00

<sup>1</sup> Include environmental compliance costs under administration

<sup>2</sup> If applicable

<sup>3</sup> Provide breakdown of major material categories and quantity (by number, linear foot, square foot, etc., as appropriate)

<sup>4</sup> If part of matching funds



				\$0.00
<b>Materials Subtotal</b>				\$0.00

Miscellaneous Cost:	# of Units	Unit of Measure	\$/Unit	Total Cost
Engineering/Permits				
Project Management				\$0.00
Property Acquisition				\$0.00
Environmental Mitigation				\$0.00
Earthwork				\$0.00
Utility Relocation				\$0.00
<b>Miscellaneous Subtotal</b>				\$0.00

**Total** \$0.00

# TRANSIT

<b>Project Estimate</b>				
<b>Labor Cost (In House)</b>	<b>Units Description</b>	<b>Number of Units</b>	<b>\$/Unit</b>	<b>Total Cost</b>
Engineering and Professional				0
Final Design				0
Project Management for Design and Construction				0
Construction Administration & Management	Hrs	50	100	5,000
Professional Liability and other Non-Construction Insurance				0
Legal; Permits; Review Fees by other agencies, cities, etc.				0
Surveys, Testing, Investigation, Inspection				0
Start up	Hrs	10	100	1,000
Other				<b>0</b>
<b>Contingency</b>				
<b>Labor Subtotal</b>				6,000
<b>Contracted Services</b>	<b>Units Description</b>	<b>Number of Units</b>	<b>\$/Unit</b>	<b>Total Cost</b>
Preliminary Engineering	Hrs	400	100	40,000
Final Design	Hrs	600	100	60,000
Project Management for Design and Construction				0
Construction Administration & Management	Hrs	100	100	10,000
Professional Liability and other Non-Construction Insurance				0
Legal; Permits; Review Fees by other agencies, cities, etc.	Hrs	100	100	10,000
Surveys, Testing, Investigation, Inspection	Hrs	100	60	6,000
Start up				0
Other				0
<b>Contingency</b>				
<b>Contracted Services Subtotal</b>				126,000

<b>Materials and Supplies (Systems)</b>	<b>Units Description</b>	<b>Number of Units</b>	<b>\$/Unit</b>	<b>Total Cost</b>
Train Control and Signals				\$0.00
Traffic Signals and Crossing Protection				\$0.00
Traction Power Supply: Substations				\$0.00
Traction Power Distribution: Catenary and Third Rail				\$0.00
Communications	Fiber, telecom	1	\$5,000.00	\$5,000.00
Fare Collection System and Equipment	TVM	2	\$10,000.00	\$20,000.00
Passenger Information	Real Time Sign	2	\$10,000.00	\$20,000.00
Central Control				\$0.00
Other	Furniture	8	\$1,000.00	<b>\$8,000.00</b>
<b>Materials and Supplies Subtotal</b>				\$53,000.00
<b>Capital Outlay - Land</b>	<b>Units Description</b>	<b>Number of Units</b>	<b>\$/Unit</b>	<b>Total Cost</b>
Purchase or Lease of Real Estate				\$0.00
Relocation of Existing Households and Businesses				\$0.00
Other				<b>\$0.00</b>
Contingency				
<b>Land Subtotal</b>				\$0.00
<b>Capital Outlay - Buildings (Guideway, Track, Stations, Stops, Terminals, Yards, Shops, Admin., Sitework)</b>	<b>Units Description</b>	<b>Number of Units</b>	<b>\$/Unit</b>	<b>Total Cost</b>
Guideway: At-grade exclusive right-of-way	Lane foot	200	\$500.00	\$100,000.00
Guideway: At-grade semi-exclusive (allows cross-traffic)				\$0.00
Guideway: At-grade in mixed traffic				\$0.00
Guideway: Aerial structure				\$0.00
Guideway: Built-up fill				\$0.00
Guideway: Underground cut & cover				\$0.00
Guideway: Underground tunnel				\$0.00
Guideway: Retained cut or fill				\$0.00

Track: Direct fixation				\$0.00
Track: Embedded				\$0.00
Track: Ballasted				\$0.00
Track: Special (switches, turnouts)				\$0.00
Track: Vibration and noise dampening				\$0.00
At-grade station, stop, shelter, mall, terminal, platform	Stations	2	\$300,000.00	\$600,000.00
Administration Building: Office, sales, storage, revenue counting				\$0.00
Light Maintenance Facility				\$0.00
Heavy Maintenance Facility				\$0.00
Storage or Maintenance of Way Building				\$0.00
Yard and Yard Track				\$0.00
Aerial station, stop, shelter, mall, terminal, platform				\$0.00
Underground station, stop, shelter, mall, terminal, platform				\$0.00
Other stations, landings, terminals: Intermodal, ferry, trolley, etc.				\$0.00
Joint development				\$0.00
Automobile parking multi-story structure				\$0.00
Elevators, escalators				\$0.00
Demolition, Clearing, Earthwork				\$0.00
Site Utilities, Utility Relocation		1	\$25,000.00	\$25,000.00
Haz. mat'l, contam'd soil removal/mitigation, ground water treatments				\$0.00
Environmental mitigation, e.g. wetlands, historic/archeologic, parks				\$0.00
Site structures including retaining walls, sound walls				\$0.00
Pedestrian / bike access and accommodation, landscaping	SF	500	\$50.00	\$25,000.00
Automobile, bus, van accessways including roads, parking lots				\$0.00
Temporary Facilities and other indirect costs during construction				\$0.00
<b>Contingency</b>				

<b>Buildings Subtotal</b>				\$750,000.00
<b>Capital Outlay - Equipment</b>	<b>Units Description</b>	<b>Number of Units</b>	<b>\$/Unit</b>	<b>Total Cost</b>
Light Rail				\$0.00
Heavy Rail				\$0.00
Commuter Rail				\$0.00
Light Rail				\$0.00
Heavy Rail				\$0.00
Commuter Rail				\$0.00
Light Rail				\$0.00
Contingency				
<b>Equipment Subtotal</b>				\$0.00
<b>Total</b>				\$935,000.00

## **Addenda**

Attach additional text here as necessary, identifying the question number. Please note: Only additional text contained on this page will be considered as part of this application. Additional pages will not be considered.

MAXIMUM 4500 CHARACTERS

#21: The Lane County ACT and Region 2 Super ACT have recommended allocating \$6 million of the 2015-2018 STIP funds to this project, which will fund complete design documents and construction for the first phase, comprising the approximately 1/3 mile of Franklin Boulevard from the intersection with Mississippi Avenue to the intersection with McVay Highway, and the OTC is expected to approve this recommendation in February 2014. The remainder of the project costs will be funded with an infrastructure loan. As this is a street project, the design and construction of the transit stations are the only components of the project that are ConnectOregon-eligible.

#38: 9Wood employs approximately 80 employees in the development, manufacturing, and installation of wood ceilings. The wood products cluster in Downtown also includes Northwest Door & Sash Company. Glenwood area business encompasses food industry and tourism with businesses like Candlewood Suites, Grizzlies Granola, and US Bakery employing a combined 310 people. Zoned as campus-industrial, the north Gateway area boasts businesses specializing in athletic/outdoor gear, defense software and education services. Richardson Cap, Symantec Software, and Pioneer Pacific College employ over 1,400 employees and serves 1,800 undergraduates in this area. The Gateway area is also home to the most significant cluster of major hotels in the region.

Please contact the following LTD staff to answer questions regarding the application:

Tom Schwetz  
Planning and Development Manager  
541-682-6203 (office)  
541-913-8539 (cell)

Sasha Luftig  
Transit Development Planner  
541-682-6135 (office)  
541-914-8045 (cell)

**Additional property owners/lessors**

OWNER NAME		PHONE	
OWNER ADDRESS		FAX	
OWNER CITY, STATE, ZIP		E-MAIL	
AUTHORIZED REPRESENTATIVE NAME		AUTHORIZED REPRESENTATIVE PHONE	
AUTHORIZED REPRESENTATIVE ADDRESS		AUTHORIZED REPRESENTATIVE FAX	
AUTHORIZED REPRESENTATIVE CITY, STATE, ZIP		AUTHORIZED REPRESENTATIVE E-MAIL	
PROPERTY OWNER/LESSOR OR AUTHORIZED REPRESENTATIVE SIGNATURE <b>X</b>	PRINT NAME		DATE

OWNER NAME		PHONE	
OWNER ADDRESS		FAX	
OWNER CITY, STATE, ZIP		E-MAIL	
AUTHORIZED REPRESENTATIVE NAME		AUTHORIZED REPRESENTATIVE PHONE	
AUTHORIZED REPRESENTATIVE ADDRESS		AUTHORIZED REPRESENTATIVE FAX	
AUTHORIZED REPRESENTATIVE CITY, STATE, ZIP		AUTHORIZED REPRESENTATIVE E-MAIL	
PROPERTY OWNER/LESSOR OR AUTHORIZED REPRESENTATIVE SIGNATURE <b>X</b>	PRINT NAME		DATE

OWNER NAME		PHONE	
OWNER ADDRESS		FAX	
OWNER CITY, STATE, ZIP		E-MAIL	
AUTHORIZED REPRESENTATIVE NAME		AUTHORIZED REPRESENTATIVE PHONE	
AUTHORIZED REPRESENTATIVE ADDRESS		AUTHORIZED REPRESENTATIVE FAX	
AUTHORIZED REPRESENTATIVE CITY, STATE, ZIP		AUTHORIZED REPRESENTATIVE E-MAIL	
PROPERTY OWNER/LESSOR OR AUTHORIZED REPRESENTATIVE SIGNATURE <b>X</b>	PRINT NAME		DATE

**See Application Instructions for submittal requirements.**

# ConnectOregon V Application Checklist

**Project Name:** Franklin Boulevard Phase 1 Transit Stations

**Project Location:** Springfield, Oregon

**Applicant:** Lane Transit District

**Applicant Representative:** Ron Kilcoyne

**Reviewer Name:** \_\_\_\_\_

**Reviewer Phone:** \_\_\_\_\_

All applicable answers must be completed by the applicant. Applications that do not contain answers for all applicable questions will be deemed incomplete and will not be forwarded to Modal or Regional Review Committees for consideration.

This Application Checklist has been incorporated into the application to assist applicants with completeness. Carefully review your application utilizing the following checklist for completeness prior to submission to ODOT. The completed checklist must be submitted as part of each application.

**Completeness:**

**Project Summary and Certification**

Staff	Applicant	N/A	Question #
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1 – Contact Information
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2 – Name and location
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	3 – Cost Summary (completed automatically)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	4 – Signature and match to name from contact person listed in Item 1

**Project Description**

Staff	Applicant	N/A	Question #
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	5 – Project summary
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	6 – Project purpose and description completed ( <input checked="" type="checkbox"/> Maps included)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	7 – Detailed Location
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	8 – Mode
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	9 – Region
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	10 – Taxes – (“Tax Information” Form required) To be verified by <i>ConnectOregon</i>
<b>staff</b>			
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	11 – Rail applicant requirements (“Rail Agreement” Form required)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	12 – Responsible party
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	13 – Source of operational funds
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	14 – Funding for operation secured or budgeted ( <input checked="" type="checkbox"/> description with No answer)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	15 – Real estate ( <input type="checkbox"/> Signature contact information for No answer)
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16 – Property purchase ( <input type="checkbox"/> Escrow answered for Yes answer)
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17 – Property leased
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	18 – Property Details

**Project Budget and Schedule**

Staff	Applicant	N/A	Question #
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	19 – Source and amount of funds ( <input checked="" type="checkbox"/> 19a complete, <input checked="" type="checkbox"/> 19b complete, <input checked="" type="checkbox"/> 19c complete)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	20 – Source and timing of match ( <input checked="" type="checkbox"/> Source, <input checked="" type="checkbox"/> Amount, <input checked="" type="checkbox"/> Year and month)

- |                          |                                     |                          |  |
|--------------------------|-------------------------------------|--------------------------|--|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 21 – Description of larger project context ( <input checked="" type="checkbox"/> Commitment letters checked)             |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 22 – Urgency   |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 23 – Construction readiness  |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 24 – Milestone budgets   |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 25 – Documentation and permits tables – ALL boxes must be checked  |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 26 – Project in public or corporate planning document  |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 27 – Other construction timeframe consideration  |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 28 – Support of public agencies<br>( <input checked="" type="checkbox"/> Additional information provided for Yes answer) |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 29 – Other construction readiness text box (optional)  |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 30 – Certainty of Schedule ( <input checked="" type="checkbox"/> 30 complete, <input type="checkbox"/> 36 complete)      |

**Project Details**

<u>Staff</u>	<u>Applicant</u>	<u>N/A</u>	<u>Question #</u>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	31 – Project useful life
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	32 – Improves/creates critical link ( <input checked="" type="checkbox"/> Additional checked for Yes answer)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	33 – Measure of success ( <input checked="" type="checkbox"/> 33a complete, <input checked="" type="checkbox"/> 33b complete)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	34 – Connection to industrial/employment center ( <input checked="" type="checkbox"/> Additional checked for Yes answer) ( <input checked="" type="checkbox"/> 34a complete)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	35 – Link workers to jobs ( <input checked="" type="checkbox"/> 35a complete, <input checked="" type="checkbox"/> 35b complete, <input checked="" type="checkbox"/> 35c complete, <input checked="" type="checkbox"/> 35d complete)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	36 – Link to medical, social services, shopping ( <input checked="" type="checkbox"/> 36a complete, <input checked="" type="checkbox"/> 36b complete, <input checked="" type="checkbox"/> 36c complete, <input checked="" type="checkbox"/> 36d complete)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	37 – All applicable checked ( <input checked="" type="checkbox"/> Explanation provided)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	38 – Business Clusters ( <input checked="" type="checkbox"/> Details provided)
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	39 – Job increase/retention ( <input type="checkbox"/> 39a complete, <input type="checkbox"/> 39b complete, <input type="checkbox"/> 39c complete, <input type="checkbox"/> 39d complete)( <input type="checkbox"/> Commitment letters box checked) ( <input type="checkbox"/> Explanation provided)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	40 – Short-term construction related jobs ( <input checked="" type="checkbox"/> 40a complete, <input checked="" type="checkbox"/> 40b complete, <input checked="" type="checkbox"/> 40c complete)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	41 – Unemployment rate ( <input type="checkbox"/> Details provided)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	42 – Improve safety ( <input checked="" type="checkbox"/> Documentation or explanation provided)

**Other Considerations and Information**

<u>Staff</u>	<u>Applicant</u>	<u>N/A</u>	<u>Question #</u>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	43 – Other Considerations Text box
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	44 – Support materials
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Question #26 – Commitment letters
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Question #28 – Public agency coordination
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Question #39 – Commitment letters from businesses and organizations
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Other Supporting documentation
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	45 – Modal Budget (complete appropriate budget for primary mode selected)

**Addenda**

<u>Staff</u>	<u>Applicant</u>	<u>N/A</u>	<u>Question #</u>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Additional text (optional)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Additional signature page – ( <input type="checkbox"/> Signatures match names)

**APPLICANT NOTES:**

**STAFF NOTES:** \_\_\_\_\_



## ConnectOregon V Program Application 2013-2014

To ensure you have current program information, sign up for the *ConnectOregon* electronic mailing list at:  
[https://public.govdelivery.com/accounts/ORDOT/subscriber/new?topic\\_id=ORDOT\\_135](https://public.govdelivery.com/accounts/ORDOT/subscriber/new?topic_id=ORDOT_135)

- Please read *ConnectOregon V Application Instructions* prior to completing this application.
- The *Application Instructions*, the *Draft Project Agreement*, and *Frequently Asked Questions* are available on the *ConnectOregon V* website: <http://www.oregon.gov/ODOT/TD/TP/pages/connector.aspx>
- Submission Requirements are detailed in Section 9 of the *Application Instructions*.
- Completed *Application* and *Checklist* are required.
- Answer all questions.

### Project Summary and Certification

**1. Applicant**

ORGANIZATION NAME <b>Lane Transit District</b>		CONTACT PERSON NAME <b>Ron Kilcoyne</b>	
ADDRESS <b>P.O. Box 7070</b>		CONTACT PERSON TITLE <b>General Manager</b>	
CITY, STATE, ZIP <b>Springfield, Oregon, 97475</b>		PHONE <b>541-682-6105</b>	FAX <b>541-682-6111</b>
WEBSITE ADDRESS <b>ltd.org</b>		E-MAIL (REQUIRED) <b>ron.kilcoyne@ltd.org</b>	

**2. Project name and location**

PROJECT NAME <b>Franklin Boulevard Phase 1 Transit Stations</b>	PROJECT LOCATION <b>Springfield, Oregon</b>	STAFF USE ONLY
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**3. Cost summary (These fields will fill automatically as the application is completed.)**

a. <i>ConnectOregon V</i> grant amount .....	\$648000
b. Match amount (20% of grant) .....	\$162000
c. <i>ConnectOregon V</i> loan amount .....	\$0
d. <i>ConnectOregon V</i> overmatch amount .....	\$125000
e. <i>ConnectOregon V</i> project total .....	\$935000

**4. Certification**

I certify that Lane Transit District supports the proposed project, has the legal authority  
APPLICANT ORGANIZATION

to pledge matching funds, and has the legal authority to apply for *ConnectOregon V* funds. I further certify that matching funds are available or will be available for the proposed project. I understand that all State of Oregon rules for contracting, auditing, underwriting (where applicable), and payment will apply to this project. I certify that I have read the *Sample Draft Agreement* and will sign the *Agreement* if selected.

APPLICANT SIGNATURE <b>X</b>	PRINT NAME <b>RONALD J. KILCOYNE</b>	DATE <b>11-25-13</b>
---------------------------------	---	-------------------------

**VIK**  
Construction  
Company

3011 N. Delta Hwy.,  
Suite 101  
Eugene, Oregon 97408

TEL 541 484 1188  
FAX 541 343 9651  
vikconst@vikcc.com

OR CCB# 000571  
CA CCB# 245482

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# VIK

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November 18, 2013

Mr. Ron Kilcoyne, General Manager  
Lane Transit District

I would like to offer my substantial support for your and the City of Springfield's efforts to develop a transit station located near the intersection of Franklin Boulevard and McVay Highway in Glenwood. I offer my support based on several important needs for this effort toward effective multi-modal transportation ways in Glenwood:

1. The Glenwood Refinement Plan envisions an urban redevelopment density requiring effective transportation methods to and from this new setting. Effective bus rapid transit is a very important aspect of these multi-modal transportation methods.
2. It is important that there be a transit station to accommodate the many residents traveling to and from Glenwood by way of bus rapid transit.
3. Efficient, effective access to this site must occur to be in keeping with the outstanding quality of redevelopment contemplated by the Glenwood Refinement Plan.

  
Sincerely, Greg Vik, President  
Vik Construction Company



*Since 1935*  
November 22, 2013

Ron Kilcoyne, General Manager  
Lane Transit District  
PO Box 7070  
Springfield, OR 97475-0470

Dear Mr. Kilcoyne:

Subject: Support for EmX Improvements

I am writing in support of the efforts of the Lane Transit District and the City of Springfield to develop EmX stations near the intersection of Franklin Boulevard and McVay Highway in Glenwood.

I offer my support based on the following contributions the proposed improvements will make toward an effective multi-modal transportation system in Glenwood:

1. The Glenwood Refinement Plan envisions an urban redevelopment density which requires effective transportation alternatives to, through and from this strategically located part of the metropolitan area. Bus rapid transit provides a very important component of multi-modal transportation alternatives.
2. Effective and efficient access in and out of this area is essential to facilitating the outstanding quality of redevelopment contemplated by the Glenwood Refinement Plan. The proposed improvements to the transit system will serve to accommodate the many residents and commuters traveling within the area.
3. The proposed stations would serve both the existing EmX route running on Franklin Boulevard as well as the planned EmX connection that will run along McVay Highway to the main campus of Lane Community College.

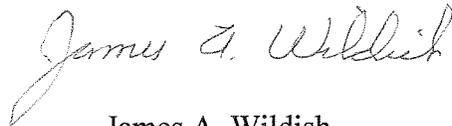
Our family business owns 70-plus acres of land in Glenwood, with ownership dating back to 1945. We've operated a resource company on our property, developed commercial and industrial facilities, and have actively participated in the planning and redevelopment of this area. Glenwood is strategically situated between Eugene and Springfield, with ready access to major transportation thoroughfares including Interstate 5. This makes it a prime location for residential, commercial and industrial redevelopment, and we see the enhancement of the EmX system as a key component to the future success of the area.

Of particular significance is the construction of the EmX line to Lane Community College along McVay Highway. By connecting to the already operational Pioneer Parkway segment, the McVay line would complete a north-south "backbone" of the system by connecting the community college at the far south end of the metropolitan area to PeaceHealth Medical Center

in the far northern part of the community. It would also intersect the existing segment of the system that ties the Eugene and Springfield EmX downtown stations together, along with the soon to be constructed West Eugene segment to the west and the future Springfield Main Street segment to the east.

We are pleased to support LTD's grant proposal and look forward to enhanced public transit in the Glenwood area.

Very truly yours,  
**Wildish Land Co.**

A handwritten signature in cursive script that reads "James A. Wildish". The signature is written in dark ink and is positioned above the printed name and title.

James A. Wildish  
President



Regional Health & Education Center  
3579 Franklin Blvd.  
Eugene, OR 97403  
p: 541.344.2632  
[www.ppsworegon.org](http://www.ppsworegon.org)

Planned Parenthood of Southwestern Oregon

Ron Kilcoyne, General Manager  
Lane Transit District  
P.O.Box 7070  
Springfield, OR 97475-0470

November 13, 2013

Dear Mr. Kilcoyne,

I am writing on behalf of Planned Parenthood of Southwestern Oregon to express our support for the City of Springfield's efforts to make the Franklin Boulevard corridor more transit and pedestrian-friendly. We believe that having a transit station at the Franklin/McVay intersection would have a significant positive impact on the Franklin Boulevard corridor. For this reason we offer our full support of LTD's grant proposal.

Planned Parenthood of Southwestern Oregon made a large investment in the Glenwood community in 2012, building the first new commercial building in the area in over twenty years. Our 20,000 square-foot, LEED certified building houses both a health center and our affiliate headquarters.

One of the major factors in choosing the location at 3579 Franklin Boulevard was the excellent access to public transit. The Glenwood EmX stop is directly in front of our Regional Health & Education Center. Many of our clients and visitors have limited incomes and driving to the health center is often not an option for them. The approximately seventy people who work in our Franklin Boulevard Regional Health and Education Center each received a LTD bus pass in 2013 to help and encourage them to take advantage of the EmX bus rapid transit. We know that many of our clients, volunteers, staff and visitors regularly use EmX to get to and from our Health Center.

We look forward to the additional improvements to the Franklin corridor. And we anticipate that the expansion will further increase accessibility to affordable, preventive health care and education to those in need.

We are pleased to support LTD's grant proposal and look forward to enhanced public transit in our neighborhood.

Sincerely,

A handwritten signature in cursive script that reads 'Cynthia Pappas'.

Cynthia Pappas, CEO & President

# glenwood



## refinement plan

September 2012

- at the Henderson Avenue intersection. This section of the facility is planned as a modern urban arterial.
- Henderson Avenue to Mississippi Avenue: The Corridor Envelope is 197 feet wide. This section of the facility is expected to include multi-way boulevard treatments on both the north and south sides.
  - Mississippi Avenue to McVay Highway: The Corridor Envelope flares to match the facility at Henderson and intersection geometry at McVay Highway. Between these two match lines the Corridor Envelope is approximately 184 feet wide. This section of the facility is expected to include multi-way treatments on the north side and modern urban arterial design on the south side.
- Enhance the safety, comfort, and convenience of pedestrians and bicyclists along and across the boulevard.
    - Establish continuous, wide setback sidewalks on both sides of the boulevard that are buffered from traffic flow and that consider the adjacent land use context pertinent to development.
    - Reduce crossing distances and provide pedestrian refuges by utilizing curb extensions, stop controls, or other appropriate traffic control devices at intersections.
    - Provide enhanced pedestrian crossings to transit stations in the vicinity of intersections.
    - Enhance the urban design of the area and differentiate the building/frontage zone, the travel/throughway zone, the furnishing zone, and the curb/edge zone of the sidewalks by incorporating distinct elements, patterns, and/or materials such as pavement treatments, street trees, landscaping, water quality facilities, street furniture, bicycle parking, street lights, and pedestrian scale lighting.
    - Provide a continuous and safe bicycle facility along both sides of the boulevard from the Springfield Bridges to I-5.
  - Increase the safety, mobility, and efficiency of bus rapid transit service, automobiles, and trucks.
    - Separate through traffic from local traffic by using a combination of direct through lanes and low-speed access lanes with on-street parking.
    - Establish dedicated bi-directional bus rapid transit facilities.

- Construct multi-lane roundabouts at the Franklin Boulevard/McVay Highway intersection and the Franklin Boulevard/Glenwood Boulevard intersection that incorporate bicycle and pedestrian treatments that calm traffic and support pedestrian and bicycle mobility and safety.
- Coordinate with appropriate State and local agencies (depending on the jurisdictional responsibilities in effect) to close, consolidate, realign, and relocate street intersections and curb cuts along the length of Franklin Boulevard to improve facility operations and reduce safety conflicts.
- Locate transit stations to provide optimal, safe pedestrian access between stations and adjacent areas planned for mixed-use development.
- Construct two median transit stations between the Franklin Boulevard/Glenwood Boulevard intersection and the Franklin Boulevard/McVay Highway intersection. Consider two additional curbside stations at the Franklin Boulevard/Glenwood Boulevard intersection and the Franklin Boulevard/McVay Highway intersection.
- Seek opportunities, partnerships, and funding to incorporate public art features into the design and construction of street improvements and to establish distinctive, iconic gateway features that help create a sense of place and orient travelers along the corridor.

#### Local Street Network

The desired street functions and design components that allow for land use adaptability to social and market changes are outlined in the objective, policies, and implementation strategies below. At the time of development, street designs must comply with Springfield's EDSPM. The Introduction to the EDSPM states that Springfield "reserves the right to impose more restrictive or different design standards than those contained in this manual, on a case-by-case basis, to any public works' design..." Therefore, in the event that a corresponding street design cannot be found in this document, developers must collaborate with Springfield to design the streets as directed by the policies and implementation strategies in this section.

#### Objective:

Establish a grid block pattern of streets to support redevelopment of the Franklin Riverfront that provides multi-modal internal circulation, disperses traffic, facilitates walking and biking, orients development to a public realm, and enables clear and direct physical and visual routes between Franklin Boulevard and the riverfront.

**CITY OF SPRINGFIELD****CITY MANAGER'S OFFICE**

November 21, 2013

Ron Kilcoyne, General Manager  
Lane Transit District  
P.O.Box 7070  
Springfield, OR 97475-0470



225 FIFTH STREET  
SPRINGFIELD, OR 97477  
541.726.3700  
FAX 541.726.2363  
[www.springfield-or.gov](http://www.springfield-or.gov)

Dear Mr. Kilcoyne,

On behalf of the City of Springfield, please accept this letter of endorsement and support for Lane Transit District's funding request for the Franklin Phase I Transit Station through the *ConnectOregon V* grant process. The Springfield City Council has placed a high priority on the redevelopment of Glenwood; dating to the 2004 passage of the Glenwood Urban Renewal District ballot, the community has confirmed and reconfirmed its support for Glenwood redevelopment with high levels of citizen participation and enthusiasm for Glenwood planning projects over the last decade, including the 2008 Franklin Boulevard Study and the 2012 Phase I Glenwood Refinement Plan. The current condition and appearance of Franklin Boulevard, Glenwood's principal street, is widely perceived as an impediment to the area's economic renewal.

Since 2008, the City has taken steps to transform Franklin Boulevard into an attractive, multi-modal facility knowing that long-needed improvements in bicycle, pedestrian, and transit facilities on Franklin Boulevard will have a dramatic impact on travel choices and the quality of the Glenwood neighborhood. Today, Springfield is poised to construct the first phase of its Franklin Boulevard Multi-way Boulevard project. The City is currently completing NEPA and 30% design, and the Lane ACT and Region 2 ACT have both recommended allocating \$6 million of the 2015-2018 STIP funds to complete design and construction of the first phase of street improvements.

Incorporating the design and construction of a permanent transit station at the Franklin/McVay intersection at the time the City designs and constructs the first phase of its street project is critical to the success of the overall Franklin project. Further, this investment in transit infrastructure will generate construction jobs in the short term and create economic development opportunities that will provide jobs in the future.

Please help us to achieve the community's vision for the Glenwood Riverfront with your most generous support for the Franklin Phase I Transit Station.

Sincerely,

A handwritten signature in black ink, appearing to read "Gino Grimaldi". The signature is stylized and cursive, with a large initial "G" and "G".

Gino Grimaldi

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION  
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT  
 CRASH SUMMARIES BY YEAR BY COLLISION TYPE

The intersection of McKenzie Highway (Hwy 015) & McVay Highway (Hwy 225) plus 250 feet in all directions  
 January 1, 2008 through December 31, 2012

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2012														
FIXED / OTHER OBJECT	0	0	1	1	0	0	0	1	0	1	0	0	1	1
REAR-END	0	1	2	3	0	2	0	0	2	2	1	2	1	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	0	1	1	0	1	0	0
2012 TOTAL	0	1	4	5	0	2	0	1	3	4	1	3	2	1
YEAR: 2011														
REAR-END	0	0	1	1	0	0	0	0	1	0	1	0	1	0
TURNING MOVEMENTS	0	1	0	1	0	2	0	1	0	1	0	1	0	0
2011 TOTAL	0	1	1	2	0	2	0	1	1	1	1	1	1	0
YEAR: 2010														
HEAD-ON	0	1	0	1	0	1	0	0	1	0	1	1	0	0
REAR-END	0	1	4	5	0	4	0	5	0	4	1	3	1	0
TURNING MOVEMENTS	0	1	0	1	0	1	0	1	0	1	0	0	0	0
2010 TOTAL	0	3	4	7	0	6	0	6	1	5	2	4	1	0
YEAR: 2009														
FIXED / OTHER OBJECT	0	0	1	1	0	0	0	0	1	0	1	1	0	1
REAR-END	0	1	5	6	0	1	0	4	2	5	1	6	0	0
TURNING MOVEMENTS	0	1	0	1	0	1	0	1	0	1	0	0	0	1
2009 TOTAL	0	2	6	8	0	2	0	5	3	6	2	7	0	2
YEAR: 2008														
REAR-END	0	1	2	3	0	2	0	2	1	2	1	3	0	0
TURNING MOVEMENTS	0	1	0	1	0	1	0	0	1	0	1	0	0	0
2008 TOTAL	0	2	2	4	0	3	0	2	2	2	2	3	0	0
FINAL TOTAL	0	9	17	26	0	15	0	15	10	18	8	18	4	3

*Disclaimer: A higher number of crashes are reported for the 2011 data file compared to previous years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.*

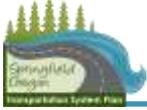


# City of Springfield

## 2035 Transportation System Plan *DRAFT*

City of Springfield  
225 5<sup>th</sup> Street  
Springfield, OR 97477

September 25, 2013



DRAFT 09.25.13

R-9	<b>Laura Street to Pioneer Parkway</b> (Construct a new collector with a three-lane cross-section with sidewalks and bicycle facilities in or near the EWEB powerline corridor with a right-in/right-out intersection at Pioneer Parkway; coordinate with PB-7)	\$3,300,000
R-10	<b>Q Street/Laura Street and Laura Street Interchange Area</b> (Construct traffic controls at Laura Street/Q Street intersection, extend the second westbound through lane through the Laura Street intersection, and construct a westbound right-turn lane; coordinate with S-3 and PB-7; conduct study [S-3] prior to implementing project)	\$1,600,000
R-13	<b>Franklin Boulevard Multi-modal Improvements</b> (Construct multi-modal improvements on Franklin Boulevard from I-5 to the railroad tracks south of the Franklin Boulevard/McVay Highway intersection, and construct a roundabout at the Franklin Boulevard/Glenwood Boulevard intersection)	\$54,000,000
R-14	<b>Franklin Boulevard/McVay Highway Multi-lane Roundabout</b> (Construct a multi-lane roundabout)	\$7,000,000
R-19	<b>McVay Highway and East 19<sup>th</sup> Avenue</b> (Construct a two-lane roundabout)	\$2,500,000
R-20	<b>McVay Highway from East 19<sup>th</sup> Avenue to I-5</b> (Construct a two or three-lane cross-section as needed with sidewalks and bicycle lanes and transit facilities consistent with Main Street/McVay Highway Alternatives Analysis and project T-3)	\$47,000,000
R-34	<b>Centennial Boulevard/Industrial Avenue from 28<sup>th</sup> Street to 35<sup>th</sup> Street</b> (Extend Centennial Boulevard/Industrial Avenue with a three-lane cross-section with sidewalks and bicycle lanes)	\$9,500,000
R-36	<b>42<sup>nd</sup> Street from Marcola Road to Railroad Tracks</b> (Improve 42 <sup>nd</sup> Street with a three-lane cross-section and construct a signal at Marcola Road/OR 126 westbound ramps)	\$6,000,000
R-39	<b>Extend South 48<sup>th</sup> Street to Daisy Street</b> (Extend South 48 <sup>th</sup> Street with three-lane cross-section with sidewalks and bicycle lanes)	\$3,200,000
R-40	<b>OR 126/52<sup>nd</sup> Street Interchange Improvements</b> (Construct a grade separated interchange on OR 126 at 52 <sup>nd</sup> Street with ramps and new signals at ramp terminals on 52 <sup>nd</sup> Street consistent with the <i>Interchange Area Management Plan</i> )	\$27,000,000
R-41	<b>South 54<sup>th</sup> Street from Main Street to Daisy Street</b> (Construct a new two-lane collector with sidewalks and bicycle lanes)	\$960,000
R-43	<b>OR 126/Main Street Interchange Improvements</b> (Construct a grade-separated interchange with ramps and traffic control at ramp terminals on Main Street consistent with the <i>Interchange Area Management Plan</i> ; needs further study)	\$25,000,000
<b>Urban standards projects</b>		<b>Cost</b>
US-1	<b>Game Farm Road South from Mallard Avenue to Harlow Road</b> (Modify and expand the Game Farm Road South cross-section to include bicycle lanes)	\$4,100,000
US-3	<b>Aspen Street from Centennial Boulevard to West D Street</b> (Improve Aspen Street to a three-lane cross-section with sidewalks and bicycle lanes)	\$2,800,000
US-4	<b>21<sup>st</sup> Street from D Street to Main Street</b> (Improve 21 <sup>st</sup> Street to a three-lane cross-section with sidewalks and bicycle lanes)	\$2,300,000
US-5	<b>28<sup>th</sup> Street from Centennial Boulevard to Main Street</b> (Improve 28 <sup>th</sup> Street to include sidewalks and bicycle lanes)	\$4,300,000
US-6	<b>South 28<sup>th</sup> Street from Main Street to South F Street</b>	\$6,000,000





# Franklin Blvd Phase 1 Transit Station



## ConnectOregon V Program Application 2013-2014

To ensure you have current program information, sign up for the *ConnectOregon* electronic mailing list at: [https://public.govdelivery.com/accounts/ORDOT/subscriber/new?topic\\_id=ORDOT\\_135](https://public.govdelivery.com/accounts/ORDOT/subscriber/new?topic_id=ORDOT_135)

- Please read *ConnectOregon V Application Instructions* prior to completing this application.
- The *Application Instructions*, the *Draft Project Agreement*, and *Frequently Asked Questions* are available on the *ConnectOregon V* website: <http://www.oregon.gov/ODOT/TD/TP/pages/connector.aspx>
- Submission Requirements are detailed in Section 9 of the *Application Instructions*.
- Completed *Application* and *Checklist* are required.
- Answer all questions.

### Project Summary and Certification

**1. Applicant**

ORGANIZATION NAME Lane Transit District	CONTACT PERSON NAME Ron Kilcoyne	
ADDRESS P.O. Box 7070	CONTACT PERSON TITLE General Manager	
CITY, STATE, ZIP Springfield, OR 97405	PHONE 541-682-6105	FAX 541-682-6111
WEBSITE ADDRESS ltd.org	E-MAIL (REQUIRED) ron.kilcoyne@ltd.org	

**2. Project name and location**

PROJECT NAME W 11th Bicycle-Pedestrian Bridge Connections	PROJECT LOCATION West 11th Ave, Eugene, OR	STAFF USE ONLY
--	---	----------------

**3. Cost summary (These fields will fill automatically as the application is completed.)**

a. <i>ConnectOregon V</i> grant amount .....	\$2866645
b. Match amount (20% of grant).....	\$716661
c. <i>ConnectOregon V</i> loan amount.....	\$0
d. <i>ConnectOregon V</i> overmatch amount.....	\$2255726
e. <i>ConnectOregon V</i> project total .....	\$5839032

**4. Certification**

I certify that Lane Transit District supports the proposed project, has the legal authority

APPLICANT ORGANIZATION

to pledge matching funds, and has the legal authority to apply for *ConnectOregon V* funds. I further certify that matching funds are available or will be available for the proposed project. I understand that all State of Oregon rules for contracting, auditing, underwriting (where applicable), and payment will apply to this project. I certify that I have read the *Sample Draft Agreement* and will sign the *Agreement* if selected.

APPLICANT SIGNATURE <b>X</b>	PRINT NAME	DATE
---------------------------------	------------	------

## Project Description

### 5. Project summary

BRIEF SUMMARY OF PROJECT (MAXIMUM 400 CHARACTERS)

LTD and its partners are making a significant investment in high-quality bus rapid transit along W11th Avenue. This project will build 3 bicycle-pedestrian connectors - critical links between residential areas north and south of the corridor and jobs and services along W11th. The connectors also enhance access to the EmX network, improving the project area's links to the entire region.

### 6. Project purpose and description

Project maps must be included with this application. Maximum map size: 11 by 17 inches. Attach additional pages if necessary.

\* For projects with any portion in ODOT right-of-way, the right-of-way must be clearly identified and portions of the project in ODOT right-of-way must be identified.

PROJECT DESCRIPTION AND PURPOSE (MAXIMUM 4500 CHARACTERS)

LTD and the City of Eugene are partnering to deliver the essential W11th Bicycle-Pedestrian Bridge Connections Project. This project serves to both connect residents to the north and south, and users of the Fern Ridge Path directly to the commercial and industrial activity along the W11th corridor and to the EmX, LTD's regional BRT system, which enables a one-seat ride to 34% of the region's jobs (including several of the largest employers in the region), schools, medical and social services, and to the core of both Eugene and Springfield's downtowns. There is currently a high level of traffic congestion in the W11th corridor. Safety issues adversely affect general purpose traffic as well as transit service. These issues act as barriers to bicycle and pedestrian use in the project area.

By creating safe and direct connections for bicycle and pedestrian use, a ConnectOregon investment in the W11th Bicycle-Pedestrian Bridge Connections will improve access to jobs and sources of labor; result in an economic benefit to the region; and provide a critical link in the transportation system that will improve utilization and efficiency of the system. In addition, The bridge connections will also benefit concentrations of minority and low income populations within the project area.

LTD sees this project and its partnership with the City of Eugene as a way of creating inter-modal connectivity that will make the corridor more attractive to regional investments. LTD is designing it's investment along West 11th to support the economy by:

- Providing reliable and affordable connectivity between jobs and employees;
- Facilitating compact urban growth;
- Spurring downtown and neighborhood renewal;
- Creating opportunities for entrepreneurship and local economic development; and
- Increasing business activity and efficiency by enabling businesses to locate near each other and attract related industries and suppliers, as well as new customers.

By building the W11th Bicycle-Pedestrian Bridge Connections Project, inter-modal connectivity throughout the region will be improved. According to 2010 Census data, 918 households are within 1/3 of a mile of the proposed bridge connections and a total of 19,849 households are within 2 miles of the connections. Research shows that people are willing to walk up to half a mile and bike on average 2 miles to reach a destination. Additionally there are 46,890 jobs within 1/3 mile of EmX stations (along the existing line and planned extension). Please refer to the supporting document, Map #2 and #3, to see a visual display of this data.

Project details: Three new bicycle-pedestrian bridge connections across Amazon Creek are proposed for the purpose of providing new, direct links between the planned BRT alignment along W11th Avenue, the neighborhoods to the south and north, and users of the Fern Ridge Path (a multi-use path that parallels the Amazon Creek). The proposed bridges are located in alignment with Buck Street, Wallis Street, and Commerce Street (refer to Map #1 for location of bridges). In addition to the bridge connectors, there will be improvements made to the pedestrian environment at Buck Street, just south of W11th, including lighting, landscaping, security, and walkway enhancements. As part of the Wallis Street connection, an enhanced pedestrian crossing will be provided across W11th, where no crosswalk currently exists. A Pedestrian Hybrid Beacon will be constructed at this location to help people to safely walk across W11th. LTD is building the connectors and pedestrian improvements at Buck Street and Wallis Street as part of the West Eugene EmX Extension (WEEE) project. LTD will contract with the City of Eugene to construct the Commerce Street Connector.

**7. Project location**

STREET ADDRESS OR NEAREST STREET INTERSECTION West 11th Avenue at Commerce, Wallis and Buck Street		
CITY(IES) Eugene	COUNTY(IES) Lane	
GPS COORDINATES	LATITUDE (DEGREES AND DECIMAL)	LONGITUDE (DEGREES AND DECIMAL)
COUNTY TAX PARCEL IDENTIFICATION NUMBER(S)		

8. **Project mode** (check all that apply): .....  Air  Marine  Rail  Transit  Bicycle/Pedestrian

9. **ConnectOregon region**  CO Region 1  CO Region 2  CO Region 3  CO Region 4  CO Region 5  
 For more information, refer to the *Application Instructions*. For processing purposes, when projects are located in more than one *ConnectOregon* region, applicant must identify which region will contain the majority of the planned project.

10.

a) **Is the applicant responsible for paying state and local taxes, fees, and assessments?**

Yes  No  N/A Public Agency

b) **Are all taxes and fees current?** .....  Yes  No

**If no, explain:**

(MAXIMUM 400 CHARACTERS)

Complete Form "Tax Information Authorization" and attach with application.

11. **For rail applicants, is the applicant a railroad that operates solely in Benton or Linn County?**  Yes  No

Required for a yes answer: Complete Form "Railroad Certification" and attach with application.

12. **After project completion who will assume responsibility for the continued maintenance and operation of the project?**

RESPONSIBLE PARTY  
Lane Transit District (LTD) and City of Eugene

13. **What will be the source(s) of funds for the continued maintenance and operation of the project?**

SOURCE(S)  
LTD's general operating fund and City of Eugene's general fund

14. **What is the status of funds for maintenance and operations?**

Secured - available now  Budgeted - committed for future  Unknown or unconfirmed

Describe how and when these steps will occur. If unknown or unconfirmed, explain or describe necessary steps for funding assurance:

<p>DESCRIBE</p> <p>As with similar projects in the past, LTD will enter into an IGA with the City of Eugene. LTD will pay the City of Eugene, through the IGA, to maintain the facilities at Buck Street and Wallis Street. The City of Eugene will provide funds for the ongoing maintenance of the Commerce Street Connector.</p>
---

**15. Is all the property required for the project owned by the applicant? (See also Questions 16-18.)**

- Yes, project real estate is *wholly* owned by the applicant
- No, project real estate is *partly* owned by the applicant
- No

If yes, project area is wholly owned, what was the purchase price of the property? .....

PURCHASE PRICE
\$0.00

If no, project area is partly owned, or if no, include the property owner's information and signature for the non-owned portion:

OWNER NAME	PHONE
OWNER ADDRESS	FAX
OWNER CITY, STATE, ZIP	E-MAIL
AUTHORIZED REPRESENTATIVE NAME	AUTHORIZED REPRESENTATIVE PHONE
AUTHORIZED REPRESENTATIVE ADDRESS	AUTHORIZED REPRESENTATIVE FAX
AUTHORIZED REPRESENTATIVE CITY, STATE, ZIP	AUTHORIZED REPRESENTATIVE E-MAIL

I certify that \_\_\_\_\_ is authorized to use the real estate underlying the project. I understand that all State of Oregon rules for contracting, auditing, underwriting (where applicable), and payment will apply to this project, and that these rules may require a 20-year lease of the site.

PROPERTY OWNER/LESSOR OR AUTHORIZED REPRESENTATIVE SIGNATURE <b>X</b>	PRINT NAME	DATE
--	------------	------

Check if additional owners are listed on Page 34 of this application.

**16. Will the project property or easements be purchased by the applicant to complete the project?**  Yes  No  
 If yes, is the property in escrow? .....  Yes  No

**17. Will the project property be leased by the applicant?** .....  Yes  No  
 If yes, have the negotiations begun? .....  Yes  No

**18. Provide any additional property details:**

ADDITIONAL DETAILS (MAXIMUM 1600 CHARACTERS)

The project property for the Buck Street and Wallis Street Bridges are in public right of way under the ownership and jurisdiction of the City of Eugene. The City of Eugene is a project partner and will continue to maintain ownership and jurisdiction of the existing right of way for these connections.

The Commerce Street Bridge Connection will be built on a portion of private property. City of Eugene staff have already contacted the property owner and discussed the possibility of using an existing easement on the property to locate the bridge and shared-use path. The property owner was open to the idea of acquisition and seemed flexible. Staff agreed that they would contact him if the grant application was successful to begin a discussion on detailed placement of the path and bridge and the required property acquisition.

**Project Budget and Schedule****19. Identify the source and amount of funds for the project budget, including grants, loans, and matching funds.**

SOURCE		AMOUNT	DATE AVAILABLE		STAFF USE ONLY
			CALENDAR YEAR	MONTH	
<b>a. Grant portion</b>		\$3,583,306.00			0.0000
1. Required match (For grants: 20% grant project subtotal)	\$716,661.20		2014	07	0.0000
2. <i>ConnectOregon V</i> grant amount requested	\$2,866,644.80		2014	09	0.0000
<b>b. <i>ConnectOregon V</i> loan portion requested (no match required)</b>		\$0.00			0.0000
<b>c. <i>ConnectOregon V</i> total (a+b)</b>		\$3,583,306.00			0.0000
d. Additional applicant match (not required)		\$2,255,726.00	2014	07	0.0000
<b>Project total</b>		\$5,839,032.00			0.0000

**20. For grant projects, detail the source and timing of the match shown above.**

TYPE OF MATCH	SOURCE OF MATCH FUNDS	AMOUNT	WILL THIS EXPENDITURE BE INCURRED PRIOR TO COMPLETION OF AGREEMENT	DATE AVAILABLE		STAFF USE ONLY
				CALENDAR YEAR	MONTH	
Labor (payroll)			<input type="checkbox"/> Yes <input type="checkbox"/> No			0.0000
Contracted services	Eugene System Develop. Charge Fund	\$308,661.20	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	2014	07	0.0000
Materials and supplies			<input type="checkbox"/> Yes <input type="checkbox"/> No			0.0000
Capital outlay – land (purchase price)			<input type="checkbox"/> Yes <input type="checkbox"/> No			0.0000
Labor, contracted services, materials and supplies	Federal Small Starts Funds	\$2,663,726.00	<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> No	2014	07	0.0000
		\$0.00	<input type="checkbox"/> Yes <input type="checkbox"/> No			0.0000
			<input type="checkbox"/> Yes <input type="checkbox"/> No			0.0000
			<input type="checkbox"/> Yes <input type="checkbox"/> No			0.0000
<b>Total</b> <i>Total must equal</i> \$2,972,387.20 <i>19.a.1–Required match + 19.d–Additional applicant match</i>		\$2,972,387.20				0.0000

**21. If the *ConnectOregon V* project is part of a larger project, describe the scope of the entire project. Include the total amounts of public and private investment in the proposed project. Please note which portions of the project are already completed or already funded and which remaining portions are *ConnectOregon V* eligible.**

DESCRIBE (MAXIMUM 1200 CHARACTERS)

The Buck Street and Wallis Street Connectors are part of LTD's West Eugene EmX Extension (WEEE) project. This project will improve transit service through the implementation of exclusive business access and transit (BAT) lanes and transit signal priority along a portion of the alignment. The project includes many elements to increase inter-modal connectivity, especially for pedestrians and bicyclists who are also transit users. The project corridor is one of the main corridors of focus for the City of Eugene's efforts to manage growth and maintain livability.

Prior to beginning design work in April 2013, LTD had been assuming construction would begin in 2015 with revenue operations beginning in January 2017. Upon beginning design, it was realized that significant inflation cost could be avoided by accelerating construction to begin in Summer 2014, operational in 2016. This has become the working schedule.

Of the total budget for the WEEE project \$74.2 million will be from Federal Small Starts funds and \$17.8 from State of Oregon lottery funds. The Bicycle-Pedestrian bridges and pedestrian enhancements described in question #6 are *ConnectOregon V* eligible.

**22. Is there an urgency to this project? (See *Application Instructions* for examples)**  Yes  No

If yes, describe below:

DESCRIBE  
 Currently, there are few safe ways for bicyclists and pedestrians to access W11th from the Fern Ridge Path and the rest of Eugene. W11th Avenue does not have bike lanes and the regional transportation plan does not identify a bicycle project in the 20-year horizon. This project will provide a much-needed bicycle and pedestrian link between the six-mile long Fern Ridge Path and W11th businesses.

LTD and its partners are currently making investments in the W11th corridor. If this grant isn't funded we lose the ability to fully integrate these projects within the larger EmX investment, which includes building the bridges at the same time as the WEEE project to gain construction efficiencies.

**23. Is the project construction ready? .....**  Yes  No  N/A

If no, describe the remaining steps and when these steps will occur if *ConnectOregon* funds are received:

DESCRIBE  
 The Buck Street and Wallis Street Bridges are at 30% design and will be ready for construction at the time the ConnectOregon funds are awarded. The Commerce Street Connector will be using the same bridge design but is awaiting final property acquisition. City staff are in negotiations with the property owner. The goal is to have the Commerce Street Connector constructed during the same time frame as the Buck Street and Wallis Street connectors.

**24. Complete the following tables regarding current and projected milestones for the project. Check to indicate if the project is a construction or a non-construction project.**

MILESTONE	<input type="checkbox"/> CONSTRUCTION PROJECTS	<input type="checkbox"/> OTHER (NON-CONSTRUCTION) PROJECTS – DESCRIBE	HAS THE MILESTONE BEEN MET?	PROJECTED START DATE OF MILESTONE WORK	PROJECTED MILESTONE COMPLETION DATE
1	Scoping and planning		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	4/1/13	9/30/13
2	Right-of-way and land acquisition		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	11/4/13	11/28/14
3	Permits		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	6/1/14	7/1/14
4	Final Plans/bidding engineering documents		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	9/1/13	3/31/14
5	Construction contract award		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4/30/14	
6	Project completion		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	7/1/14	9/30/15

**25. Complete the following table regarding pre-construction documentation and permits. (Potential projects are expected to be at varying stages of construction readiness; some of the steps below will not apply, or must be marked "Still required" or "Don't know." See the *ConnectOregon V Application Instructions* for detailed explanations of the terms below.)**

ENVIRONMENTAL AND PUBLIC INVOLVEMENT					
STEP	STATUS				
	PERMIT COMPLETED	PERMIT UNDERWAY	PERMIT REQUIRED	NOT APPLICABLE	DON'T KNOW
a. NEPA Categorical Exclusion (CE).....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. NEPA Environmental Assessment (EA).....	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Environmental Impact Statement (EIS).....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Air-quality conformity determination.....	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. In-water work permit.....	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Army Corps of Engineers permit.....	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Coordination of project approval with any Native American tribe or another state.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Stakeholder involvement.....	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i. Permits.....	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j. Other (describe).....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
k. Other (describe).....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

PLANNING AND LAND USE					
STEP	STATUS				
	INCLUDED COMPLETE	INCLUDED UNDERWAY	STILL NEEDED	NOT APPLICABLE	DON'T KNOW
l. Identified in adopted transportation system plan (TSP) ....	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
m. Identified in adopted local comprehensive plan.....	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
n. Identified in adopted regional transportation plan (RTP)...	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
o. Identified in Zoning amendment.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
p. Goal exception (if required by state planning goals) .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
q. Other (describe).....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
r. Other (describe).....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

List other federal, state, modal, regional, or local plans where this project is listed.

NAME OF PLAN	PROJECT SPECIFIC	ROUTE/SITE SPECIFIC	GENERAL GOAL/POLICY
.....	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DESIGN AND SPECIFICATION						
STEP	STATUS					
	ALREADY COMPLETED	INCOMPLETE/ UNDERWAY	STILL REQUIRED	NOT APPLICABLE	DON'T KNOW	
s. Engineering and/or design services contracted.....	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
t. 30% design and environmental complete.....	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
u. 60% design complete .....	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
v. 90% preliminary design complete.....	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
w. Final design complete .....	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
x. Plans and specifications .....	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
y. Other (describe) .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
z. Other (describe) .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

**26. Describe how the proposed project is consistent with or identified in a public or corporate planning document. Provide the portion of the document that applies.**

LIST PROJECTS (MAXIMUM 1600 CHARACTERS)  
 A planning study was initiated for the corridor in June 2007, which was completed with the selection of a locally preferred alternative (LPA) in May 2011 that received approval from the Eugene City Council, the Metropolitan Policy Committee (MPC) acting as the Metropolitan Planning Organization (MPO), and the LTD Board. The LPA was adopted into the MPO's fiscally constrained Regional Transportation Plan in December 2011. FTA approved the project into project development in January 2012. An environmental assessment was completed in July 2012 and LTD received a Finding of No Significant Impact (FONSI) that December. Construction is scheduled to begin in 2014, and revenue operations to begin in early 2016. The LPA map, approved by the City Council, LTD Board and MPC, is attached as supplemental information.

Additionally, the City of Eugene's Pedestrian Bicycle Master Plan lists multiple projects to improve the connection from Fern Ridge Path to W11th Avenue including the Fern Ridge Path to Commerce Street Connector. A portion of the Pedestrian Bicycle Master Plan is attached as supplemental information.

Check if documentation of the approval coordination is attached in *Supplemental Information*.

**27. Is the construction of the project limited to specific construction timeframes due to environmental considerations (such as bird-nesting or fish-spawning seasons, or temperature)?**

Yes    No    No; however, additional information is included in addenda.

If yes, note the periods when construction is limited:

RESTRICTION DESCRIPTION	START DATE OF RESTRICTION	END DATE OF RESTRICTION
Comply with ODFW preferred In-Water Work period	10/16/14	7/14/14
Avoid tree removal in accordance with Migratory Bird Treaty Act	3/1/14	9/1/14

**28. Can you demonstrate project support from public agencies that must approve the project?**

Yes    Yes, started but not completed    No

LIST APPROVALS (MAXIMUM 1600 CHARACTERS)

The City of Eugene is a project partner, and strongly supports the West 11th Avenue Bicycle-Pedestrian Bridge Connectors project. Without this project, the City will lose the opportunity to provide critical inter-modal connections to the West 11th corridor and the planned EmX Extension. A support letter from Eugene Mayor Kitty Piercy, is attached as supplemental information.

Check if documentation of the approval coordination is attached in *Supplemental Information*.

**29. Describe any unique construction-readiness issues or possible delays not identified above:**

DESCRIBE (MAXIMUM 1600 CHARACTERS)  
 There are no delays anticipated at this time. The City of Eugene will work closely with the owner of the property needed to complete the Commerce Street Connector to ensure that the project is construction ready.

**30. The project schedule presented above has the following level of risk involved.**

High  Medium  Low

a. Describe the reason for your answer regarding level of risk.

(MAXIMUM 300 CHARACTERS)  
 The WEEE project has received all major approvals and was named in the President's budget to receive Small Starts funds. Project construction is planned to start in the summer of 2014 with revenue service starting in 2016. The bridge connectors will be constructed within this time frame.

b. Who was responsible for determining the project schedule and what is their level of expertise? (i.e. City or consultant engineer, construction project manager, city staff, etc.)

(MAXIMUM 300 CHARACTERS)  
 Chris Hemmer is consultant, project manager from Parsons Brinckerhoff and is a civil engineer. Matt Rodrigues is the principal engineer for the City of Eugene.

**Project Details**

**31. What is the project's useful life? .....**

<small>YEARS</small>	100
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**32. Does the project improve existing or create new critical links for Oregon’s transportation system?**

Yes    No

IF YES, CHECK ALL THAT APPLY:

The project:

- creates a new link
- improves an existing link

The project improves or creates new transportation links:

- between multiple modes of transportation (check all that apply)
  - air    marine    pipeline    passenger rail    freight rail    transit    truck
  - bus    bicycle    pedestrian    personal automobile
- to transportation networks outside Oregon

EXPLAIN (MAXIMUM 400 CHARACTERS).  
 Increasing access and inter-modal connections will help reduce the number of drive-alone trips and costs associated with congestion and maintenance at the state, regional, and local levels. Increased use of transit by the workforce will help reduce employee transportation costs, while transportation reliability and access to the labor market is increased for businesses served by the project.

**33. How is success measured for this type of project?**

THIS ANSWER MUST INCLUDE THE METHODOLOGY FOR CALCULATION. ATTACH ADDITIONAL INFORMATION IN QUESTION #44 AS NECESSARY. (MAXIMUM 300 CHARACTERS)

Usage of the bridges will be measured using bike-pedestrian counters. A survey will then be fielded to capture whether bridge users are accessing the EmX system or W11th destinations. The existing use is zero. Predicted use of the bridges is 3,127 per weekday. See supporting document for methodology

- a. What is the existing measurement today?
- b. What is anticipated measurement when the project is fully operational?

**34. Does the project improve an existing transportation connection or add a new connection to an industrial or employment center?**

Yes    No

IF YES, CHECK ALL THAT APPLY:

The project:

- Creates a new connection
- Improves an existing connection

a. This project improves or creates access to:

<input checked="" type="checkbox"/> Industrial center	SPECIFY See Map #2 for distribution of employment types within the project area.
<input checked="" type="checkbox"/> Employment center	SPECIFY See Map #2. Emp Centers include Target, WalMart, Fred Meyers, Home Depot, and Lowes
<input type="checkbox"/> This project provides access to	SITE NAME
which is a site certified as “Project Ready” by the Oregon Business Development Department (OBDD). For more information, refer to the <i>Application Instructions</i> .	

**35. Does this project link workers to jobs?**

Yes    No

EXPLAIN (MAXIMUM 300 CHARACTERS)  
 Total employment within the project area is currently 21,255 (using the bicycle catchment area). Additionally, there are 34,821 jobs within 1/3 mile of existing EmX stations. Accounting for overlaps, there are a total of 46,890 jobs accessible by bicycle, transit, or pedestrian modes.

**a. Which mode(s) are linked for workers:**

MODE LINKS (CHECK ALL THAT APPLY)		
<input checked="" type="checkbox"/> Fixed-route bus	<input type="checkbox"/> Light rail	<input type="checkbox"/> Air services
<input type="checkbox"/> Demand-responsive bus	<input type="checkbox"/> Passenger rail	<input type="checkbox"/> Ferry
<input checked="" type="checkbox"/> Bicycle/Pedestrian	<input type="checkbox"/> Commuter rail	<input type="checkbox"/> Water taxi
<input checked="" type="checkbox"/> Other	DESCRIBE (MAXIMUM 75 CHARACTERS) EmX (LTD's high frequency Bus Rapid Transit system)	

**b. Estimated use by new workers:**

ESTIMATED NUMBER OF NEW WORKERS PER DAY EXPECTED TO USE THE PASSENGER SERVICE WHEN OPENED 625 commute trips per weekday are expected to be made using the project bridges.
EXPLAIN BASIS FOR ESTIMATE (MAXIMUM 300 CHARACTERS) Regionally, commute trips account for approximately 20% of all weekday trips. Applying the results of the analysis developed for Question 33, 20% of the 3,127 estimated weekday trips, or 625 weekday trips using the new bridge connections would be commute trips.

**c. Describe the demographics or other relevant characteristics of the residential areas that gain new or improved access to jobs as a result of this project.**

DESCRIBE Refer to Maps #4 and #5 for a visual display of the demographic characteristics of the residential areas. Within the project's 2-mile catchment area, there are concentrations of household poverty above the regional average of 17.8% (Map #4). These concentrations range from just above the average to an upper range of between 33.1% and 90.9%. There are also concentrations of minority households that are above the regional average of 17.1% (Map # 5). These concentrations range from just above the average to an upper range of between 29.1% and 33%.
--

**d. Geographic service level:**

IDENTIFY GEOGRAPHIC SERVICE AREA (CHECK ALL THAT APPLY)	
<input type="checkbox"/> Rural	<input checked="" type="checkbox"/> Intercity (between towns or cities)
<input checked="" type="checkbox"/> Intra-city (within a town or city)	<input type="checkbox"/> International
<input type="checkbox"/> Interstate (between states)	

**36. Does this project link populations to medical care, social services, or shopping?**

Yes    No

EXPLAIN (MAXIMUM 300 CHARACTERS)  
 In addition to the numerous commercial and social service establishments along West 11th, there are many social services and shopping opportunities reachable by way of the EmX system. Once on the EmX system, it is a one-seat ride to RiverBend, the largest medical center in the region.

**a. Mode links for medical care, social services, shopping:**

<small>MODE LINKS (CHECK ALL THAT APPLY)</small>		
<input checked="" type="checkbox"/> Fixed-route bus	<input type="checkbox"/> Light rail	<input type="checkbox"/> Air services
<input type="checkbox"/> Demand-responsive bus	<input type="checkbox"/> Passenger rail	<input type="checkbox"/> Ferry
<input checked="" type="checkbox"/> Bicycle/Pedestrian	<input type="checkbox"/> Commuter rail	<input type="checkbox"/> Water taxi
<input checked="" type="checkbox"/> Other	<small>DESCRIBE (MAXIMUM 75 CHARACTERS)</small> EmX (LTD's high frequency Bus Rapid Transit system)	

**b. Estimated use by new users:**

<small>ESTIMATED NUMBER OF NEW USERS PER DAY EXPECTED TO USE THE SERVICE WHEN OPENED</small> 2,502 trips per weekday (not including commute trips) are expected to be made using the project bridges.
<small>EXPLAIN BASIS FOR ESTIMATE (MAXIMUM 300 CHARACTERS)</small> As estimated for Question 33, 3,127 trips are expected to use the new bridge connections. Accounting for the 625 expected weekday commute trips, there would be approximately 2,502 trips being made for other purposes.

**c. Describe the demographics or other relevant characteristics of the residential areas that gain new or improved access to jobs as a result of this project.**

<small>DESCRIBE</small> Refer to Maps #4 and #5 for a visual display of the demographic characteristics of the residential areas. Within the project's 2-mile catchment area, there are concentrations of household poverty above the regional average of 17.8% (Map #4). These concentrations range from just above the average to an upper range of between 33.1% and 90.9%. There are also concentrations of minority households that are above the regional average of 17.1% (Map # 5). These concentrations range from just above the average to an upper range of between 29.1% and 33%.
---

**d. Geographic service level:**

<small>IDENTIFY GEOGRAPHIC SERVICE AREA (CHECK ALL THAT APPLY)</small>	
<input type="checkbox"/> Rural	<input checked="" type="checkbox"/> Intercity (between towns or cities)
<input checked="" type="checkbox"/> Intra-city (within a town or city)	<input type="checkbox"/> International
<input type="checkbox"/> Interstate (between states)	

**37. This project will improve system efficiency and/or utilization by:**

- increasing system capacity
- relieving a bottleneck or congestion point
- completing one or more gaps in Oregon’s transportation system
- removing an existing barrier
- reducing traffic or use conflicts
- improving geometrics
- implementing technology
- Other (describe below)

EXPLAIN (MAXIMUM 1250 CHARACTERS) INCLUDE IN YOUR ANSWER AND ATTACH DOCUMENTATION SUPPORTING YOUR ANSWER. CITE IN QUESTION #44

This project will fill in missing links and remove existing barriers for traveling from the Fern Ridge Path and residential neighborhoods from the south and north, to the commercial and employment area along W11th Avenue. Currently, there are few safe alternatives for bicyclists and pedestrians to reach the large commercial and employment centers along W11th Avenue. Eugene has one of the highest percentages of work trips made by bicycling or walking and this project will add critical infrastructure to support this high alternative mode use, as well as connect people to the EmX system. Workers and shoppers will find a convenient, scenic and safe off-street travel route while avoiding nearby roads with high traffic volumes and few pedestrian and bicycle facilities.

**38. Does the project serve one or more of Oregon’s Statewide Business Clusters? For more information, refer to the *Application Instructions*.**

- STATEWIDE BUSINESS CLUSTERS (CHECK ALL THAT APPLY)
- |   |  |
|---|--|
| <input type="checkbox"/> Agriculture                              | <input type="checkbox"/> Forestry and Wood Products                |
| <input type="checkbox"/> Athletic & Outdoor Gear and Apparel      | <input type="checkbox"/> Green Building and Development            |
| <input type="checkbox"/> Aviation                                 | <input checked="" type="checkbox"/> Manufacturing                  |
| <input type="checkbox"/> Bioscience                               | <input type="checkbox"/> Nursery Products                          |
| <input type="checkbox"/> Breweries                                |  |
| <input type="checkbox"/> Creative Industries                      | <input type="checkbox"/> Semiconductors and Electronics Components |
| <input type="checkbox"/> Defense                                  | <input type="checkbox"/> Software                                  |
| <input type="checkbox"/> Education Services and Technology        | <input type="checkbox"/> Solar                                     |
| <input type="checkbox"/> Electric Vehicles and Sustainable Trans. | <input type="checkbox"/> Tourism and Hospitality                   |
| <input type="checkbox"/> Energy Efficiency                        | <input type="checkbox"/> Wave Energy                               |
| <input type="checkbox"/> Environmental Technology and Services    | <input type="checkbox"/> Wind Energy                               |
| <input checked="" type="checkbox"/> Food Processing               |  |

PROVIDE DETAIL (MAXIMUM 500 CHARACTERS)

This project will play an important role in facilitating the ability for businesses to locate and grow in an area with transportation amenities for their employees and consumers, including quick, affordable, and efficient access to transit. There are several business clusters along W11th, and many more accessible from the EmX system. Mountain Rose Herbs and Euphoria Chocolate are examples of a food processing cluster and Bike Friday is an example of manufacturing off the W11th corridor.

**39. Does this project benefit the Oregon economy by generating a net increase in or retention of long-term jobs (beyond short-term construction jobs) and/or increasing private investment in Oregon?**

Yes\*  No

If yes, please complete the following:

a. Number of long-term (non-construction) jobs created or retained as a direct result of the project.....		
b. Average annual wage of long-term (non-construction) jobs created or retained .....		
c. List up to five businesses that will verify job creation/retention or new private investment		
	BUSINESS NAME	NAME OF CONTACT PERSON
1.		
2.		
3.		
4.		
5.		
d. What is the size of the increase or initial investment by these businesses in Oregon as a result of this project?.....		
* <input type="checkbox"/> <i>Required for a yes answer.</i> Commitment letters must be included in <i>Supplemental Information</i> and cited in Question # 44. These letters must be from businesses or organizations stating their intention to operate in Oregon and detailing: the number of jobs created or retained over a specific period of time as a result of this project, and/or the amount of additional private investment that the entity would make in Oregon over a specified period of time as a direct result of this project.		
EXPLAIN (MAXIMUM 400 CHARACTERS)		

**40. Consider to what extent does this project generate economic stimulus in the state by supporting short-term construction-related jobs in Oregon?**

a. What year were the planning and engineering, land and construction cost estimates done for this project and by whom:

YEAR COST ESTIMATE WAS DONE	BUSINESS NAME	ESTIMATE ELEMENT (IF MORE THAN ONE)
1.	Parsons Brinckerhoff	Planning, Engineering and Cost Estimates
2.		
3.		
4.		
5.		

b. For which year are the costs estimated? (i.e., the cost estimate was done in 2011 for a project expected to occur in 2014 and so the estimator inflated the costs of the project to 2014 dollars; therefore, the answer would be 2014.)

EXPLAIN (MAXIMUM 400 CHARACTERS)  
 The cost estimate was completed in fall 2013 for construction expected to occur in 2015. The estimate inflated the costs of the project to 2015 dollars.

c. The short-run jobs supported by this project are: ..... 64.229  
 (Calculate the jobs number using Fields 1-5 below. The result in Field 5 below will populate here.)

Field 1. Project costs (planning, engineering, land, construction)	Field 2. Inflation Adjustment factor based on year (see instructions)	Field 3. Project cost multiplied by Inflation Adjustment Factor (Field 1 x Field 2)	Field 4. Result divided by 1,000,000 (Field 3/1,000,000)	Field 5. Result multiplied by the job multiplier of 11.8 (Field 4 x 11.8)
\$5,839,032.00	0.88	5,138,348.16	5.138	64.229

**41. What is the unemployment rate in the project area?**

Average unemployment rate in the project area for the last 12 months (Refer to the <i>Application Instructions</i> ) .....	7 %	<small>COUNTY/JURISDICTION</small> Eugene
<small>PROVIDE ADDITIONAL DETAILS ON ANY OTHER SPECIAL ECONOMIC CONSIDERATIONS IN THE PROJECT LOCATION</small>		

**42. Does the project improve safety?**

Yes\*    No

\*  *Required for a yes answer.* Documentation or explanation of the incident(s) or safety situation(s) that have occurred that this project is addressing or documentation of a high risk or of a safety issue or hazard potentially occurring.

EXPLAIN (MAXIMUM 400 CHARACTERS) PLEASE NOTE THE NUMBER AND TYPE OF INCIDENTS (FATAL ACCIDENT, INJURY ACCIDENT, PROPERTY-DAMAGE ACCIDENT, CRIME, OR OTHER) WITHIN A SPECIFIED TIMEFRAME.

As the W11th Avenue corridor continues to grow and implementation of EmX takes place, LTD has anticipated the need for safe crossings of W11th. The Pedestrian Hybrid Beacon planned for W11th at Wallis Street will create a safe bike-ped crossing of this busy corridor in a section that is far from any existing signalized crossings.

**Other Considerations and Information**

**43. Describe any other considerations and information that support why the project should be selected:**

DESCRIBE (MAXIMUM 1200 CHARACTERS)

As stressed throughout this application, the proposed project will serve several purposes including: providing residences to the south and north of W11th, and users of the Fern Ridge Path with better access to jobs and services on W11th as well as jobs and services accessible from the planned and existing EmX line. The access to frequent transit service that this project provides, is perhaps the most important aspect in terms of creating an economic benefit to the region. Recent research performed by Daniel Chatman and Robert Noland, "Transit Service, Physical Agglomeration and Productivity in US Metropolitan Areas," has found that public transit improvements are likely linked to causing more clusters and higher-density employment. Chatman and Noland explain that this is due to, "improving accessibility for labor markets, increasing information exchange, and facilitating industrial specialization."

The W11th Avenue Bicycle-Pedestrian Bridge Connections Project will help leverage the transit investments being made on the W11th corridor, helping our region realize the economic benefits that transit improvements bring to the area.

**44. List the supporting materials to be submitted in your paper application packet.**

Question #26: Commitment letters:

1. Senator Chris Edwards and Representative Val Hoyle
2. City of Eugene Bicycle Pedestrian Advisory Committee
3. Rexus
4. Bike Friday
5. Bagel Sphere

Question #28: Documentation of coordination and support of public agencies that must approve the project.

1. City of Eugene Mayor, Kitty Piercy
2.
3.
4.
5.

Question #39: Commitment letters from businesses or organizations stating their intention to operate in Oregon and their intentions regarding job creation and private investment plans over a specified period.

1.
2.

3.
4.
5.

Other supporting documents:

1. Maps: Maps #1 through #5
Project Design Plans: WEEE Shared-Use Bridge Design Draft, Wallis Street Ped Crossing Design Draft, Buck Street 2. Improvements Design Draft
3. Question 33 Methodology
4. West Eugene EmX Extension Locally Preferred Alternative Map
5. Eugene Pedestrian Bicycle Master Plan 2012: front pg, pg 29-30

**45. Modal Budgets**

Fill in appropriate budget. Refer to instructions.

# AVIATION

SECTION A: PROJECT BUDGET			
	Total Cost	CO V Share	Grantee Share
1. Administration Expense (detail)			
a.			
b.			
c.			
d.			
2. Preliminary Expense			
3. Land, structures, right-of-way			
4. Architectural engineering basic fees			
5. Land development			
6. Demolition and removal			
7. Construction and project improvement			
8. Equipment			
9. Miscellaneous (Define costs)			
a.			
b.			
c.			
d.			
10. Total (Lines 1 through 9)	\$0.00		
11. CO V Share requested of Line 10		\$0.00	
12. Total grantee share			\$0.00
13. Other shares			
14. Total project	\$0.00	\$0.00	\$0.00

SECTION B: DETAIL OF GRANTEE SHARE		
Description (Federal, Municipal, Other)	Expenditure Category	Amount


**If Federal Aviation Administration funds are being used, have you verified project eligibility/appropriated with FAA-project manager?**

Yes    No

**Is the project identified in the master plan, airport layout plan and/or capital improvement plan?**

Yes    No

**If yes, provide more information:**

DESCRIBE (MAXIMUM 400 CHARACTERS)

## **BICYCLE/PEDESTRIAN**

	Quantity (Q)	Unit Price (UP)	Cost (QxUP)
<b>PRELIMINARY ENGINEERING (PE)</b>			
<b><u>Project Administration</u></b>			
1. ODOT Project Administration for federal projects (TE or TA)			0
2. Applicant Staff Costs - Direct			0
			0
<b><u>Project Development and PE</u></b>			
1. Surveying & Descriptions	3	8,900	26,700
2. Engineering Design	3	51,200	153,600
3. Permitting	3	9,500	28,500
4. Structural Design	3	56,500	169,500
			0
			0
<b><u>Environmental Work</u></b>			
1. NEPA and Federal (Completed, % of Larger Transit Project only)	1	250,000	250,000
2. Local, State, (All Elements of the Project)	3	45,000	135,000
			0
<b><u>Coordination and Outreach</u></b>			
1. Public Involvement in Selection of Project Amenities	3	12,000	36,000
2. General Public Information and Coordination	3	10,000	30,000
			0
		<b>Total PE</b>	829,300

	Quantity (Q)	Unit Price (UP)	Cost (QxUP)
<b>RIGHT-OF-WAY (ROW)</b>			
1. Appraisal & Negotiation	1	10,000	10,000
2. Acquisition (Land / Improvement)	1	160,000	160,000
3. Relocation & Damages	0		0
4. Personnel & Legal Cost	1	12,500	12,500
			0
			0
		<b>Total ROW</b>	182,500
<b>UTILITY &amp; RAILROAD (UR)</b>			
1. Utility Relocation	0		0
2. Railroad Costs	0		0
			0
		<b>Total UR</b>	0
<b>NON-CONSTRUCTION (OTHER)</b>			
1. Leased Space			0
2. Capital Equipment			0
3. Education & Interpretive			0
4. Enforcement Activities			0
			0
			0
		<b>Total OTHER</b>	0
<b>CONSTRUCTION (CONST)</b>			
<b><u>Mobilization &amp; Traffic Control</u></b>			
1. Mobilization (10%)	3	150,000	450,000
2. Traffic Control, TP & DT (10% min)	3	17,500	52,500

	<b>Quantity (Q)</b>	<b>Unit Price (UP)</b>	<b>Cost (QxUP)</b>
<b><u>Erosion &amp; Sediment Control</u></b>			
1. Erosion Control and Related	3	12,900	38,700
2.			0
			0
<b><u>Roadwork (Bikeway or Walkway)</u></b>			
1. Construction Surveys	3	6,600	19,800
2. Clearing & Grubbing	3	3,000	9,000
3. Excavation	3	7,400	22,200
4. Stabilization	3	4,600	13,800
			0
			0
<b><u>Drainage &amp; Sewers</u></b>			
1. Stormwater (enhanced envi protection from SW in waterway)	3	86,500	259,500
2.			0
			0
<b><u>Structures</u></b>			
1. Buildings	0		0
			0
			0
2. Bridges	3	493,000	1,479,000
(Technically 2 bridges for Commerce Street Connector but considered as one connector)			0
			0
3. Retaining Walls	3	14,300	42,900
4. Concrete Pathways, Curbs and Gutters	3	102,000	306,000
			0

	<b>Quantity (Q)</b>	<b>Unit Price (UP)</b>	<b>Cost (QxUP)</b>
<b><u>Traffic Control &amp; Illumination</u></b>			
1. Signs	3	1,500	4,500
2. Signals	2	90,000	180,000
3. Pavement Marking	3	3,500	10,500
4. Lighting	3	32,000	96,000
			0
			0
<b><u>Other Costs - Construction</u></b>			
1. Landscaping	3	33,700	101,100
2. Fences	3	12,400	37,200
3. Water Quality Features			0
4. Erosion Control Seeding			0
5. Utility Relocation	3	50,000	150,000
			0
		<b>Construction Subtotal</b>	3,272,700
<b><u>Contingency</u></b>	20-30% of total construction costs above		818,175
<b><u>Construction Engineering</u></b>	15-20% of construction with contingency		736,357
		<b>Total CONST</b>	4,827,232
		<b>TOTAL COST</b>	5,839,032

# MARINE

			<b>Total Cost</b>
Scoping and Planning			
Engineering and Administration <sup>1</sup>			
Permitting			
Mobilization			
Demolition and Site Preparation <sup>2</sup>			
Dredging <sup>2</sup>			
Labor (payroll)			
<b>Materials and Supplies<sup>3</sup></b>	<b>Quantity</b>	<b>Unit Price</b>	
➤			\$0.00
➤			\$0.00
➤			\$0.00
➤			\$0.00
➤			\$0.00
➤			\$0.00
<b>Total Materials and Supplies</b>			\$0.00
Equipment			
Capital Outlay – Land <sup>4</sup> (purchase price)			
Capital Outlay – Buildings <sup>4</sup> (appraised value)			
Contingency			
<b>Total Project Budget</b>			\$0.00

<sup>1</sup> Include environmental compliance costs under administration

<sup>2</sup> If applicable

<sup>3</sup> Provide breakdown of major material categories and quantity (by number, linear foot, square foot, etc., as appropriate)

<sup>4</sup> If part of matching funds



				\$0.00
<b>Materials Subtotal</b>				\$0.00

Miscellaneous Cost:	# of Units	Unit of Measure	\$/Unit	Total Cost
Engineering/Permits				
Project Management				\$0.00
Property Acquisition				\$0.00
Environmental Mitigation				\$0.00
Earthwork				\$0.00
Utility Relocation				\$0.00
<b>Miscellaneous Subtotal</b>				\$0.00

**Total** \$0.00

# TRANSIT

<b>Project Estimate</b>				
<b>Labor Cost (In House)</b>	<b>Units Description</b>	<b>Number of Units</b>	<b>\$/Unit</b>	<b>Total Cost</b>
Engineering and Professional				0
Final Design				0
Project Management for Design and Construction				0
Construction Administration & Management				0
Professional Liability and other Non-Construction Insurance				0
Legal; Permits; Review Fees by other agencies, cities, etc.				0
Surveys, Testing, Investigation, Inspection				0
Start up				0
Other				<b>0</b>
<b>Contingency</b>				
<b>Labor Subtotal</b>				<b>0</b>
<b>Contracted Services</b>	<b>Units Description</b>	<b>Number of Units</b>	<b>\$/Unit</b>	<b>Total Cost</b>
Preliminary Engineering				0
Final Design				0
Project Management for Design and Construction				0
Construction Administration & Management				0
Professional Liability and other Non-Construction Insurance				0
Legal; Permits; Review Fees by other agencies, cities, etc.				0
Surveys, Testing, Investigation, Inspection				0
Start up				0
Other				0
<b>Contingency</b>				
<b>Contracted Services Subtotal</b>				<b>0</b>

<b>Materials and Supplies (Systems)</b>	<b>Units Description</b>	<b>Number of Units</b>	<b>\$/Unit</b>	<b>Total Cost</b>
Train Control and Signals				\$0.00
Traffic Signals and Crossing Protection				\$0.00
Traction Power Supply: Substations				\$0.00
Traction Power Distribution: Catenary and Third Rail				\$0.00
Communications				\$0.00
Fare Collection System and Equipment				\$0.00
Passenger Information				\$0.00
Central Control				\$0.00
Other				<b>\$0.00</b>
<b>Materials and Supplies Subtotal</b>				\$0.00
<b>Capital Outlay - Land</b>	<b>Units Description</b>	<b>Number of Units</b>	<b>\$/Unit</b>	<b>Total Cost</b>
Purchase or Lease of Real Estate				\$0.00
Relocation of Existing Households and Businesses				\$0.00
Other				<b>\$0.00</b>
Contingency				
<b>Land Subtotal</b>				\$0.00
<b>Capital Outlay - Buildings (Guideway, Track, Stations, Stops, Terminals, Yards, Shops, Admin., Sitework)</b>	<b>Units Description</b>	<b>Number of Units</b>	<b>\$/Unit</b>	<b>Total Cost</b>
Guideway: At-grade exclusive right-of-way				\$0.00
Guideway: At-grade semi-exclusive (allows cross-traffic)				\$0.00
Guideway: At-grade in mixed traffic				\$0.00
Guideway: Aerial structure				\$0.00
Guideway: Built-up fill				\$0.00
Guideway: Underground cut & cover				\$0.00
Guideway: Underground tunnel				\$0.00
Guideway: Retained cut or fill				\$0.00

Track: Direct fixation				\$0.00
Track: Embedded				\$0.00
Track: Ballasted				\$0.00
Track: Special (switches, turnouts)				\$0.00
Track: Vibration and noise dampening				\$0.00
At-grade station, stop, shelter, mall, terminal, platform				\$0.00
Administration Building: Office, sales, storage, revenue counting				\$0.00
Light Maintenance Facility				\$0.00
Heavy Maintenance Facility				\$0.00
Storage or Maintenance of Way Building				\$0.00
Yard and Yard Track				\$0.00
Aerial station, stop, shelter, mall, terminal, platform				\$0.00
Underground station, stop, shelter, mall, terminal, platform				\$0.00
Other stations, landings, terminals: Intermodal, ferry, trolley, etc.				\$0.00
Joint development				\$0.00
Automobile parking multi-story structure				\$0.00
Elevators, escalators				\$0.00
Demolition, Clearing, Earthwork				\$0.00
Site Utilities, Utility Relocation				\$0.00
Haz. mat'l, contam'd soil removal/mitigation, ground water treatments				\$0.00
Environmental mitigation, e.g. wetlands, historic/archeologic, parks				\$0.00
Site structures including retaining walls, sound walls				\$0.00
Pedestrian / bike access and accommodation, landscaping				\$0.00
Automobile, bus, van accessways including roads, parking lots				\$0.00
Temporary Facilities and other indirect costs during construction				\$0.00
<b>Contingency</b>				

<b>Buildings Subtotal</b>				\$0.00
<b>Capital Outlay - Equipment</b>	<b>Units Description</b>	<b>Number of Units</b>	<b>\$/Unit</b>	<b>Total Cost</b>
Light Rail				\$0.00
Heavy Rail				\$0.00
Commuter Rail				\$0.00
Light Rail				\$0.00
Heavy Rail				\$0.00
Commuter Rail				\$0.00
Light Rail				\$0.00
Contingency				
<b>Equipment Subtotal</b>				\$0.00
<b>Total</b>				\$0.00

## **Addenda**

Attach additional text here as necessary, identifying the question number. Please note: Only additional text contained on this page will be considered as part of this application. Additional pages will not be considered.

MAXIMUM 4500 CHARACTERS

Please contact the following LTD staff to answer questions regarding the application:

Tom Schwetz  
Planning and Development Manager  
541-682-6203 (office)  
541-913-8539 (cell)

Sasha Luftig  
Transit Development Planner  
541-682-6135 (office)  
541-914-8045 (cell)

**Additional property owners/lessors**

OWNER NAME		PHONE	
OWNER ADDRESS		FAX	
OWNER CITY, STATE, ZIP		E-MAIL	
AUTHORIZED REPRESENTATIVE NAME		AUTHORIZED REPRESENTATIVE PHONE	
AUTHORIZED REPRESENTATIVE ADDRESS		AUTHORIZED REPRESENTATIVE FAX	
AUTHORIZED REPRESENTATIVE CITY, STATE, ZIP		AUTHORIZED REPRESENTATIVE E-MAIL	
PROPERTY OWNER/LESSOR OR AUTHORIZED REPRESENTATIVE SIGNATURE <b>X</b>	PRINT NAME	DATE	

OWNER NAME		PHONE	
OWNER ADDRESS		FAX	
OWNER CITY, STATE, ZIP		E-MAIL	
AUTHORIZED REPRESENTATIVE NAME		AUTHORIZED REPRESENTATIVE PHONE	
AUTHORIZED REPRESENTATIVE ADDRESS		AUTHORIZED REPRESENTATIVE FAX	
AUTHORIZED REPRESENTATIVE CITY, STATE, ZIP		AUTHORIZED REPRESENTATIVE E-MAIL	
PROPERTY OWNER/LESSOR OR AUTHORIZED REPRESENTATIVE SIGNATURE <b>X</b>	PRINT NAME	DATE	

OWNER NAME		PHONE	
OWNER ADDRESS		FAX	
OWNER CITY, STATE, ZIP		E-MAIL	
AUTHORIZED REPRESENTATIVE NAME		AUTHORIZED REPRESENTATIVE PHONE	
AUTHORIZED REPRESENTATIVE ADDRESS		AUTHORIZED REPRESENTATIVE FAX	
AUTHORIZED REPRESENTATIVE CITY, STATE, ZIP		AUTHORIZED REPRESENTATIVE E-MAIL	
PROPERTY OWNER/LESSOR OR AUTHORIZED REPRESENTATIVE SIGNATURE <b>X</b>	PRINT NAME	DATE	

**See Application Instructions for submittal requirements.**

# ConnectOregon V Application Checklist

**Project Name:** W 11th Bicycle-Pedestrian Bridge Connections

**Project Location:** West 11th Avenue, Eugene

**Applicant:** Lane Transit District

**Applicant Representative:** Ron Kilcoyne

**Reviewer Name:** \_\_\_\_\_

**Reviewer Phone:** \_\_\_\_\_

All applicable answers must be completed by the applicant. Applications that do not contain answers for all applicable questions will be deemed incomplete and will not be forwarded to Modal or Regional Review Committees for consideration.

This Application Checklist has been incorporated into the application to assist applicants with completeness. Carefully review your application utilizing the following checklist for completeness prior to submission to ODOT. The completed checklist must be submitted as part of each application.

**Completeness:**

**Project Summary and Certification**

<u>Staff</u>	<u>Applicant</u>	<u>N/A</u>	<u>Question #</u>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1 – Contact Information
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2 – Name and location
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	3 – Cost Summary (completed automatically)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	4 – Signature and match to name from contact person listed in Item 1

**Project Description**

<u>Staff</u>	<u>Applicant</u>	<u>N/A</u>	<u>Question #</u>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	5 – Project summary
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	6 – Project purpose and description completed ( <input checked="" type="checkbox"/> Maps included)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	7 – Detailed Location
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	8 – Mode
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	9 – Region
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	10 – Taxes – (“Tax Information” Form required) To be verified by <i>ConnectOregon</i>
<b>staff</b>			
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	11 – Rail applicant requirements (“Rail Agreement” Form required)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	12 – Responsible party
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	13 – Source of operational funds
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	14 – Funding for operation secured or budgeted ( <input type="checkbox"/> description with No answer)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	15 – Real estate ( <input type="checkbox"/> Signature contact information for No answer)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	16 – Property purchase ( <input type="checkbox"/> Escrow answered for Yes answer)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	17 – Property leased
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	18 – Property Details

**Project Budget and Schedule**

<u>Staff</u>	<u>Applicant</u>	<u>N/A</u>	<u>Question #</u>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	19 – Source and amount of funds ( <input checked="" type="checkbox"/> 19a complete, <input checked="" type="checkbox"/> 19b complete, <input checked="" type="checkbox"/> 19c complete)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	20 – Source and timing of match ( <input type="checkbox"/> Source, <input checked="" type="checkbox"/> Amount, <input checked="" type="checkbox"/> Year and month)

- |                          |                                     |                          |  |
|--------------------------|-------------------------------------|--------------------------|--|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 21 – Description of larger project context ( <input type="checkbox"/> Commitment letters checked)                        |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 22 – Urgency   |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 23 – Construction readiness  |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 24 – Milestone budgets   |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 25 – Documentation and permits tables – ALL boxes must be checked  |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 26 – Project in public or corporate planning document  |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 27 – Other construction timeframe consideration  |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 28 – Support of public agencies<br>( <input checked="" type="checkbox"/> Additional information provided for Yes answer) |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 29 – Other construction readiness text box (optional)  |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 30 – Certainty of Schedule ( <input checked="" type="checkbox"/> 30 complete, <input type="checkbox"/> 36 complete)      |

**Project Details**

<u>Staff</u>	<u>Applicant</u>	<u>N/A</u>	<u>Question #</u>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	31 – Project useful life
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	32 – Improves/creates critical link ( <input checked="" type="checkbox"/> Additional checked for Yes answer)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	33 – Measure of success ( <input checked="" type="checkbox"/> 33a complete, <input checked="" type="checkbox"/> 33b complete)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	34 – Connection to industrial/employment center ( <input checked="" type="checkbox"/> Additional checked for Yes answer) ( <input checked="" type="checkbox"/> 34a complete)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	35 – Link workers to jobs ( <input checked="" type="checkbox"/> 35a complete, <input checked="" type="checkbox"/> 35b complete, <input checked="" type="checkbox"/> 35c complete, <input checked="" type="checkbox"/> 35d complete)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	36 – Link to medical, social services, shopping ( <input checked="" type="checkbox"/> 36a complete, <input checked="" type="checkbox"/> 36b complete, <input checked="" type="checkbox"/> 36c complete, <input checked="" type="checkbox"/> 36d complete)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	37 – All applicable checked ( <input checked="" type="checkbox"/> Explanation provided)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	38 – Business Clusters ( <input checked="" type="checkbox"/> Details provided)
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	39 – Job increase/retention ( <input type="checkbox"/> 39a complete, <input type="checkbox"/> 39b complete, <input type="checkbox"/> 39c complete, <input type="checkbox"/> 39d complete)( <input type="checkbox"/> Commitment letters box checked) ( <input type="checkbox"/> Explanation provided)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	40 – Short-term construction related jobs ( <input checked="" type="checkbox"/> 40a complete, <input checked="" type="checkbox"/> 40b complete, <input checked="" type="checkbox"/> 40c complete)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	41 – Unemployment rate ( <input type="checkbox"/> Details provided)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	42 – Improve safety ( <input checked="" type="checkbox"/> Documentation or explanation provided)

**Other Considerations and Information**

<u>Staff</u>	<u>Applicant</u>	<u>N/A</u>	<u>Question #</u>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	43 – Other Considerations Text box
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	44 – Support materials Question #26 – Commitment letters Question #28 – Public agency coordination Question #39 – Commitment letters from businesses and organizations Other Supporting documentation
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	45 – Modal Budget (complete appropriate budget for primary mode selected)

**Addenda**

<u>Staff</u>	<u>Applicant</u>	<u>N/A</u>	<u>Question #</u>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Additional text (optional)
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Additional signature page – ( <input type="checkbox"/> Signatures match names)

**APPLICANT NOTES:**

**STAFF NOTES:** \_\_\_\_\_



## ConnectOregon V Program Application 2013-2014

To ensure you have current program information, sign up for the *ConnectOregon* electronic mailing list at: [https://public.govdelivery.com/accounts/ORDOT/subscriber/new?topic\\_id=ORDOT\\_135](https://public.govdelivery.com/accounts/ORDOT/subscriber/new?topic_id=ORDOT_135)

- Please read *ConnectOregon V Application Instructions* prior to completing this application.
- The *Application Instructions*, the *Draft Project Agreement*, and *Frequently Asked Questions* are available on the *ConnectOregon V* website: <http://www.oregon.gov/ODOT/TD/TP/pages/connector.aspx>
- Submission Requirements are detailed in Section 9 of the *Application Instructions*.
- Completed *Application* and *Checklist* are required.
- Answer all questions.

### Project Summary and Certification

**1. Applicant**

ORGANIZATION NAME Lane Transit District	CONTACT PERSON NAME Ron Kilcoyne	
ADDRESS P.O. Box 7070	CONTACT PERSON TITLE General Manager	
CITY, STATE, ZIP Springfield, OR 97405	PHONE 541-682-6105	FAX 541-682-6111
WEBSITE ADDRESS ltd.org	E-MAIL (REQUIRED) ron.kilcoyne@ltd.org	

**2. Project name and location**

PROJECT NAME W 11th Bicycle-Pedestrian Bridge Connections	PROJECT LOCATION West 11th Ave, Eugene, OR	STAFF USE ONLY
--	---	----------------

**3. Cost summary (These fields will fill automatically as the application is completed.)**

a. <i>ConnectOregon V</i> grant amount .....	\$2866645
b. Match amount (20% of grant) .....	\$716661
c. <i>ConnectOregon V</i> loan amount .....	\$0
d. <i>ConnectOregon V</i> overmatch amount .....	\$2255726
e. <i>ConnectOregon V</i> project total .....	\$5839032

**4. Certification**

I certify that Lane Transit District supports the proposed project, has the legal authority

APPLICANT ORGANIZATION

to pledge matching funds, and has the legal authority to apply for *ConnectOregon V* funds. I further certify that matching funds are available or will be available for the proposed project. I understand that all State of Oregon rules for contracting, auditing, underwriting (where applicable), and payment will apply to this project. I certify that I have read the *Sample Draft Agreement* and will sign the *Agreement* if selected.

APPLICANT SIGNATURE X	PRINT NAME RONALD J KILCOYNE	DATE 11-25-13
--------------------------	---------------------------------	------------------



November 20, 2013

Ron Kilcoyne, General Manager  
Lane Transit District  
P.O. Box 7070  
Springfield, OR 97475

Dear Mr. Kilcoyne:

I am writing to enthusiastically support Lane Transit District's *ConnectOregon V* grant application to construct shared use connector paths and bridges north and south of West 11<sup>th</sup> Avenue in Eugene. This project embodies the spirit of connecting communities to jobs and transportation that is the underpinning of the *ConnectOregon* program.

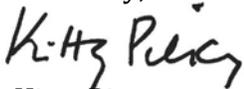
When it opens to transit riders in 2017, the West Eugene EmX Extension will greatly expand transit access and service in west Eugene. It will enable people who live in adjacent neighborhoods to more efficiently access jobs and other opportunities throughout the region and especially in downtown Eugene and at the University of Oregon.

While the City of Eugene has an excellent regional shared use path in west Eugene in the seven-mile-long Fern Ridge Path, in many places it is not well connected to the transit service and businesses along West 11<sup>th</sup> Avenue. The project proposed by LTD will greatly increase walking and biking access from adjacent neighborhoods to these business districts and make it easier for people to get to work, shop in their neighborhood and access the new EmX service.

Over the years, we have heard numerous requests from the community to provide a pedestrian and bicycle connection from the Fern Ridge Path to the Commerce Street business district anchored by Target and Wal-Mart. The proposed bridges and shared use path to access this will not only help people on the path to access this business district but the EmX as well. The City of Eugene has committed approximately \$309,000 in match funding for this element of the larger project.

I encourage funding of this grant request and look forward to continuing the City of Eugene's partnership with Lane Transit District to create stronger connections between the places where people live, work and shop.

Sincerely,



Kitty Piercy  
Mayor



November 25, 2013

Ron Kilcoyne, General Manager  
Lane Transit District  
3500 E 17<sup>th</sup> Avenue  
Eugene, OR 97403

Dear Mr. Kilcoyne,

It is our pleasure to write in support of Lane Transit District and the City of Eugene's joint *ConnectOregon V* grant application to construct multi-use connector bridges along West 11<sup>th</sup> Avenue in Eugene. This project embodies the spirit of the *ConnectOregon* program by connecting residents to jobs and demonstrating how communities and agencies can work together to improve regional mobility and economic opportunity.

The West Eugene EmX Extension project is a component of Eugene and Springfield's Regional Transportation Plans. Upon completion, the EmX route will provide residents a direct link from residential and commercial developments in our communities to Downtown Eugene, the University of Oregon, and job centers throughout Springfield.

The Amazon Channel separates the regional trail system and residential neighborhoods south of W 11th from the proposed EmX alignment. The proposed multi-use bridges near Commerce Street will provide a key link to residential areas north of the alignment currently limited to mostly single-occupancy vehicle travel. Construction of these bridges south of W 11<sup>th</sup> will bridge this gap, improving the connectivity and livability of West Eugene.

For the first time in the program's history, *ConnectOregon* funding is available to bicycle and pedestrian facility projects – a strong recognition by the state that alternate modalities are crucial to a strong, diverse, and efficient transportation system. By connecting residential and commercial developments to multiple alternative modes of transportation, jobs, and retail, LTD and Eugene's joint project achieves the goals of the *ConnectOregon* program and will strengthen the economic vitality of our community. We strongly support your application.

Sincerely,

Chris Edwards  
State Senator  
Senate District 7

Val Hoyle  
State Representative  
House District 14



November 17, 2013

Lane Transit District  
 Ron Kilcoyne, General Manager  
 P.O. Box 7070  
 Springfield, OR 97475

Dear Mr. Kilcoyne,

The City of Eugene Bicycle and Pedestrian Advisory Committee is extremely supportive of the application by Lane Transit District (LTD), in partnership with the City of Eugene, for a ConnectOregon grant for the West 11th Bicycle-Pedestrian Bridge Connections.

As an advisory committee to City transportation staff, we have advocated for more bicycle and pedestrian connections across the Amazon Creek canal and Fern Ridge Path to West 11th Avenue for multiple years. We are pleased to see that this project includes connectors at Commerce Street, Wallis Street, and Buck Street, as well as pedestrian crossing improvements and amenities such as lighting and landscaping that will make walking and biking trips safer and more enjoyable. In fact, the Commerce Street connector and the Buck Street connector are listed as projects in the City's Pedestrian Bicycle Master Plan, along with ten other Fern Ridge Path connector projects.

Currently, there are not safe alternatives for bicyclists and pedestrians to reach the large commercial and employment center near West 11th Avenue. There are missing sidewalk segments along West 11th Avenue and no bike lanes along the roadway. There is not a connection from the popular Fern Ridge Trail to many of the busy commercial areas along West 11th Avenue for employees or shoppers. Eugene has one of the highest percentages of work trips made by bicycling or walking and this project would add critical infrastructure to support this high alternative mode use. Additionally, employers and businesses may be able to attract more workers and shoppers because of the improved pedestrian and bicycling facilities with this project.

We fully encourage the funding of this grant and believe it will provide a much-needed bicycle and pedestrian link between the six-mile long Fern Ridge Path and the West 11th business area making multi-modal transportation options possible.

Sincerely,

Judi Horstmann  
 Holly McRae  
 David Gizara  
 Edem Gomez  
 Sasha Luftig

Jim Patterson  
 Steve Bade  
 Allen Hancock  
 Joel Krestik  
 Jeff Lange

Janet Lewis  
 Briana Orr  
 Bob Passaro  
 Susan Stumpf



November 20, 2013

Lane Transit District  
Ron Kilcoyne, General Manager  
P.O. Box 7070  
Springfield, OR 97475

Dear Mr. Kilcoyne,

We at Rexus are in complete support of the application by Lane Transit District, in partnership with the City of Eugene, for a ConnectOregon grant for the West 11<sup>th</sup> Bicycle-Pedestrian Bridge Connections. As a family-owned business that has been located off W. 11<sup>th</sup> Avenue and Bailey Hill for over 70 years, we have witnessed the struggle of this auto-oriented corridor in meeting the access needs of the community. The proposed bridge connectors, in conjunction with the planned EmX line, will provide much needed transportation choices to W. 11<sup>th</sup> Avenue.

With a recent move to a more suitable location for processing organic by-products, and all the necessary zone changes and public input in place, our W. 11<sup>th</sup> location is now poised for redevelopment. In 2010 we contracted with the University of Oregon's Community Planning Workshop to examine ideas related to revitalizing the property that was home to our long-time operations center. This effort enabled us to envision what our property could look like as a healthy-living community connecting people and places through neighborhoods, nature, and social gathering spaces. One of the themes that arose from this study was the important connection between land use and transportation. Providing easy access to W. 11<sup>th</sup> and the rest of the region is a vital element to redeveloping our property.

This, among other reasons, is why we are so supportive of the plans to provide more direct connections to W. 11<sup>th</sup> and the EmX line that will soon be running down the corridor. In particular, the bridge connector planned at Wallis Street and the planned pedestrian improvements across 11<sup>th</sup> Avenue will provide easier access to our property when it is redeveloped into a healthy-living community.

We strongly encourage the funding of this grant, and believe the project will provide important transportation choices to our community.

Sincerely,

A handwritten signature in black ink, appearing to read "Russel L. Rexus". The signature is fluid and cursive, with a large initial "R" and "L".

Russel L. Rexus  
President  
Rexus



Lane Transit District  
Ron Kilcoyne, General Manager  
P.O. Box 7070  
Springfield, OR 97475

November 20, 2013

Dear Mr. Kilcoyne,

Bike Friday strongly supports the application by Lane Transit District (LTD), in partnership with the City of Eugene, for a ConnectOregon grant for the West 11<sup>th</sup> Bicycle-Pedestrian Bridge Connections.

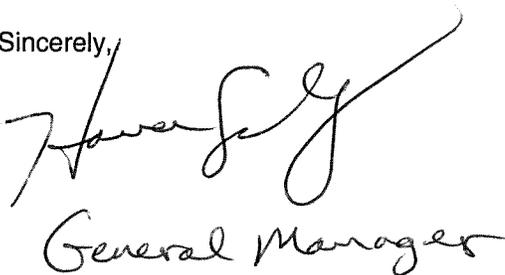
Our business revolves around bikes. We have been building custom folding and traveling bicycles hand-crafted in Oregon since 1992. Our showroom and operations center is located at 3364 West 11<sup>th</sup> Avenue, slightly west of Buck Street, and backs up to the Fern Ridge Trail.

We are extremely happy to see that this project includes connectors to the Fern Ridge Trail and West 11<sup>th</sup> Avenue at Commerce Street, Wallis Street, and Buck Street, and pedestrian crossing improvements and features such as lighting and landscaping that will make walking and biking trips safer and more enjoyable. In particular, the bridge connector and lighting amenities planned at Buck Street will increase access to our business and make it easier for our 33 employees and customers to take the EmX, bike, or walk to our business. As an EmX station is planned at Buck Street and West 11<sup>th</sup>, the Buck Street connector will make intermodal travel that much easier, especially because you can fold up your Bike Friday bicycle for easy storage on the bus!

The West 11<sup>th</sup> Bicycle-Pedestrian Bridge Connections project will help us maintain the 33 jobs we provide to the area by increasing the ease of living a low carbon footprint lifestyle. We have many employees come to work at Bike Friday because this life style is important to them for their own life choices as well as the customers they support.

The intermodal connections this project creates will help reduce many of our employees' transportation costs. We are very supportive of this grant and recommend its funded.

Sincerely,



General Manager

[www.bikefriday.com](http://www.bikefriday.com) 

info@bikefriday.com • 3364 W 11<sup>th</sup> Ave Eugene OR 97402 USA  
+ 1-800-777-0258 USA & Canada • +1-541-687-0487 Int'l • +1-541-687-0403 Fax



www.bagelsphere.com

November 21, 2013

Lane Transit District  
Ron Kilcoyne, General Manager  
P.O. Box 7070  
Springfield, OR 97475

Dear Mr. Kilcoyne,

The Bagel Sphere is very supportive of the application by Lane Transit District for a ConnectOregon grant for the West 11<sup>th</sup> Bicycle-Pedestrian Bridge Connections.

As a small business located on West 11<sup>th</sup> Avenue, we are very encouraged to hear about the efforts to improve access to West 11<sup>th</sup> from neighborhoods to the south and north, the Fern Ridge Trail, and the planned West Eugene EmX Extension. We believe that these intermodal improvements will make it that much more likely for our 15 employees at this location and customers to take the EmX, bike, or walk to our business. As these investments are made in the West 11<sup>th</sup> corridor, and more people start using West 11<sup>th</sup> for daily errands, we hope to see an uptick in customers, specifically drop-in customers who are traveling in the corridor and want to grab a quick bite to eat.

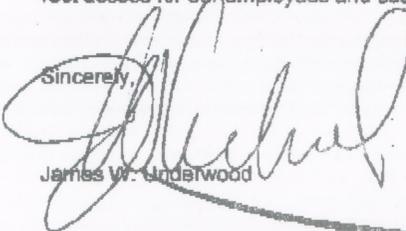
The West 11<sup>th</sup> Bicycle-Pedestrian Bridge Connections project will help us maintain the 15 jobs we provide to the area. Additionally, the maintenance of our existing access with the enhancement of additional modes and ease of transportation creates a more sustainable business model for us and our employees. Safe public transportation and increased connectivity for safe bicycle route access to our facility will certainly enhance our employee retention and productivity.

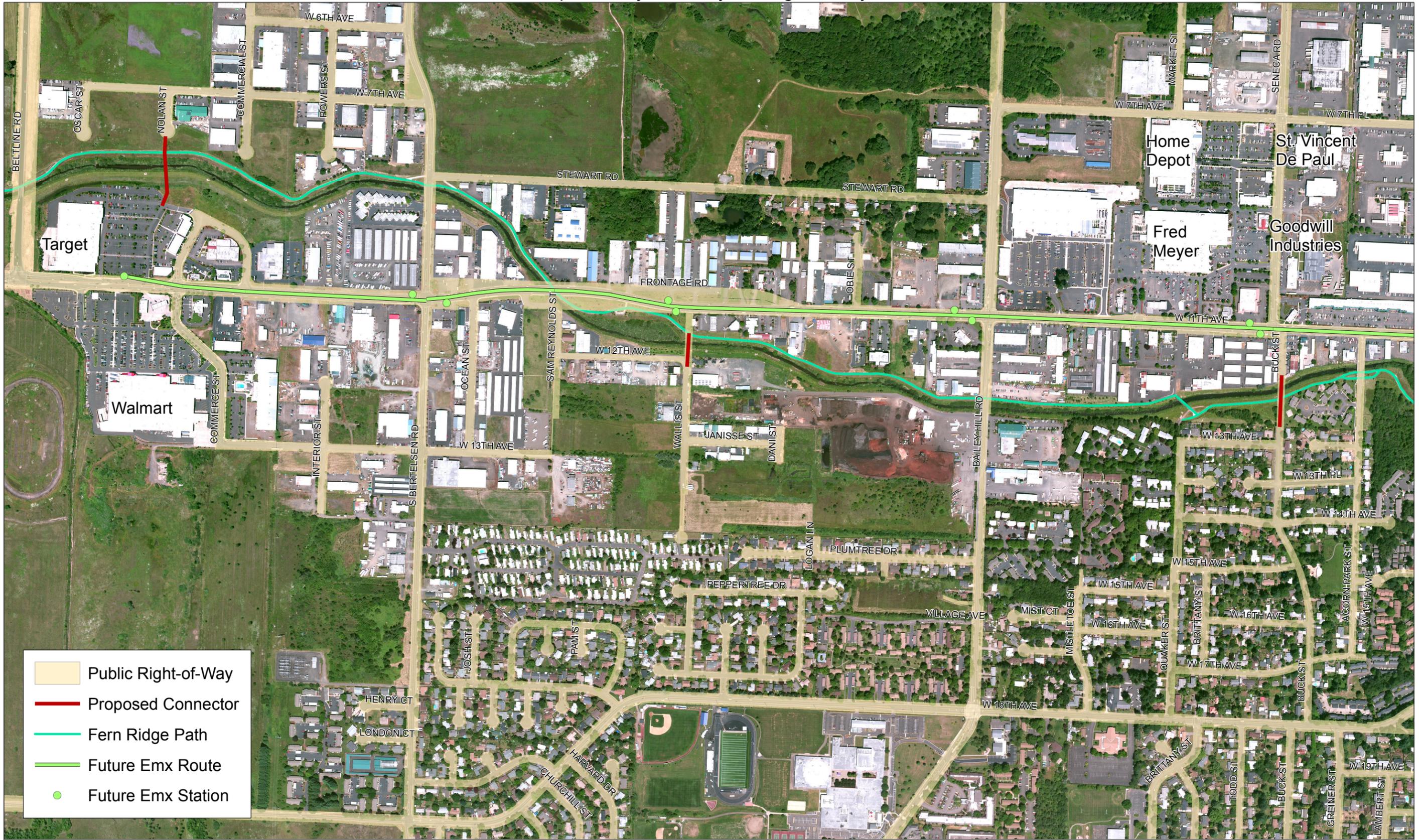
Many qualified applicants who work our evening and graveyard baking shifts do ride bikes but current strenuous biking routes wear on their ability to sustain commuting over time. We know factually, we have lost good employees because of more difficult commuting circumstances experienced. We grow the business as we grow a qualified and content staff.

Increasing ease and decreasing the cost of commuting for employees is essential to the expansion of our wholesale baking business. Stressed employees spending inordinate portions of their income on commuting by individual vehicle and having difficulty exercising a set of values that favors addressing climate change just adds to their frustration.

Because of the intermodal connections this project creates, some of our employees' transportation costs will be reduced. We strongly encourage the funding of this grant and believe the project will benefit our business by providing safer and more direct access for our employees and customers.

Sincerely,

  
James W. Underwood



# West 11th Bicycle and Pedestrian Bridge Connectors

Caution: This map is based on imprecise source data, subject to change, and for general reference only.

11/13/2013



# West 11th Avenue Bicycle - Pedestrian Bridge Connections

## Distribution of Employers and Households in the Project Area

Map 2

-  Proposed Bike/Ped Bridge
-  Pedestrian 1/3 mile Catchment
-  Bike 2 mile Catchment
-  EmX
-  West Eugene EmX
-  Existing EmX Stations
-  Proposed EmX Stations
-  Households
-  Fern Ridge Path

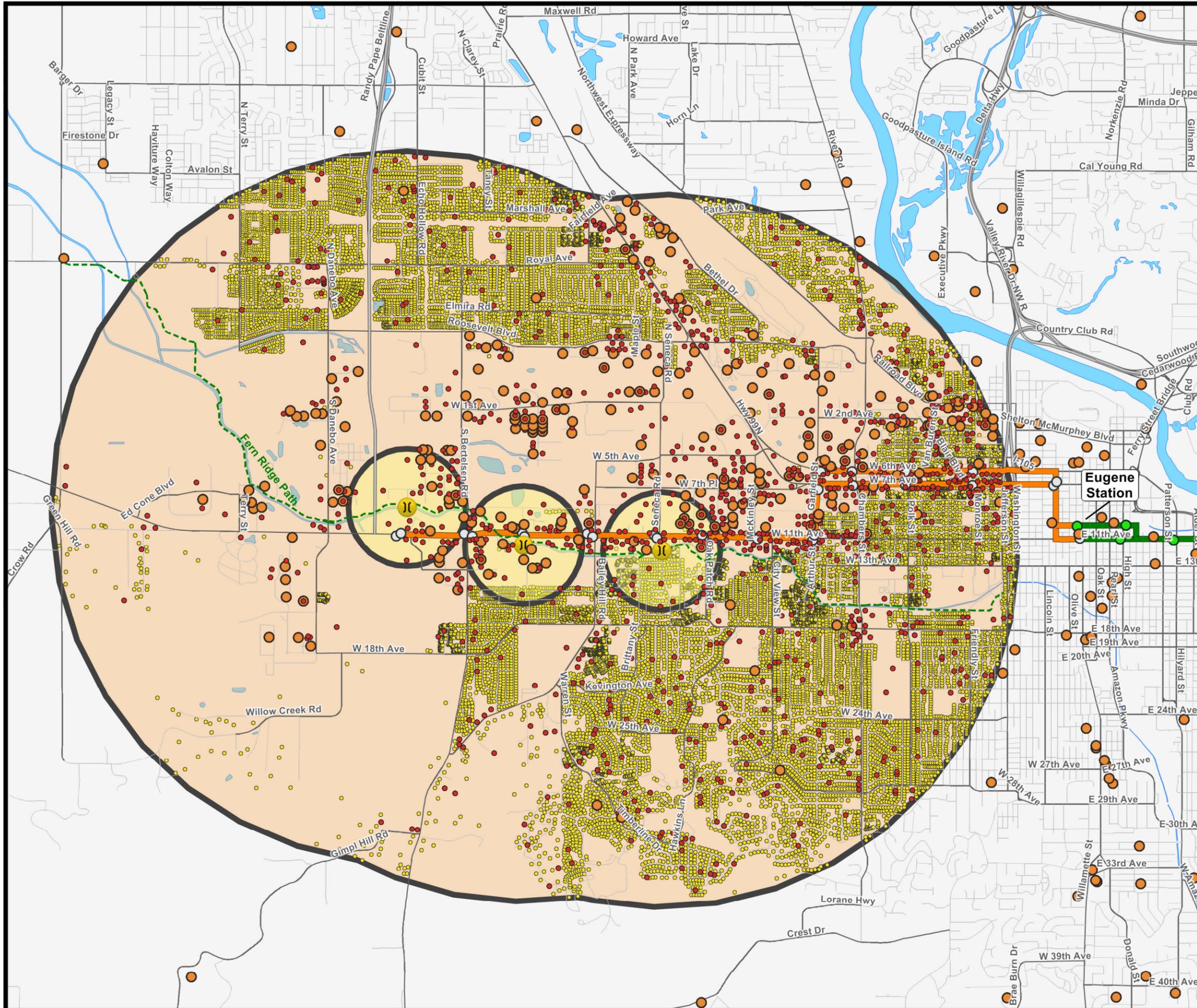
### Employment

-  Commercial, Professional, etc.
-  Manufacturing & Warehousing



November 2013

2010 Census Block Data	1/3 mile Pedestrian Catchment Area	2 mile Bicycle Catchment Area
Households	918	19,849
Employment	3,542	21,255

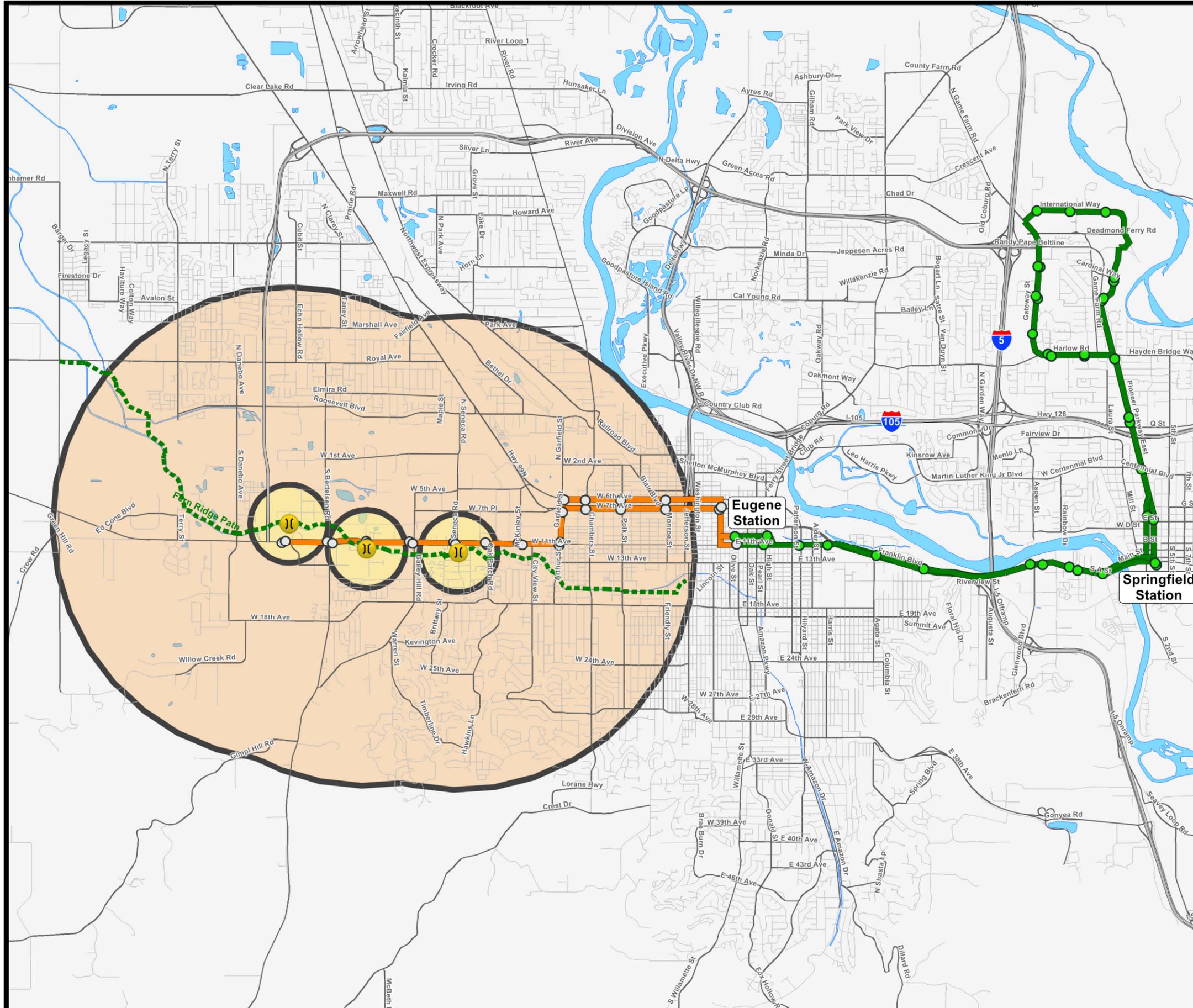


# West 11th Avenue Bicycle - Pedestrian Bridge Connections

## EmX's Regional Access

### Map 3

-  Proposed Bike/Ped Bridge
-  Pedestrian 1/3 Mile Catchment
-  Bike 2 Mile Catchment
-  EmX
-  West Eugene EmX
-  Existing EmX Stations
-  Proposed EmX Stations
-  Fern Ridge Path



# West 11th Avenue Bicycle-Pedestrian Bridge Connections

## Household Poverty Concentration in Central Lane MPO

Map 4

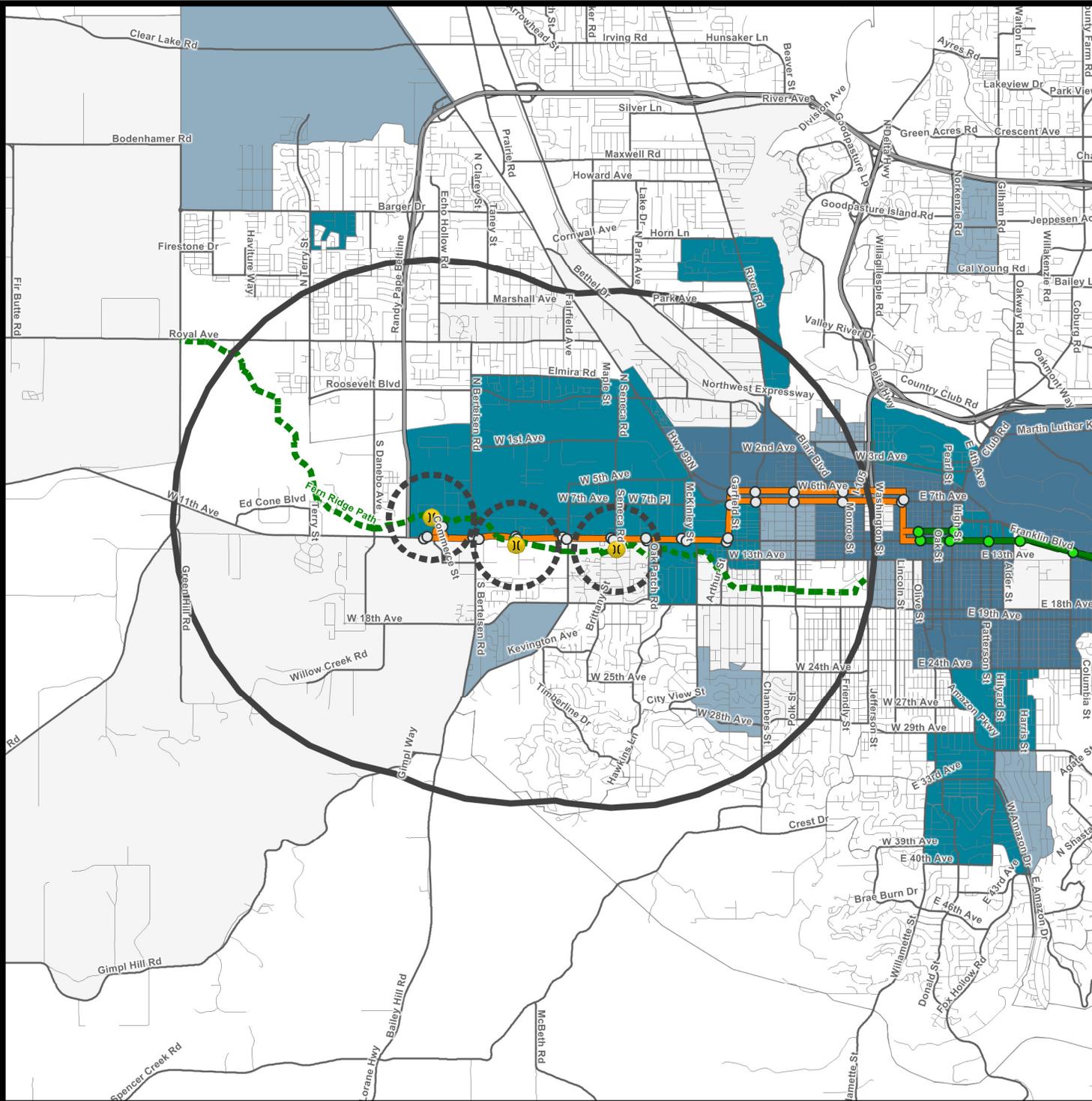
- Proposed Bike/Ped Bridge
- Pedestrian 1/3 mile Catchment
- Bike 2 mile Catchment
- EmX
- West Eugene EmX
- Existing EmX Stations
- Proposed EmX Stations
- Fern Ridge Path

- Household Poverty Concentration
- 0%-17.8% (below MPO average)
  - 17.9%-21.5%
  - 25.6%-33%
  - 33.1%-90.9%



Source: Lane Council of Governments

This map displays by census block group the percentage of households whose incomes fall below the federal poverty level using data from the 2006-2010 American Community Survey. For the Central Lane Metropolitan Planning Organization Area as a whole, this percentage was 17.8%.



# West 11th Avenue Bicycle-Pedestrian Bridge Connections

Minority Concentration in Central Lane MPO

Map 5

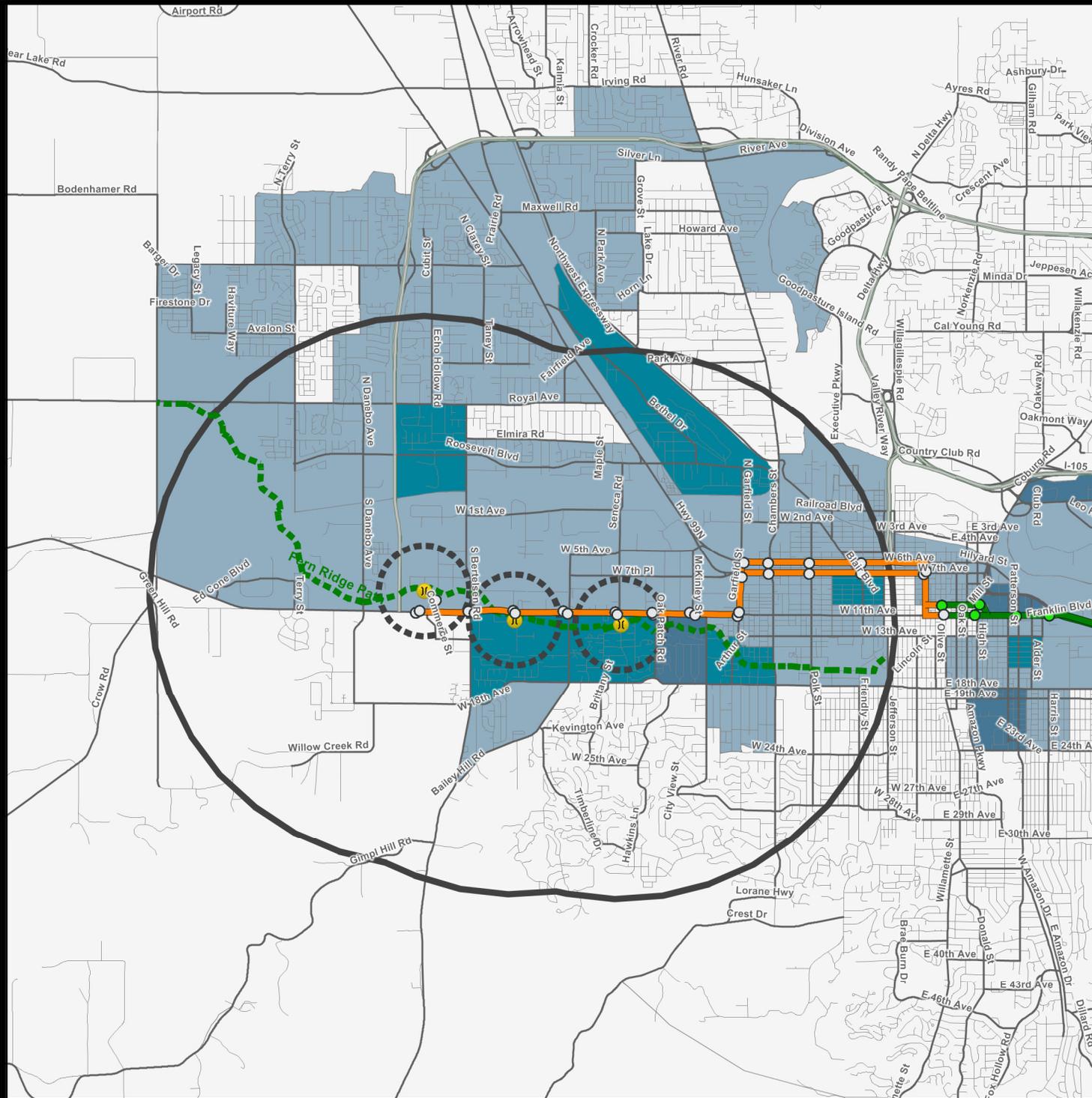
-  Proposed Bike/Ped Bridge
-  Pedestrian 1/3 Mile Catchment
-  Bike 2 Mile Catchment
-  EmX
-  West Eugene EmX
-  Existing EmX Stations
-  Proposed EmX Stations
-  Fern Ridge Path

- Minority Concentration
-  0%-17.1 (below MPO average)
  -  17.2%-25%
  -  25.1%-29%
  -  29.1%-33%

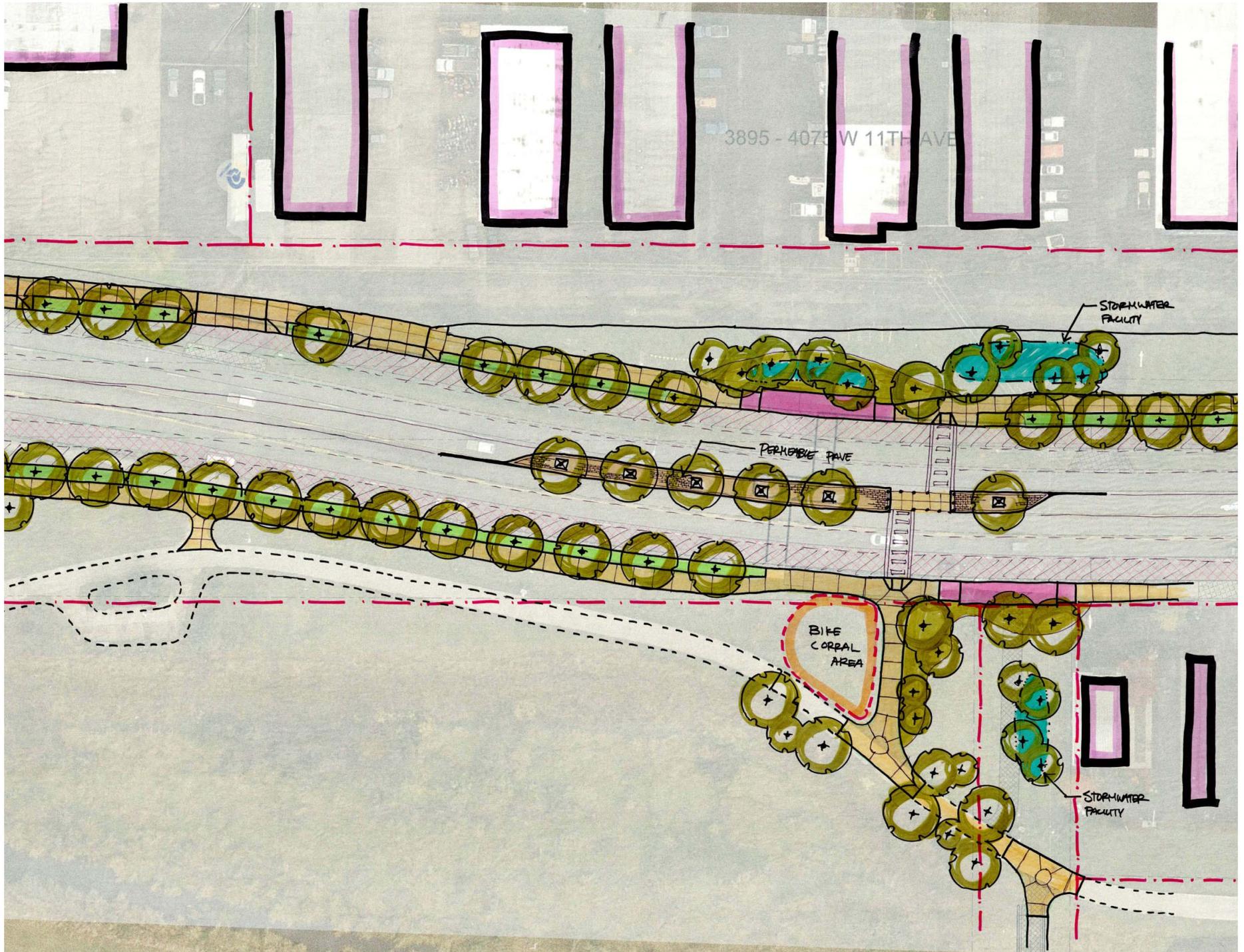


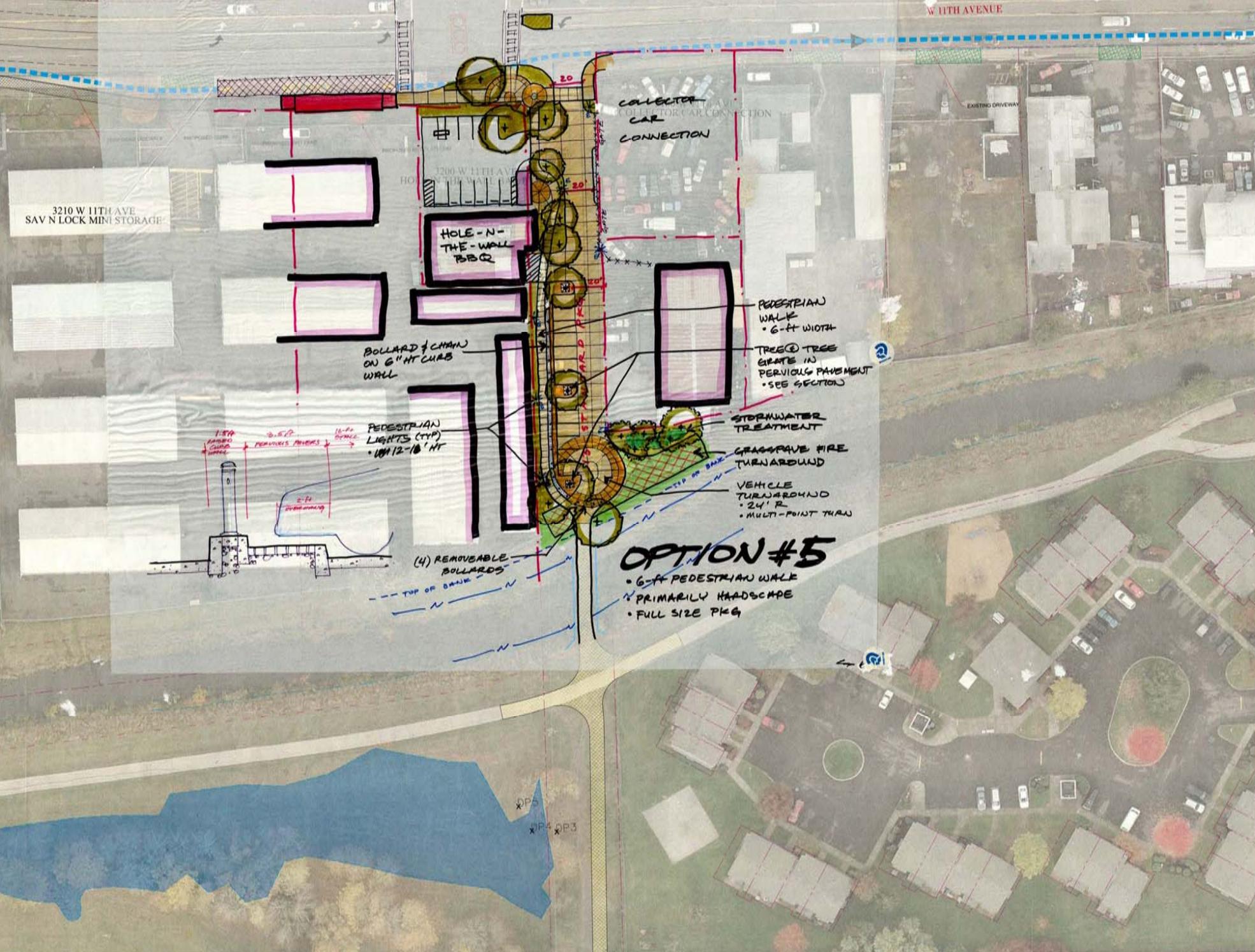
Source: Lane Council of Governments

This map displays by census block group the percentage of persons who identified themselves as Non-White or as Hispanic using data from the 2010 Census. For the Central Lane Metropolitan Planning Organization Area as a whole, this percentage was 17.1%.









3210 W 11TH AVE  
SAV N LOCK MINI STORAGE

HOLE-N-THE-WALL  
BBQ

COLLECTOR  
CAR CONNECTION

BOLLARD & CHAIN  
ON 6" HT CURB  
WALL

PEDESTRIAN  
WALK  
• 6'-ft WIDTH

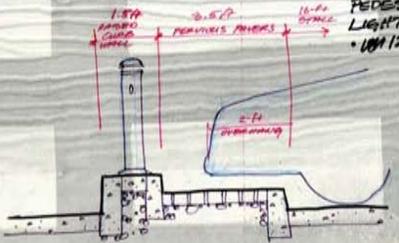
TREE @ TREE  
GRATE IN  
PERVIOUS PAVEMENT  
• SEE SECTION

PEDESTRIAN  
LIGHTS (TYP)  
• 10" 12'-10" HT

STORMWATER  
TREATMENT

GRASSPAVE FIRE  
TURNAROUND

VEHICLE  
TURNAROUND  
• 24' R  
• MULTI-POINT TURN



(4) REMOVABLE  
BOLLARDS

# OPTION #5

- 6'-ft PEDESTRIAN WALK
- PRIMARILY HAADSCMPE
- FULL SIZE PKG

DP3  
DP4 DP3

## **ConnectOregon V – W11th Bicycle-Pedestrian Bridge Connections**

### **Question 33: How is Success measured for this type of Project?**

#### **Methodology**

Ideally, success would be measured in the following ways:

1. # of ped/bike accessing W. 11<sup>th</sup> businesses/services/school via the bridge connections
2. # of ped/bike accessing regional businesses/services/school via the bridge connections
3. # of ped/bike using EmX via the bridge connections
  - # accessing employment
  - # accessing business/services/school

A relatively extensive survey effort would be required to get to this level of detail. At a minimum, usage of the bridges can be obtained using bike and pedestrian counters currently available through a counting program managed by the MPO. A less comprehensive survey (less costly) could then be fielded to capture whether bridge users were accessing the EmX system or W. 11<sup>th</sup> locations.

Currently, with no bridge connections or EmX yet in place, there are zero users. With the development of the bridges, estimates of use can be derived using the following methodology:

1. Establish catchment or market areas for both bicycle and pedestrian use around each bridge connection. Using local travel survey data, bicyclists will ride 2 to 3 miles on average to reach a destination, and pedestrians will walk 1/3 of a mile on average to reach a destination. Map #2 in the supporting documents, illustrates the bicyclist catchment area (comprised of three overlapping two-mile circles) and three non-overlapping pedestrian catchment areas (the single bicyclist catchment area removes any double counting).
2. Using GIS, determine the number of households within each bicycle and pedestrian travel shed.
3. Calculate the number of weekday trips taken by households within each travel shed. This is done assuming the regional average of 10 weekday trips per household.
4. Apply the regional mode share percentages to the weekday bicycle, transit, and pedestrian trips within each catchment area.
5. Refine catchment areas to reflect likely travel sheds that would be using the new bridge connections. Given the size of the bike catchment area, it is assumed that only 30% of the bike trips generated by households would be using the new bridge connections. In contrast, it is assumed that a greater percentage of both the transit (90%) and pedestrian trips (65%) generated within the much smaller catchment area for those modes would use the new bridge connections.
6. Calculate the total weekday trips using the new bridge connections by bicycle, transit, and pedestrian modes.
7. Sum the total weekday trips by mode to get estimated total weekday trips using the new bridge connections.

8. Use an annualization factor of 285 to calculate an estimate of the annual number of trips using the new bridge connections.

The table below summarizes application of the above methodology. Based on this analysis it is estimated that there would be a total of 3,127 weekday trips using the new bridge connections. On an annual basis this would equate to 891,266 trips using the new bridge connections.

<b>Estimation of Bicycle, Transit, and Pedestrian Use of New W. 11th Bridge Connections</b>		
<b>Calculation Factors</b>	<b>Bike</b>	<b>Ped/Transit</b>
Households within Catchment Area	19,849	918
Total Weekday Trips (HH*10)	198,494	9,177
Bike Mode Share (3.46%)	6,868	
Transit Mode Share (2.13%)		195
Pedestrian Mode Share (9.18%)		842
Bike Travel Shed - % Bike Trips Using Bridges	35%	
Transit Travel Shed - % Transit Trips Using Bridges		90%
Pedestrian Travel Shed - % Pedestrian Trips Using Bridges		65%
Total Weekday Bike Trips Using Bridges	2,404	
Total Weekday Transit Trips Using Bridges		176
Total Weekday Pedestrian Trips Using		548
Total Weekday Trips Using Bridges	<b>3,127</b>	
Total Annual Trips Using Bridges	<b>891,266</b>	

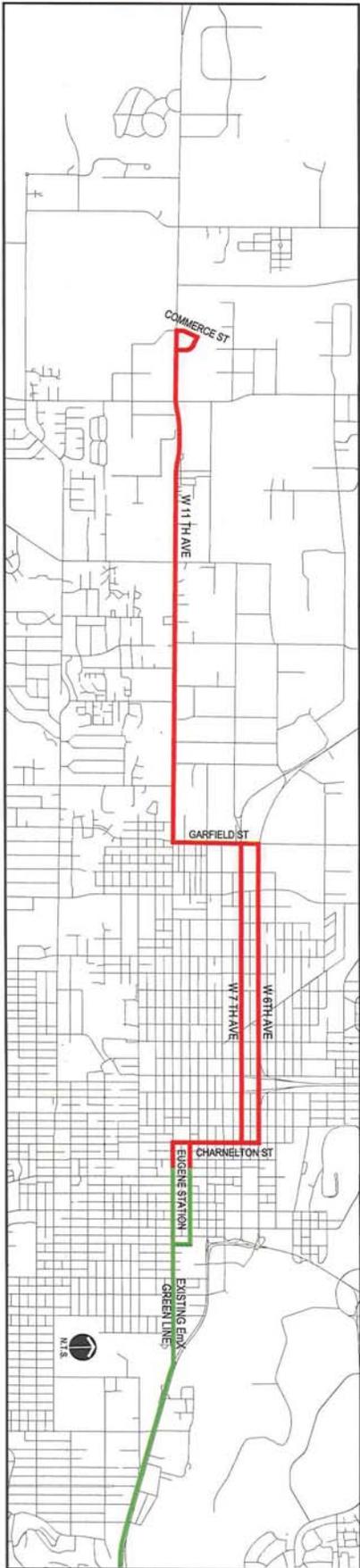


# West Eugene EmX Extension Locally Preferred Alternative Concept Plans

July 22, 2011

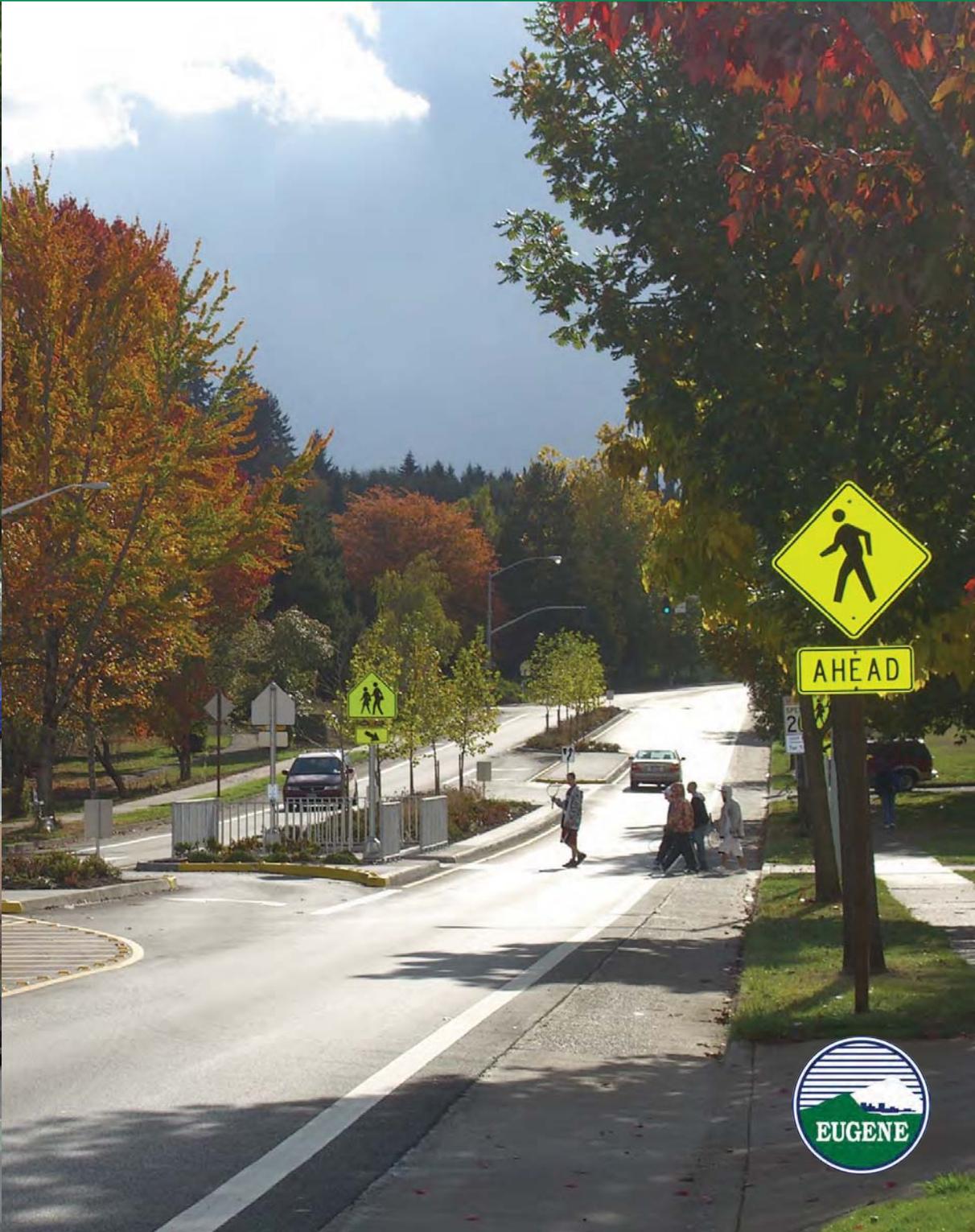


**Selected by/Approved:**  
Eugene City Council - March 9, 2011  
LTD Board - March 16, 2011  
Metropolitan Policy Committee - April 14, 2011



# Eugene Pedestrian and Bicycle Master Plan

March 2012



## Accessway Improvements

A total of 1.6 miles of accessway projects have been recommended. Cost estimates include clearing and grading a 12' corridor, concrete paving (8'), and ADA curb ramps (2 every 400') plus 25% contingency. Fully burdened project construction costs are listed below by project.

Table A-2: Accessway Improvements

Project ID	Name/Location	Extent	Length (miles)	Cost	Priority Tier
536	28th Avenue Connector	Lincoln Street across Willard School	0.13	\$103,000	Future
263	Avalon Street	N Terry Street to eastern terminus	0.23	\$187,000	20-Year
261	Awbrey Park Elementary School	Lynbrook Drive to Spring Creek Drive	0.21	\$166,000	20-Year
522	Bristol Street Connector	Sylvan Street to Augusta Street	0.15	\$119,000	20-Year
265	Central Boulevard Connector	Between Laurelwood Golf Course and E 29th Avenue	0.05	\$40,000	20-Year
387	Deertrail Path Connector	Dellwood Drive to Lawrence Street	0.06	\$49,000	Future
472	E 25th Avenue Connector	Gap east of University Street	0.01	\$9,000	20-Year
254	Ellen Avenue Connector	Greiner Street to Lambert Street	0.03	\$25,000	20-Year
477	Hendricks Park Connector	Elk Avenue to Hendricks Park	0.03	\$27,000	Future
259	Holly Avenue Connector	Delta Oaks Drive to Holly Avenue	0.02	\$17,000	Future
478	Hyacinth Street	Northern terminus to Argon Avenue	0.08	\$65,000	Future
256	Lincoln Street	W 30th Avenue to W 31st Avenue	0.08	\$62,000	20-Year
373	Polk/Grand Connector	Polk Street to Grand Street	0.11	\$86,000	Future
537	Ruth Bascom Connector	Coburg Road to High Street (along RR)	0.07	\$58,000	Future
260	Sheldon Park Connector	Gilham Road to Benson Lane	0.17	\$133,000	20-Year
258	Spyglass Connector	Spyglass Drive to Greenview Street	0.06	\$49,000	Future
255	W 27th Avenue	Madison Street to Jefferson Street	0.07	\$53,000	20-Year
			<b>Grand Total</b>	<b>1.56</b>	<b>\$1,248,000</b>
			<b>20-Year Total</b>	<b>1.19</b>	<b>\$955,000</b>

## Shared-Use Path Improvements

A total of 13.8 miles of shared-use projects have been recommended. Cost assumptions include site demolition, clearing (25' width), excavating (16' width), erosion controls, base course (13' width), concrete (12' width), and shoulder treatments including lighting plus 40% contingency. Fully burdened project construction costs are listed below by project.

Table A-3: Shared-Use Path Improvements

Project ID	Name/Location	Extent	Length (miles)	Cost	Priority Tier
228	12th Avenue connector	Olive Street to Oak Street	0.15	\$339,000	20-Year
403	15th Avenue Connector	15th Avenue to Franklin Boulevard	0.04	\$98,000	20-Year
500	30th Avenue to Amazon Path Connector	Gap south of Amazon Parkway	0.02	\$36,000	20-Year
249	Amazon Drive footbridge	Replacing existing footbridge	0.01	\$28,000	20-Year
529	Amazon Path Connector	Amazon Path to 28th Street	0.09	\$200,000	20-Year
221	Arbor Drive	Western terminus to West Bank Path	0.05	\$118,000	20-Year
196	Avalon Street	Candlelight Drive to N Danebo Avenue	0.11	\$240,000	20-Year
225	Avalon Street connector	Legacy Street to Amazon Channel	0.15	\$346,000	20-Year
243	Beltline Path	Roosevelt Boulevard south to 11th Ave	1.11	\$1,684,000	20-Year
462	Chad Drive to I-5 connector	Chad Drive western terminus to I-5 Path	0.47	\$894,000	20-Year
368	Deertrail Path	Sundial Street to Monroe Street	0.34	\$651,000	Future
481	Division Avenue	Edgewood Drive to Beaver Street	0.54	\$1,015,000	20-Year
17	E 30th Avenue	Agate Street to LCC	1.63	\$2,465,000	Future

Project ID	Name/Location	Extent	Length (miles)	Cost	Priority Tier
21	E 30th Avenue	Hilyard Street to Agate Street	0.72	\$1,354,000	20-Year
232	Fern Ridge Path #2	Amazon Channel from Green Hill Road to Royal Avenue	0.27	\$502,000	20-Year
199	Fern Ridge Path #3	West of Green Hill Road along Amazon Channel	0.95	\$1,789,000	20-Year
246	Fern Ridge Path channel crossing 1	Crossing Amazon Channel south of Royal Avenue	0.01	\$34,000	20-Year
247	Fern Ridge Path channel crossing 2	Crossing south of 11th Avenue and east of Greenhill Road	0.02	\$56,000	20-Year
248	Fern Ridge Path channel crossing 3	Crossing Amazon Channel north of UPRR tracks	0.03	\$70,000	20-Year
229	Fern Ridge Path Connector	Arthur Street to Fern Ridge Path	0.11	\$239,000	20-Year
217	Fern Ridge Path Connector #2	Grant Street to Fern Ridge Path connector	0.02	\$50,000	20-Year
216	Fern Ridge Path Connector #3	Buck Street northern terminus to Fern Ridge Path	0.04	\$92,000	20-Year
230	Fern Ridge Path connector #4	Murin Street to Fern Ridge Path	0.05	\$106,000	20-Year
250	Fern Ridge Path Connector #5	Fern Ridge Path to 11th Avenue	0.07	\$148,000	20-Year
233	Fern Ridge Path extension to Avalon/ Green Hill Road	Green Hill Road to Royal Avenue	0.70	\$1,319,000	20-Year
245	<u>Fern Ridge Path to Commerce Street Connector</u>	<u>Northern corner of Commerce Street to Fern Ridge Path</u>	<u>0.10</u>	<u>\$1,000,000*</u>	<u>20-Year</u>
448	Fern Ridge Path to Jefferson Alley Path	Fern Ridge Path to Jefferson Alley	0.05	\$121,000	20-Year
508	Franklin Boulevard	Alder Street to Onyx Street	0.40	\$756,000	20-Year
376	Franklin Boulevard Path	Riverview Street to South Bank Path	0.35	\$663,000	20-Year
218	Hansen Lane Connector	River Road to West Bank Path	0.11	\$258,000	20-Year
224	Jessen Path	Beltline Path to Green Hill Road	1.85	\$2,795,000	20-Year
223	Maynard Avenue Connector	Maynard Avenue eastern terminus to West Bank Path	0.14	\$308,000	20-Year
220	McClure Lane Connector	McClure lane eastern terminus to West Bank Path	0.08	\$173,000	20-Year
222	Merry Lane	Terminus to West Bank Path	0.18	\$408,000	20-Year
197	Monroe/Friendly fairgrounds connector	13th Avenue to 16th Avenue	0.25	\$560,000	20-Year
242	Moon Mountain Drive	E 30th Avenue to existing Moon Mountain southern terminus	0.77	\$1,455,000	Future
227	North Bank Path Connector	Valley River Way to North Bank Path	0.01	\$32,000	20-Year
454	Oakmont Way to I-105 Crossing connector	Oakmont Way to I-105 Crossing	0.12	\$278,000	Future
501	Razor Park Connector	River Road to West Bank Path	0.12	\$270,000	20-Year
377	South Bank Path	Garden Avenue to railroad underpass	0.26	\$500,000	20-Year
211	Spring Connector	Central Boulevard to E 30th Avenue	0.22	\$495,000	20-Year
219	Stephens Avenue Connector	River Road to Stephens Drive	0.08	\$180,000	20-Year
513	Stults Gap Connector	Stults Gap	0.13	\$304,000	20-Year
475	W Amazon Drive	Ridgeline Trail to north of Martin Street	0.36	\$677,000	20-Year
213	West Bank Path	Owosso Bike Bridge to Formac Avenue	0.37	\$707,000	20-Year
231	Wilson Street to Fern Ridge Path	Wilson Street to Fern Ridge Path	0.13	\$284,000	20-Year
<b>Grand Total</b>			<b>13.78</b>	<b>\$25,097,000</b>	
<b>20-Year Total</b>			<b>10.91</b>	<b>\$20,248,000</b>	

\*Cost based on previous scoping work.

# CENTRAL LANE SCENARIO PLANNING

To: MPC  
From: Kristin Hull, CLSP Project Manager/CH2M HILL  
Date: November 26, 2013  
Subject: MPC 5.e – October and November Scenario Planning Status Report

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In October and November, the Central Lane project team:

- Developed land use assumptions for the reference scenario and evaluated the reference scenario using GreenSTEP
- Prepared a public involvement plan and initial fact sheet
- Began developing a draft evaluation framework

## Reference scenario

The PMT agreed to use GreenSTEP to evaluate the reference scenario. This means that the initial reference scenario results will include only GreenSTEP indicators. Using the GreenSTEP outputs, the PMT will identify any gaps where the team should develop other quantitative or qualitative analysis methods to provide additional data. All additional analysis will be conducted for all alternative scenarios.

Central Lane MPO modeling staff assessed the reference scenario using GreenSTEP. Since the reference scenario generally reflects implementation of Envision Eugene, Springfield 2030 and the most recent Coburg urbanization study, the modeling team updated the regional land use allocations to be consistent with the policy direction indicated by these plans. The modeling team completed an initial assessment of the reference case using GreenSTEP for review by the PMT and TAC.

After review by the PMT and TAC, the modeling staff continued to test GreenSTEP inputs to determine how policy changes might impact outcomes for a range of indicators. This testing will inform the development of scenarios in 2014.

## Evaluation framework

The project team is developing an evaluation framework for PMT review. This initial framework builds from transportation and land use plans in the region and will include objectives and measures. Input from the TAC subcommittees will be used to inform the evaluation framework.

The team conducted one meeting with a sub-committee of the Technical Advisory Committee (TAC) focused on equity. This group, called the Equity Sub-TAC, reviewed the purpose of scenario planning, and discussed how equity should be accounted for in the evaluation of future scenarios. The Equity Sub-TAC will meet again in December.

## Public involvement

The PMT developed a public involvement plan that includes a website and public information, workshops and public opinion research. The public involvement plan will be shared with MPC when it is final. A draft website for CLSP is now posted at <http://www.clscenarioplanning.org/>.





November 26, 2013

To: Metropolitan Policy Committee  
From: Mary McGowan , Paul Thompson  
Subject: Item 5.f: Draft MPO Title VI Annual Report

**Action Recommended:** None. Information only.

### **Background**

The MPOs [Title VI Plan](#) was adopted in June, 2009. One of the actions that was outlined as part of the plan is the completion of an annual report. The annual report is essentially an overview of the past year's activities with respect to Title VI issues. ODOT, to whom the MPO will submit the annual report, has provided standard guidelines for the development of the report (see Attachment 1).

### **Discussion**

ODOT's guidelines specifically call out monitoring and review of progress in the following MPO program areas:

- Planning
- Public Outreach and Involvement
- Data Collection
- Education and Training

In each of these areas, the MPO must summarize activities over the last year and describe strategies for the upcoming year, including any significant problem areas.

Staff has prepared a draft of the Title VI Annual Report for MPC review prior to submittal to ODOT (see Attachment 2). The report outlines the following key initiatives with respect to Title VI issues over the next year:

- Planning
  - Regional Transportation Options Plan activities
  - Programming Surface Transportation Program and Transportation Alternatives Program funds
  - Transportation system planning
  - Disability transition planning

- Public Outreach and Involvement
  - Efforts
  - Strategies and tools
- Data Collection
  - Demographic data
- Education and Training
  - Nondiscrimination training
- Contracts—On-going monitoring

**Recommendation:** None. Information only.

**Attachments**

1. Title VI Annual Accomplishment Report Guidelines
2. Draft Central Lane MPO Title VI Annual Report

## **Annual Accomplishment Report Guidelines**

Local agencies with approved Title VI Program Plans or Nondiscrimination Agreements shall prepare a Title VI Annual Accomplishment Report. This report documents their Title VI Program compliance activities related to transportation projects as well as any changes that occurred during the State of Oregon's fiscal year ending on June 30.

Agencies with populations less than 200,000 must maintain the Annual Accomplishment Report in their file records, but are not required to submit the report for ODOT approval. Agencies serving populations over 200,000 must submit the report to their Regional Local Agency Liaison on an annual basis determined by the date of the signed certification agreement. The Local Agency Liaison will forward the report to the ODOT Office of Civil Rights Title VI Coordinator for approval.

Although each local agency's report will differ, a complete report should, at a minimum, include summarized information relating to particular subject areas. While not exhaustive, the following outline provides guidance regarding the type of information that will provide sufficient insight into the agency's Title VI program implementation efforts. Furthermore, the ODOT 2012 Annual Accomplishments Report is available on the OCR webpage as an additional reference guide.

[http://www.oregon.gov/ODOT/CS/CIVILRIGHTS/Pages/titlevi/title\\_vi.aspx](http://www.oregon.gov/ODOT/CS/CIVILRIGHTS/Pages/titlevi/title_vi.aspx)

### **Title VI Program**

- Summarize the key components of your Title VI Program
- Describe any changes that were made to the approved Title VI Program during the reporting period.

### **Organization/Staffing Changes**

- Report any changes in organizational structure or staffing changes that are relevant to the Title VI program or Civil Rights Team (e.g. new Title VI Coordinator, planning or public works director etc.). If no changes occurred, indicate accordingly.
- Depict the relationship between the Title VI Coordinator and Executive Director.

### **Planning**

- Summarize any transportation projects that identify potential impacts to minority and/or low-income Environmental Justice (EJ) populations (i.e., impacts such as displacements, increased noise, bisecting neighborhoods).

Indicate how identified impacts were minimized/mitigated on projects that affected minority and/or low-income populations.

Describe any projects that specifically benefit community cohesion such as: adding sidewalks, improving access to properties that improve access for EJ populations.

### **Public Outreach/Involvement**

Summarize public outreach efforts (e.g. public meetings, hearings, public announcements) used during planning to enhance citizen participation, focusing particularly on minority populations, women, older adults, people with disabilities and low-income populations.

Provide data collection supporting public outreach decisions to assess special language needs and what services provided.

Summarize public involvement metrics. What tools or methods were used to identify the communities represented and measure citizen participation at public meetings (e.g., Citizen Advisory Committee member and stakeholder committee lists or attendance sign-in sheets).

Describe any effects Title VI public involvement activities had on planning outcomes.

Summarize significant problem areas and any actions taken to improve Title VI process integration, documentation, and reporting for planning.

If possible, include examples of public notices as an appendix.

### **Data Collection**

Provide baseline demographic data used to describe the population demographics within your jurisdiction.

Summarize in an appendix or briefly describe the demographic profile of members of policy and advisory committees (e.g. job, title, race, gender).

Data should explain public outreach decisions and considerations made surrounding protected populations.

### **Education & Training**

Describe any training or actions taken to promote staff awareness on Title VI compliance.

**Complaints**

- List any Title VI complaints resulting from transportation projects.
- Provide a summary of the complaint basis, investigatory actions, and the outcome or resolution.

**Title VI Goals for Upcoming Year.**

- Describe plans for the upcoming year, including any significant problem areas and plans to manage



# **Title VI Plan**

**FY 2012-2013**

**DRAFT**

Annual Accomplishments Report

November, 2013

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## INTRODUCTION

As a recipient of state and federal funds, the Central Lane MPO is subject to the provisions of Title VI, including environmental justice.

**Title VI of the Civil Rights Act** of 1964 and other federal nondiscrimination statutes prohibit discrimination based on race, color, national origin, disability, age, gender, or income status in the provisions of benefits and services of programs and activities receiving federal funding. The regulations require:

- A pro-active approach to eliminating discrimination;
- The execution of Title VI Assurances as a condition of federal money;
- An identified Title VI liaison within the agency; and
- A complaint procedure accessible to all parties involved in a project.

**Environmental Justice** is the fair treatment and meaningful involvement of all people—regardless of race, ethnicity, income or education level—in environmental decision making, including for transportation issues. Further, environmental justice ensures that no population is forced to shoulder a disproportionate burden of the negative human health and environmental impacts of pollution or other environmental hazards.

In June, 2009, the Central Lane MPO adopted a [Title VI Plan](#). The Title VI Plan contains the following:

- A Nondiscrimination Policy Statement;
- Designation of a Civil Rights liaison;
- A written process for filing a Title VI complaint against the MPO;
- Data collection that identifies residential, employment, and transportation patterns of low-income and minority populations so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed;
- Title VI Standard Language for contracts to communicate the MPOs expectations about Title VI commitments to local agency partners; and
- A list of relevant authorities. The plan has been submitted to and approved by ODOT.

This document provides an overview of activities conducted over the last year (July, 2012 through June, 2013) to implement the Title VI Plan. The annual report provides an opportunity to evaluate and identify opportunities to improve implementation of the Title VI Plan, addressing public participation, planning, contracts, and training activities. This report largely follows the report template provided by ODOT for MPO planning managers to use for reporting on Title VI activities that occurred over the past year. A copy of the annual report will be submitted to the ODOT Title VI Program Manager to be included in the ODOT region Title VI reports, and the subsequent state report for Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

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## **Section I STATUS OVERVIEW OF THE TITLE VI PLAN**

In January, 2012 the MPO received the results of the Central Lane MPO Transportation Planning Certification Review. Every four years the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conduct a Federal Certification Review of the Central Lane MPO. The main purpose of the review is to certify that the MPO is satisfactorily meeting the planning requirements as defined in Federal laws and regulations. This process also provides FHWA and FTA the opportunity to add value to the MPO planning process through the sharing of best practices, techniques, and/or technology.

Title VI issues were addressed in this report. The review consists of an examination of the Metropolitan Planning Organization's (MPO) documented practices, procedures, guidelines and activities with respect to all of the MPO functions, including Title VI issues.

The body of the Final Report contains the following:

- Findings are a statement of the conditions found on a given subject area.
- Corrective actions are areas of concern, in which the MPO currently lacks the intent of the Federal requirements, and which if left unaddressed, could result in restrictions being imposed on the MPO's program.
- Recommendations and comments are areas for further improvements and current best practices.

With respect to Title VI issues, the report contained the following:

- Findings:
  - CLMPO adopted a Title VI Plan/Assurances and addressed the 2007 corrective action.
  - The Title VI Plan contains a complaints procedure. As required in the plan, the MPO submits an annual Title VI Accomplishment report.
  - In July 2010 ODOT's Office of Civil Rights performed a Title VI review.
- Commendations: CLMPO has done an excellent job in outreach to persons with disabilities, low income and minority populations.
- Recommendations:
  - Development Disadvantaged Business Enterprise (DBE) Goals in cooperation with ODOT
  - Support the work of partner agencies to inventory sidewalks to identify potential ADA barriers, and to identify public access (sidewalks) that do not meet current Public Rights of Way Accessibility Guide Standards.
- Corrective actions: None.

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## **Section II TITLE VI PROGRESS REPORT**

### **I. Title VI Program**

#### **a. Central Lane MPO Program Areas**

The Central Lane MPO is responsible for conducting technical modeling of the transportation system; facilitating the interaction of federal, state, and local agencies dealing with transportation issues; managing the analysis and process for maintaining conformity with federal air quality standards; preparation of financial analysis and project programming; and providing opportunities for public involvement.

As a result, the Central Lane MPO is involved in three different phases of a program: (1) Public Involvement, (2) Program Development & Planning, and (3) Reporting and Compliance. These three areas, together with General Administration, are applicable to Title VI regulations – they are referred to as the Title VI Program Areas and are referred to in the Title VI Plan as General Program Administration (which includes reporting and compliance), Public Involvement, and Program Development and Planning.

#### **b. Central Lane MPO Title VI Plan**

In June, 2009, the Central Lane MPO adopted a Title VI Plan. There have been no changes to the plan since adoption.

### **2. Organization, Staffing, Structure**

The Executive Director of LCOG is responsible for ensuring the implementation of LCOG overall Title VI program. The Executive Director is as follows:

Lane Council of Governments

Executive Director

Brenda Wilson

(541) 682-4395

In addition, the Central Lane MPO, as a special program area within LCOG, shall have a designated Title VI Coordinator who is responsible for ensuring compliance, program monitoring, reporting, and education on Title VI issues within the MPO. The Title VI Coordinator for the Central Lane MPO is the Program Manager for LCOG Transportation Program and the Central Lane MPO, as follows:

Central Lane Metropolitan Planning Organization

Program Manager

Paul Thompson

(541) 682-4405

pthompson@lcog.org

The following is a staffing composition listing by position, race, and gender.

<b>Job Title</b>	<b>Race</b>	<b>Gender</b>
Program Manager	Caucasian	Male
Senior Planner	Caucasian	Female
Senior Planner	Caucasian	Female
Associate Planner	Caucasian	Male
Assistant Planner	Caucasian	Female

### 3. Planning

The Central Lane MPO does not design projects for construction and, as such, the major area of impact by plans and programs is through decisions which identify one or more planned improvements over other options.

Over the last year, the following key planning processes have been underway:

- Regional Transportation Options Plan. The MPO is continuing planning for Regional Transportation Options. As part of this planning work, the region has:
  - Developed a community profile for use in identifying areas with potential gaps in access. This
  - Conducted a series of meetings with panels composed of different stakeholders to discuss opportunities for improvements to transportation options provided in the region. One of the interview panels included representatives from Human Service organizations, who discussed issues regarding accessibility for low income, seniors, disabled, and minority populations. Much of the discussion centered on coordinating services from various organizations to aid in transporting individuals as well as marketing to and educating the senior population on the range of transportation services available to them.
  - The Project Management Team has also been coordinating with the Accessible Services Department at Lane Transit District to determine how the services provided there could be further leveraged to meet the growing demand for

transportation options.

- Programming Surface Transportation Program – Urban (STP-U) and Transportation Alternatives Program (TAP) Funds. Service or benefits to minority and/or low-income Environmental Justice (EJ) populations were used as a measure for evaluating projects during the selection process.
- Transportation System Plan Development. The region has been updating transportation plans, including the following:
  - City of Springfield Transportation System Plan. The City of Springfield Transportation System Plan is under development. The draft goals and policies contain several elements that address accessibility and convenience of the transportation system for all users, including the transportation disadvantaged population.
  - City of Eugene Transportation System Plan. The City of Eugene Transportation System Plan is under development. Eugene’s TSP has four draft overarching goals. In this context, a goal is defined as a broad statement of philosophy that describes the hopes of the community for the future of Eugene, as it relates to transportation. Pursuit of these statements underpins all of the Plan’s objectives, policies, measures, and projects. Several of these draft goals specifically address issues related to access to opportunity and equity. The City of Eugene is also developing evaluation criteria to screen and prioritize potential transportation projects, including a criterion that addresses social equity.
  - Lane County Transportation System Plan. The Lane County Transportation System Plan is just beginning. As part of this process, Lane County will develop a community profile that considers livability factors with regard to transportation system implications.
  - LTD Long Range Transit Plan. The LTD Long Range Transit Plan is under development. The draft goals and policies contain several elements that address accessibility and the need to consider social equity factors in evaluating service and infrastructure investment.
- ADA Transition Plans.
  - The City of Eugene is conducting an evaluation of its public rights-of-way, and developing a transition plan that outlines in detail how the organization will ensure safe access to all of its facilities for all individuals.
  - The City of Springfield has identified the development of an ADA Transition Plan as a recommended action under the Transportation System Plan in development.

## **4. Public Outreach/Involvement**

### **a. Public Outreach Efforts**

During the past year, the MPO has conducted a variety public outreach efforts corresponding

to regional planning activities. Title VI public involvement was consistent with the general public, and as a result, no substantial modifications were made to the MPO planning activities.

The following is a list of public outreach efforts:

<b>MPO Planning Activity</b>	<b>Description</b>	<b>Public Involvement Tools</b>	<b>Public Involvement Metrics</b>
Amendment to FY12-15 Metropolitan Transportation Improvement Program (MTIP)	STP-U Funding Recommendation for Safe Routes to School Program	<ul style="list-style-type: none"> <li>▪ 30-day Public Comment Period</li> <li>▪ TPC Review</li> <li>▪ MPC Public Hearing</li> <li>▪ Citizen Advisory Committee recommendation</li> <li>▪ Notice to Interested Parties</li> <li>▪ Web Notice</li> </ul>	<ul style="list-style-type: none"> <li>▪ Citizen Advisory Committee member lists</li> <li>▪ Public hearing sign-in sheet</li> <li>▪ Comment forms (e.g. e-mail)</li> <li>▪ Website activity</li> </ul>
Statewide Transportation Improvement Program (STIP) Funding Allocation and Project Selection	Recommend projects for funding in the Statewide Transportation Improvement Program (STIP)	<ul style="list-style-type: none"> <li>▪ 30-day Public Comment Period</li> <li>▪ MPC Public Hearing</li> <li>▪ Citizen Advisory Committee recommendation</li> <li>▪ Notice to Interested Parties</li> <li>▪ Web Notice</li> </ul>	<ul style="list-style-type: none"> <li>▪ Citizen Advisory Committee member lists</li> <li>▪ Public hearing sign-in sheet</li> <li>▪ Comment forms (e.g. e-mail)</li> <li>▪ Website activity</li> </ul>
Amendment to FY12-15 Metropolitan Transportation Improvement Program (MTIP)	STP-U Funding Recommendation for West Eugene EmX Preliminary Engineering Funds	<ul style="list-style-type: none"> <li>▪ 30-day Public Comment Period</li> <li>▪ MPC Public Hearing</li> <li>▪ Citizen Advisory Committee recommendation</li> <li>▪ Notice to Interested Parties</li> <li>▪ Web Notice</li> </ul>	<ul style="list-style-type: none"> <li>▪ Citizen Advisory Committee member lists</li> <li>▪ Public hearing sign-in sheet</li> <li>▪ Comment forms (e.g. e-mail)</li> <li>▪ Website activity</li> </ul>
MTIP Annual Report	Annual report of projects that have received funding.	<ul style="list-style-type: none"> <li>▪ Notice to Interested Parties</li> <li>▪ Web Notice</li> </ul>	<ul style="list-style-type: none"> <li>▪ Website activity</li> </ul>
Unified Planning Work Program (UPWP)	FY2013-2014 UPWP – Interim Review	<ul style="list-style-type: none"> <li>▪ 30-day Public Comment Period</li> <li>▪ MPC Public Hearing</li> <li>▪ Notice to Interested Parties</li> <li>▪ Web Notice</li> </ul>	<ul style="list-style-type: none"> <li>▪ Public hearing sign-in sheet</li> <li>▪ Comment forms (e.g. e-mail)</li> <li>▪ Website activity</li> </ul>
FY14-15 Surface Transportation Program – Urban (STP-U) and Transportation Alternatives Program (TAP) Funding	Amending FY12-15 MTIP to program FFY14-15 funds.	<ul style="list-style-type: none"> <li>▪ 30-day Public Comment Period</li> <li>▪ MPC Public Hearing</li> <li>▪ Notice to Interested Parties</li> <li>▪ Web Notice</li> </ul>	<ul style="list-style-type: none"> <li>▪ Public hearing sign-in sheet</li> <li>▪ Comment forms (e.g. e-mail)</li> <li>▪ Website activity</li> </ul>
MPO Public Participation Plan (PPP) and Work Program	Annual review of policy and procedures for MPO public involvement	<ul style="list-style-type: none"> <li>▪ 45-day Public Comment Period</li> <li>▪ TPC Review</li> <li>▪ Notice to Interested Parties</li> <li>▪ Ongoing Dialogue with Key Stakeholder groups</li> </ul>	<ul style="list-style-type: none"> <li>▪ Comment forms (e.g. e-mail)</li> <li>▪ Website activity</li> </ul>

## **b. Public Outreach Strategies**

Federal legislation requires the MPO to develop and implement a continuing, cooperative, and comprehensive transportation planning process. The MPO Public Participation Program ensures broad public participation during the development, review, and refinement of regional transportation programs. Over the course of this past year the Metropolitan Policy Committee (MPC) directed efforts to develop a more focused plan that maximizes participation at reduced costs.

### **MPO Public Participation Program**

The MPO Citizen Advisory Committee (CAC) conducted an Annual Review of the Public Participation Program and presented their conclusions and recommendations to MPC in September 2012. This discussion focused on the public participation work program and budget, and the effectiveness of the activities currently carried out within the work program. A subcommittee of the MPC looked at the MPO program in early winter 2012. MPC received and accepted their recommendations at their meeting in December 2012 and directed staff to develop a new program for the MPO.

The overall goal for the new public participation program is to achieve broader outreach to, and participation from, more people at lower cost through an array of tools including online input, surveys, interactive maps, and ongoing outreach to existing stakeholder groups (i.e. Speakers Bureau). These efforts will enable the MPO to gather project-specific comments, as well as, monitor the region's priorities.

The CAC's work in 2013 focused exclusively on providing feedback on staffs' development of a new draft program for the MPO. The new program will not include an ongoing CAC, and the existing CAC will phase out following the MPC adoption of the Public Participation Plan (PPP).

The new program will maintain many of the basic outreach tools for all key MPO products, including a public comment period, notice to interested parties, web notice, and public hearing where appropriate. The revised approach includes a case-by-case review of each product to identify the processes that may need more extensive outreach, such as the adoption of the PPP and the Regional Transportation Plan (RTP). The basic outreach strategies identified in the PPP meet Title VI requirements by making materials available on the website and making them accessible, e.g., in different formats and languages, upon request. Additional outreach to transportation disadvantaged groups for those products that need outreach beyond the basic will consist of presentation to the Human Services Network, LTD Accessible Transportation Committee, and LCOG Disability Services Advisory Council.

Over the spring of 2013, staff began drafting a new public participation program that continues to address the ways the MPO will reach out to transportation disadvantaged groups, including youth, seniors, low income, minorities, and those with limited English proficiency or who do not have access to a car. The limited update of the PPP is anticipated to be ready for presentation to MPC early next calendar year.

## **Communication Tools**

The MPO reviewed ways to enhance and expanded upon the following existing communication tools as a means for seeking public involvement from broader and more diverse audiences:

- Updated and expanded the agency media list
- Updated the environmental justice contact list
- Online communication tools training

### **c. Special Language Needs**

The Central Lane MPO has evaluated the language proficiency of residents within the MPO boundaries in order to determine whether language operates as an artificial barrier to full and meaningful participation in the transportation planning process.

LCOG has used information from the American Community Survey to determine the extent of the need for translation services of its materials. The results of the analysis showed that 2.7% of MPO residents reported that they spoke English either “not well” or “not at all.”

The DOT guidance outlines four factors that should be applied to the various kinds of contacts they have with the public to assess language needs and decide what reasonable steps they should take to ensure meaningful access for LEP persons:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient or grantee.
2. The frequency with which LEP individuals come in contact with the program.
3. The nature and importance of the program, activity, or service provided by the recipient to people's lives.
4. The resources available to the recipient and costs.

Given this four factor analysis, Central Lane MPO need for translation of a broad number of products is limited. Targeted translation has been completed for key public involvement products and Title VI materials, such as for key documents including the Title VI Complaint Form. In addition, the MPO has mapped the geographic distribution of language proficiency in order to identify areas where targeted outreach and translation services may be needed.

LCOG has an on-call translation service available if the need arises.

## **5. Data Collection**

### **a. Demographic Data**

The MPO plans to continue to collect statistical data (e.g. race, color, gender, age, disability, and language proficiency) for use in planning and monitoring. The MPO’s demographic profile is contained [here](#).

**b. Demographic Profile of Policy and Advisory Committees**

The Governor designated LCOG as the MPO for the Eugene, Springfield and Coburg Metropolitan area in 1974. The LCOG Board of Directors originally acted as the policy body for the MPO, this responsibility has since transitioned as a function of the Metropolitan Policy Committee (MPC). The members of the Metropolitan Policy Committee in their role as the MPO are elected and appointed officials from Springfield, Eugene, Lane County, Coburg, Lane Transit District, and the Oregon Department of Transportation.

<b>AGENCY</b>	<b>Voting Member I</b>	<b>Voting Member 2</b>	<b>Ex Officio</b>	<b>TOTALS</b>
Eugene	Mayor Kitty Piercy	Councilor Alan Zelenka	Jon Ruiz	
Springfield	Mayor Christine Lundberg	Councilor Marilee Woodrow	Gino Grimaldi	
Lane County	Commissioner Sid Leiken	Commissioner Pat Farr	Alicia Hayes	
LTD	Board Member Doris Towery	Board Member Martha Reilly	Ron Kilcoyne	
Coburg	Councilor Jerry Behney	N/A	Petra Schuetz	
ODOT	Frannie Brindle	N/A	Savannah Crawford	
Minority	-	-	-	-
Women	4	2	2	<b>8</b>
Men	2	2	3	<b>7</b>
<b>TOTAL</b>	<b>6</b>	<b>4</b>	<b>5</b>	<b>15</b>

The Transportation Planning Committee (TPC) contains staff-level participation from the various local governments within the Central Lane MPO area, primarily transportation planners and engineers. The TPC conducts, under the direction of the LCOG Board and the MPC, the technical portions of the Central Lane Metropolitan Planning Organization transportation system planning. The TPC makes recommendations to the MPC. Each jurisdiction with membership on the TPC appoints its representatives. The TPC may appoint subcommittees as needed.

<b>AGENCY</b>	<b>Member I</b>
Director of Public Works – Lane County	Marsha Miller
Director of Public Works - City of Eugene	Kurt Corey
Director of Development and Public Works Department – Springfield	Len Goodwin
Director of Planning – Lane County	Matt Laird

Interim Planning Director - Eugene	Carolyn Burke
Community Development - Springfield	Tom Boyatt
Director of Planning & Development - LTD	Tom Schwetz
Development Services Department – LTD	Sasha Luftig
Point2Point Program Manager	Theresa Brand
County Engineer – Lane County	Bill Morgan
Transportation Planning Manager - Eugene	Rob Inerfeld
Engineering and Transportation Services Division Manager- Springfield	Tom Boyatt
City Administrator/Planning Director - City of Coburg	Petra Schuetz
Director - Lane Regional Air Pollution Authority	Merlyn Hough
Region 2 Transportation Representative – ODOT	Frannie Brindle
Manager – Eugene Airport	Tim Doll
Federal Highway Administration Division Local Programs Manager	Satvinder Sandhu
Lane Council of Governments’ Transportation and Public Infrastructure Program Manager (or designee)	Paul Thompson
Minority	1
Women	6
Men	12
<b>TOTAL</b>	<b>18</b>

## 6. Education & Training

Central Lane MPO staff attended the Title VI/Nondiscrimination Training session conducted by the ODOT Office of Civil Rights on June 18, 2013.

## 7. Contracts

The Central Lane MPO executes intergovernmental agreements with MPO partners in association with distribution of Federal Surface Transportation Program-Urban (STP-U) funds for performance of specific projects or activities. As part of this process, the Central Lane MPO has completed Intergovernmental Agreements with the cities of Eugene, Springfield and Coburg, as well as Lane County and Lane Transit District. These agreements all contain a non-discrimination clause.

Over this year, the Central Lane MPO entered into contract(s) with a consultant funded

through ODOT or ODOT Public Transit funding, as follows:

<b>Consultant Name</b>	<b>Dollar Value of Contract</b>	<b>Disadvantaged Business Enterprises (DBEs)</b>
John Parker Consulting (JPC)	\$ 67,500	No, but is certified as an Emerging Small Business (Certification Number 5251)

The Central Lane MPO sought and has received permission to subcontract these services from ODOT as needed. Agreements with consultants contain a non-discrimination clause.

## **8. Complaints**

There have been no Title VI complaints filed for Central Lane MPO projects.

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## Section III TITLE VI GOALS FOR UPCOMING YEAR

- *Planning and Investment.* Through a Sustainable Communities Regional Planning Grant provided through the U.S. Department of Housing and Urban Development, the region received funding to complete an Equity and Opportunity Assessment (EOA). The EOA seeks to identify and analyze issues of equity, access, and opportunity within the Eugene-- Springfield metropolitan area and consider how these findings can inform agency plans, policies, and major investments.

This Assessment broadly defines opportunity as a condition or situation that places individuals in a position to be more likely to succeed or excel. Through the Assessment process, participating agencies sought to:

- Establish a common understanding of how different community agencies approach issues of access, equity, and opportunity;
- Examine and consider related data and analyses and create a set of data resources related to equity, access, and opportunity
- Identify policies, plans, investments, and public engagement strategies among multiple sectors that can be informed by the analysis; and
- Develop recommendations for policies, programs, and investments based on the analysis.

The Assessment drew upon regional data resources to: 1) compose a broad understanding of where different groups of people live within our community; 2) identify how jobs, schools, and services are distributed through the region; and 3) uncover disparities in access and opportunity. Each stage of engagement with stakeholders provided further feedback resulting in greater refinement of the data sets and analysis.

The data collection is now being finalized and evaluated. Through this process, 37 datasets organized into seven topical areas were selected. Topic areas include social and demographic characteristics; income and poverty; employment opportunity; educational opportunity; transportation access; safety, health, and wellness; and housing access.

This information will provide the region with a more thorough and detailed picture of the community and will help to identify where there may be gaps in existing access to opportunity. The MPO is considering how to incorporate this information into its future planning and investment processes.

- *Public Involvement.* The MPO plans to begin a new outreach approach, with an array of tools including online input, surveys, interactive maps, and ongoing outreach and relationships to gather project-specific comments as well as to keep a finger on the pulse of the region's priorities, such as through a Speakers Bureau to key community groups or a yearly or semi-yearly check-in with a focus group. As part of this new outreach approach, the MPO will be considering how to incorporate recommendations

from work completed by the University of Oregon and funded through a Sustainable Communities Regional Planning Grant provided through the U.S. Department of Housing and Urban Development. This work provided recommendations for increasing interactions between officials/staff in Eugene/Springfield metro area governments and the Latino community.

- *Data Collection.* The MPO has dedicated funding as part of its budgeting process to continue on-going data collection and analysis in order to maintain datasets in the EOA analysis. The MPO is also committed to maintaining and evaluating data to gauge the effectiveness of its public outreach efforts.
- *Consultant Contracts.* The MPO plans to continue to monitor and report on consultant contracts with respect to DBE issues. Central Lane MPO is committed to following DBE contracting goals if they are to be established in the future.
- *Training.* The MPO plans to continue to monitor Title VI progress, implementation, and compliance issues. The MPO will seek Title VI training opportunities in the coming year.

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## Appendix I PUBLIC NOTICE EXAMPLES

### Exhibit A

**From:** Central Lane Metropolitan Planning Organization  
**Sent:** Monday, October 22, 2012 11:17 AM  
**To:** Central Lane Metropolitan Planning Organization  
**Subject:** OPORTUNIDADES PARA COMENTARIOS/PROYECTOS DE TRANSPORTE

**This message is the Spanish version of the same message you received on October 5, 2012. Would you please help spread the word about this opportunity to comment on what transportation projects in our area the state should fund by forwarding this email to your network?**

**¿Qué proyectos de transporte en nuestra área deben de ser financiados por el estado?**

Este mensaje habla sobre cómo hacer comentarios referentes al Programa Estatal de Mejoras en el Transporte. El periodo para recibir comentarios públicos se vence el 4 de noviembre del 2012 y los comentarios recibidos serán enviados a quienes toman las decisiones para ser considerados como parte del proceso de adopción. Usted puede hacer sus comentarios en persona durante la audiencia abierta al público, en Internet, o enviándolos por correo o correo electrónico.

El Departamento de Transportes de Oregón (ODOT) ha pedido a los gobiernos locales que soliciten fondos para proyectos que destaquen, extiendan o mejoren el sistema de transporte regional. **Los encargados de tomar decisiones quieren saber lo que usted piensa--¿Cuáles son los proyectos más importantes para los cuales debemos pedirle a ODOT provea fondos en el área de Springfield-Coburg-Eugene?** Algunos ejemplos de estos proyectos son:

- Instalaciones para bicicletas y/o peatones a través de las carreteras, como caminos o banquetas.
- Proyectos de caminos que hagan posible que quepan más autos en el camino, como lo es el aumento de un carril o carril para dar vuelta.
- Compra de terrenos para ser empleados en proyectos de transporte.
- Transporte público y proyectos de tránsito, como paradas para autobuses y estaciones de tránsito.
- Proyectos que aumenten la seguridad de los niños que caminan o van en bicicleta a la escuela, como paso para peatones y enseñanza para los estudiantes sobre como viajar con seguridad.

ODOT financiaría los proyectos con dinero estatal y federal, por medio del Programa Estatal de Mejoras en el Transporte, contando con una lista de proyectos regionales de transporte en esta área, que nuestra comunidad crea son de suma importancia para ser financiados en un periodo de 3 años, empezando en el 2016.

### Un Nuevo Proceso

El crear una lista de posibles proyectos de transporte para los cuales nuestra comunidad quiera obtener financiamiento estatal y federal, es el primer paso en el nuevo proceso de ODOT dirigido por el Gobernador. La idea es escoger los mejores proyectos y entonces ser creativos y flexibles para obtener el máximo rendimiento de la inversión. El proceso anterior era más rígido, al punto que a veces era más difícil elaborar un proyecto en la forma más sensata. La meta es financiar todo tipo de proyectos que tengan sentido a largo plazo y que nos ayuden a llegar adonde queremos como comunidad y estado.

Para obtener más detalles sobre el nuevo proceso y los próximos pasos, vaya a <http://www.lcog.org/mpc.cfm>.

Diríjase a materiales de la Agenda, Artículo 5.b de la junta de octubre 11, 2012 del Metropolitan Policy Committee (Comité Metropolitano de Política).

Lane Council of Governments es la Organización Metropolitana de Planificación (MPO), la agencia responsable por la planificación regional del transporte del área Central del Condado de Lane. El Comité Metropolitano de Política (Metropolitan Policy Committee) es la mesa directiva que implementa la política, sus miembros son los que toman las decisiones de la MPO.

### **¿Preguntas?**

- [www.TheMPO.org](http://www.TheMPO.org)
- Póngase en contacto con Paul Thompson, Senior Transportation Planner en Lane Council of Governments, por tel. [541-682-4283](tel:541-682-4283) o escribiéndole a [mpo@lcog.org](mailto:mpo@lcog.org)

### **Periodo para Comentarios Públicos**

Los comentarios recibidos hasta las 5 PM del domingo, 4 de noviembre del 2012, serán enviados a quienes toman las decisiones para ser considerados como parte del proceso de adopción. Más información, incluyendo cómo y dónde se pueden hacer comentarios, así como el documento del anteproyecto, está disponible en línea en: [www.TheMPO.org](http://www.TheMPO.org).

### **Cómo hacer comentarios**

#### **Por correo**

Metropolitan Policy Committee

Lane Council of Governments

859 Willamette, Suite 500

Eugene, OR 97401

#### **Internet**

[www.TheMPO.org](http://www.TheMPO.org)

#### **Email (correo electrónico)**

[mpo@lcog.org](mailto:mpo@lcog.org)

Ha recibido este correo electrónico porque expresó interés en la planificación del transporte en el área de Eugene-Springfield. Si desea que su nombre sea anulado de la lista, por favor vaya a: [www.thempo.org/how\\_to\\_help/get\\_updates.cfm](http://www.thempo.org/how_to_help/get_updates.cfm) y cancele su suscripción. O, por favor envíe su cancelación por correo electrónico a: [mpo@lcog.org](mailto:mpo@lcog.org).

## Exhibit B

**From:** WIEDERHOLD Kathi M

**Sent:** Friday, October 05, 2012 4:40 PM

**To:** Central Lane Metropolitan Planning Organization

**Subject:** OPPORTUNITY TO COMMENT ON FUNDING FOR TRANSPORTATION PROJECTS

### WHAT TRANSPORTATION PROJECTS IN OUR AREA SHOULD THE STATE FUND?

**This message tells about how to comment on the Statewide Transportation Improvement Program. Comments received before the public comment period ends on November 4, 2012, will be sent to decision makers to consider as part of the adoption process. You may comment in person at the hearing, online, or by mailing or emailing your comments.**

The Oregon Department of Transportation (ODOT) has asked local governments to apply for funding for projects that enhance, expand, or improve the regional transportation system. **Local decision makers want to know what you think—what are the most important projects we should ask ODOT to fund in the Springfield-Coburg-Eugene area?** Some of these types of projects are:

- Bicycle and/or pedestrian facilities along the highway, like paths or sidewalks
- Roadway projects that make it so more cars can fit on the road, like adding a lane or turn lane
- Buying land to use for transportation projects
- Public transportation and transit projects, like bus stops and transit stations
- Projects that make it safer for kids to walk or ride their bikes to school, like crosswalks and teaching students how to ride safely

ODOT would fund the projects with state and federal money through the Statewide Transportation Improvement Program, a list of regional transportation projects in this area that our community feels are most important to fund within a 3-year period starting in 2016.

#### **A New Process**

Making a list of potential transportation projects that our community wants state and federal funding for is the first step in a new ODOT process directed by the Governor. The idea is to pick the best projects, then be creative and flexible to get the most bang for our buck. The old process was more rigid, so it sometimes was hard to do a project in the most sensible way. The goal is to fund all sorts of projects that make sense in the long run and help us go where we want to go as a community and state.

For more details about the new process and the next steps, go to <http://www.lcog.org/mpc.cfm>. Scroll down to the materials for Agenda Item 5.b for the October 11, 2012, meeting of the Metropolitan Policy Committee.

Lane Council of Governments is the Metropolitan Planning Organization (MPO), the agency responsible for regional transportation planning for the Central Lane County area. The Metropolitan Policy Committee is the policy board who are the decision makers for the MPO.

#### **Questions?**

- [www.TheMPO.org](http://www.TheMPO.org)
- Contact Paul Thompson, Senior Transportation Planner at Lane Council of Governments at 541-682-4283 or [mpo@lcog.org](mailto:mpo@lcog.org)

#### **Public Comment Period**

Comments received by 5 PM on Sunday, November 4, 2012, will be sent to decision makers to consider as part of the adoption process. More information, including how and where to comment, and the draft

document are available on-line at [www.TheMPO.org](http://www.TheMPO.org).

**How to Comment**

**Mail**

Metropolitan Policy Committee  
Lane Council of Governments  
859 Willamette, Suite 500  
Eugene, OR 97401

**Online**

[www.TheMPO.org](http://www.TheMPO.org)

**Email**

[mpo@lcog.org](mailto:mpo@lcog.org)

**Public Hearing**

The public may make public comment at a hearing scheduled to be held at the following regular meeting:

Metropolitan Policy Committee  
11:30 AM  
Thursday, October 11, 2012  
Library Meeting Room, Springfield City Hall  
225 Fifth Street, Springfield

[Para información en Español, por favor haga clic aquí.](#)

*You received this email because expressed an interest in transportation planning in the Eugene-Springfield area. If you wish to be removed from list, please go to [www.thempa.org/how\\_to\\_help/get\\_updates.cfm](http://www.thempa.org/how_to_help/get_updates.cfm) to login and unsubscribe. Or, please send an email request to [mpo@lcog.org](mailto:mpo@lcog.org).*

## Exhibit C

**From:** Central Lane Metropolitan Planning Organization **On Behalf Of** Central Lane Metropolitan Planning Organization

**Sent:** Friday, May 31, 2013 4:46 PM

**To:** Central Lane Metropolitan Planning Organization

**Subject:** Public Comment Opportunity



### Opportunity for Public Comment on Spending Federal Transportation Funds

*Over the next six weeks, the Metropolitan Policy Committee will be considering which transportation projects to fund using approximately \$7,750,000 from two federal funding sources. Staff has recommended funding for all or part of 17 of the 22 projects proposed by Eugene, Springfield, Coburg, Willamalane Park District, Lane Transit District, and Lane County over a two-year period. The proposed projects are located throughout the central Lane County area and include an array of project types to improve travel by car, bike, transit, and walking. Most projects are for design and planning, or for preservation and improvements to existing facilities. Two projects aim to help people find better ways to get from here to there. Two are construction projects—one for a regional multi-use path and the other for an EmX station. You are encouraged to comment on these requests for federal funding.*

**This message tells how to comment on the funding requests and how to learn more about them. The Metropolitan Policy Committee will hold a public hearing on the funding proposal at their **June 6, 2013 meeting starting at 11:30 AM at the Eugene Public Library, Bascom-Tykeson Room, 100 West 10<sup>th</sup> Avenue, Eugene**. You may comment in person at the public hearing or in writing by mailing, emailing, or faxing your comments. Comments received before the public comment period ends on June 30, 2013, will be sent to decision makers to consider as part of the adoption process.**

### Background

Based on the input received from the public and the policy board, staff will present a final funding proposal with a request to approve at the MPC meeting scheduled for July 11, 2013 at the Coburg Fire Station Training Room, 91232 North Coburg Road in Coburg.

The largest funding source for the proposed projects is the Surface Transportation Program-Urban program, federal funds that the Metropolitan Planning Organization (MPO) decides how to spend. The MPO provides the forum for local input into how these transportation investments are made. Lane Council of Governments is the MPO, the agency responsible for regional transportation planning for the Central Lane County area. Eugene, Springfield, Lane County, Coburg, Lane Transit District, and the Oregon Department of Transportation are members of the MPO. In all, the MPO receives approximately \$3 to \$3.5 million per year from this funding source to use on regional transportation projects in this area. The Metropolitan Policy Committee is the policy board for the MPO and the decision makers for this funding.

The second funding source for the proposed projects is the Transportation Alternatives Program (TAP), federal funds which the state allocates to larger metropolitan areas. TAP funds are primarily used for Recreational Trails, Safe Routes to Schools activities, and Transportation Enhancements (which includes things such as on- and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, lighting and other safety-related infrastructure, and more). The Metropolitan Policy Committee is also the decision maker for this funding.

## MPC 5.f – Attachment 2 – Draft Title VI Annual Report

### More Information

- A memo, summary of the staff recommendation for funding, and complete copies of the funding applications are available online under Agenda Item MPC 5.a at <http://www.lcog.org/mpc.cfm>
- Review copies are also available at Lane Council of Governments, 859 Willamette, Suite 500, (on weekdays, office closed during the noon hour).
- Material in alternate formats can be arranged given sufficient notice by calling 541-682-4283.

### Questions?

- Contact Paul Thompson, Transportation Program Manager, Lane Council of Governments at 541-682-4283 or [mpo@lcog.org](mailto:mpo@lcog.org)

### Public Comment Period

The deadline for comments is 5 PM on Sunday, June 30, 2013. All written comments received by the deadline will be sent to the Metropolitan Policy Committee to consider as part of the adoption process and will be made part of any final decision.

### How to Comment

#### Send written comments to:

Metropolitan Policy Committee  
c/o Paul Thompson  
Lane Council of Governments  
859 Willamette, Suite 500  
Eugene, OR 97401

Phone: 541-682-4405

Fax: 541-682-4099

email: [mpo@lcog.org](mailto:mpo@lcog.org)

Website: [www.TheMPO.org](http://www.TheMPO.org)

#### Comment in person at:

The public may comment at a **public hearing** scheduled at the following regular meeting:

Metropolitan Policy Committee  
11:30 AM  
Thursday, June 6, 2013  
Bascom-Tykeson Room, Eugene Public Library  
100 West 10<sup>th</sup> Avenue, Eugene

*LCOG: \\clsr\111.lcog1.net\transport\MPO\Title VI & EJ\Annual Report\FY12-13\Central Lane MPO FY12-13 Title VIA annual report\_ma.doc  
Last Saved: November 26, 2013*

## **2014 MPC MEETING LOCATIONS**

January 2	Springfield Library Meeting Room
February 6	Springfield Library Meeting Room
March 6	Springfield Library Meeting Room
April 3	Springfield Library Meeting Room
May 1	Springfield Library Meeting Room
June 5	Bascom/Tykeson Room
July 3	Coburg Fire Station Training Room
August 7	Bascom/Tykeson Room
September 4	Springfield Library Meeting Room
October 2	Bascom/Tykeson Room
November 6	Springfield Library Meeting Room
December 4	Bascom/Tykeson Room