



DATE: October 14, 2008

TO: Roads Advisory Committee (RAC)

FROM: Mark Bernard, Transportation Planning

SUBJECT: Oregon Department of Transportation (ODOT), Transportation Enhancement Grant Applications

ODOT requested Lane County to review and rank Transportation Enhancement (TE) grant applications from within the county. The RAC may provide comment on staff's recommended rankings. The Board of Commissioners will be asked to hold a hearing on the matter on November 12, 2008. The Metropolitan Policy Committee (MPC) reviewed and ranked the three applications for the Metropolitan Planning Organization (MPO) area, all from the City of Eugene. This memo will briefly describe the TE program, the seven Lane County grant applications, and staff's recommended rankings.

City of Eugene Projects

The City of Eugene's three projects were ranked by City staff and the MPC supported the ranking and submitted a letter of endorsement to the TE review committee. The City Council did not rank the projects, instead deferring to the two City Councilors on the MPC to represent the City. Statewide MPO rankings are explicitly recognized in the TE process. The MPC packet, including the City of Eugene information about the three projects, is in Attachment 3. County Transportation Planning Staff preserves the City and MPC priorities, blending in the non-MPO area projects within the overall rankings.

Note that ODOT did not contact Lane County until mid-September regarding this request, so the TE application review process is well underway. By tomorrow, October 15, ODOT staff will make a first cut, so some of the seven projects described in this memo may be already eliminated from further consideration. ODOT staff informed us they may use the County's rankings in the final grant decision regarding those projects that are still under consideration.

Of the seven projects in Lane County currently under consideration, four involve improvements to bicycle and pedestrian facilities, two involve enhancement of recreational amenities and one involves protecting a cultural resource. As a result, the process needs to involve both the RAC and the Parks Advisory Committee (PAC). The PAC will be asked for comments on November 10, and both committee recommendations will be taken to the Board on November 12.

TE Grant Application Program

Funds are available for twelve transportation enhancement activities identified in the Transportation Equity Act for the 21st Century (TEA-21). Pedestrian and bicycle projects are one of the main groups of projects receiving funds. Projects will be ranked according to their contribution to strengthening the cultural, aesthetic and environmental aspects of the intermodal transportation system. Local matching funds of at least 20% of project costs are required. The ODOT TE web site is at:

<http://www.oregon.gov/ODOT/HWY/LGS/enhancement.shtml>

Project Selection

ODOT's TE Advisory Committee consists of four ODOT staff, four local government staff, an Oregon Transportation Commissioner, and two public at-large members. Project selection criteria are in Attachment 1.

Proposed Rankings

The criteria in Attachment 1 were considered in staff's proposed rankings, shown below. The Table in Attachment 2 shows applicable Lane County Strategic Plan Goals, Guiding Principles, and adopted General Plan, Transportation System Plan, and Parks and Open Space Plan goal and policy considerations.

Projects Descriptions and Transportation Planning Staff Proposed Rankings

Complete applications may be viewed at:

http://www.oregon.gov/ODOT/HWY/LGS/docs/Transportation_Enhance/TE-List-Comment-Phase.pdf

1. Oregon Parks and Recreation Dept. – Heceta Head Lighthouse Restoration

The Oregon Parks and Recreation Department proposes a complete restoration of the Heceta Head Lighthouse. Planned improvements to the lighthouse include repairing cast iron support members, repair of masonry and stucco walls, restoration of the lantern glazing panels, a new electrical system, replacement of windows and doors, and a new roof.

Total Project Cost:	\$ 1,450,000
Non TE costs:	\$ 0
Matching Funds:	\$ 292,500
TE Funds Requested:	\$ 1,157,500

2. City of Cottage Grove – Hwy 99/Main Street Intersection Improvements

This project involves streetscape enhancement and street and sidewalk improvements for two blocks of Highway 99, on both sides of Main Street, and one block of E. Main Street between Highway 99, through the railroad crossing to S. 10th Street. The project involves a realignment of Highway 99 and the addition of bike lanes, a pedestrian island in E. Main Street and an accessible concrete railroad crossing on E. Main Street. Highway 99 is a state transportation facility.

Total Project Cost:	\$ 2,791,000
Non TE costs:	\$ 530,400
Matching Funds:	\$ 588,200
TE Funds Requested:	\$ 1,672,400

3. City of Eugene Westmoreland Park Path and Lighting

This project involves construction of a 2,500 feet-long shared use path network. The paths would be twelve feet wide with two-foot shoulders, and lighting. The project would provide bicycle and pedestrian connectivity with the existing Fern Ridge path, improve safety by eliminating the need to travel through a busy parking lot, and reduce out of direction travel.

Total Project Cost:	\$ 993,000
Non TE costs:	\$ 0
Matching Funds:	\$ 101,981
TE Funds Requested:	\$ 891,019

4. U.S. Forest Service – Oregon Birding Trail Enhancement

This project would complete the five remaining routes of the nine-route Oregon Birding Trail: Rogue-Umpqua, Owyhee River-John Day, Blue Mountains, and Willamette Valley. The multi-county birding trail is designed to be a self-guided driving tour using customized maps that direct people to the best places to watch birds and nature. Funds would contribute to costs of guide and map development, printing and public information, identification markers on all nine routes, and a website.

Total Project Cost:	\$ 1,006,340
Non TE costs:	\$ 0
Matching Funds:	\$ 147,420
TE Funds Requested:	\$ 858,920

5. U.S. Forest Service, Siuslaw National Forest – Oregon Silverspot Butterfly Mortality Reduction Barrier

This test project involves four relatively low-cost methods to decrease vehicle-caused mortality of the Oregon Silverspot Butterfly, federally designated as a “threatened” species population. Oregon State University and the USFS Pacific Northwest Research Station would assist with research and evaluation. Barriers would be erected along Highway 101 and would be intended to work with natural airflow, butterfly flight patterns and the topography of the highway to raise the flight path of butterflies above average vehicle height.

Total Project Cost:	\$ 339,000
Non TE costs:	\$ 0
Matching Funds:	\$ 39,000
TE Funds Requested:	\$ 300,000

6. City of Eugene - Amazon Path Lighting

This project would add lighting to the path between 24th and 31st Avenues for a total of 4,400 feet.

Total Project Cost:	\$ 571,000
Non TE costs:	\$ 0
Matching Funds:	\$ 58,642
TE Funds Requested:	\$ 512,358

7. City of Eugene - West Bank Path Extension and Lighting

This project would provide a bike path connection between Formac Lane and the Owosso bridge, including lighting. The existing bike path connection is the local street network along Copping Street.

Total Project Cost:	\$ 1,347,957
Non TE costs:	\$ 0
Matching Funds:	\$ 138,436
TE Funds Requested:	\$ 1,209,521

Attachments

1. ODOT Project Selection Criteria
2. Table of Projects in Rank Order, with applicable County Goals and Policies
3. MPC August 6, 2008 packet about City of Eugene projects

Transportation Enhancement Program
PROJECT SELECTION CRITERIA for 2008

Points

20	<p>QUALITY OF EXPERIENCE</p> <ul style="list-style-type: none"> ▪ Enhances the quality of experience for people using Oregon’s transportation system or enhances cultural, aesthetic or environmental values in the transportation corridor. ▪ Appropriate use of funds for activities that promote the intent of the TE program. Value or benefit of the enhancement in relation to overall project cost. ▪ Enhances community pride, environmental quality or livability
10	<p>TECHNICAL MERIT</p> <ul style="list-style-type: none"> ▪ Feasible and appropriate solution for the identified problem, need or opportunity. ▪ Realistic scope, schedule and cost estimate. Provides a complete, useable facility or product—not a temporary or partial solution. ▪ Adherence to current standards, techniques, and priorities for the type of project. ▪ Adequate level of planning and coordination
20	<p>SUPPORT</p> <ul style="list-style-type: none"> ▪ Financial commitment, including investment to date and the amount, availability and reliability of matching funds and other pledged contributions. ▪ Expressed approval by government agencies, the public, and local non-profit groups. ▪ Relationship to adopted plans or policies or other investments in the area (leverage). ▪ Progress on project development and readiness to proceed, including ability and commitment to deliver the project on time, within budget.
20	<p>IMPORTANCE</p> <ul style="list-style-type: none"> ▪ Uniqueness, urgency, and priority of the project, including how important TE funding is to completing the project. ▪ Problems, losses, or lost opportunities if the project is not completed soon. ▪ Benefit to a large segment of the population or to a “transportation disadvantaged” segment (children, elderly, low-income, disabled). ▪ Documented priority within the applicant agency or in a defined geographic area.
10	<p>FOCUS AREA FACTORS</p> <ul style="list-style-type: none"> ▪ Benefits a state highway, state-owned transportation facility, or a “Special Transportation Area” ▪ Benefits a rural/distressed community. ▪ Supports or augments an upcoming pavement preservation project, mixed-use or compact development, or Governor’s Economic Revitalization Team effort. ▪ Supports a certified downtown Main Street or the downtown Main Street in a place actively working towards certification through the Oregon Main Street Program. ▪ Directly supports existing tourism and economic development efforts, or has tourism or economic development as its primary focus.

80 points possible

Project	Consistency with County Adopted Goals and Policies	Proposed Staff Ranking
Oregon Parks and Recreation Dept. – Heceta Head Lighthouse Restoration	<p>Applicable County Strategic Plan Guiding Principles: Accessibility, Stewardship</p> <p>Goal 2 of the adopted 1980 County Parks Plan is to “Provide for adequate open space and protect important scenic and historic areas consistent with statewide Planning Goal #5.” Heceta Head Lighthouse is listed on the National Register of Historic Places. It is of statewide importance as a symbol of cultural identity, and as a tourist destination. It is one of only two lighthouses in the state that still operates with its original, rotating first-order Fresnel lens. It has been in continuous operation providing a beacon of safety for marine transportation since its first lantern was lit on March 30, 1894.</p>	1
City of Cottage Grove – Hwy 99/Main Street Intersection Improvements	<p>Applicable County Strategic Plan Goal: “Contribute to appropriate community development in the areas of transportation and telecommunications infrastructure, housing, growth management and land development.”</p> <p>Applicable County Strategic Plan Guiding Principle: Accessibility.</p> <p>Goal 1 in the Cottage Grove Transportation System Plan, co-adopted by Lane County in 2008, is to “Enhance the Cottage Grove area’s quality of life and competitive economic advantage by providing a transportation system that is accessible, balanced, efficient, environmentally responsible, financially stable, interconnected and safe.” There are several associated policies with this goal. The TSP lists the project as a high priority project. The project would improve accessibility for all segments of the population.</p>	2
City of Eugene – Westmoreland Park Path and Lighting	<p>Applicable County Strategic Plan Goal: “Contribute to appropriate community development in the areas of transportation and telecommunications infrastructure, housing, growth management and land development.”</p> <p>Applicable County Strategic Plan Guiding Principle: Accessibility.</p> <p>The Eugene-Springfield <i>TransPlan</i>, last adopted by Lane County in May 2002, includes Transportation System Improvements (TSI) Bicycle Policy #1, that states, “Construct and improve the region’s bikeway system and provide bicycle system support facilities for both new development and redevelopment/expansion.” The City’s Bikeways Master Plan has included the project since 1974. It is listed in Table 3a, Financially Constrained Bicycle Projects.</p>	3
U.S. Forest Service – Oregon Birding Trail Enhancement	<p>Applicable County Strategic Plan Goal: “Maintain a healthy environment with regard to air quality, water quality, waste management, land use and parks.”</p> <p>Applicable County Strategic Plan Guiding Principles: Accessibility, Stewardship.</p>	4

Project	Consistency with County Adopted Goals and Policies	Proposed Staff Ranking
	<p>Goal 2 of the adopted 1980 County Parks Plan is to “Provide a comprehensive and balanced park development program which offers a variety of park and recreational opportunities for Lane County residents and visitors consistent with the Statewide Planning Goal #8.”</p>	
<p>City of Eugene – West Bank Path Extension and Lighting</p>	<p>Applicable County Strategic Plan Goals: “Contribute to appropriate community development in the areas of transportation and telecommunications infrastructure, housing, growth management and land development.”</p> <p>Applicable County Strategic Plan Guiding Principle: Accessibility.</p> <p>TSI Pedestrian Policy #1 provides for a pedestrian environment that is designed to enhance the safety, comfort and convenience of walking.</p>	<p>5</p>



August 6, 2008

To: Metropolitan Policy Committee
From: Paul Thompson
Subject: Item 5.d: Endorsement of Transportation Enhancement (TE)
Program Application Priorities

Action Recommended: Approve letter to ODOT Transportation Enhancement Program prioritizing projects.

Background

The Transportation Enhancement (TE) program provides federal highway funds for projects that strengthen the cultural, aesthetic, or environmental value of our transportation system. Typical projects include sidewalk and streetscape construction, bike lanes and shared-use paths, viewpoints and interpretive sites, and historic preservation of transportation-related structures and buildings.

In April 2008 the MPC voted to endorse the project list, which included three bicycle/pedestrian projects from the City of Eugene. These projects include:

1. Westmoreland Park Path and Lighting
2. Amazon Path Lighting
3. West Bank Path Extension and Lighting

The TE Program manager has invited MPC to submit a letter prioritizing these projects. This prioritization will be factored into the scoring by the TE Advisory Committee. The City of Eugene has provided a memo describing their projects and listing their preferred order of priority (Attachment 1).

ODOT has also provided an opportunity for the public to comment on the projects that have been submitted for funding. This input will have bearing on which projects advance to final selection. Information as to how to comment using ODOT's internet survey site and also through written comment is provided on the MPO's web site at <http://www.thempo.org/news/>.

Staff Recommendation

MPC is requested to consider the submitted projects and suggested prioritization order, and if in agreement, to approve the draft letter (Attachment 2).

Attachments

1. City of Eugene memo
2. DRAFT letter of prioritization.



Public Works
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(541) 682-5291
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August 6, 2008

To: Metropolitan Policy Committee
From: Lee Shoemaker, Bicycle and Pedestrian Coordinator
Subject: 2011-13 Transportation Enhancement Project Priorities

The City of Eugene submitted three transportation enhancement applications to ODOT for FY2011-13 funding. The City of Eugene's priorities for the three projects are:

1. Westmoreland Park Path and Lighting
2. Amazon Path Lighting
3. West Bank Path Extension and Lighting

The City of Eugene requests that the Metropolitan Policy Committee approve this priority list and sign a letter of endorsement for the projects described below.

Westmoreland Park Path and Lighting

The City of Eugene requested \$891,019 of federal transportation enhancement funds for the Westmoreland Park Path and lighting project and will provide a local match of \$101,981 to build paths through Westmoreland Park to improve bicycle and pedestrian connectivity in the neighborhood and improve connections to the Fern Ridge Path. This project has been planned since the 1974 Eugene Bikeways Master Plan and also identified as a priority in the 1986 and 2002 TransPlan (#181).

New east-west and north-south paths would be built through Westmoreland Park to reduce out of direction travel for pedestrians and bicyclists who must now travel through at the Arts and Technology Academy parking lot or travel on busy streets such as Chambers Avenue and Polk Street. This project will not only improve the transportation system for people traveling through the area but will also better serve students, staff, and visitors traveling to the Arts and Technology Academy, Boys and Girls Club, and Kidsports, and the many people who attend the sports activities that take place at the City-owned sports fields in Westmoreland Park. People from the surrounding neighborhood will have better access to the popular regional Fern Ridge Path.

The new paths would be 2,450-feet long with human-scaled lighting designed to light the path for

user safety but with shields to reduce skyward illumination. The paths would be 12-feet wide with 2-foot shoulders. The project will also add lighting on the existing path from 18th Avenue to the Boys and Girls Club next to the Arts and Technology School. Most of the project can be built entirely on City-owned land but an easement from the 4J School District may be needed. The existing and failing asphalt path from 22nd/Polk to the school playground will be replaced with a 12-foot concrete path.

Amazon Path Lighting Project, 19th Avenue to 24th Avenue

The City of Eugene requested \$512,358 of federal transportation enhancement funds and will provide a local match of \$58,642 to add lighting to the popular Amazon Park Path. The need for path lighting is identified in our adopted Amazon Park Master Plan. During the development of the Eugene Pedestrian and Bicycle Strategic Plan we heard from many people about the importance of lighting our shared use paths.

The Amazon Park Path is a critical element of our transportation system in this area and may be the most important bicycle/pedestrian feature in South Eugene. It serves commuters, students, recreational riders and visitors to the many park features. Lighting is a critical element to ensure a sense of personal security for users and improve visibility to reduce the potential for crashes and injury. Walking and biking is expected to increase in this underutilized path and make it a more useful facility. This project would add 63 pedestrian scale overhead path lights along the path and at at-grade crossings. The lights will contain shields to reduce skyward illumination.

West Bank Path Extension and Lighting

The City of Eugene requested \$1,209,521 of federal transportation enhancement funds and will provide a local match of \$138,436 to construct a 2,100 foot-long shared-use path. This project (TransPlan Project #556) will eliminate a gap in the City's riverbank path system and greatly improve the quality of the experience for bicyclists and pedestrians who must now exit the riverbank path and negotiate with motor vehicles along Copping Street before returning to the Willamette River at Owosso Drive. The extension will allow the users to experience unique and scenic water features in an urban setting while making a safer and traffic free trip. This project can be built entirely on City-owned land and will not require any further right-of-way acquisition.



August 6, 2008

Ms. Patricia Rogers Fisher
ODOT Transportation Enhancement Program
355 Capital Street, NE, 5th Floor
Salem, OR 97301-3871

Dear Ms. Fisher:

The Central Lane Metropolitan Planning Organization has received an invitation from ODOT to provide our input on local project priorities for Transportation Enhancement funding. Three projects were submitted from our region – all from the City of Eugene.

Representing the Central Lane Metropolitan Planning Organization, the Metropolitan Policy Committee (MPC) is writing to prioritize these projects as follows:

1. Westmoreland Park Path and Lighting
2. Amazon Path Lighting
3. West Bank Path Extension and Lighting

Our highest priority is the Westmoreland Path and Lighting project, as it will greatly improve safety, reduce out-of-direction travel, and improve the quality of experience for path users. Pedestrians and bicyclists will no longer have to mix with automobile traffic in the school parking lot to connect to the existing Westmoreland Path and those traveling east-west and north-south will be able to ride through the park and avoid busy streets. The lighting will further improve safety and help to discourage crime.

Our second priority, the Amazon Path Lighting project, will also improve safety for the many bicyclists and pedestrians who use this path. Amazon Path is the most important bicycle-pedestrian facility in Southeast Eugene. However, the current lack of lighting discourages many people from riding at night. This can also limit fall and winter bike riding.

Our third priority, the West Bank Extension will improve the quality of experience for users. It would fill one of the remaining gaps in the riverbank trail system and eliminate the need for on-street bicycle travel in this area.

Thank you for the opportunity to emphasize our support for these projects. We look forward to a positive outcome for our region.

Sincerely,

Sid Leiken, Chair
Metropolitan Policy Committee

CENTRAL LANE METROPOLITAN PLANNING ORGANIZATION

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