

Memorandum Date: February 8, 2010
Meeting Date: February 24, 2010

W. 5. C. 5.

TO: Board of County Commissioners
DEPARTMENT: Public Works
PRESENTED BY: Mark Bernard, Transportation Planning & Traffic Division
AGENDA ITEM TITLE: Order/In the Matter of Authorizing the County Administrator to Sign a FY 2010 Transportation and Growth Management Program Grant Application with the Oregon Department of Transportation to create an electronic version of the Lane County Bicycle Map.

I. MOTION

A motion and Order authorizing the county administrator to sign a FY 2010 Transportation and Growth Management (TGM) Program grant application is necessary to qualify for grant funding to create an electronic version of the Lane County Bicycle Map.

II. AGENDA ITEM SUMMARY

This action is necessary to pursue funding to create an electronic version of the Lane County Bicycle Map (Map) through the TGM Program. Once an electronic version of the Map is created, it will be added to the Lane County Transportation System Plan (TSP) link on the LCPW Transportation Planning & Traffic Division (TP) web page as Appendix C. It will also be used to evaluate rural and urban bicycle routes consistent with the Safe Routes to School program and to construct an interactive, web-based Map which can be queried to select one of eleven bicycle routes in and around Lane County. Approval of the Order will delegate authority to the County Administrator to sign the TGM grant application cover sheet. The Order will also delegate authority to the county administrator to sign an Intergovernmental Agreement (IGA) with the Oregon Department of Transportation (ODOT) regarding grant administration.

III. BACKGROUND/IMPLICATIONS OF ACTION

A. Board Action and Other History

History

On March 31, 2009 you heard a request for a letter of support for a TGM grant application submitted by Lane Transit District (LTD) to develop a long range transit plan in anticipation of the dissolution of TransPlan. The Board voted unanimously to support LTD's TGM grant application.

On September 27, 2004 you heard an update from the City of Veneta regarding a TGM grant they were seeking to address city-wide transportation connectivity.

Background

The Lane County Bicycle Map was published in 1998 and is currently available only as a

paper map. The Map costs three dollars and is available at the Lane County Public Works Delta offices, Travel Lane County, the Eugene Chamber of Commerce, the University of Oregon Book Store, REI and at various bicycle shops in the Eugene/Springfield area. TGM grant funds will be used to create an electronic version of the Map posted as Appendix C to the TSP on the TP web page. The electronic version of the Map will also be used to evaluate bicycle routes consistent with the Safe Routes to School program and to create an interactive, web-based Map available to the traveling public on the Lane County web site.

The Transportation and Growth Management Program is a joint program of ODOT and the Oregon Department of Land Conservation and Development (DLCD). The TGM Program provides resources to help Oregon communities prepare transportation and land use plans to address local transportation needs and expand transportation choices for people. Eligible applicants include cities, counties, transportation districts, tribal governments and metropolitan planning organizations (MPOs). The program is intended to help local governments develop integrated land use and transportation plans that promote compact, mixed-use, pedestrian-friendly development and increase opportunities for transit, walking or cycling.

The TGM Program is funded with federal highway funds under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and State of Oregon funds. The total statewide grant funding pool is approximately five million dollars with no funding limit for individual projects. Grants are awarded on a competitive basis for projects within each of the five ODOT regions. Applications are scored and ranked based on a project's consistency with TGM Program award criteria including changing local land use and transportation plans to increase the availability and convenience of alternative modes of transportation and reduce the need for automobile travel.

TGM grants have been awarded on biennial cycle in the past but are now awarded annually to be more responsive to the needs of local governments. Funds awarded under the TGM Program may be used to reimburse local governments for staff time and materials. A required local match amounting to approximately 11% of total project cost may be in the form of cash, staff time and direct project costs. The local match for this proposal will be in the form of staff time. Applications that receive a grant award offer in June 2010 will have a two-year period for projects to be negotiated and completed. Agreement must be reached with ODOT on a statement of work and preparation of an IGA must commence by December, 2010 for the grant award to be delivered.

B. Policy Issues

The Lane County Home Rule Charter, Section 8 provides guidelines on Intergovernmental Cooperation and Transfer of Functions. The policies listed in Section 8 give authority to the Board of County Commissioners to enter into intergovernmental contracts.

The Lane County TSP lists goals and policies relevant to this action:

Goal 2: Promote a safe and efficient state highway system through the State Transportation Improvement Program and support of ODOT capital improvement projects.

Policy 2-b: The County shall coordinate, as appropriate, with ODOT in:

- (i) plan development;*
- (ii) managing the existing State system; and*
- (iii) designing and developing facility improvements on the State system in Lane*

County.

Goal 6: Provide safe and convenient opportunities for bicycle and pedestrian travel throughout Lane County.

Policy 6-c: Public Works staff should work with school district personnel to establish school route plans. Based on these plans, Lane County will install appropriate traffic control devices, such as signs, crosswalks or other markings, or other devices as approved by the Traffic Engineer.

Policy 6-f: The County generally will support State projects that include bicycle and pedestrian facilities.

Goal 7: Promote logical and efficient bicycle and pedestrian connections within the Lane County transportation system and between the County's and other jurisdictions' transportation systems.

Policy 7-a: In planning and implementing transportation system improvements, Lane County will coordinate with other affected jurisdictions to maximize bicycle and pedestrian route connectivity.

Goal 25: maintain effective partnering relationships with cities and the Oregon Department of Transportation (ODOT).

Policy 25-c: Engage ODOT in continuing discussions regarding jurisdiction of roadways; partnerships in funding programs; response to ODOT policy initiatives; and partnerships for a seamless service delivery system through sharing of resources, collocation of facilities, or consolidation of functions.

C. Board Goals

The Board is being asked to delegate authority to the county administrator to sign a TGM Program grant application to create an electronic version of the Lane County Bicycle Map. Two goals from the Strategic Plan, page 8, are relevant:

- *Contribute to appropriate community development in the areas of transportation and telecommunications infrastructure, housing, growth management, and land development.*
- *Maintain a healthy environment with regard to air quality, water quality, waste management, land use and parks.*

D. Financial and/or Resource Considerations

Staff time will be required to prepare and submit a complete TGM Program grant application to ODOT. Should the Map project be selected, additional staff time will be required to prepare an IGA regarding grant administration and to prepare a statement of work. Applicants are required to provide minimum local matching funds of at least 11% of total project cost. The 11% match amount may be a "soft" match of cash, materials, property and services, including staff time. The local match for this proposal will be in the form of staff time.

E. Analysis

The TGM Program awards two types of grants. Category 1 grants involve transportation system

planning for transportation facilities that accommodate a range of transportation needs. Projects in this category include the preparation and adoption of TSP elements such as bike and pedestrian plans and Safe Routes to School related plans. Category 2 grants involve the integration of land use and transportation planning and are intended to help local governments address transportation needs by adopting changes to land use and transportation system plans. The TGM grant application for this project will be a Category 1 project because it involves an update to Appendix C of the TSP and involves Safe Routes to School related plans.

The Lane County Bicycle Map was published as a paper map in 1998. Since then bicycle groups, visitors and recreational bicyclists have inquired about the availability of an electronic version of the Map that can be accessed from the web. The published Map was produced with proprietary software not used by Lane County. Consequently, an electronic version of the Map will need to be created that retains the features of the paper Map. The electronic version of the Map will subsequently be used to evaluate bicycle routes consistent with the Safe Routes to School Program and to create an interactive, web-based Map available on the Lane County web site.

The TGM grant application presents three funding options to offer its reviewers flexibility to select the most competitive components of the application. Option one involves creating an electronic version of the Lane County Bicycle Map and posting it on the TP web page as Appendix C to the TSP. Making an electronic version of the Map available on the web will improve its accessibility by residents of and visitors to Lane County. Option one addresses grant award criteria supporting updates to portions of TSPs, including bicycle and pedestrian plan updates.

Option two involves evaluating potential bicycle routes to rural and urban schools in Lane County to inform and enhance future Lane County grant applications under the Safe Routes to School (SRTS) program. Rural bicycle routes could potentially serve students going to schools in Junction City, Veneta, Creswell, Elmira, Crow, Marcola, Pleasant Hill and Lowell while urban bicycle routes could potentially serve students in the River Road and Santa Clara neighborhoods in Eugene. Evaluation of potential bicycle routes will include an inventory of roadway width (including shoulders), availability of sidewalks, an assessment of connectivity to rural residential neighborhoods, and traffic counts to determine a route's suitability as a safe route to school. Many roads in Lane County have not been inventoried and evaluated as to their suitability for the SRTS program. Understanding the most suitable areas for potential SRTS grant funding will focus attention on areas of greatest need, identify gaps in the system and provide for better cost estimation for physical improvements. Projects that inform future grant applications under the Safe Routes to School Program are a focus area for the TGM grant program.

Option three involves creating an interactive bicycle map available on the Lane County web site based on the digital version of the Lane County Bicycle Map referenced in option one above. This option requires development of a web interface to make the individual route maps interactive. The interactive component of the web maps will allow the user to select routes based on criteria entered into the user interface. If a user prefers an easy ride, the interactive maps will only show routes with less elevation change. This feature is intended to encourage recreational biking which may lead to a change in the rider behavior and the use of bicycles for other trips. Option three addresses TGM grant award criteria by increasing convenience or availability of alternative modes of transportation.

The provisions in the *Administrative Procedures Manual, Chapter 1, Section 2A, Issue 1 (2/11/02) Section IV. Procedures, subsections A. and B.* are shown below in *italics* and then addressed.

A. When to request approval and acceptance of grants in one agenda packet.

Staff from departments desiring to apply for grants may submit the proposal and also request approval to accept the grant with one action of the Commissioners unless the following circumstances apply:

- 1. if the initial proposal was still in development at the time of the board order, and did not include specific workplan/budget or complete answers to all of the agenda packet questions: or*
- 2. if the final award requires an increase in the funds required of the county; or*
- 3. if the final grant award amount is less than what was proposed in the board action, or*
- 4. if the final award contains different conditions than originally approved by the Board which the County Administrator determines should be approved by the Board.*

Response: The budget for the project is in Exhibit B to the proposed Order, the Transportation and Growth Management grant application. The grant proposal will use this estimate as the project budget. As noted in Attachment A, proposed Order, the County would be authorized to commit 11% of this amount. If there is any significant deviation from the budget amount or amount of the 11% match as a result of the amount of money actually granted, Public Works will return to the Board for direction. Complete answers to all agenda packet questions required by the APM are below.

B. Agenda Cover Memo

When an item relates to approval of a grant or any project or proposal with limited duration funding, the following questions will be addressed in the Agenda Cover Memo, under Section B. Analysis.

- 1. What is the match requirement, if any, and how is that to be covered for the duration of the grant?*

An 11% match is required. The match will be a “soft match” of staff time to create the electronic Map and to administer the grant.

- 2. Will the grant require expenditures for Material and Services or capital not fully paid for by the grant?*

As noted an eleven percent match is required.

- 3. Will the grant funds be fully expended before county funds need to be spent?*

No. If approved and the County expends 11%, it is proposed that the expenditure be in the form of staff time to create the electronic Map and to manage the grant.

- 4. How will the administrative work of the grant be covered if the grants funds don't cover it?*

Administrative work includes work leading up to preparation of the Board packet. Should the grant application be approved, administrative work will also include drafting an IGA for administration of the grant and reaching agreement on a detailed statement of work. These costs are covered by the Public Works budget. Any follow-up reporting to ODOT is part of grant administration and is noted in the budget under project management.

- 5. Have grant stakeholders been informed of the grant sunseting policy so there is no*

misunderstanding when the funding ends? Describe plan for service if funding does not continue.

Lane County is the only grant stakeholder under this grant application.

6. What accounting, auditing and evaluation obligations are imposed by the grant conditions?

It is anticipated that if the grant is successful, an IGA between Lane County and ODOT will need to be executed that will specify any auditing and evaluation obligations. The proposed Board Order authorizes execution of the IGA provided other requirements of the Board Order are met.

7. How will the department cover the accounting, auditing and evaluation obligations? How are the costs for these obligations covered, regardless whether they are in the department submitting the grant or a support service department? Does the department acknowledge that the county will need to cover these costs and it is an appropriate cost incurred by support service departments?

The TGM grant program has rigorous requirements for auditing or evaluation of grant expenditures. The grant application includes the name of a project manager who is responsible for reporting on grant expenditures and on progress made in meeting the grant's objectives. The TGM grant application's budget includes time spent by the project manager for such reporting. Reporting requirements will be included in a detailed statement of work that will be provided to ODOT, if the grant is successful.

8. Are there any restrictions against applying the county full cost indirect charge?

There are no such restrictions specified. Expenses for staff time under the grant have been calculated to include salary, benefits and administrative overhead.

9. Are there unique or unusual conditions that trigger additional county work effort, or liability, i.e., maintenance of(or?) effort requirements or supplanting prohibitions or indemnity obligations?

Potential conditions that may trigger additional county work effort involve underestimating the time required to accomplish certain tasks. The cost estimate includes a 25% contingency to account for these potential costs.

10. Grants involving technology issues require Information Services department review and approval prior to submission to the Board to ensure compatibility with existing county systems and development tools.

There are no unresolved technology issues.

11. Information Services department sign-off is required for all agenda items requesting funding for new or enhanced computer applications/systems that will interface with existing county systems/infrastructure.

This is not applicable.

12. If this is grant funded computer/software applications project,

- a. *who is the project sponsor? Who will assume responsibility for the new system after it is developed?*
- b. *who will actually develop the new system/application?*
- c. *what will happen to the software application/system after the grant funding has ended?*
- d. *who will pay for ongoing maintenance and staff costs, if any?*

No new computer/software applications are required for this project. The ESRI ArcIMS computer software will be customized to place interactive Lane County bicycle route maps on the web. ArcIMS will be customized by the Geographic Information Systems (GIS) team of LCPW, Transportation Planning & Traffic Division and supported by Kimble Korff and Brad Carpenter of the Information Services Department. The customized software is anticipated to require only routine maintenance.

IV. Alternatives/Options

- 1. Move approval of the proposed Order.
- 2. Decline to approve the proposed Order.

V. TIMING/IMPLEMENTATION

Applications for the 2010 TGM Program grant cycle will be due on March 12, 2010.

VI. RECOMMENDATION

Option 1.

VI. FOLLOW-UP

No follow up necessary.

VII. ATTACHMENT

- A. Order No. ___ and Exhibits
Exhibit A, TGM Grant Application Cover Sheet
Exhibit B, TGM Grant Application

BEFORE THE BOARD OF COMMISSIONERS OF LANE COUNTY
STATE OF OREGON

ORDER NO.

) In the Matter of Authorizing the County Administrator to Sign
) a FY 2010 Transportation and Growth Management Program
) Grant Application with the Oregon Department of Transportation
) to create an electronic version of the Lane County
) Bicycle Map

WHEREAS, Transportation and Growth Management Program (TGM) is a joint program of the Oregon Department of Transportation (ODOT) and the Department of Land Conservation and Development (DLCD); and

WHEREAS, ODOT has invited applications for TGM grants due March 12, 2010 with no suggested maximum amount per project request; and

WHEREAS, the TGM grant is intended for use by local governments to prepare and update transportation and land use plans to respond to transportation-related growth management issues; and,

WHEREAS, the Lane County Bicycle Map is currently available only in paper form and is used by residents of and visitors to Lane County; and,

WHEREAS, to complete the electronic version of the Lane County Transportation System Plan (TSP) a digital version of Lane County Bicycle Map should be included as Appendix C of the TSP County; and,

WHEREAS, a need exists for a web-based version of the Lane County Bicycle Map to better serve the traveling public with easily accessible bicycle route and road condition information; and

WHEREAS, a digital version of the Lane County Bicycle Map can be used to evaluate bicycle routes serving rural schools consistent with the Safe Routes to School program; and,

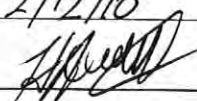
WHEREAS, Lane County staff prepared a preliminary cost estimate of \$49,670 for the cost of developing an electronic version of the Lane County Bicycle Map, evaluating bicycle routes serving rural schools consistent with the Safe Routes to School program, and the creation of an interactive web-based Lane County Bicycle Map; NOW THEREFORE, **BE IT**

ORDERED, that the county administrator be authorized to sign a TGM grant application cover sheet, Exhibit A to this Order, which will accompany the TGM grant application, Exhibit B to this Order, requesting approximately \$49,670 in grant funds, committing Lane County to providing a 11% local in kind match; and,

ORDERED, that if the grant is approved, the county administrator be authorized to sign an intergovernmental agreement with ODOT to proceed with the project and be reimbursed through the grant program.

DATED this 24th day of February, 2010

APPROVED AS TO FORM
Date 2/12/10 Lane County



William A. Fleenor, Chair
Lane County Board of Commissioners

January 2010

**TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM
GRANT APPLICATION FORM
2010**

Type of Grant:

Please indicate Category 1 or Category 2

Category 1

PROJECT TITLE:

Lane County Bicycle Map Update

**PRIMARY APPLICANT
JURISDICTION:**

Lane County

MAILING ADDRESS:

3040 North Delta Hwy

CITY:

Eugene

ZIP:

97408-1696

CONTACT PERSON:

Mark Bernard, Senior Planner

**OTHER JURISDICTIONS
INVOLVED IN THE
PROJECT**

MATCH?

11% (in kind)

TELEPHONE:

(541) 682-6930

FAX:

(541) 682-8554

EMAIL:

mark.bernard@co.lane.or.us

ODOT REGION (1 - 5):

ODOT Region 2

SUMMARY DESCRIPTION OF PROJECT: This section must be completed. Do not refer to text within the application form. In 2 or 3 sentences, explain what will be done and what the expected outcome is. (For example: The project will result in an access management plan for Black Spot Highway. The plan will be developed in partnership with ODOT based on an analysis of needs, along with input from community workshops and one-on-one contact with property owners along the highway.)

The project will result in the creation of an electronic Lane County Bicycle Map to be included as Appendix C of the Lane County Transportation System Plan and made available on the Lane County Public Works, Transportation Planning & Traffic Division web page. The electronic version of the Lane County Bicycle Map will subsequently be used to evaluate potential rural and urban bicycle routes for future funding and designation under the Safe Routes to School Program and to create an interactive bicycle map available on the Lane County web site. The purpose of the project is to make the Lane County Bicycle Map more accessible to the traveling public to encourage use of the bicycle mode of travel.

SUMMARY OF PROJECT BUDGET

Jurisdiction: Lane County
Project Title: Lane County Bicycle Map Update

	TGM Funds Requested	Local Match*	Total Project Cost
Eligible Grantee Expenses [Labor (salary plus benefits) and Direct Expenses]	\$44,206	\$5,464	\$49,670
Consultant Personal Services			\$0
TOTAL	\$44,206	\$5,464	\$49,670

* This amount should be a minimum of 11 percent of the total project budget.

I understand that, if used, consultant selection will follow the policies and requirements of the ODOT Procurement Office: <http://www.oregon.gov/ODOT/CS/OPO/>

Initial _____

Initial one of the following statements.

This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions listed on page 1.

Initial _____

This application was prepared by the following compensated consultant:

Consultant Name _____

Initial _____

Authorized Signature

County Administrator
Title

Jeff Spartz
Printed Name



TRANSPORTATION GROWTH MANAGEMENT (TGM) GRANT APPLICATION FORM

Please read the Application Packet carefully before completing this application.

Sample applications and application tips are available on the TGM Grants and Incentives page on the Web: egov.oregon.gov/LCD/TGM/grants.shtml.

Complete this application (please limit to 8 pages), print it out, sign, and then submit by postal mail.

The answer fields below will expand as you type.

ORGANIZATION NAME Lane County		PHONE 541-682-6930
CONTACT PERSON NAME AND TITLE Mark Bernard, Senior Planner		CONTACT PERSON E-MAIL mark.bernard@co.lane.or.us
PROJECT TITLE LANE COUNTY BICYCLE MAP UPDATE		

Section 1: Project description and background

1. Provide a brief statement of project purpose and transportation relationships and benefits:

This project includes three options to improve the functionality and accessibility of rural and urban bicycle route information for Lane County. Providing three funding options will allow those evaluating the merits of the application to score each of the options separately and fund the part(s) of the application that best fit the purpose of the TGM grant program.

The first option involves creating a digital version of Lane County Bicycle Map with the same characteristics as the current version. The Lane County Bicycle Map was created in 1998 and currently exists only in paper form. The paper map includes information about traffic levels, shoulder widths and topography encountered on many rural Lane County roads. The paper map also includes information about eleven identified routes around Lane County showing road names, elevation profiles, camp sites and rest areas. Once a digital map is created, it will be included as Appendix C to the Lane County Transportation System Plan (TSP) and made available on the Lane County Public Works, Transportation Planning and Traffic Division web page. Policies in the TSP form the foundation of the Lane County Bicycle Map; the new digital map will fill a transportation need for more bicycle route information for Lane County.

A second option involves evaluating potential bicycle routes to rural (and urban) schools in Lane County to inform and enhance future Lane County grant applications under the Safe Routes to School (SRTS) program. Rural bicycle routes could potentially serve students going to schools in Junction City, Veneta, Creswell, Elmira, Crow, Marcola, Pleasant Hill and Lowell while urban bicycle routes could potentially serve ten schools located in the River Road and Santa Clara neighborhoods in Eugene. Evaluation of potential bicycle routes will include an inventory of roadway width (including shoulders), availability of sidewalks, an assessment of connectivity to rural residential neighborhoods, and traffic counts to determine a route's suitability as a safe route to school. Many roads in Lane County have not been inventoried and evaluated as to their suitability for the SRTS program. The evaluation will identify the most suitable areas for potential SRTS grant funding by focusing on areas of greatest need, identifying gaps in the system and providing for better cost estimation for physical improvements.

A third option involves creating an interactive bicycle map available on the Lane County web site based on the digital version of the Lane County Bicycle Map referenced in Option One above. This option requires development of an ESRI ArcIMS (Arc Internet Map Server) web interface to make the individual route maps interactive. The interactive component of the web maps will allow the user to select routes based on criteria entered into the ArcIMS user interface. If a user prefers an easy ride, the ArcIMS enabled maps would only show routes with less topographic relief. This feature is intended to encourage recreational biking which, in turn, will potentially lead to a change in the rider behavior and the use of the bicycle mode for other trips.

2. List the key project objectives and expected outcomes and relate them to TGM objectives:

Lane County's objective for Option One of this proposal is to create a digital version of the Lane County Bicycle Map substantially in the form of the existing paper map to be included as Appendix C of the TSP and made available on the Lane County Public Works, Transportation Planning and Traffic Division web page. The expected outcome of this endeavor is to complete the digital version of the TSP and make the Lane County Bicycle Map easier to access by the traveling public.

Option One is expected to address the following TGM program objectives:

- A. Results in a more balanced, multi modal transportation system that enhances opportunities for bicycling.
- B. Increases the convenience and availability of alternative modes of transportation by making bicycle route information easier to access.
- C. May reduce emissions that contribute to climate change through changes to the TSP that lead to fewer vehicle miles traveled in rural areas of Lane County.

Lane County's objective for Option Two of this proposal is to evaluate bicycle routes on Lane County roads around communities in rural Lane County and in the Santa Clara and River Road areas of Eugene to assess the suitability of county roads for route designation and funding under the SRTS program.

Option Two is expected to address the following TGM program objectives:

- A. Results in a more balanced, multi modal transportation system that enhances opportunities for walking and bicycling.
- B. Increases the convenience and availability of alternative modes of transportation by making designated school walking and biking route information available to teachers, parents and students.

Lane County's objective for Option Three of this proposal is to enhance the content of the Lane County Bicycle Map by placing it in a customized, interactive web application developed through ESRI's ArcIMS software to encourage bicycle travel in rural Lane County. By making information related to bicycle travel more accessible, Lane County hopes to attract more users of the road system to the bicycle mode of travel.

Option Three is expected to address the following TGM program objective:

A. Increases the convenience and availability of alternative modes of transportation by making bicycle route information easier to access.

3. List the final products that will be prepared for adoption and which government agencies (e.g., city, county, state agency, transit district, etc.) will need to take action in order for each to be adopted:

Option One:

Appendix C to the TSP in digital form will become a part of the TSP. Possible action to be taken by the Lane County Planning Commission and the Board of County Commissioners.

Option Two:

Report on suitability of county roads for route designation and funding under the SRTS program. No adoption required.

Option Three:

Interactive web-based Lane County Bicycle Map made available on the Lane County web site. No adoption required.

4. Address the timeliness award criteria: explain why this is the right time for the project. Identify ongoing initiatives or actions to be completed that may affect the project timeline:

Option One of this proposal will result a financially responsible solution that addresses a transportation need in Lane County. While the current paper version of the Lane County Bicycle Map is popular, it is available only at the few locations where it is sold. Given the current trend towards more information being available online, creating a digital version of the map will increase its use and may ultimately reduce vehicle trips on roads in Lane County as recreational riders become more familiar with available bicycle routes. The timing of this proposal is appropriate given the public's expectation of availability of information online.

5. Provide additional background and context for the project that will help us understand your project:

Option One of this proposal is being pursued, in part, to encourage recreational bicyclists to use the established Lane County arterial and collector road network for other kinds of trips. A readily accessible, web-based bicycle map is anticipated to be more user friendly than the current paper version and will emphasize intercity bicycle connections. These features are anticipated to encourage casual users of the bicycle network to use it to travel to work and to run errands.

6. If the project addresses a TGM focus area, describe how:

Option Two of this proposal addresses the Safe Routes to School TGM focus area by evaluating bicycle routes on Lane County roads around communities in rural Lane County and in the Santa Clara and River Road areas of Eugene to assess their suitability for route designation and funding under the SRTS program. While Option Two does not involve working directly with candidate schools, it addresses a need to understand the existing condition of roads for potential SRTS designation, to identify gaps in the potential routes and to assess the level of improvement necessary to qualify roads under the SRTS program.

Section 2: Project specifics

1. Will a consultant be used on the project?

No.

If yes, describe the expected roles of consultant and local staff:

2. Outline the major project tasks, expected timeline, and general methods. Include a discussion of data and analysis needs and an overview of the expected public involvement process (e.g., technical and citizen committees, workshops, surveys, project Web page):

Option One will involve the following tasks:

Creation of a base map onto which road information and bicycle routes will be placed.

Digitizing information on road pavement condition (including shoulders), traffic levels and topography.

Creation of eleven individual bicycle route maps with elevation profiles and park, picnic area and camping information.

Adoption of the digital Lane County Bicycle Map as Appendix C to the TSP.

Posting the digital Lane County Bicycle Map to the TSP Appendix C link on the Lane County Public Works, Transportation Planning and Traffic Division web page and provide 20 paper copies to include with existing hard copies of the TSP.

Option Two will involve the following tasks:

Evaluate existing bicycle route data for Lane County roads around communities in rural Lane County and in the Santa Clara and River Road areas of Eugene to assess the suitability of the roads for route designation and funding under the SRTS program.

Ground truth and verify data on Lane County bicycle routes to fill gaps.

Select candidate roads in areas that provide the greatest benefit to school children at the lowest cost and apply for SRTS grant funding to improve the selected routes.

Option Three will involve the following tasks:

Use the digital Lane County Bicycle Map referenced in Option One above as a base map for a customized web-based interactive bicycle map hosted on the Lane County web site.

Use ArcIMS to develop the customized tools necessary to create an interactive bicycle map for Lane County.

Test and launch the newly-created interactive bicycle map.

3. In addition to data and analysis that will be gathered or performed as part of the project, list any, such as mapping, traffic counts, or buildable lands inventory, that must be completed *before* the project can begin. Include who will be responsible for completing them, and an estimate for when they will be completed:

No tasks will need to be completed prior to beginning the proposed project.

4. Provide an estimated budget breakdown for the major tasks. If a consultant will be used, separate the costs for local staff and consultant:

Budget breakdown:

TASK	LOCAL COSTS	CONSULTANT COSTS
Option One	\$1,075	\$
1. Create Base Map (Technical Specialist @ 25 hrs)		
2. Digitize pavement, traffic volume and topographic info (TS @ 100 hrs)	\$4,300	\$
3. Create individual bicycle route maps (TS @ 125 hrs)	\$5,375	\$
4. Adoption of the digital Lane County Bicycle Map as Appendix C to the TSP (Project Manager @ 50 hrs)	\$2,331	\$
5. Posting the digital Lane County Bicycle Map to the LCPW, Transportation Planning web page (Engineering Analyst @ 10 hrs)	\$432	\$
6. Assemble 20 hard copies of the digital Lane County Bicycle Map to include with printed copies of the TSP (Project Manager @ 5 hrs + materials 12 maps X 20 copies = 240 sheets @ \$0.29 per sheet)	\$303	\$
Option 2	\$5,591	\$
7. Evaluate existing bicycle route data for Lane County roads to assess their suitability for route designation and funding under the SRTS program (Engineering Analyst @ 120 hours)		
8. Ground truth and verify bicycle route data for SRTS suitability (Engineering Analyst @ 80 hours + Project Manager @ 25 hrs)	\$4,893	\$
Option 3	\$1,075	\$
9. Create a base map using the digital Lane County Bicycle Map for a web-based interactive bicycle map (Technical Specialist @ 25 hrs).		
10. Develop customized tools in ArcIMS to create interactive bicycle route maps (Engineering Analyst @ 160 hours)	\$6,918	\$
11. Develop customized tools in ArcIMS to create interactive bicycle route maps (Engineering Analyst @ 50 hours)	\$2,389	\$
12. Develop customized tools in ArcIMS to create interactive bicycle route maps (GIS Manager @ 25 hours)	\$1,550	\$
13. Develop customized tools in ArcIMS to create interactive bicycle route maps (IT Analyst @ 75 hours; IT Project Manager @ 10 hrs)	\$5,241	\$
14. Test and launch the interactive bicycle map (Engineering Analyst @ 100 hours).	\$4,324	\$
15. Test and launch the interactive bicycle map (IT Analyst @ 25 hrs)	\$1,542	\$
16. Interactive web-based bicycle map (Project Manager @ 50 hrs)	\$2,331	\$
Totals:	\$49,670	

5. Describe the experience and capability of the proposed project manager to manage the project.

The project manager for this project is Mark Bernard, a Senior Planner with Lane County Public Works, Transportation Planning and Traffic Division. Mark has experience managing SHPO and Coastal grants as a land use planner with Douglas County and is familiar with the bicycle transportation system in Lane County.

6. Project Area.....

8.5-by-11-inch map of the project area..... Map attached

Description: The project area for the digital Lane County Bicycle Map is Lane County and nearby areas.

7. Submit letters or resolutions of support for the project from local officials that clearly indicate an understanding of the intended project outcomes and support of the project objectives. Submit letters of support from other interested parties as appropriate. *Note: these may be submitted separately from the application. Letters and resolutions of support may be submitted through April 1, 2010. Those submitted after March 12, 2010 must be submitted electronically to cindy.l.lesmeister@odot.state.or.us.*

List letters and resolutions attached and expected:

SOURCE	ATTACHED	EXPECTED
1. Board of County Commissioners Order No. ___ authorizing the County Administrator to sign the TGM grant application and to enter into a corresponding IGA upon award of the grant.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Letter of support from the City of Eugene	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Letter of support from the City of Springfield	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Letter of Support from Junction City	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Letter of Support from the City of Cottage Grove	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Letter of Support from the City of Coburg	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7.	<input type="checkbox"/>	<input type="checkbox"/>
8.	<input type="checkbox"/>	<input type="checkbox"/>

Lane County Bicycle Map Update Project Area

