

2024 Transportation Growth Management Grant Application

Instructions

Be sure to download and review the [2024 Application Packet](#) before filling out this grant application.

You can save your progress and revisit this form at any time by clicking the "Save" button at the bottom of the page.

Applications must be received by July 31, 2024 at 11:59 p.m. (PDT)

Applicant information

Instructions: Complete this information for the applicant. Provide both a designated contact and an authorized representative (if different than the designated contact) for your entity.

Response instructions are on page 9 of the 2024 Application Packet.

Primary applicant jurisdiction

City of Springfield

Mailing address

225 Fifth St

Address Line 1

Address Line 2

Springfield

City

Oregon

State

97477

Zip Code

Website

<http://www.springfield-or.gov/>

Contact person name

Andrew

First

Larson

Last

Contact person title

Senior Transportation Planner

Contact phone

(541) 726-3661

Contact email

alarson@springfield-or.gov

Name of person empowered to sign the agreement with ODOT, if different from the applicant contact

Nancy

First

Newton

Last

Title of above named person

City Manager

Phone

(541) 726-3700

Email

nnewton@springfield-or.gov

List co-applicants (if a joint project)

List co-applicants (if a joint project)	Providing match?
<input type="text"/>	<input type="text"/>

Upload your resolution or authorized letter with associated meeting minutes from the governing body of applying jurisdiction(s) here:

Resolution No. 2024-26.pdf

PDFs only. Max 2mb per file.

Project information

Response instructions are on page 10 of the 2024 Application Packet.

Project title

Walk and Roll Springfield

Project area: Using either of the two fields below, attach a map of the project area or describe the area your project is located in.

Option 1: Project area map

PDFs only, 1 file maximum, 2mb file size limit.

Option 2: Project area description

City of Springfield's Urban Growth Boundary to encompass plan area.

ODOT region (1-5)

Region 2

[ODOT Region Map](#)

Refer to the region map if you are unsure of your

region.

Type of grant

Category 1: Transportation System Planning

Summary description of project

The proposed project seeks to update Springfield, Oregon's outdated 1998 Bicycle Plan with a new Bicycle & Pedestrian Master Plan to address critical gaps in the city's active transportation network. The current plans lack detail for effective implementation and do not meet modern standards. This project will refine cycling and walking connections, focusing on east-west routes that are crucial for safety and accessibility. Objectives include improving safety, supporting economic development, enhancing accessibility, promoting active transportation, and integrating with transit. By aligning with recent regulatory changes and community needs, the project will foster a safer, more connected, and sustainable urban environment.

Describe the purpose of your project and how the expected outcomes will address a transportation problem, need, opportunity, or issue. (Maximum characters: 750)

Project cost table

Response instructions are on page 11 of the 2024 Application Packet.

TGM funds requested for the work identified in Criterion 3	Consultant \$275,000.00	Local reimbursement \$0.00	Total TGM funds requested \$275,000.00
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Local match	Minimum Match (Calculated) \$31,474.98 <i>Approximately 11.5% of requested funds</i>
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Match to be provided	Labor, supplies and services during project \$31,474.98	Payment when Intergovernmental Agreement is signed \$0.00
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Total Match to be Provided
\$31,474.98

Award criteria

Criterion 1: Proposed project addresses a need and supports TGM

objectives (up to 40 points)

The application demonstrates the proposed project clearly and effectively addresses a local or regional transportation or transportation-related land use issue, problem, need, or opportunity and will achieve one or more of the TGM Objectives.

Response instructions are on page 13 of the 2024 Application Packet.

What is the transportation or transportation-related land use issue, problem, need, or opportunity the proposed project will address?

The proposed project addresses a pressing transportation and transportation-related land use issue in Springfield, Oregon. The existing 1998 Bicycle Plan is 25+ years old and does not address the evolving needs and priorities of the community. Springfield's TSP, adopted in 2014 and updated in 2020, identified high-level cycling connections, but these recommendations are not refined enough to establish the preferred cycling facility, or what tradeoffs would need to be negotiated on these corridors to establish cycling facilities. The dated Bicycle Plan and TSP do not align with modern standards and regulations, nor do they reflect the evolving needs of the community or the recent CFEC rule changes which will further emphasize active transportation travel in coming years.

The City of Springfield grapples with a critical gap in vital east/west connections within its cycling and walking transportation network. These gaps preclude safe movement of cyclists and pedestrians and create barriers to accessibility and connectivity for residents and visitors alike.

Moreover, while the Transportation System Plan and Willamalane Comprehensive Plan provide high-level major connections, a more detailed and comprehensive approach is needed. The Bicycle & Pedestrian Plan will seek to refine these connections to identify preferred bike/ped facility types, establish low-stress corridors, and explore tradeoffs (e.g., parking or travel lane removal) with the community to confirm the preferred approach and smooth future implementation. The Plan will identify opportunities to link these projects seamlessly, ensuring a cohesive and integrated transportation network for cyclists and pedestrians.

In summary, the proposed project will update the outdated Bicycle Plan, incorporate a full buildout plan for both the bicycle and pedestrian system elements, and refine projects and establish new connections that provide safe, low-stress connections. By doing so, the Plan will enhance safety, accessibility, and connectivity for cyclists and pedestrians while aligning with the city's goals for sustainable urban development and mobility.

Maximum characters: 3,000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

What are the proposed Project Objectives? How will the Project Objectives achieve one or more of the TGM Objectives?

Our proposed project aims to transform Springfield's transportation infrastructure through the development and implementation of a comprehensive Bicycle and Pedestrian Master Plan. Springfield, like many cities, faces challenges related to safety, accessibility, and sustainability in its transportation network. With this grant, we seek to address these challenges and create a more vibrant, equitable, and sustainable community.

- **Improve Safety:** Identify areas of the community where safety improvements are necessary, and enhance safety through traffic calming, improved lighting, and separated bike lanes and paths (TGM Objective 1.4).
- **Support Economic Development:** Boost the local economy with improved bike/ped connectivity to businesses and pedestrian-friendly districts, and support economic vitality by facilitating easier access to jobs and amenities via active transportation modes (TGM Objectives 3.1, 3.3).
- **Enhance Accessibility:** Increase accessibility for all ages and abilities through improved sidewalks, crosswalks, ramps, and pedestrian-friendly infrastructure, creating lively, accessible neighborhoods (TGM Objectives 2.1, 2.3).
- **Promote Active Transportation:** Encourage walking and cycling as viable modes of transportation through the creation of a comprehensive network of bike lanes, multi-use paths, and pedestrian-friendly streets. (TGM Objective 1.1).
- **Encourage Health and Wellness:** Promote physical activity and public health by making walking and biking attractive alternatives (TGM Objective 1.1).
- **Preserve the Environment:** Reduce air pollution and carbon emissions through sustainable transportation modes (TGM Objective 5.1).
- **Community Engagement and Education:** Involve the community in the planning process to further understand their needs, wants, and priorities, and to raise awareness about the benefits of walking and cycling through outreach programs, educational campaigns, and events. (TGM Objective 2.2).
- **Equity and Social Inclusion:** Ensure benefits reach all demographics, including low-income and disabled communities. Outreach will engage diverse groups to ensure the specific needs of these groups are addressed (TGM Objective 2.2).
- **Integrate with Transit:** Coordinate with public transit for seamless multimodal connectivity between walking, cycling, and public transit, making multimodal travel options easier for residents. (TGM Objectives 3.2, 3.3).
- **Monitor and Evaluate:** Establish metrics to track progress and effectiveness, optimize existing transportation infrastructure, and conserve public resources (TGM Objective 4).

By prioritizing safety, accessibility, and sustainability, our Bicycle and Pedestrian Master Plan aims to create a more vibrant, equitable, and resilient community and directly addresses TGM Objectives. Through community engagement and education, the Plan will ensure that benefits are equitably distributed across all neighborhoods and demographics, including underserved communities.

Maximum characters: 3,000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

Criterion 2: Proposed project is timely and urgent (up to 25 points)

The application demonstrates timeliness and urgency. The project is needed now to:

- address pressing local transportation and land use issues

- make amendments to local plans or regulations necessitated by changes in local conditions or in federal regulations, state requirements, or regional plans
- build on, complement or take a necessary step toward completing or implementing other high priority community initiatives, including Governor's Regional Solutions Team priority
- resolve transportation or land use-related issues affecting the project readiness of local, regional or state transportation projects for which funding is expected to be obligated within the near future

Response instructions are on page 15 of the 2024 Application Packet.

Why is it important to do the proposed project in this grant cycle?

Undertaking the proposed project in this grant cycle is crucial following recent mandates in Oregon's Oregon Administrative Rules (OARs) 660-012-0500 & 0600, which require comprehensive Bicycle and Pedestrian Planning. Springfield's current plans lack the necessary detail to advance projects, particularly in outlining essential bike and pedestrian improvements. This is especially true for east-west connections, where a cohesive and safe network is missing.

This regulatory shift highlights Springfield's need to update its 1998 Bicycle Plan and integrate pedestrian planning to meet current standards. Aligning with Springfield's 2020 Transportation System Plan and the 2015 Central Lane Scenario Plan, the Bicycle & Pedestrian Master Plan will address identified infrastructure gaps, enhance connectivity, and ensure compliance with state mandates and urban planning best practices.

Additionally, the Willamalane Parks and Recreation District's 2024 Comprehensive Plan proposes new recreational trails, underscoring the need for integrated active transportation infrastructure to access these trails. By connecting these amenities to Springfield's transportation network, the Bicycle & Pedestrian Master Plan can promote healthy lifestyles and community well-being.

Securing funding now will empower Springfield to develop a comprehensive plan that leverages recent planning efforts, addresses current deficiencies, supports future growth, and aligns with community aspirations. A robust Bicycle & Pedestrian Master Plan will advance sustainable development, promote equitable access, and foster a vibrant, connected community, crucial for meeting Climate Friendly and Equitable Communities (CFEC) policy outcomes.

Maximum characters: 2,500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

What local actions are needed to move the proposed project forward? Have these actions been taken and if so, when? If those efforts are underway, when will they be completed?

Springfield's City Council has demonstrated unanimous support for the Bicycle and Pedestrian Master Plan by passing a resolution to pursue TGM grant funding, recognizing the community's urgent needs. The Council has highlighted deficiencies in active transportation infrastructure, particularly in linking low-income areas of east and mid-Springfield, where residents face challenges accessing workplaces, medical facilities, recreational venues, and transit hubs. The TGM Grant is crucial for bridging these gaps, providing necessary financial resources and technical assistance to develop a master plan that addresses vital east/west connections for active transportation. This proactive approach aims to enhance safety and convenience for all residents, including those reliant on active transportation and public transit. The resolution and grant pursuit establish the groundwork for addressing these infrastructure gaps.

Maximum characters: 1000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

How does the proposed project relate to other planning efforts, developments, or initiatives? Which of those are completed, underway, or waiting on the completion of this project?

Climate Friendly Areas (in process): Supports active transportation to reduce single-occupancy vehicle use and aligns with mixed-use development goals; Multimodal Gap Analysis (in process): Fills transportation network gaps with new bike lanes and pedestrian paths for enhanced safety and accessibility; Scenario Planning Implementation (in process): Promotes alternative transportation policies and reduces greenhouse gas emissions through improved active transportation infrastructure; Willamalane Parks and Recreation Comprehensive Plan (completed 2024): Connects recreational trails and parks to Springfield's transportation network; TSP Update and Policies (completed 2020): Improves bicycle and pedestrian infrastructure, supports transit, and reduces vehicle reliance to boost economic vitality and livability.

The Master Plan will build on these initiatives, offering a clear strategy for safe, accessible active transportation, boosting multimodal connectivity, and enhancing livability.

Maximum characters: 1000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

Criterion 3: Proposed project approach supports policy decision (up to 20 points)

The application demonstrates a clear approach to achieving the expected outcome and includes consideration for adoption. Where substantial coordination with other local, regional, and state planning efforts will need to occur, the mechanisms and responsibilities for the coordination are clear.

Response instructions are on page 16 of the 2024 Application Packet.

Tasks and deliverables table

What are your proposed tasks and deliverables

Task 1: Project Initiation and Management

- o Major Deliverable: Project Management Plan
- o Responsibility: Project Manager and Consultant
- o Actions/Decisions: Define project scope, establish timelines, allocate resources.
- o Timeline: Initiation phase, typically within the first month of project kickoff
- o Impact: Establishes the framework for managing the entire planning process, ensuring clarity on roles and responsibilities within the project team.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

Task 2: Public Engagement

- o Major Deliverable: Public Engagement Plan
- o Responsibility: Project Manager and Consultant
- o Actions/Decisions: Develop methods for outreach (meetings, workshops, surveys), logistics (translation, childcare), schedule of events.
- o Timeline: Developed and finalized in the first 2-3 months of the project
- o Impact: Guides how the community will be involved in shaping the Master Plan, ensuring inclusivity and transparency.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

Task 3: Existing Conditions Analysis

- o Major Deliverable: Existing Conditions Report
- o Responsibility: Project Manager and Consultant
- o Actions/Decisions: Review existing design standards and guidelines and refine for Master Plan. Review existing City plans, GIS data, and field conditions. Collect data on existing pedestrian and cycling infrastructure, including maps, traffic volumes, collision data, and demographic information. Analyze the collected data to identify existing deficiencies, safety concerns, and opportunities for improvement.
- o Timeline: Analysis phase, typically completed within 3-4 months
- o Impact: Provides a baseline understanding of current infrastructure and informs subsequent planning decisions.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

Task 4: Goals & Objectives

- o Major Deliverable: Goals and Objectives Document
- o Responsibility: Project Manager, Consultant and Stakeholders
- o Actions/Decisions: Develop overarching goals, specific objectives, and evaluation criteria for the Master Plan.
- o Timeline: Developed during the first 2-3 months, refined based on public feedback
- o Impact: Sets the strategic direction and criteria against which project recommendations will be evaluated.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

Task 5: Needs Assessment

- o Major Deliverable: Needs Assessment Report
- o Responsibility: Project Manager, Stakeholders, and Consultant
- o Actions/Decisions: Identification of priority areas for improvement, criteria for project selection. Engage with city staff, advisory committees, stakeholders, and community members to identify needs, opportunities, and constraints for comprehensive pedestrian and cycling improvements.
- o Timeline: Conducted over 4-6 months, integrating data from existing conditions analysis
- o Impact: Guides the development of recommended projects and funding priorities.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

Task 6: Recommended Projects

- o Major Deliverable: Projects List and Map
- o Responsibility: Project Manager, Stakeholders, and Consultant
- o Decisions/Actions: Develop a Project List and map of improvements. Prepare alignment, design assumptions, and cost estimates for high-priority projects, including capital development and operations. Establish project limits, major elements, and design assumptions.
- o Timeline: Developed in parallel with the needs assessment, finalized in 8-10 months
- o Impact: Provides a concrete plan for infrastructure improvements, influencing future development and investment decisions.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

Task 7: Plan Amendments and Development Code

- o Major Deliverable: Proposed Plan Amendments and Development Code Updates
- o Responsibility: Project Manager, Consultant, and Legal Counsel
- o Actions/Decisions: Review and propose updates to zoning codes, development standards, and design guidelines.
- o Timeline: Concurrent with the development of the final Master Plan, finalized for adoption within 9-12 months
- o Impact: Shapes future development patterns and ensures alignment of city regulations with the Master Plan goals.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

Task 8: Final Plan Development and Adoption

- o Major Deliverable: Draft and Final Bicycle and Pedestrian Master Plan
- o Responsibility: Project Manager, Consultant, and City Council
- o Actions/Decisions: Develop a Draft Bicycle and Pedestrian Master Plan based on completed tasks. Include prioritized projects, goals and objectives, policies, supportive programs, equity frameworks, project costs, funding strategies, and implementation steps. Review with stakeholders and incorporate public feedback. Prepare for adoption as an amendment to the TSP.
- o Timeline: Draft completed within 10-12 months, final adoption within 12-18 months
- o Impact: Officially adopts the Master Plan as part of the city's Comprehensive Plan, guiding future infrastructure investments and improvements.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

How will the project approach support investment decisions for Safe Systems, Climate Action, and Equitable Outcomes?

Safe Systems: The Bicycle and Pedestrian Master Plan emphasizes safety through a comprehensive needs assessment of current infrastructure. This will be based on crash data and community input to identify key improvement areas. The new network will feature separated bike lanes and enhanced pedestrian crossings to boost safety and comfort. Proven countermeasures will be integrated to further enhance safety.

Climate Actions: The plan prioritizes active transportation to reduce car reliance and support sustainable land use. By encouraging walking and cycling, it aims to lower carbon emissions and promote a healthier, more sustainable urban environment.

Equitable Outcomes: Stakeholder engagement and public input will be central to the plan's development, ensuring it addresses the needs of marginalized groups. The implementation strategy will balance safety, climate action, and equity to create an inclusive and effective improvement plan for all residents.

Maximum characters: 1000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

If adoption hearings will be held as part of a larger project, when will that be and as part of what project? (optional)

Adoption hearings involving the Springfield City Council and the Lane County Board of Commissioners will be required because the Master Plan will encompass the entirety of Springfield's Urban Growth Boundary and will serve as an amendment to the Transportation System Plan (TSP).

The adoption hearings will occur within the Transportation Growth Management (TGM) timeline, which spans three (3) years. This timeline underscores the commitment of the City of Springfield to complete the Master Plan project efficiently and in alignment with regional planning objectives.

Maximum characters: 500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

Criterion 4: Proposed project has community support (up to 5 points)

The application demonstrates that there is local support for project objectives, a commitment to participate, and a desire to implement the expected outcome.

Response instructions are on page 17 of the 2024 Application Packet.

Upload letters of support here

LOS for BikePed Master Plan -- TGMP -- City of Springfield.pdf

Cascadia Mobility Letter of Support.pdf

Lane County LoS_CoS TGM.pdf

EUG support letter for SPR TGM grant (1).pdf

City of Springfield's Bike and Pedestrian Master Plan - letter of support - Willamalane.pdf

2024-05-28 BEST - TGM Springfield Bike-Ped Plan.pdf

Letter of Support_TGM grant_City of Springfield.pdf

SPS Letter of Support_TGM Grant.pdf

PDFs only. Max 2 mb per file.

Criterion 5: Proposed project sponsor is ready and capable (up to 10 points)

The application demonstrates that the local government is ready and able to begin the project within the TGM timetable and that there is local commitment and capability to manage and complete the project. The application demonstrates, if applicable, successful performance on previous TGM projects.

Response instructions are on page 18 of the 2024 Application Packet.

Describe the experience and availability of key staff

Drew Larson, a Senior Transportation Planner with a decade of urban planning experience, will serve as the project manager, bringing local expertise and a proven track record. To enhance his role in grant management, he will receive mentorship from Sandy Belson, Springfield's Comprehensive Planning Manager. Sandy has extensive experience managing grants, highlighted by notable successes such as securing TGM grants for Veneta in the 1990s and more recently, the successful adoption of the Florence Transportation System Plan.

Supporting Drew are Michael Liebler, Springfield's Transportation Planning Engineer, and Kristi Krueger, Capital Engineering Supervisor, with extensive backgrounds in managing large-scale construction grants and infrastructure projects. Their technical proficiency and proactive approach ensure project adherence to timelines and budgets.

Each team member dedicates ample resources to meet project milestones, ensuring efficient grant implementation. The City of Springfield, supported by this skilled team, is poised to advance the Bicycle & Pedestrian Master Plan. With partnerships and City Council support, we aim to create a sustainable, accessible transportation network that enhances residents' quality of life.

Maximum characters: 1500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

Explain how the applicant has the capacity to scope the proposed project during the next 15

months and manage it to completion within 3 years

The City of Springfield is prepared to manage the Springfield Bicycle & Pedestrian Master Plan project within the TGM timetable. The City Council's Resolution of Support (July 1, 2024) underscores their commitment to project completion. Over the next 15 months, city staff will focus on preparatory tasks and will aim to complete the project within 12 months.

The FY2025 budget allocates funds for two transportation planners. These resources will either fund positions or support consultants/internships as needed to enhance transportation planning capacity. The Council's support prioritizes project completion within our planning work.

Project staff will draft a comprehensive statement of work outlining objectives, scope, deliverables, and timelines, guiding planning, implementation, and evaluation phases. Finalizing the Intergovernmental Agreement (IGA) will clarify roles, responsibilities, and financial arrangements among Springfield, partner agencies, and jurisdictions, ensuring coordinated efforts.

A consultant will be chosen for expertise in urban planning, transportation infrastructure, and community engagement, complementing city capabilities with external insights. Additional planners and communications staff will assist Drew Larson, enhancing project management capacity.

Springfield aims for federal certification, acquiring skills to manage transportation and planning projects effectively. With experienced planners, Drew Larson's leadership, established partnerships, and a clear project roadmap, Springfield anticipates completing the project within 3 years.

Maximum characters: 1500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

If applicable, list applicant's TGM projects within last 10 years and their status

If applicable, list local jurisdiction's TGM projects within last 10 years and their status

TGM File Code	Project Title	Status
2C-12	Springfield Main Street Corridor Vision Plan	Adopted Phase I in February 2015. Between 2013-2015, Springfield engaged the community to shape the Main Street Corridor Vision Plan, covering Main Street from 10th to 69th Street. This plan influenced the Main-McVay Transit Study and led to the Main Street Safety Project to improve safety for all users.

300 character limit.

Bonus points: Housing (up to 10 points)

Response instructions are on page 19 of the 2024 Application Packet.

How will the adoption of the final document(s) address barriers to a broad range of housing types and affordability or work to link the location of future workforce housing to walkable/bikeable areas with good transit?

This plan will address barriers to housing diversity and affordability by enhancing connections between residential areas, schools, parks, local businesses, and job opportunities. The plan seeks to create safe, vibrant, neighborhoods where walking, cycling, and using public transit are viable modes of transportation. It will consider the needs of vulnerable populations, ensuring equitable outcomes, supporting workers, and increasing access to essential services and amenities for people without access to a personal vehicle.

Maximum characters: 500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

Required forms

Title VI: Racial & Ethnic Impact Statement form
Racial-Ethnic-Impact-Statement.pdf

[Download the Racial & Ethnic Impact Statement form here](#)

PDFs only. Max 2 mb per file.

Certifications

Response instructions are on page 20 of the 2024 Application Packet.

Eligibility criteria

- This application demonstrates a clear transportation relationship
- This application demonstrates adoption of products to meet project objectives
- This application demonstrates the support of local officials

Preparation of application

- This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions
 - This application was prepared by the following COMPENSATED consultant (indicate below)
 - This application was prepared by the following UNCOMPENSATED consultant (indicate below)
-

Would you like to receive TGM news and updates?

Yes No I am already subscribed

Clicking "Yes" authorizes us to add your email to our e-newsletter mailing list. You can unsubscribe at any time.

Today's date

7/30/2024

If you encounter any issues with the submittal process, please contact:

Rachael Levasseur

Planning Section Web Coordinator

Rachael.LEVASSEUR@odot.oregon.gov

CITY OF SPRINGFIELD, OREGON
RESOLUTION NO. 2024-26

A RESOLUTION OF THE CITY OF SPRINGFIELD TO SUPPORT A TRANSPORTATION GROWTH MANAGEMENT (TGM) GRANT APPLICATION FOR CREATION OF A SPRINGFIELD BICYCLE AND PEDESTRIAN MASTER PLAN

WHEREAS, the City of Springfield recognizes the critical importance of promoting sustainable transportation options to enhance mobility, public health, and environmental sustainability;

WHEREAS, the Springfield 2035 Transportation System Plan (TSP) sets forth goals to provide an efficient, sustainable, diverse, and environmentally sound transportation system that supports and enhances Springfield's economy and land use patterns; preserves, maintains, and enhances Springfield's transportation system through safe, efficient, and cost-effective transportation system operations and maintenance techniques for all modes; enhance and expand Springfield's transportation system design to provide a complete range of transportation mode choices; and create and maintain a sustainable transportation-funding plan that provides implementable steps towards meeting Springfield's vision;

WHEREAS, TSP policies 1.3 and 1.4 aim to develop a multi-modal transportation system supporting various urban functions, reducing reliance on single-occupancy vehicles (SOVs), and enhancing bicycle and pedestrian infrastructure to accommodate diverse populations, including those with disabilities;

WHEREAS, the City of Springfield is committed to expanding Transportation Demand Management (TDM) programs to reduce peak hour congestion and SOV reliance (TSP Policy 2.3), maintaining a safe and efficient bike and pedestrian system (TSP Policy 2.4), enhancing transit accessibility and convenience (TSP Policy 2.5), and promoting a balanced multi-modal transportation approach with intermodal connections (TSP Policy 2.10);

WHEREAS, Springfield aims to expand and enhance its bikeway system and support bicycle facilities in both new development and redevelopment (TSP Policy 3.2), ensure a continuous transportation network with direct travel routes for all modes (TSP Policy 3.4), address the mobility and safety needs of all users (TSP Policy 3.5), and create a pedestrian-friendly environment that enhances safety, comfort, and convenience by providing direct routes and removing barriers (TSP Policy 3.7);

WHEREAS, achieving these goals and policies requires proactive planning and investment in active transportation infrastructure, including the development of a Bicycle & Pedestrian Master Plan;

WHEREAS, the Transportation Growth Management (TGM) Program provides valuable resources and funding opportunities to support the planning and development of transportation infrastructure projects that plan for all ages and abilities;

WHEREAS, the Oregon Transportation Planning Rule (TPR) at OAR 660-012-0020 requires the inclusion of bicycle and pedestrian planning as integral components of comprehensive transportation planning efforts to improve safety, accessibility, and connectivity for all users;

WHEREAS, the City of Springfield seeks to enhance its bicycling and pedestrian infrastructure through the development of a comprehensive Bicycle & Pedestrian Master Plan, which will guide future investments and improvements in active transportation infrastructure; and

WHEREAS, the development of a Bicycle & Pedestrian Master Plan is essential to fostering connected neighborhoods, promoting economic vitality, and improving the overall quality of life for residents and visitors,

NOW, THEREFORE, BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF SPRINGFIELD:


Section 1: The Common Council hereby expresses its full support for the City's application for a Transportation Growth Management (TGM) Program Grant to produce a Bicycle & Pedestrian Master Plan that aligns with the goals and objectives of the Springfield 2035 Transportation System Plan.

Section 2: The Common Council authorizes the City Manager or her designee to develop, execute, and submit the necessary grant application materials to the TGM Program and to take all actions necessary accept said TGM Program Grant funds if awarded to the City.

Section 3: This Resolution will take effect upon adoption by the Council.

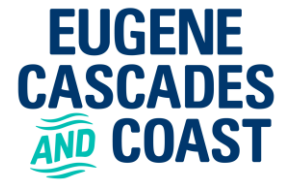
ADOPTED by the Common Council of the City of Springfield this 1st day of July, 2024, by a vote of 6 for and 0 against.

ATTEST:



City Recorder

REVIEWED & APPROVED
AS TO FORM
Kristina Kraaz
DATE: 7/1/2024
SPRINGFIELD CITY ATTORNEY'S OFFICE



Transportation Growth Management Program
Oregon Department of Transportation
555 13th Street NE
Salem, OR 97301

May 24, 2024,

Dear TGM Program staff,

On behalf of Travel Lane County, I am writing to express our enthusiastic support for the Springfield Bicycle and Pedestrian Master Plan Update, and to endorse the grant application submitted by the City of Springfield.

Travel Lane County is a 501(c)6 that markets and promotes Lane County as a travel destination for those outside our county – drawing more than 3 million overnight visitors every year to boost our tourism economy. For nearly a decade, we've been convening community partners around a cycling development strategy meant to transform Lane County into a premier cycling destination. We've reformed our marketing approach for mountain, gravel, and road bike tourism in Lane County -- recognizing that outdoor recreation and cycling activities are top trip motivators for people to visit Oregon. As we inspire people to ride the various trails, parks, and routes throughout the county – they can't stimulate our economy without having accessible and well-connected pathways to places they can eat, shop, play and enjoy. A well-designed network of bike lanes, pedestrian pathways, and shared-use trails will link those experiencing our recreational assets -- to the historic neighborhoods, bustling Main Street district, and family-friendly attractions that make Springfield a destination. The intersection of tourism development and quality of life improvements also reinforces the importance of a well-designed network of bike lanes, pedestrian pathways, and shared-use trails. Great multi-modal networks attract people to participate in physical activities that promote a healthy lifestyle. Witnessing people walking and cycling projects a comfortable, healthy and positive image for the community, and it fosters sociable environments in which people want to gather and visit again and again.

There's a lot of momentum in cycling-based projects in the region and we want to align our efforts to make this a coordinated, strategic, and community-led movement toward Lane County cycling development. By prioritizing safe and accessible routes for cyclists and pedestrians, Springfield's Master Plan Update aligns with our mission to showcase Lane County as a destination that values both environmental stewardship and quality of life. We pledge our support to City of Springfield for its commitment to enhancing connectivity and mobility for residents and visitors alike – and the Springfield Bicycle and Pedestrian Master Plan Update represents a significant step forward in creating a more livable, healthy, and welcoming city for residents and visitors alike. Thank you for your dedication to making Springfield a more bikeable and walkable community. We look forward to witnessing the positive impact of the Master Plan Update on our city and its visitors.

Sincerely,

Connor Nolan, *Destination Development Manager*
Travel Lane County

A handwritten signature in black ink, appearing to read "Connor Nolan".



455 W 1st Ave.
Eugene, OR 97401

Transportation Growth Management Program
Oregon Department of Transportation
555 13th Street NE
Salem, OR 97301

Dear TGM Program Staff,

I am writing to express Cascadia Mobility's support for the forthcoming Springfield Bicycle & Pedestrian Master Plan Update. As an organization committed to advancing shared and active transportation solutions, we firmly believe in the transformative potential of comprehensive and accessible infrastructure in shaping healthier, more sustainable communities.

The Master Plan presents a pivotal opportunity to spearhead the development of safer and more interconnected routes for pedestrians and cyclists throughout Springfield. By prioritizing the expansion of active transportation infrastructure, the Plan is poised to not only enhance mobility options but also to catalyze public health improvements, alleviate traffic congestion, and mitigate environmental impacts.

We anticipate that the City of Springfield's commitment to engaging with a diverse range of stakeholders throughout the planning process will result in a Master Plan that accurately reflects the evolving needs and aspirations of the community. This inclusive approach will be instrumental in ensuring that the Master Plan delivers tangible benefits and promotes equitable outcomes for all residents.

Cascadia Mobility's mission is to accelerate the use of shared and active transportation through strong local partnerships and world class operations. By investing in active transportation infrastructure, we anticipate downstream improvements to quality of life, economic development, and social equity within Springfield and its surrounding areas.

In conclusion, Cascadia Mobility wholeheartedly endorses the forthcoming Springfield Bicycle & Pedestrian Master Plan Update and eagerly anticipates its imminent implementation. We are committed to collaborating closely with the City of Springfield and other stakeholders to realize a future where our community is more accessible, sustainable, and vibrant than ever before.

Thank you for your foresight and dedication to advancing active transportation initiatives in Springfield.

Sincerely,

A handwritten signature in black ink, appearing to read "B. Hylton", with a horizontal line extending from the end of the signature.

Brodie Hylton
Executive Director
Cascadia Mobility



Lane County Public Works Department

Transportation Growth Management Program
Oregon Department of Transportation
555 13th Street NE
Salem, OR 97301

Dear TGM Program Staff,

I am writing on behalf of Lane County to express our full support for the Springfield Bicycle and Pedestrian Master Plan Update. As an entity dedicated to the well-being and prosperity of our residents and communities, we recognize the importance of promoting alternative modes of transportation that enhance connectivity, safety, and sustainability.

The Springfield Bicycle and Pedestrian Master Plan Update represents a significant step forward in creating a more inclusive and accessible transportation network for residents and visitors alike. By prioritizing the needs of cyclists and pedestrians, the plan aligns with Lane County's commitment to fostering healthy lifestyles, reducing traffic congestion, and mitigating environmental impacts. Recently, Lane County completed its own Bicycle Master Plan, and believe an update to Springfield's plan will compliment and advance the work identified within this effort.

We commend the City of Springfield for its leadership and foresight in undertaking this crucial initiative. Investing in bicycle and pedestrian infrastructure not only improves public health and safety but also contributes to economic vitality by attracting tourism and promoting local businesses.

Furthermore, the Master Plan Update has the potential to strengthen the sense of community and social cohesion in Springfield by providing residents with opportunities for active transportation and recreational activities. Access to safe and convenient routes for cycling and walking fosters a greater sense of belonging and enhances quality of life for individuals of all ages and abilities.

Lane County stands ready to support the implementation and promotion of the Springfield Bicycle and Pedestrian Master Plan Update. We pledge to collaborate with the City of Springfield and other stakeholders to ensure its successful realization and to advocate for continued investment in sustainable transportation infrastructure throughout the county.

Thank you for your commitment to creating a more bikeable, walkable, and livable Springfield. We look forward to witnessing the positive impact of the Master Plan Update on our community and the well-being of its residents.

Sincerely,

Cassidy Mills
Interim Transportation Planning Supervisor
Lane County Oregon



7/25/2024

Transportation Growth Management Program
Oregon Department of Transportation
555 13th St NE
Salem, OR 97301

Dear TGM Program staff,

I am writing on behalf of the City of Eugene to express our strong support for the City of Springfield's grant application to develop a Bicycle and Pedestrian Master Plan Update. As neighboring cities within Lane County, we recognize the importance of collaborative efforts to enhance transportation infrastructure and promote active mobility options for residents and visitors throughout our region.

The City of Eugene commends the City of Springfield for its proactive approach to improving bicycle and pedestrian connectivity through the development of the Master Plan Update. We believe that investing in safe and accessible transportation options not only improves public health and safety but also strengthens the social and economic fabric of our communities.

By prioritizing the needs of cyclists and pedestrians, the Master Plan Update aligns with our shared goals of promoting active transportation, reducing greenhouse gas emissions, and enhancing the overall quality of life for residents. The availability of safe and convenient routes for cycling and walking not only encourages healthier lifestyles but also fosters a greater sense of community and belonging.

Furthermore, a well-designed network of bike lanes, pedestrian pathways, and shared-use trails benefits both Eugene and Springfield by attracting tourism, promoting local businesses, and enhancing the attractiveness of our region as a destination for outdoor recreation and adventure.

The City of Eugene is committed to supporting the implementation and promotion of the Springfield Bicycle and Pedestrian Master Plan Update. We stand ready to collaborate with the City of Springfield and other stakeholders to ensure its successful realization and to advocate for continued investment in sustainable transportation infrastructure throughout Lane County.

Thank you for your dedication to creating a more bikeable, walkable, and vibrant Springfield. We look forward to working together to build a more sustainable and resilient future for our communities.

Sincerely,

A handwritten signature in black ink, appearing to read "Rob Inerfeld", written in a cursive style.

Rob Inerfeld
Transportation Planning Manager

6/13/2024

Transportation Growth Management Program
Oregon Department of Transportation
555 13th Street NE
Salem, OR 97301

RE: City of Springfield's Bike and Pedestrian Master Plan

Dear TGM Program Staff,

As the Executive Director for Willamalane Park and Recreation District, I am writing to fully support the City of Springfield's Bike and Pedestrian Master Plan. This plan, if implemented, will not only enhance our community's bicycle and pedestrian infrastructure but also promote active transportation, improve community health, and foster sustainable urban development. As a member of the Team Springfield partnership, we have a good working relationship with the City of Springfield and regularly collaborate to share ideas, energy, and resources to create projects (like this one) that will benefit our community.

As the park and recreation provider for Springfield, Oregon, Willamalane plays a crucial role in managing nearly 1,600 acres of parkland and over 38 miles of trails for the community. Approximately 16 miles of these trails are paved, multi-use paths that serve as vital parts of the community's active transportation infrastructure.

Willamalane just completed and published our 2023 Park and Recreation Comprehensive Plan. This plan included an analysis of trails in the community and identified several needs in Springfield. The 20-year plan was based on feedback from nearly 3,800 community members, including one trail-specific focus group. Trail-related goals and strategies identified in the comprehensive plan include:

Goal 3: Provide an easily accessed and Connected system of paths and trails

- *Strategy 3.1 Improve connectivity and access to existing paths and trails*
- *Strategy 3.2 Provide a desirable experience for trail users.*

The City of Springfield's proposed Bike and Pedestrian Master Plan could assist with implementing the actions and projects related to Strategy 3.1 of our comprehensive plan, which promotes connectivity and access. There is incredible synergy between Willamalane's Comprehensive Plan and the City's proposed Bike and Pedestrian Plan, and I strongly support this initiative.

In addition to collaborating with the City of Springfield through our TEAM Springfield Partnership, Willamalane has demonstrated its commitment to collaboration and active transportation by staffing an agency liaison seat on Springfield's Bicycle and Pedestrian Advisory Committee since its inception. If this grant is awarded, Willamalane will commit to closely collaborating with the City of Springfield to help make this project successful.

Please feel free to contact me with any questions. Thank you for your time and consideration.

Sincerely,



Michael Wargo, Executive Director
Willamalane Park and Recreation District
michaelw@willamalane.org



May 28, 2024

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Transportation Growth Management Program
Oregon Department of Transportation
555 13th Street NE
Salem, OR 97301

Re: Springfield's Bicycle and Pedestrian Master Plan Update

Dear TGM Program staff:

Better Eugene Springfield Transportation (BEST) is a 501(c)(3) educational nonprofit organization that advocates for better transportation options, safe streets, and walkable neighborhoods.

We support the City of Springfield's application for TGM funding to update their Bicycle and Pedestrian Master Plan.

In February 2015, a man driving along Main Street in Springfield ran a red light, injuring a mother and killing all three of her young children while they were walking home. This single tragedy shook the community and prompted the City of Springfield to undertake their Main Street Safety Study. It also prompted BEST to make safe streets a priority, and to push for the Vision Zero goal of no deaths or life-changing injuries on our streets.

Through our engagement and advocacy efforts, we see the importance of creating streets that are safe for all users, neighborhoods that are walkable and accessible, and transportation options that are diverse and sustainable.

Today, there continues to be a need to provide safe streets, paths, and sidewalks for people biking and walking in Springfield. Thus we are thrilled to see the City taking proactive steps towards improving active transportation infrastructure.

BEST is committed to supporting the implementation and promotion of the updated plan. We stand ready to lend our expertise, engage community members, and collaborate with policymakers to ensure its successful realization. Together, we can create a transportation system that prioritizes the needs of people over cars and fosters a healthier, safer, and more connected community for generations to come.

Please don't hesitate to reach out if any questions should arise.

For BEST,

Rob Zako
Executive Director
rob@best-oregon.org

Building a successful community by bringing people together
to promote transportation options, safe streets, and walkable neighborhoods.

Better Eugene-Springfield Transportation • PO Box 773, Eugene, OR 97440 • 541-343-5201

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



May 21, 2024

Transportation Growth Management Program
Oregon Department of Transportation
555 13th Street NE
Salem, OR 97301

Dear TGM Program staff,

Please accept this letter of support for the City of Springfield's request for Transportation and Growth Management (TGM) funding to complete a Bicycle and Pedestrian Master Plan Update.

Safe and convenient walking and bicycling routes are important to Springfield residents and visitors, many of whom ride Lane Transit District (LTD) buses. While Springfield's Transportation System Plan (TSP) evaluates these infrastructure needs at a high level, the Bicycle and Pedestrian Master Plan Update would look at the local street level and provide a needed system inventory and analysis of where improvements are needed.

LTD views pedestrian and bicycle travel as an important first- and last-mile mobility solution for our fixed route bus network. As such, LTD actively supports and partners with roadway jurisdictional owners to develop all ages and abilities pedestrian and bicycle facilities. Springfield's comprehensive approach to planning a future pedestrian and bicycle network will benefit the entire community and bus riders alike.

LTD's current planning effort to reimagine a transportation system that is more connected, sustainable, innovative, and equitable, *Reimagine the Ride*, is nearly complete. Springfield's Bicycle and Pedestrian Master Plan Update would complement and take advantage of the broader policy framework currently being developed at LTD.

This is an application worthy of funding by the TGM grant program. Thank you for your consideration.

Sincerely,

Jameson Auten
Chief Executive Officer





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Transportation Growth Management Program
Oregon Department of Transportation
555 13th Street NE
Salem, OR 97301

Dear TGM Program Staff,

Springfield Public Schools is pleased to extend our full support for the Bicycle and Pedestrian Master Plan Update proposed by the City of Springfield. This initiative aligns closely with our commitment to providing safe and accessible routes to school for our students.

We recognize the importance of promoting active transportation options that enhance the health, safety, and well-being of our students and families. The Master Plan Update represents a significant opportunity to improve the infrastructure surrounding our schools, making it safer and more inviting for students to walk and bike to school.

We greatly appreciate the collaboration with Eugene-Springfield Safe Routes to School in advancing this crucial initiative. Their expertise and dedication to promoting safe transportation options have been invaluable in shaping the Master Plan Update to meet the needs of our community.

By prioritizing the needs of pedestrians and cyclists, the Master Plan Update will not only improve safety but also promote physical activity, reduce traffic congestion, and foster a sense of community among students and families in Springfield.

Springfield Public Schools is committed to working closely with the City of Springfield and Eugene-Springfield Safe Routes to School to ensure the successful implementation of the Master Plan Update. Together, we will continue to prioritize the safety and well-being of our students and families, making walking and biking to school a safe and enjoyable experience for all.

Thank you for your dedication to creating healthier and safer communities for our students. We look forward to our continued collaboration on this important initiative.

Sincerely,

Brett M. Yancy
Chief Operations Officer
Springfield Public Schools

RACIAL AND ETHNIC IMPACT STATEMENT

This form is used for informational purposes only and must be included with the grant application.

[Chapter 600 of the 2013 Oregon Laws](#) require applicants to include with each grant application a racial and ethnic impact statement. The statement provides information as to the disproportionate or unique impact the proposed policies or programs may have on minority persons¹ in the State of Oregon if the grant is awarded to a corporation or other legal entity other than natural persons.

1. The proposed grant project policies or programs could have a disproportionate or unique positive impact on the following minority persons:

Indicate all that apply:

Women	Asians or Pacific Islanders
Persons with Disabilities	American Indians
African-Americans	Alaskan Natives
Hispanics	

2. The proposed grant project policies or programs could have a disproportionate or unique negative impact on the following minority persons:

Indicate all that apply:

Women	Asians or Pacific Islanders
Persons with Disabilities	American Indians
African-Americans	Alaskan Natives
Hispanics	

3. The proposed grant project policies or programs will have no disproportionate or unique impact on minority persons.

If you checked numbers 1 or 2 above, please provide below the rationale for the existence of policies or programs having a disproportionate or unique impact on minority persons in this state. Further provide evidence of consultation with representative(s) of the affected minority persons.

By checking this box, I hereby certify the information contained on this form is true, complete, and accurate to the best of my knowledge.

Dated:

Printed Name:

Title:

Agency Name:

¹ “Minority person” are defined in SB 463 (2013 Regular Session) as women, persons with disabilities (as defined in ORS 174.107), African Americans, Hispanics, Asians, or Pacific Islanders, American Indians and Alaskan Natives.