



APPLICATION FOR STP-U FUNDS

PROJECT DEVELOPMENT, PRESERVATION, MODERNIZATION

FY 2011-2013

Project Information			
Project Title:	Lane Transit District Service Preservation Funds		
Agency Applying:	Lane Transit District		
Fiscal Year(s):	FY2011-FY2013		
Staff Contact:	Todd Lipkin (Todd.Lipkin@ltd.org)	Phone/Email:	(541) 682-6153
Project Type:	<input checked="" type="checkbox"/> Preservation	<input type="checkbox"/> Modernization	<input type="checkbox"/> Project Development
Mode:	<input type="checkbox"/> Roadway	<input checked="" type="checkbox"/> Transit	<input type="checkbox"/> Bike/Ped
Project Description:	Request for \$500,000 per year over three years (\$1,500,000) to reduce severity of fixed-route service cuts between FY 2011 to 2013. The route and roads affected by the service cuts are being determined at this time. Open Houses and Public Hearings have been scheduled. Estimated impacts are indicated where appropriate for the following performance measures: preserves transit service, reduces greenhouse gas emissions, and additional regional benefits.		
Description of Need or Problem	STP-U funds are being requested by LTD to help reduce the impacts of service cuts caused by recessionary loss of payroll tax revenue.		

Eligibility	YES	NO
RTP Is the project listed in, consistent with, or able to be added to financially constrained RTP, during project time frame?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Timeliness. Does the agency have the ability to utilize funds in FY requested?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Federal Eligibility. Is project eligible for STP-U funding under Federal guidelines ¹	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Local Match. Can agency provide minimum required matching funds (10.27% of project total)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sufficient Funding. Has sufficient funding been identified to complete project/phase	<input checked="" type="checkbox"/>	<input type="checkbox"/>

¹See <http://www.lcog.org/documents/meetings/mpc/0609/MPC5f-Attachment1-FederalGuidelinesforSTP-U.pdf>

Cost Estimate/Funding Needs		
Total Estimated Project Cost	\$1,680,296	
Funding Available	\$180,296	Source: LTD General Fund
	\$	Source:
	\$	Source:
Amount of STP-U Request	\$1,500,000	
Note: Total non-federal funding must meet minimum match requirement of 10.27% of Total Project Cost.		

Regional Priorities				
<input type="checkbox"/>	PRESERVES EXISTING TRANSPORTATION ASSETS			
Goal:	Meet a minimum Pavement Condition Index (PCI) of XX on high volume Arterials, Collectors and Multi-Use Paths.			
Measures:	Roadway <input type="checkbox"/>	Transit Route <input type="checkbox"/>	Bike Lanes <input type="checkbox"/>	Multi-Use Path <input type="checkbox"/>
	Functional Class:	N/A	Transit Volume:	N/A
	PCI:	N/A	Freight Volume:	N/A
	Traffic Volume:	Possible Road Capacity Increase	Bike/Ped Counts:	Not known
Qualitative Assessment:				

Regional Priorities				
<input checked="" type="checkbox"/>	PRESERVES OR ENHANCES TRANSIT SERVICES			
Goal:	Maintain or increase transit ridership.			
Measures:	Existing ridership:	413,965 boardings per year	Proj. ridership	413,965 boardings per year
	Existing service hrs:	10,800 per year	Proj. service hrs:	0 to 10,800
	Ex. area of service:	Not known	Proj. service area:	Not known
	Title VI Issues:	Always a concern	Title VI Issues:	Always a concern
Qualitative Assessment:				
It is estimated that the requested \$1,500,000 would avoid cutting 10,800 service hours per year, which translate to approximately 413,965 boardings per year. Over the life of the project, this equate to keeping 1.24 million trips on transit.				

Regional Priorities				
<input type="checkbox"/>	IMPROVES SAFETY			
Goals:	Reduce the number and severity of accidents involving pedestrians, bicyclists, and/or vehicles. Address areas perceived to have safety issues to increase the use of multi-use paths.			
Measures:	Roadway <input type="checkbox"/>	Multi-Use Path <input type="checkbox"/>	Sidewalk <input type="checkbox"/>	Mixed <input type="checkbox"/>
	Vehicular Crash Data	Not known	Traffic Volume:	N/A
	Bicycle Crash Data	Not known	Transit Volume:	N/A
	Pedestrian Data	Increased Accident Risk (see below)	Bike/Ped Counts:	N/A
Qualitative Assessment:				

Regional Priorities

REDUCES GREENHOUSE GAS EMISSIONS

Goals: Reduce greenhouse gas emissions by reducing congestion, increasing operational efficiency, supporting alternative modes, and managing transportation demand.

Measures:	Congestion Reduction <input checked="" type="checkbox"/>	Operational Efficiency <input checked="" type="checkbox"/>	Alternative Modes <input checked="" type="checkbox"/>	Trans. Demand Management (TDM) <input checked="" type="checkbox"/>
		EXISTING (without Project)		PROJECTED (with Project)
	Traffic Volume:	N/A		N/A
	VMT:	N/A		N/A
	Freight Volume:	N/A		N/A
	Transit Ridership:	413,965 trips lost/year w/o project		413,965 retained/year w/project
	Bike/Ped Counts:	N/A		N/A
	Travel Time:	N/A		N/A
	Congestion Index:	N/A		N/A
	Hours of Delay:	N/A		N/A
	Walk Mode Share:	N/A		N/A
	Bike Mode Share:	N/A		N/A
	Transit Mode Share:	Reduced by trips lost		Increased by trips retained
	Carpool Mode Share:	N/A		N/A
	Transit Service Hrs:	Reduced by 10,800 per year		10,800 hrs retained per year
	Sidewalk Miles:	N/A		N/A
	Bikeway Miles:	N/A		N/A
	Priority Bikeway Miles:	N/A		N/A

Qualitative Assessment:

Greenhouse Gas Reductions by the project are estimated to be approximately 165 tons of CO2 per year. A detailed description of the method for making this estimate (based on recent research) is provided in [Attachment 2](#). STP-U funding (\$500k/year) allows approximately 10,800 hours of service to be retained annually between FY 2011 and FY 2013. The person trips associated with that loss of service would likely be taken using other modes. Based on a recent survey of LTD ridership, 60% of these trips would likely take place in an auto. The method detailed in [Attachment 2](#) estimates the vehicle miles traveled for these trips which is then used to calculate GHG emissions with and without the project using the emissions factors cited in the research. The net reduction (emissions by auto trips minus the emissions by bus) equals approximately 165 tons of CO2 per year.

Additional Project Benefits	
Connectivity	Will completed project fill in key gaps in the transportation system, complete system components, or provide better pedestrian, bicycle, or roadway connectivity at a regional scale?
Project will allow connectivity of some transit routes to be maintained. Without the connectivity provided by transit service, it is estimated that congestion, GHG, and VMT will increase.	
Measures: reduction in GHG and VMT	
Multiple Modes	How will completed project benefit more than one mode or purpose (i.e., roadway & transit, bicycle & roadway users, or roadway & identified freight route)?
Project will encourage the use of transit. It is estimated that increased use of transit also results in additional walking and biking to/from bus stops.	
Measures: reduction in GHG and VMT	
Congestion Reduction	Will completed project reduce congestion through provision of additional capacity or critical link or other means?
Project will reduce person miles traveled using auto by approximately 690,000 miles per year. This will reduce the level of congestion on roads that have transit service.	
Measures: reduction in GHG and VMT	
Freight	Will completed project improve the freight system and freight movement?
N/A	
Measures:	
Public Health	Will the completed project provide public health benefits?
Project will result in additional walking and biking to/from bus stops, which results in physical activity and also improves air quality through reduced vehicle emissions.	
Measures: reduced vehicle emissions	
Other	Are there other benefits that the completed project will provide?
Measures:	
Other Project Information	
Scope of improvement, i.e., regional, community, neighborhood, local	
Regional and specific locale for the bus route.	
Ratio of STP-U Overhead to Overall Project Cost	
Opportunity Costs, i.e., cost of not doing activity/project	
If project is not funded, 10,800 service hours will be cut resulting in modified or eliminated bus service.	
APPLICATION DUE DATE:	
PLEASE SUBMIT APPLICATION ELECTRONICALLY TO PAUL THOMPSON, LCOG pthompson@lcog.org	