

TGM program or other sources will be made to fully fund the RTOP development -- the funds requested in this amendment will provide the research and outline of the plan necessary to apply for these funds. Once these new funds are identified, a separate project will be established. Any remaining funds from this work will then be transferred into the new project.

The application provided by Point2Point is attached..

CHECKLIST OF ATTACHMENTS:

- MTIP/STIP Amendment spreadsheet – for all deletion/addition/change actions
- MTIP Project Description Form (Form TIP-2) – for all new projects or significant changes



APPLICATION FOR STP-U FUNDS

PROJECT DEVELOPMENT, PRESERVATION, MODERNIZATION

Project Information				
Project Title:	Regional Transportation Options Plan (RTOP)			
Agency Applying:	Point2Point			
Fiscal Year(s):	2010-2011			
Staff Contact:	Connie Bloom Williams	541-682-6213	Connie.B.Williams@ltd.org	
Project Type:	<input type="checkbox"/> Preservation	<input type="checkbox"/> Modernization	<input type="checkbox"/> Project Development	<input checked="" type="checkbox"/> Other
Mode:	<input type="checkbox"/> Roadway	<input type="checkbox"/> Transit	<input type="checkbox"/> Bike/Ped	<input type="checkbox"/> Other
Project Description:				
Initial funding to begin development of a Regional Transportation Options Plan (RTOP) including submission of a grant request for the planning process.				

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 Note that this fund request will allow completion of the initial scoping and draft preparation. Future funding to complete the plan has not yet been identified.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
¹ See http://www.lcog.org/documents/meetings/mpc/0609/MPC5f-Attachment1-FederalGuidelinesforSTP-U.pdf		

This request is for planning funds. Completion of the plan and its Implementation will be done under other funds. The following responses to the Regional Priorities listed below are made to show how successful implementation of the Plan will promote those priorities:

Regional Priorities				
<input checked="" 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: (under development)			Traffic Volume:	Targeted transportation options corridors peak hour traffic
			Freight Volume:	
			Transit Route:	Ridership increases on targeted transportation options corridors
Qualitative Assessment:				
RTOP will highlight how transportation options by nature serve to preserve the region’s transportation assets through more transit ridership, ride sharing, telework, etc.				

Regional Priorities				
<input checked="" 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: (under development)	Bicycle Accidents	Around targeted schools	Bike/Ped Counts	Around targeted schools
	Pedestrian Accidents	Around targeted schools		
Qualitative Assessment:				
Safety issues will be addressed through educational programs (bike and walking safety) and services (SchoolPool, Walking & Biking School Buses) such as Safe Routes to School and p2p’s School Solutions (formerly Smart Ways to School)				

Regional Priorities				
<input checked="" type="checkbox"/>	REDUCES GREENHOUSE GAS EMISSIONS			
Goals:	Reduce greenhouse gas emissions by reducing congestion, increasing operational efficiency, supporting alternative modes, and managing transportation demand.			
Measures: (under development)			TDM	CO2 reductions via Vehicle Miles Reduced (VMR)
Qualitative Assessment:				
The RTOP will analyze transportation options programs and services that show performance and cost effectiveness for greenhouse gas emission reduction.				

Cost Estimate/Funding Needs		
Total Estimated Project Cost	\$ 20,000	To provide start up funding needs for planning process to begin.
Funding Available	\$	Source: LCOG is submitting a TGM Request for \$100,000 in March, 2010 for RTOP Planning Process
	\$	Source:
	\$	Source:
Amount of STP-U Request	\$20,000	
Note: Total non-federal funding must meet minimum match requirement of 10.27% of Total Project Cost.		

This request is for planning funds. Completion of the plan and its Implementation will be done under other funds. The following responses to the Additional Project Benefits listed below are made to show how successful implementation of the Plan will provide these benefits. The measures specified are based on current TDM activities. They will be evaluated in the RTOP process as to their effectiveness and measureability, and may be replaced by others.

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?
Through the RTOP gap analysis on transportation options, strategies to address connectivity gaps will be evaluated. For example, areas of the MPO with limited transit service may receive targeted ridesharing campaigns in coordination with employers, schools, and social service agencies.	
Measures: Rideshare data base growth and match rate	
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)?
The RTOP will review multi-modal strategies for example expansion of park and rides and car sharing opportunities.	
Measures: Number of park and rides, car sharing pilots	
Congestion Reduction	Will completed project reduce congestion through provision of additional capacity or critical link or other means?
The RTOP will analyze the relationship between transportation options with congestion mitigation efforts (including congestion management system planning) to identify what actions best address congestion (e.g., traveler information, KeepUsMoving.info, compressed work weeks, delayed shift times during peak travel along congested corridors).	
Measures: Limited community disruption during major construction projects, fewer complaints to contractor, an informed public	
Freight	Will completed project improve the freight system and freight movement?
Measures:	
Other	Are there other benefits that the completed project will provide?
Measures:	

Other Project Information

Description of Need or Problem

The STP-U request provides the necessary funds to submit a TGM grant for \$100,000 for the RTOP planning process. It has been over 20 years since the region conducted a transportation options planning process. Many advances have happened with service delivery options in technology (social networking sites such as Facebook and Twitter), economics (tax benefits and credits, location efficient mortgages), ridesharing strategies (statewide on line program, potential to leverage services with social service agencies), greenhouse gas reduction strategies, and other innovative approaches. The RTOP timing allows for local and regional input via pending TSPs and RTP planning efforts.

Scope of improvement, i.e., regional, community, neighborhood, local

RTOP is regional in scope.

Ratio of STP-U Overhead to Overall Project Cost

Adding these funds to the existing Regional TDM project is very efficient.

Opportunity Costs, i.e., cost of not doing activity/project

By not embarking on a regional transportation options planning effort, programs and services may not take advantage of leveraging opportunities nor best serve current and emerging local and regional land use/transportation goals.

APPLICATION DUE DATE:

PLEASE SUBMIT APPLICATION ELECTRONICALLY TO PAUL THOMPSON, LCOG pthompson@lcog.org