



APPLICATION FOR STP-U FUNDS
 PROJECT DEVELOPMENT, PRESERVATION, MODERNIZATION

FY 2011-2013

Project Information			
Project Title:	Eugene Safe Routes to School Program Gap Funding		
Agency Applying:	point2point Solutions		
Fiscal Year(s):	2011-2012		
Staff Contact:	Theresa Brand	Phone/Email: Theresa.Brand@ltd.org	541-682-6132
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 checked="" type="checkbox"/> Bike/Ped <input type="checkbox"/> Other
Project Description:			
Continuation of funding for Eugene 4J's School District Safe Routes to School (SRTS) Program as planning and implementation of a regional SRTS Program proceeds.			
Description of Need or Problem			
<p>In 2010 the Central Lane MPO provided funding to point2point Solutions which lead to the development of the regional Safe Routes to School Program. Since that time, planning has begun for how the program could provide the region's school districts coordinated SRTS education, engineering, enforcement, encouragement, and evaluation programs and services.</p> <p>One immediate and critical issue to address is the discrepancy in existing funding timelines. The new Bethel School District Program has secured funding through September 2013, while Eugene 4J funding ends in September 2012.</p> <p>In order to continue successful SRTS services to 4J's 22 elementary schools and 9 middle schools, geographically expand to the Springfield School District, build leveraging opportunities for existing 4J and Bethel School District Programs, and implement initial elements of regional SRTS services (e.g., safe routes mapping for regional targeted schools and regional training for bike/ped safety classes), point2point Solutions requests interim funding for the 4J School District program.</p> <p>This request represents:</p> <ul style="list-style-type: none"> - Directing \$25,000 in previously allocated regional SRTS program development funds to reduce this STP-U funding request. - Expanding of bicycle and pedestrian safety education classes and encouragement activities to targeted Springfield schools - Alignment of funding cycles to maintain services and allow for regional program development 			

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

Cost Estimate/Funding Needs		
Total Estimated Project Cost	\$50,000	
Funding Available	\$5,135	Source: point2point: Business Energy Tax Credit
	\$	Source:
	\$	Source:
Amount of STP-U Request	\$44,865	
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) 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:		Transit Volume:	
	PCI:		Freight Volume:	
	Traffic Volume:		Bike/Ped Counts:	
Qualitative Assessment:				

Regional Priorities				
<input checked="" type="checkbox"/>	PRESERVES OR ENHANCES TRANSIT SERVICES			
Goal:	Maintain or increase transit ridership.			
Measures:	Existing ridership:		Proj. ridership	
	Existing service hrs:		Proj. service hrs:	
	Ex. area of service:		Proj. service area:	
	Title VI Issues:		Title VI Issues:	
Qualitative Assessment:				
A program not limited by FHWA SRTS funds (funding may only support walking and biking efforts) would allow for more transit ridership encouragement through SRTS projects.				

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:	Roadway <input type="checkbox"/>	Multi-Use Path <input type="checkbox"/>	Sidewalk <input type="checkbox"/>	Mixed <input checked="" type="checkbox"/>
	Vehicular Crash Data:		Traffic Volume:	
	Bicycle Crash Data:		Transit Volume:	
	Ped. Crash Data:		Bike/Ped Counts:	
Qualitative Assessment:				
<p>A major piece of the SRTS project is a focus on education to improve student safety around active transportation modes to and from school. The Eugene 4J School District implemented a Bicycle Education Program to certify middle school physical education teachers (and others teaching bike specific classes or leading bicycle clubs) as Bike Safety Education Instructors through the Bicycle Transportation Alliance (BTA). To leverage investments, future trainings are planned in order to provide more economical curriculum to targeted regional schools.</p> <p>The new 4J Bicycle Education Program has one fleet of 40 bikes, helmets, curriculum, and other resources for targeted regional schools that have completed the Bike Safety Education Certification.</p> <p>Building off of this, a Pedestrian Safety Program will focus on elementary school physical education instructors. Through these education programs, 4J and other regional targeted schools will work to reduce crashes and improve safety for students and families that choose active transportation</p>				

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	Operational Efficiency	Alternative Modes	Trans. Demand Management (TDM)
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	EXISTING		PROJECTED	
Traffic Volume:				
VMT:				
Freight Volume:				
Transit Volume:				
Bike/Ped Counts:				
Travel Time:				
Congestion Index:				
Hours of Delay:				
Walk Mode Share:				
Bike Mode Share:				
Transit Mode Share:				
Carpool Mode Share:				
Transit Service Hrs:				
Sidewalk Miles:				
Bikeway Miles:				
Priority Bikeway Miles:				

Qualitative Assessment:

Increasing the number of students walking and biking to school helps reduce VMT and GHG emissions. In the 2009-2010 school year, the 4J program at Roosevelt Middle School experienced dramatic increases in the percentage of students walking and biking to school (18 to 24 percent and 9 to 17 percent respectively) AND decreases in the number of arrivals and departures of single occupancy vehicles (average number of vehicles per day from 223 to 190).

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?
<p>Through successful collaboration between 4J & Bethel School Districts, City of Eugene, and point2point Solutions, the partners recently secured another SRTS infrastructure grant for targeted 4J and Bethel schools for bicycle and pedestrian path connections, crosswalk improvements, and signage. Infrastructure improvements assist with increasing participation in the SRTS Program, helping fill in gaps, and increase connectivity. In addition, there is a lack of knowledge regarding the multi-use path system and neighborhood connector routes that link many neighborhood streets with schools. The regional SRTS planning effort recognizes this and plans to develop safe route maps for the region's targeted schools with assistance from LCOG and approval from the appropriate jurisdiction traffic engineer. Mapping for SRTS will increase knowledge of the existing infrastructure and improve connectivity.</p>	
Measures:	
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)?
<p>An estimated 20-30 percent of traffic around area schools represents parents dropping off or picking up their children in private vehicles. By reducing the number of these vehicle trips and destinations, the 4J SRTS Program frees up the system for other roadway users and makes it safer and more comfortable for walkers and bikers.</p> <p>With the uncertainty of the Business Energy Tax Credit Program, which funds the LTD's Student Pass Program, school ridesharing programs, and school pool will be heavily encouraged.</p>	
Measures:	
Congestion Reduction	Will completed project reduce congestion through provision of additional capacity or critical link or other means?
<p>An estimated 20-30 percent of traffic around area schools represents parents dropping off or picking up their children in private vehicles. By reducing the number of these vehicle trips and destinations, the 4J SRTS Program helps reduce congestion throughout our community.</p>	
Measures:	
Freight	Will completed project improve the freight system and freight movement?
Measures:	
Public Health	Will the completed project provide public health benefits?
<p>Childhood obesity is at epidemic levels. Increasing childhood activity through increased mobility to and from school helps to address this issue. Also through the 4J Bicycle and Pedestrian Education Programs more students will learn safe bicycle and pedestrian skills that will help lead to crash reductions and lower injury rates. Finally, through enforcement and education, reduction in traffic speeds around schools also lower crash and injury rates.</p>	
Measures:	
Other	Are there other benefits that the completed project will provide?
<p>Providing 4J SRTS interim funding maintains a key pillar in the overall regional SRTS approach. The 4J Program is the most developed SRTS Program in the region and offers key leveraging opportunities for regional program development.</p>	
Measures:	

Other Project Information

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

4J School District with regional leveraging of programs and services throughout the region.

Ratio of STP-U Overhead to Overall Project Cost

There is no STP-U overhead.

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

Interruption of a strong Safe Routes to School Program and the hampering of regional program development.

APPLICATION DUE DATE: 5:00 PM, Wednesday, May 18, 2011

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