



APPLICATION FOR:

•STP-U FUNDS (Project Development, Preservation, Modernization)

FY 2015-2016

Project Information			
Project Title:	Central Lane MPO Intelligent Transportation System Plan Update		
Agency Applying:	Lane Council of Governments		
Applying for STP or TAP:	STP		
Fiscal Year(s):	FY16		
Staff Contact:	Paul Thompson	Staff Phone:	541-682-4405
Staff Email:	pthompson@lcog.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 checked="" type="checkbox"/> Other
Project Description:			
<p>Complete an update to the Central Lane MPO Intelligent Transportation System (ITS) Plan to be consistent with the National ITS Architecture.</p> <p>The ITS Plan update will be a planning study that involves the application of advanced technologies and system management techniques to optimize the transportation network for both the traveler and system operator.</p>			
Description of Need or Problem			
<p>In 2003, the Central Lane MPO, developed and adopted an ITS Plan as a part of the Regional Transportation Plan (RTP). In the 12 years ensuing, progress has been made on implementing the project list, albeit slowly. Meanwhile, technology has advanced very quickly during these years and the ITS plan is in need of an update.</p> <p>In particular, 23 CFR 940 stipulates that an ITS project must conform to the National ITS Architecture and standards if federal funding is to be used. This is true for both highway and transit projects. The Architecture provides a description of the various components and operators, the communication flows and standards, and the interagency collaboration that are essential to ensure proper functioning.</p> <p>An update of the ITS Plan and architecture will ensure that the region remains eligible for federal funding of ITS projects.</p>			
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 or TAP 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"/>
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¹For STP-U, see <http://www.lcog.org/documents/meetings/mpc/0609/MPC5f-Attachment1-FederalGuidelinesforSTP-U.pdf>
 For TAP, see <http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm>

Cost Estimate/Funding Needs

Total Estimated Project Cost	\$111,500	
Funding Available	\$11,500	Source: In-kind, staff time
	\$	Source:
	\$	Source:
Amount of STP-U Request (Indicate to the right funding source requested)	\$100,000	STP-U

Note: Total non-federal funding must meet minimum match requirement of 10.27% of Total Project Cost.

Regional Priorities

<input checked="" 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:

An update to the ITS plan will enable the region to develop a revised deployment plan for projects that will support system efficiency minimizing capacity enhancing efforts; and will enable regional partners to coordinate infrastructure investments so that efforts are compatible and consistent with one another.

Regional Priorities

<input checked="" type="checkbox"/>	PRESERVES OR ENHANCES TRANSIT SERVICES			
Goal:	Maintain or increase transit ridership.			
Measures:	Existing ridership:		Projected ridership	
	Existing service hrs:		Proj. service hrs:	
	Ex. area of service:		Proj. service area:	
	Title VI Issues:		Title VI Issues:	

Qualitative Assessment:

ITS elements currently in deployment support the provision of transit service, i.e transit signal priority and real-time traveler information. The ITS Plan Update will revise the deployment plan to incorporate near-term ITS strategies that will further enhance transit. This planning process will allow LTD to consider the implementation of proposed projects and how they align with other regional investments.

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 type="checkbox"/>
	Vehicular Crash Data:		Traffic Volume:	
	Bicycle Crash Data:		Transit Volume:	
	Pedestrian Crash Data:		Bike/Ped Counts:	
Qualitative Assessment: Efforts to improve transportation safety can be addressed through the implementation of ITS components, i.e. curve warning systems, dynamic speed signs, and signal preemption for emergency vehicles. These components, and many others, will be discussed by the regional planning committee in development of the deployment plan.				
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:	Congestion Reduction <input type="checkbox"/>	Operational Efficiency <input type="checkbox"/>	Alternative Modes <input type="checkbox"/>	Trans. Demand Management (TDM) <input type="checkbox"/>
Qualitative Assessment: Implementation of ITS strategies can reduce greenhouse gas emissions by maintaining system efficiency, i.e. signal timing and ramp metering; and by improving accessibility and mobility to transportation options, i.e dynamic trip planning tools and mobility hubs. This planning effort will consider these opportunities, and many others, and determine as to whether implementation in feasible.				
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?	
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)?	
Measures:				
Congestion Reduction			Will completed project reduce congestion through provision of additional capacity or critical link or other means?	
Measures:				
Freight			Will completed project improve the freight system and freight movement?	

Measures:	
Public Health	Will the completed project provide public health benefits?
Measures:	
Economic Development	Will the completed project promote or support economic development?
Measures:	
Other	Are there other benefits that the completed project will provide?
Measures:	
Other Project Information	
Scope of improvement, i.e., regional, community, neighborhood, local	
This is a planning study for the metropolitan and LTD service area.	
Ratio of STP-U Overhead to Overall Project Cost	
Opportunity Costs, i.e., cost of not doing activity/project	
If the update to the ITS Plan is not completed, the region will not remain eligible for federal funding of ITS projects.	
PLEASE SUBMIT APPLICATION ELECTRONICALLY TO PAUL THOMPSON, LCOG pthompson@lcog.org	