



Enhanced Bus Service (EBS)

Project Implementation Committee (PIC) Meeting

December 3, 2024

EBS PIC Purpose

- The EBS Project Implementation Committee is a Regular Coordinating Committee comprised of Regional Interagency stakeholders to steer the Capital Improvements needed to complete EBS Rapid Transit project.

EBS Progress to Date

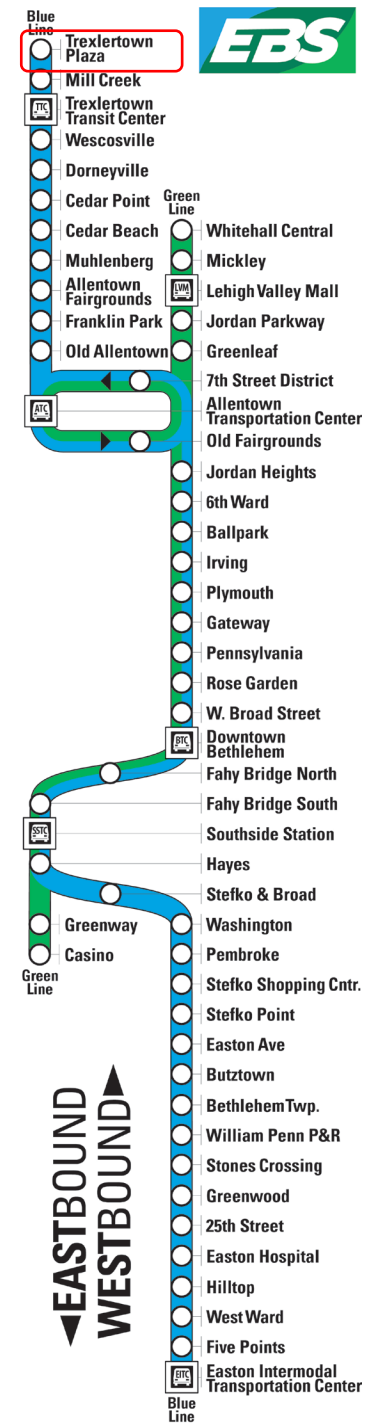
Station Name: **Trexlerstown Plaza**

EBS Line: **Blue**

Municipality: **Upper Macungie Twp**

ROW: **Private**

- 2015 Hamilton Boulevard Corridor Study
- 2022 Vision Zero Action Plan
- Site Access approved on Trexlerstown Plaza property
- Concrete Pad complete
- Shetler will be installed near-term



EBS Progress to Date

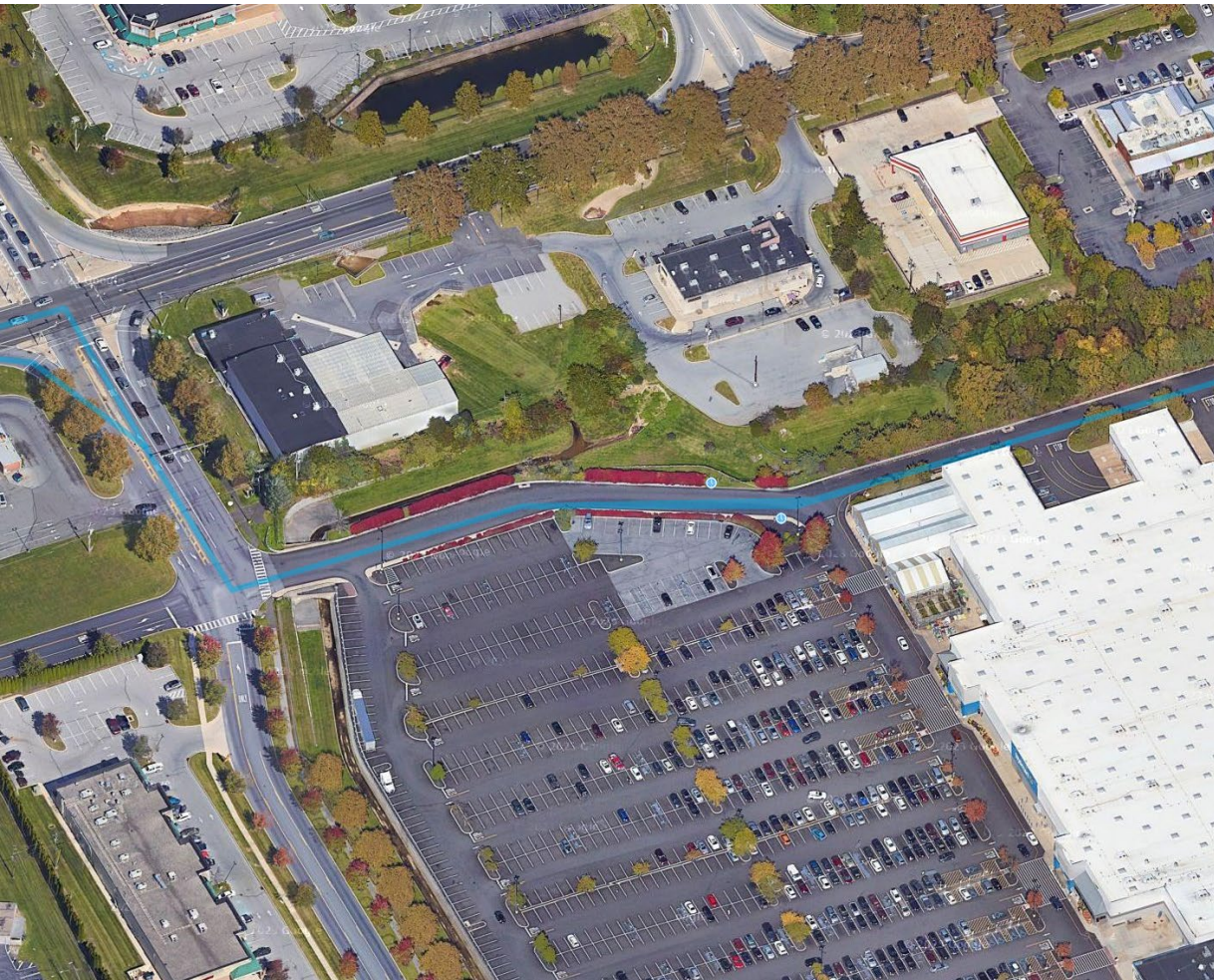
Station Name: **Mill Creek**

EBS Line: **Blue**

Municipality: **Lower Macungie Twp**

ROW: **Private**

- 2015 Hamilton Boulevard Corridor Study
- Bus Connection to Trexlertown TC & Movie Tavern Site completed.



EBS Progress to Date

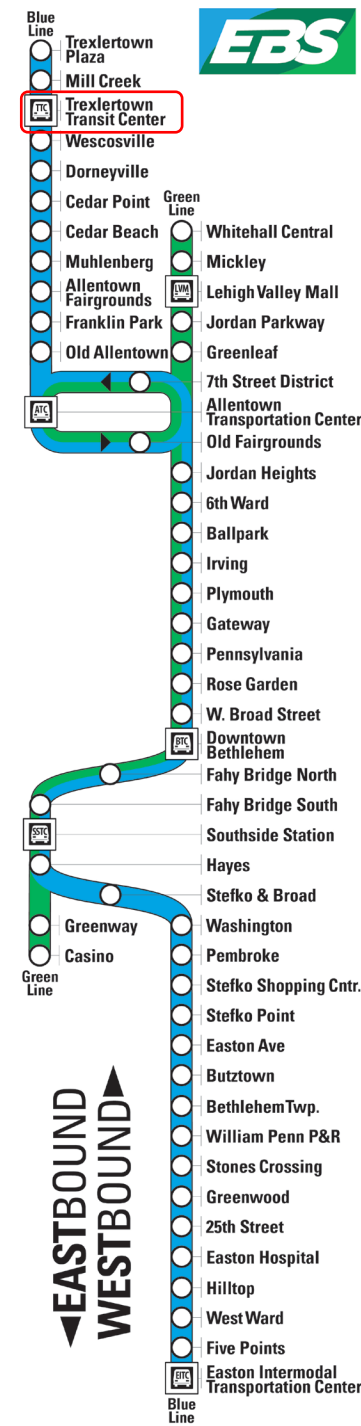
Station Name: **Trexlerstown Transit Center**

EBS Line: **Blue**

Municipality: **Lower Macungie Twp**

ROW: **Private**

- Major Transfer Point
- 2015 Hamilton Boulevard Corridor Study
- Bus Connection to Mill Creek & Walmart Site completed.
- Shelter & Pedestrian Access Completed.
- Site Access approved with Private entity.



EBS Progress to Date

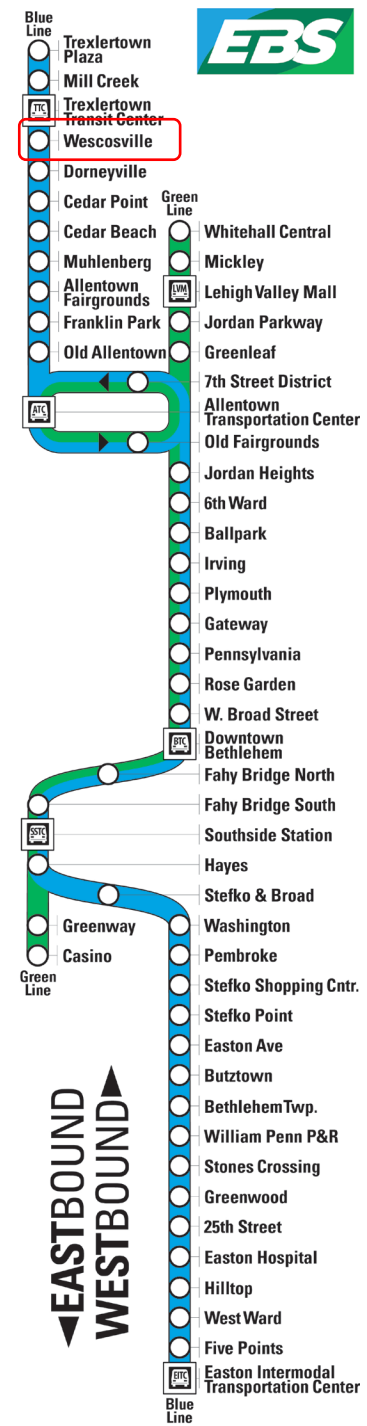
Station Name: **Wescosville**

EBS Line: **Blue**

Municipality: **Lower Macungie Twp**

ROW: **Private**

- 2015 Hamilton Boulevard Corridor Study
- Shelter & Pedestrian Access Completed.
- Site Access approved with Private entity.



EBS Progress to Date

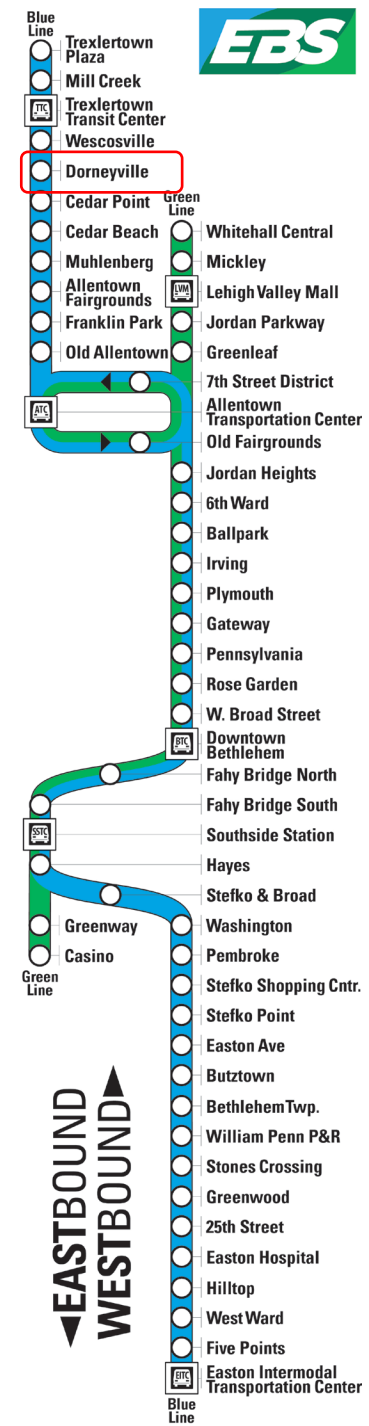
Station Name: **Dorneyville**

EBS Line: **Blue**

Municipality: **South Whitehall Twp**

ROW: **PennDOT**

- November 2022 Joint Meeting
 - Dorney Park, SWT, LANTA
 - Pedestrian Crossing Solution Needed
- Sidewalks nearing construction on Dorney Park property



Blue Line
Trexlertown Plaza
Mill Creek
Trexlertown Transit Center
Wescosville
Dorneyville
Cedar Point
Cedar Beach
Muhlenberg
Allentown Fairgrounds
Franklin Park
Old Allentown
Green Line
Whitehall Central
Mickley
Lehigh Valley Mall
Jordan Parkway
Greenleaf
7th Street District
Allentown Transportation Center
Old Fairgrounds
Jordan Heights
6th Ward
Ballpark
Irving
Plymouth
Gateway
Pennsylvania
Rose Garden
W. Broad Street
Downtown Bethlehem
Fahy Bridge North
Fahy Bridge South
Southside Station
Hayes
Stefko & Broad
Washington
Pembroke
Stefko Shopping Cntr.
Stefko Point
Easton Ave
Butztown
BethlehemTwp.
William Penn P&R
Stones Crossing
Greenwood
25th Street
Easton Hospital
Hilltop
West Ward
Five Points
Easton Intermodal Transportation Center
Blue Line

EBS Progress to Date

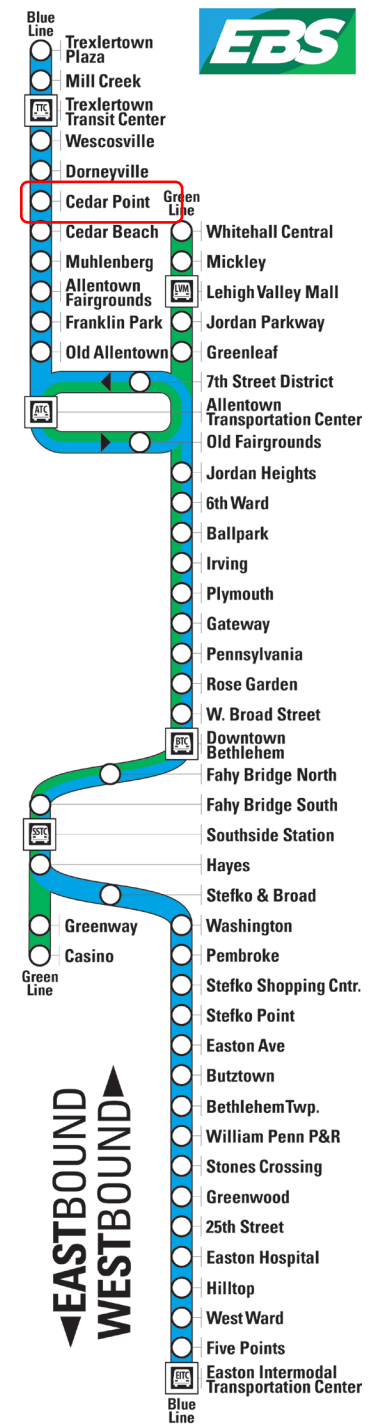
Station Name: **Cedar Point**

EBS Line: **Blue**

Municipality: **Allentown**

ROW: **Private**

- Major Transfer Point
- Property Management Support
- 1 of 2 shelters recently replaced
- EB Platform currently ADA non-compliant



EBS Progress to Date

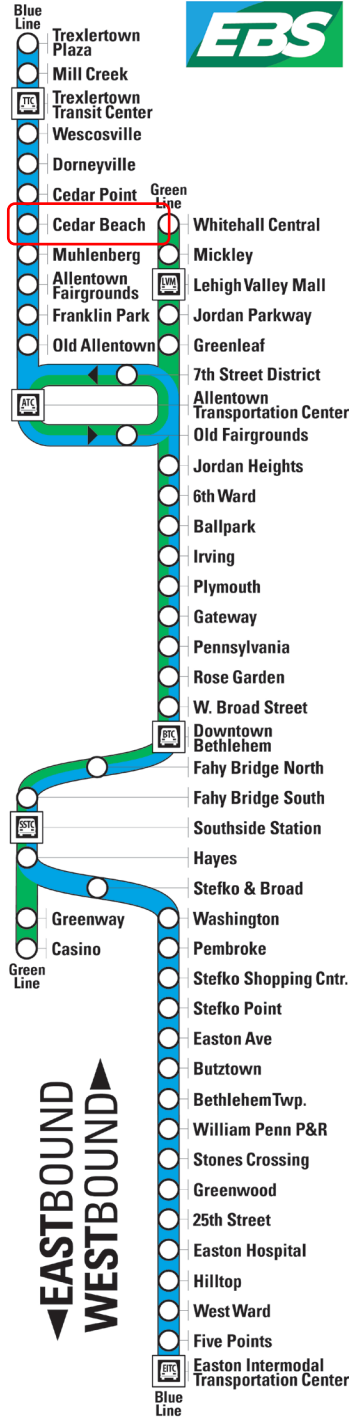
Station Name: **Cedar Beach**

EBS Line: **Blue**

Municipality: **Allentown**

ROW: **Municipal**

- Coordination with Allentown Parks needed.



EBS Progress to Date

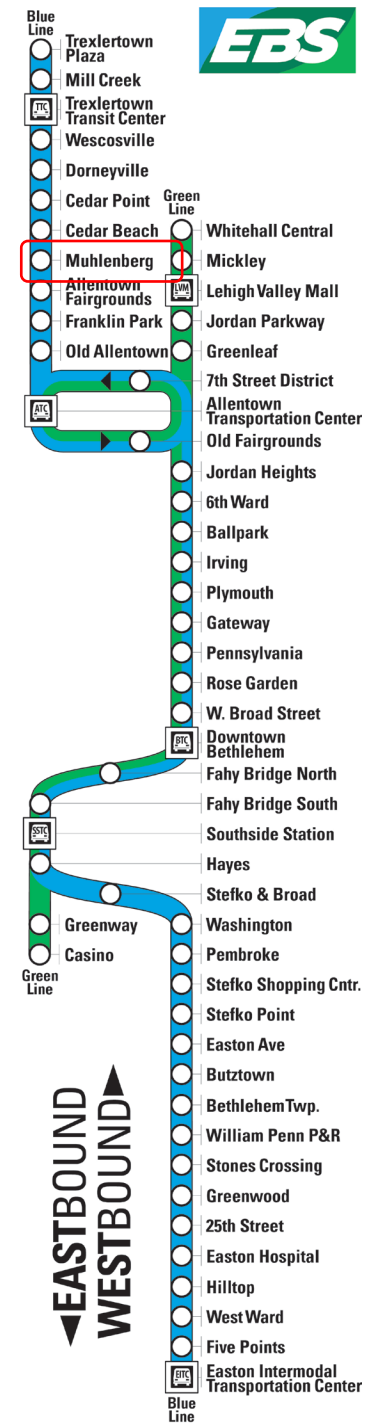
Station Name: **Muhlenberg**

EBS Line: **Blue**

Municipality: **Allentown**

ROW: **Municipal**

- Dedicated Bus Pullouts in place.



EBS Progress to Date

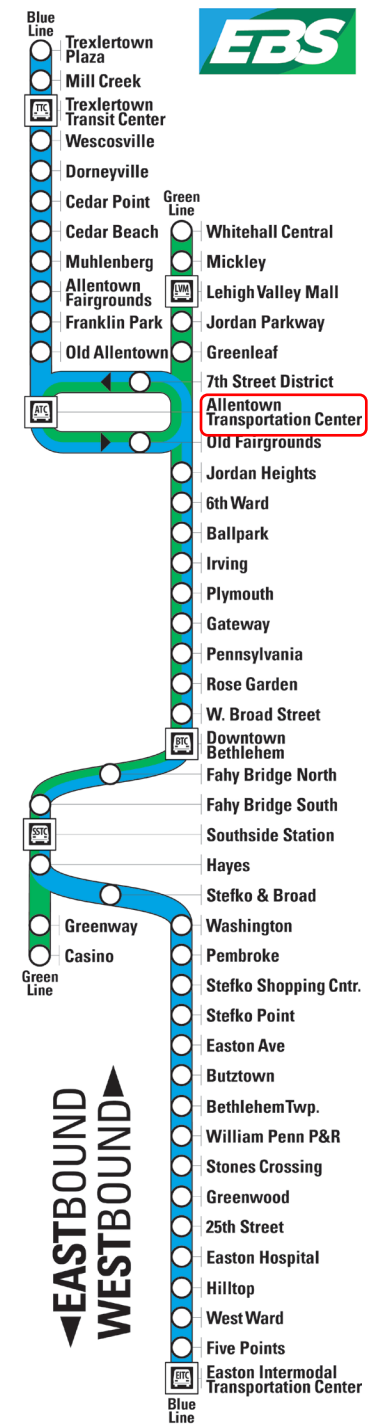
Station Name: **ATC – Allentown Transportation Center**

EBS Line: **Blue & Green**

Municipality: **Allentown**

ROW: **Municipal**

- Region's Largest Transportation Hub
- Rebuilt in 2021-2022
- Shelter and Realtime Displays Complete
- Potential Capacity Expansion opportunity creating 4th Platform



EBS Progress to Date

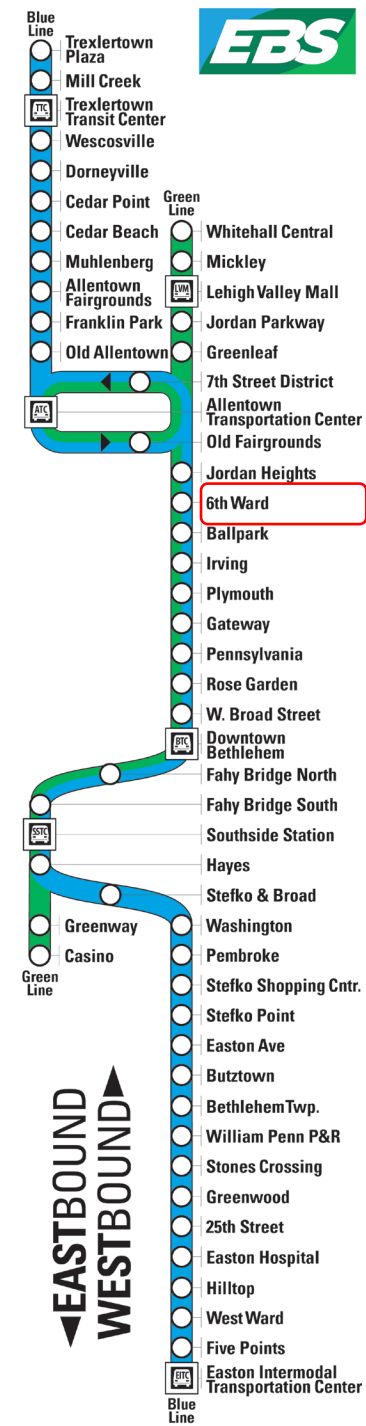
Station Name: **6th Ward**

EBS Line: **Blue & Green**

Municipality: **Allentown**

ROW: **PennDOT**

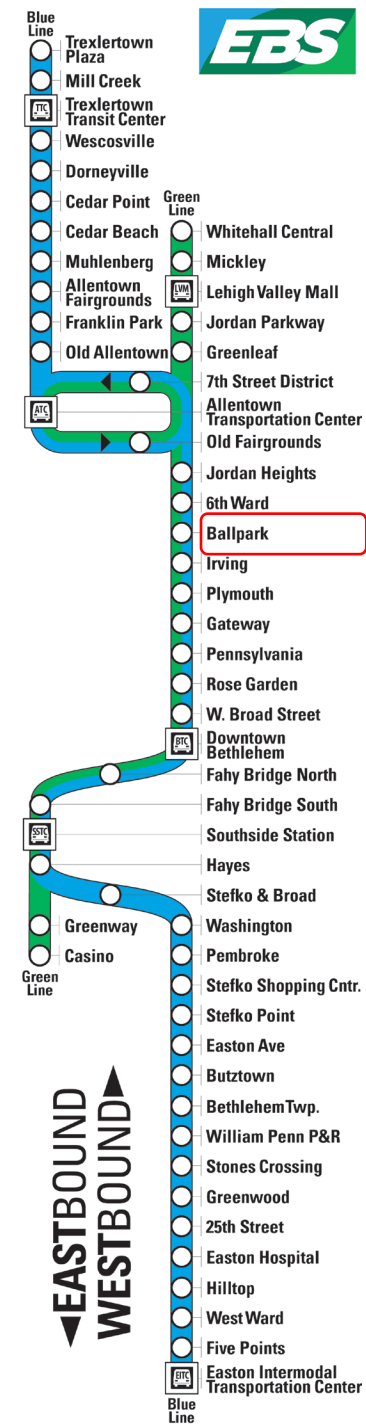
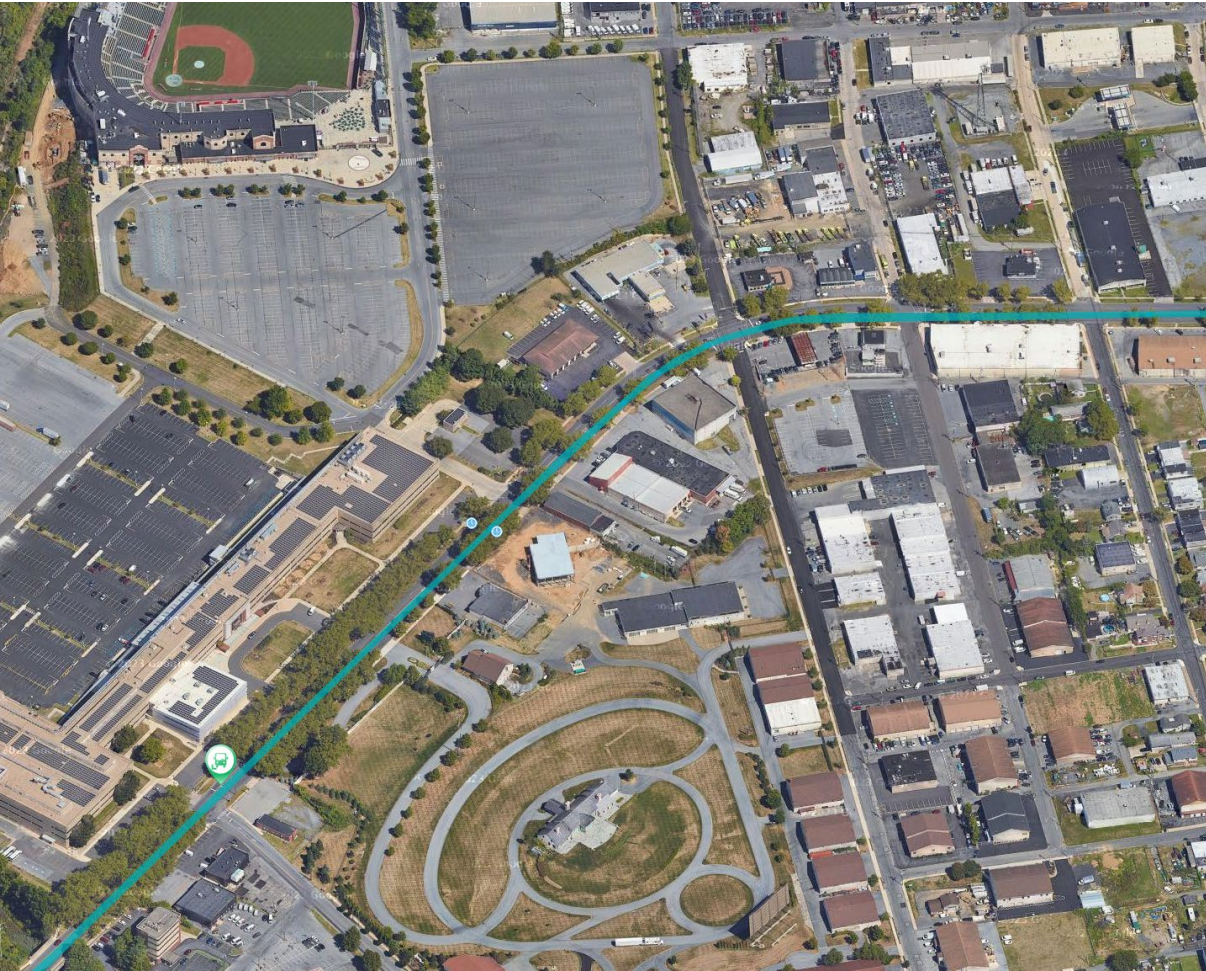
- Tight ROW
- Proposed EBS Upzoning in ZONE Allentown code update.
- Priority Action Area for Allentown SS4A
- Identified as priority transit access point in Allentown Reconnect Grant
- Station Planning may shift boarding Locations based on recommendations from Cohesion meeting.



EBS Progress to Date

Station Name: **Ballpark**
EBS Line: **Blue & Green**
Municipality: **Allentown**
ROW: **PennDOT**

- Proposed EBS Upzoning in ZONE Allentown code update.
- Priority Action Area for Allentown SS4A
- EB Shelter Recently Installed
- High Student & Event Ridership Location



EBS Progress to Date

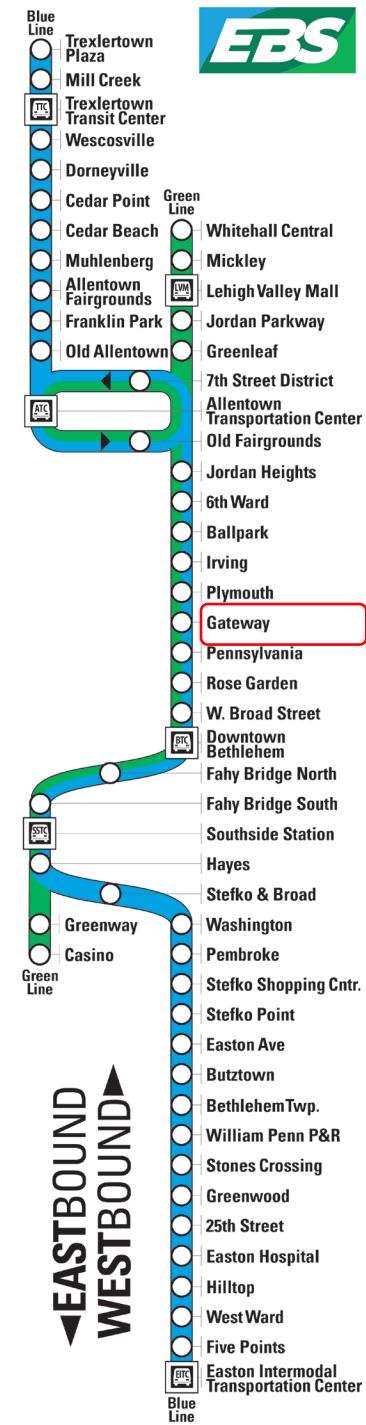
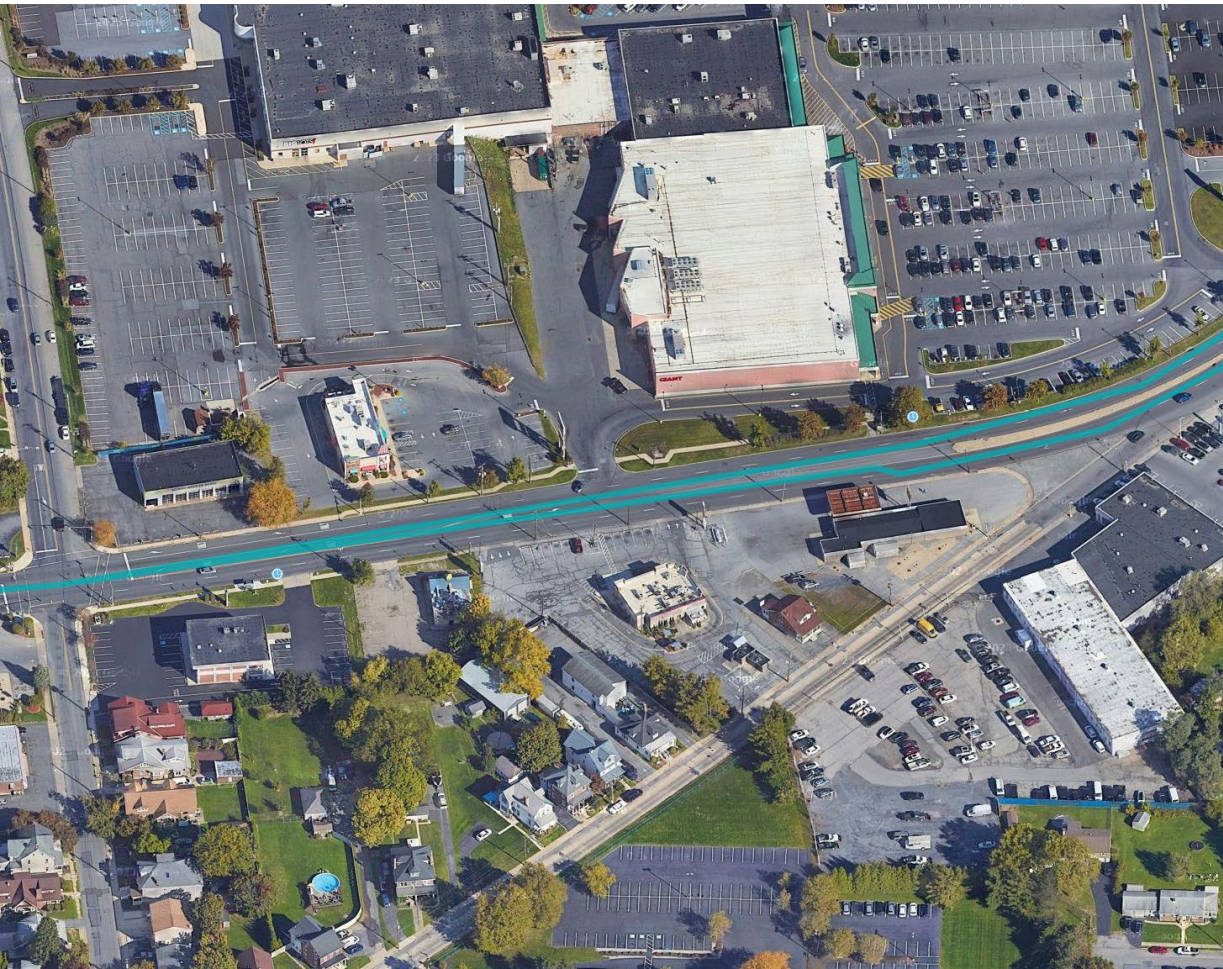
Station Name: **Gateway**

EBS Line: **Blue & Green**

Municipality: **Bethlehem**

ROW: **PennDOT**

- Shelters Recently Installed
- 2022 Transit First Study Project #6.
- Coordination with Lehigh Shopping Center on sightline vegetation issues & internal site access.
- EB Platform Location may shift to align with pedestrian crossing.
- EBS Included in 2021 Bethlehem Climate Action Plan as initiative T1.1



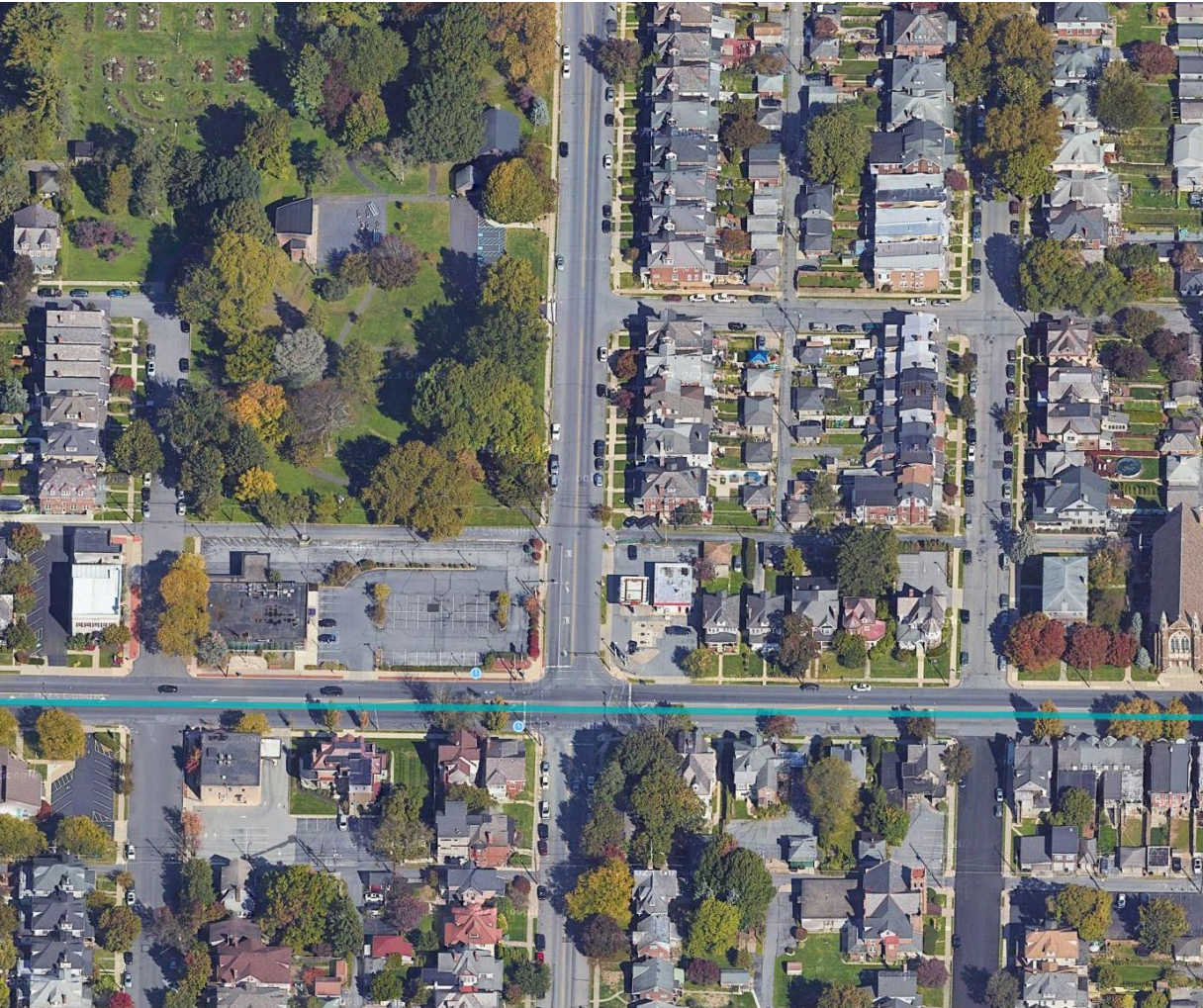
EBS Progress to Date

Station Name: **Rose Garden**

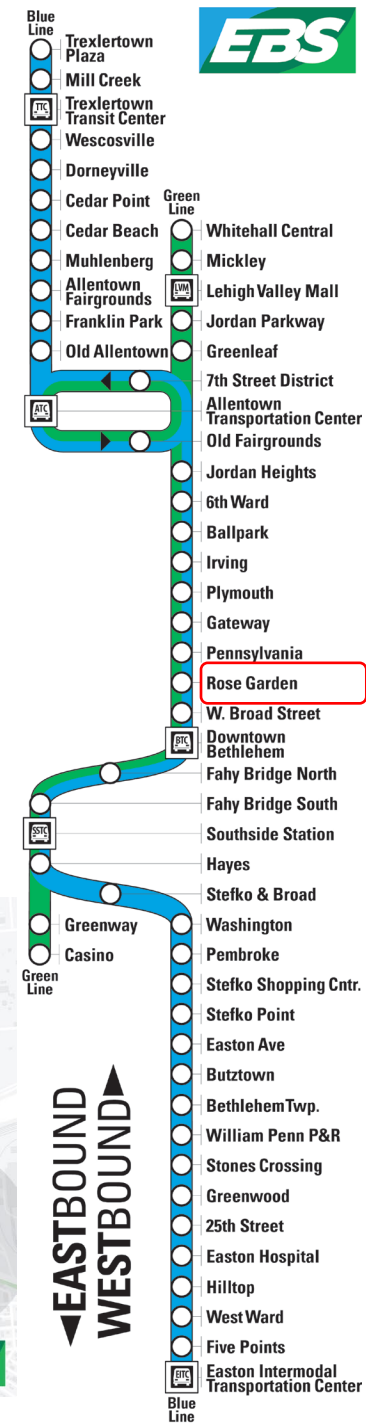
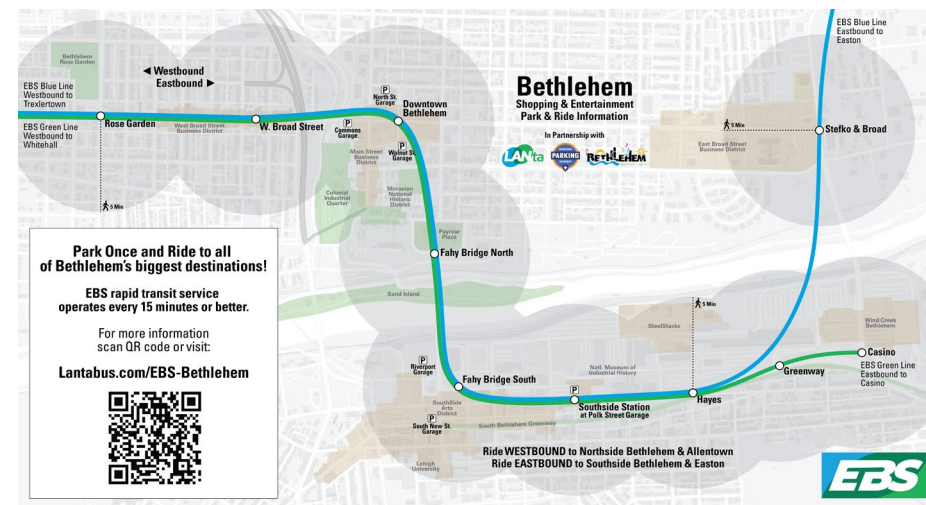
EBS Line: **Blue & Green**

Municipality: **Bethlehem**

ROW: **Municipal**



- Station Platform Islands included in 2021 Broad Street Active Transportation Plan
- \$10 million Implementation Grant received through SS4A
- EBS is official Event shuttle in partnership with BPA, LANTA, and City of Bethlehem.
- EBS Included in 2021 Bethlehem Climate Action Plan as initiative T1.1



EBS Progress to Date

Station Name: **W. Broad Street**

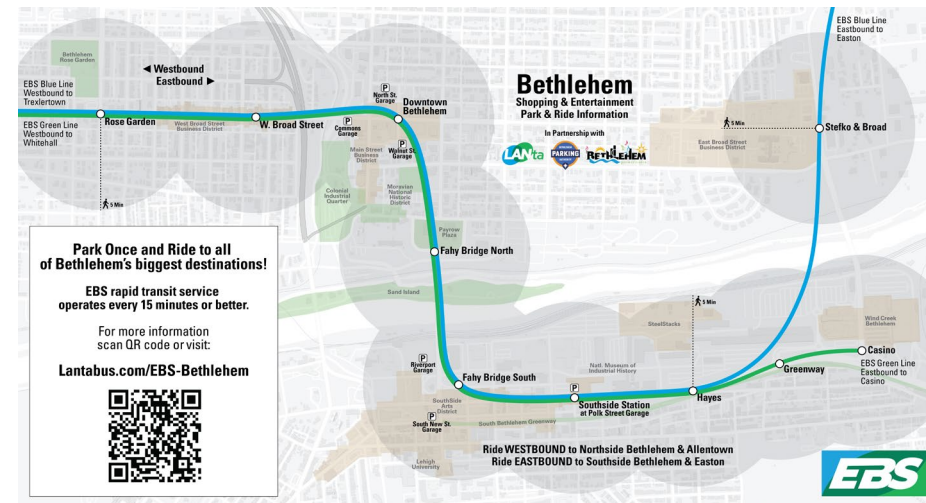
EBS Line: **Blue & Green**

Municipality: **Bethlehem**

ROW: **Municipal**



- Station Platform Islands included in 2021 Broad Street Active Transportation Plan
- \$10 million Implementation Grant received through SS4A
- Station Planning may shift boarding Locations
- EBS is official Event shuttle in partnership with BPA, LANTA, and City of Bethlehem.
- EBS Included in 2021 Bethlehem Climate Action Plan as initiative T1.1



EBS Progress to Date

Station Name: **Downtown Bethlehem**

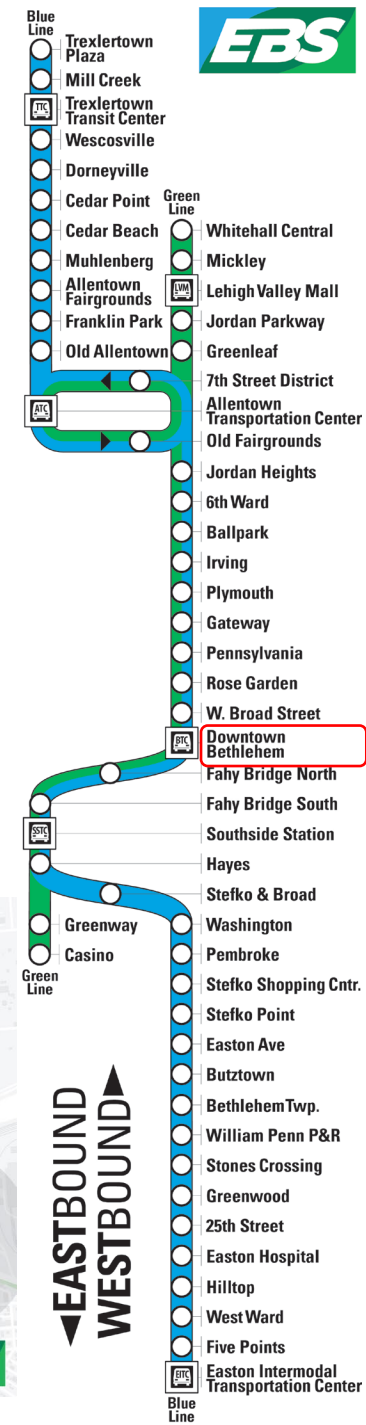
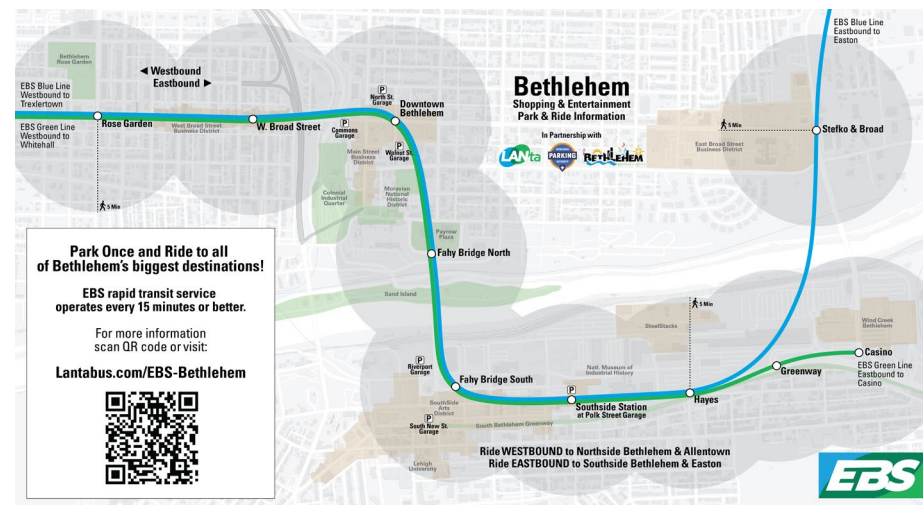
EBS Line: **Blue & Green**

Municipality: **Bethlehem**

ROW: **Municipal**



- EBS is official Event shuttle in partnership with BPA, LANTA, and City of Bethlehem.
- City Park donated and future EBS Station in coordination with new Walnut Street Garage and CAT-LV.
- Modified Transit First Project #9
- EBS Included in 2021 Bethlehem Climate Action Plan as initiative T1.1



EBS Progress to Date

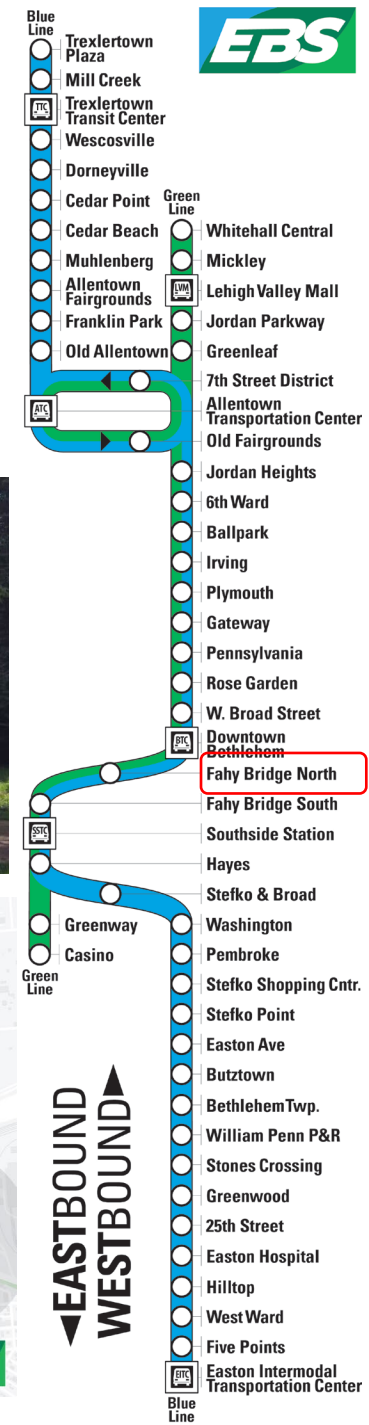
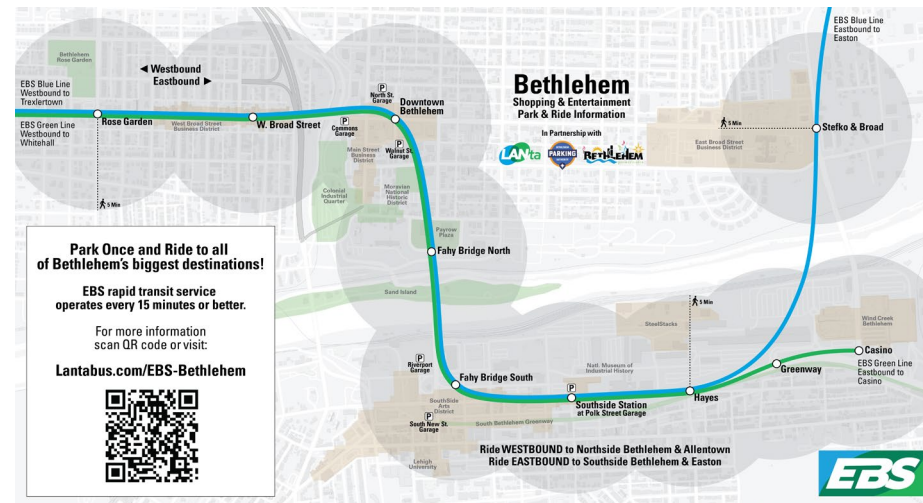
Station Name: **Fahy Bridge North**

EBS Line: **Blue & Green**

Municipality: **Bethlehem**

ROW: **Municipal**

- EBS is official Event shuttle in partnership with BPA, LANTA, and City of Bethlehem.
- Unique Shelter Design Competition potential opportunity
- EBS Included in 2021 Bethlehem Climate Action Plan as initiative T1.1



EBS Progress to Date

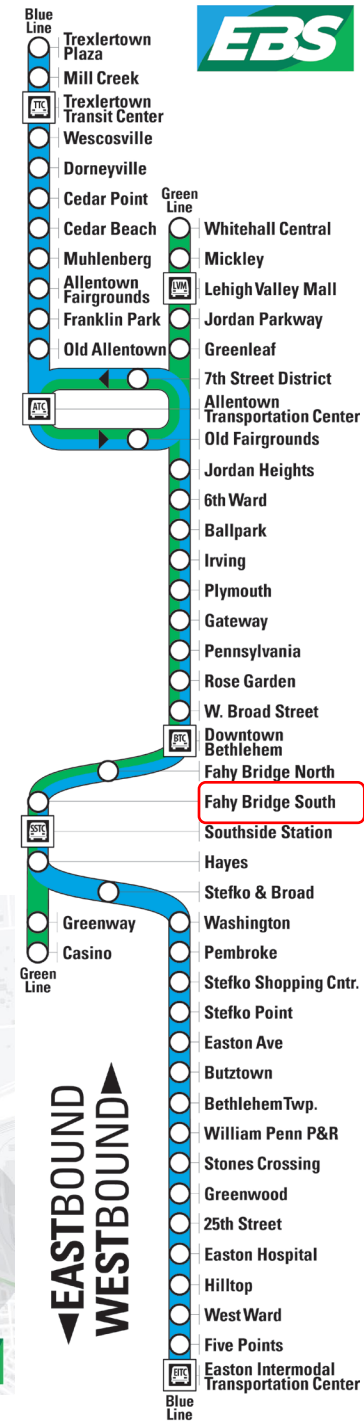
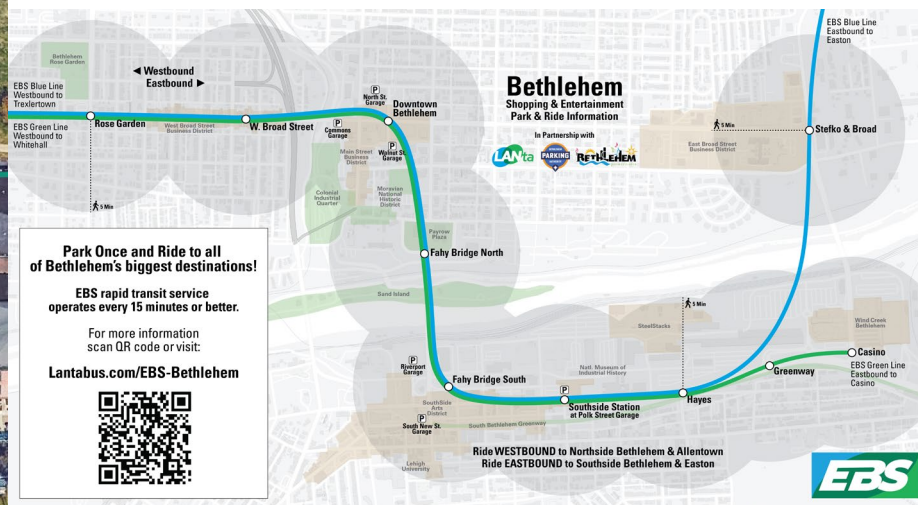
Station Name: **Fahy Bridge South**

EBS Line: **Blue & Green**

Municipality: **Bethlehem**

ROW: **Municipal**

- EBS is official Event shuttle in partnership with BPA, LANTA, and City of Bethlehem.
- City Park donated and future EBS Station
- Current Lehigh University semester project designing station access and amenities in partnership with City of Bethlehem.
- EBS Included in 2021 Bethlehem Climate Action Plan as initiative T1.1



EBS Progress to Date

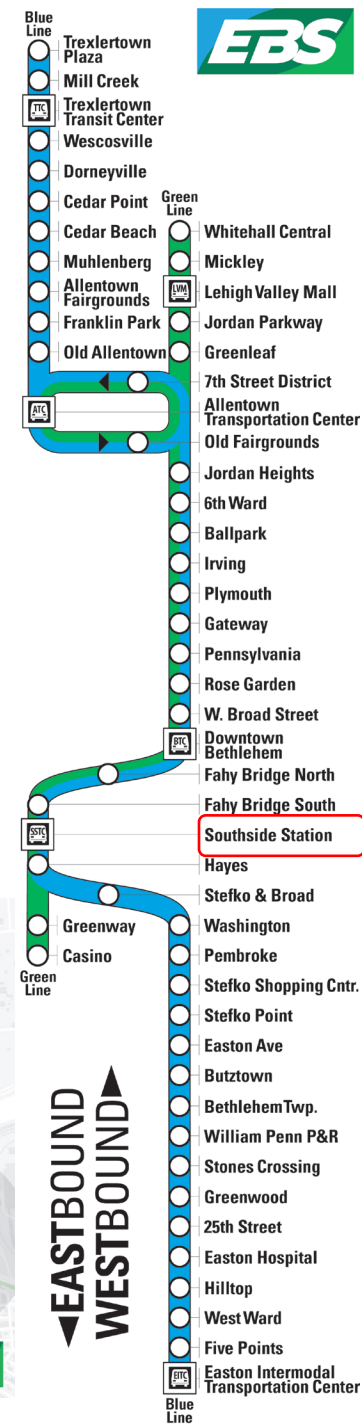
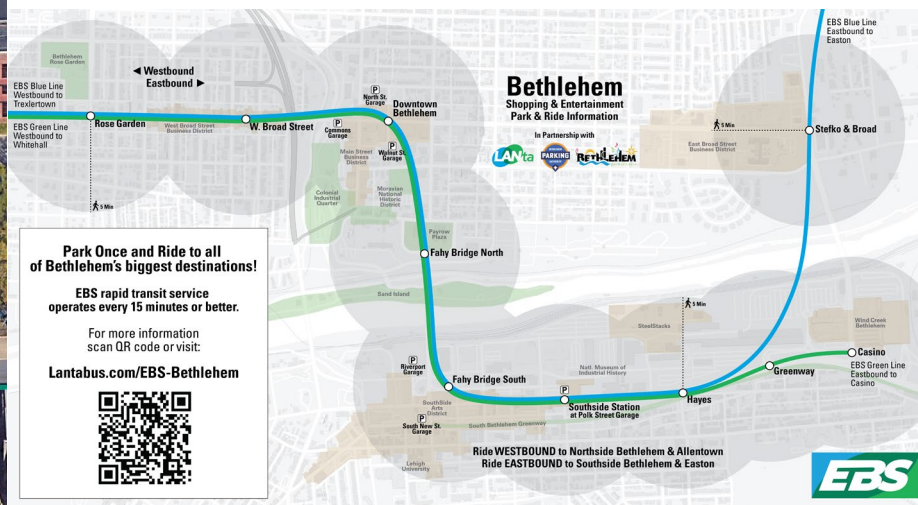
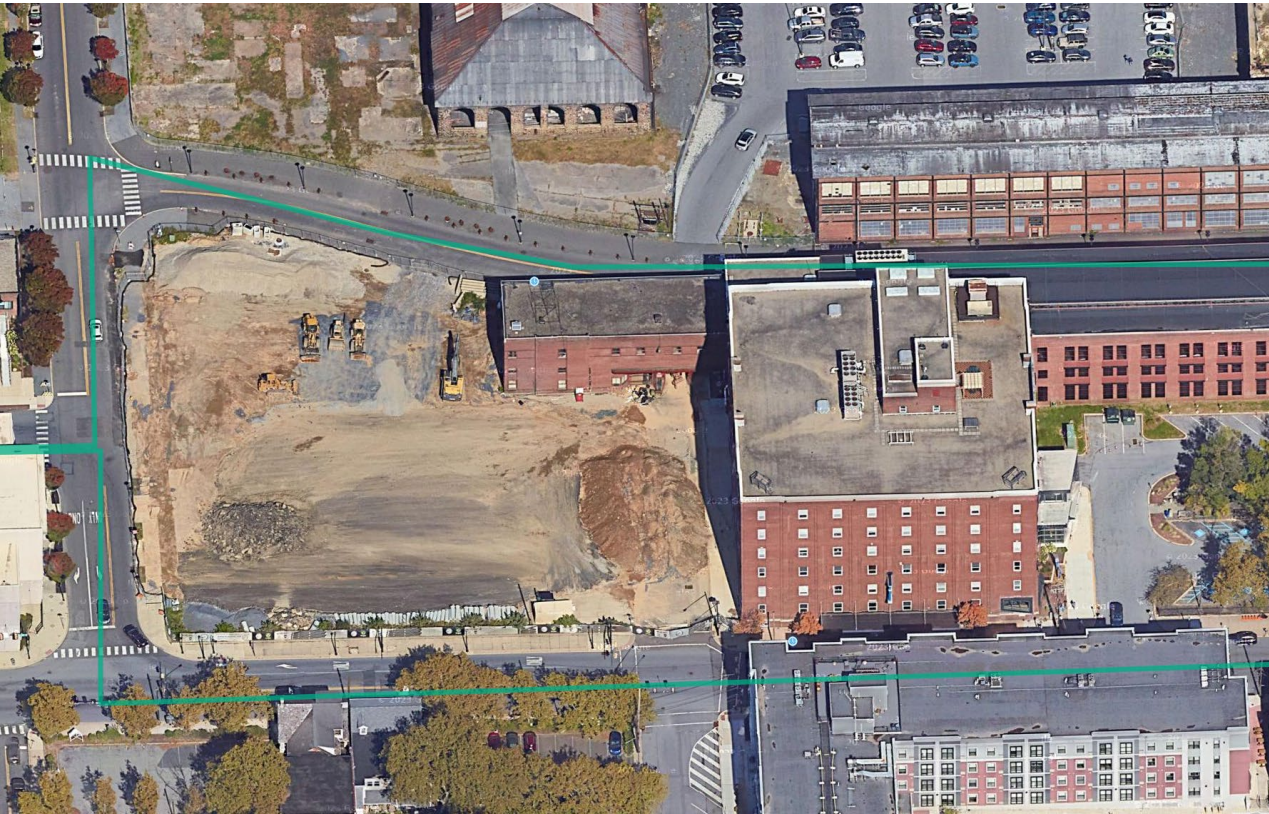
Station Name: **Southside Station**

EBS Line: **Blue & Green**

Municipality: **Bethlehem**

ROW: **Municipal**

- EBS is official Event shuttle in partnership with BPA, LANTA, and City of Bethlehem.
- BPA Polk Street Garage built as Multimodal Park & Ride featuring EBS realtime and wayfinding signage.
- EBS Included in 2021 Bethlehem Climate Action Plan as initiative T1.1



EBS Progress to Date

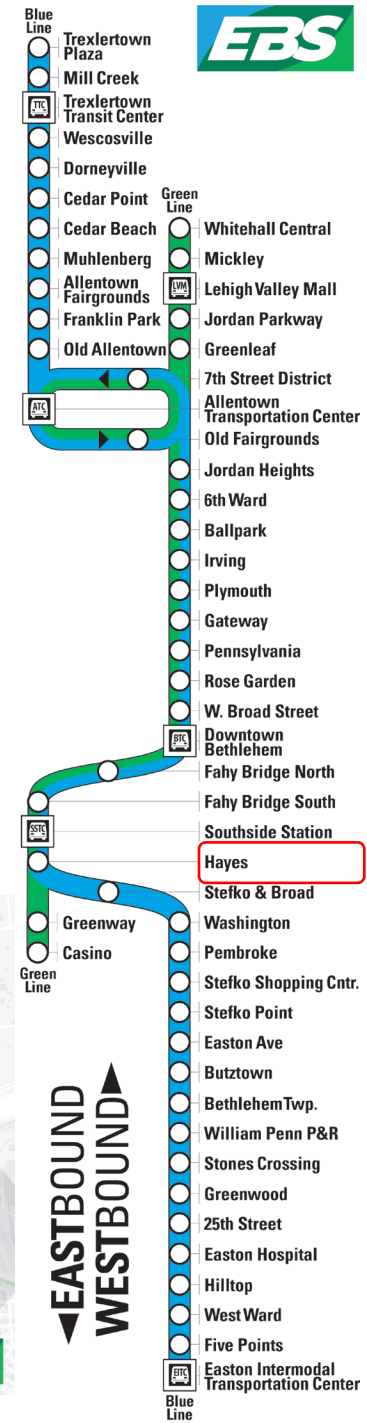
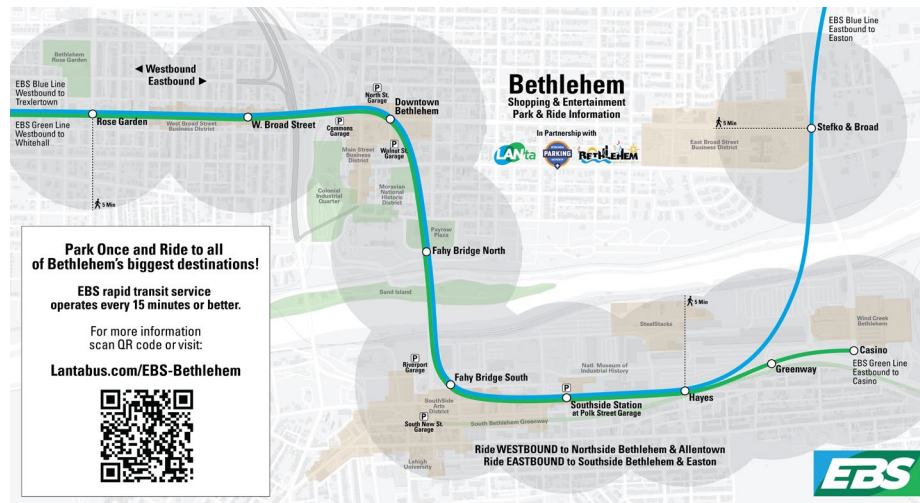
Station Name: **Hayes**

EBS Line: **Blue & Green**

Municipality: **Bethlehem**

ROW: **PennDOT**

- EBS is official Event shuttle in partnership with BPA, LANTA, and City of Bethlehem.
- Station Planning needed for EB Farside Shelter
- EBS Included in 2021 Bethlehem Climate Action Plan as initiative T1.1



EBS Progress to Date

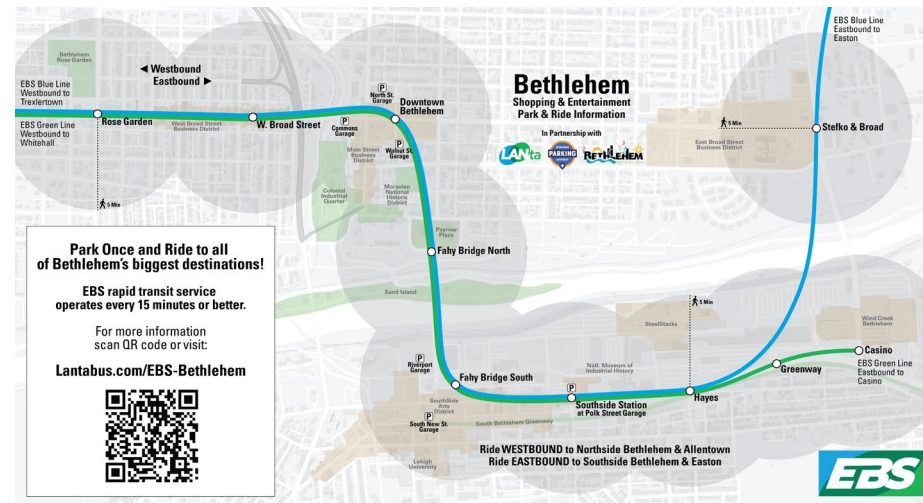
Station Name: **Stefko & Broad**

EBS Line: **Blue**

Municipality: **Bethlehem**

ROW: **Municipal**

- EBS is official Event shuttle in partnership with BPA, LANTA, and City of Bethlehem.
- New Shelters and sidewalk are in engineering for both EB & WB stops.
- Station Access included in HUD Pembroke Choice Neighborhood Plan
- EBS Included in 2021 Bethlehem Climate Action Plan as initiative T1.1

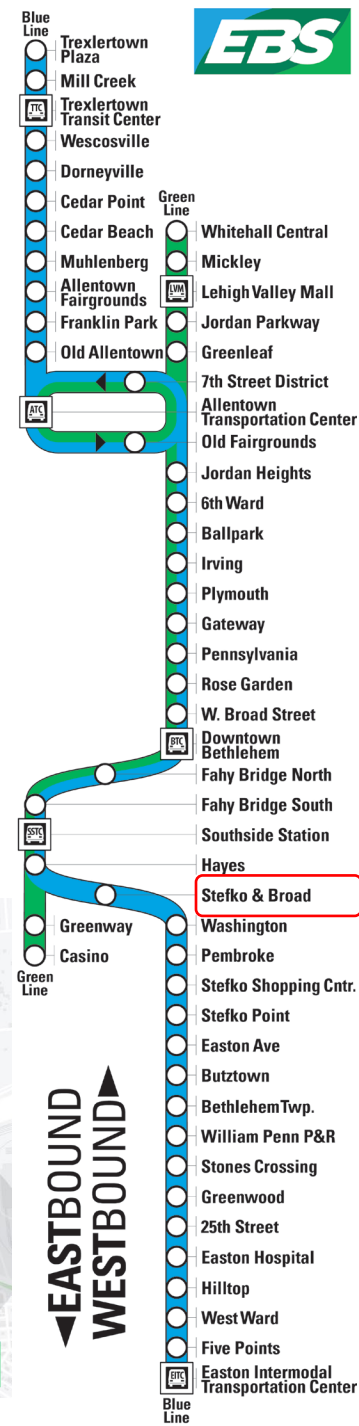


Park Once and Ride to all of Bethlehem's biggest destinations!

EBS rapid transit service operates every 15 minutes or better.

For more information scan QR code or visit:

Lantabus.com/EBS-Bethlehem



EBS Progress to Date

Station Name: **Pembroke**

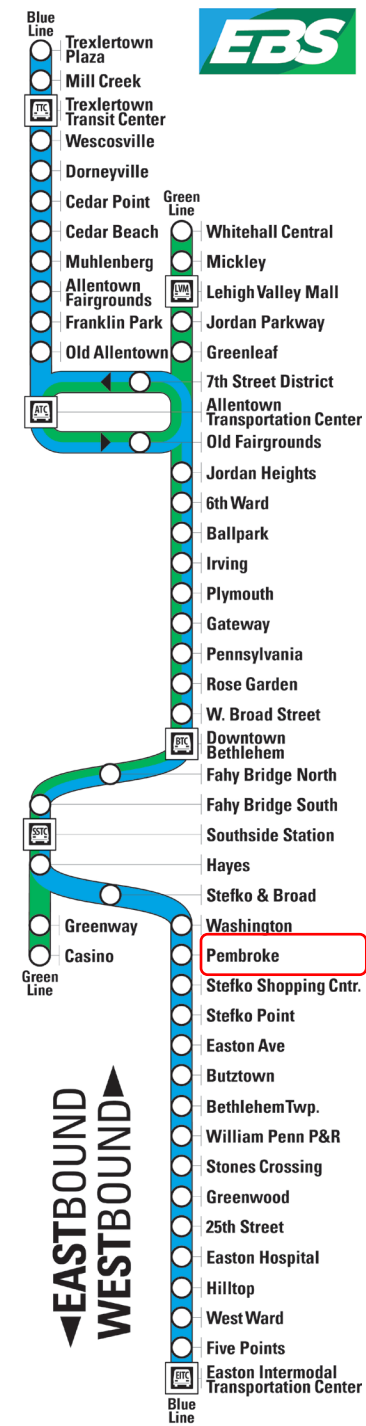
EBS Line: **Blue**

Municipality: **Bethlehem**

ROW: **Municipal**



- Station Access included in HUD Pembroke Choice Neighborhood Plan
- Crosswalk at Station included as priority treatment in HUD Pembroke Choice Neighborhood Plan.
- Marvine Triangle being reconsidered for Pembroke Gateway entrance at EBS station.
- EBS Included in 2021 Bethlehem Climate Action Plan as initiative T1.1
- Bethlehem has expressed interest in transit only lanes on Stefko.



EBS Progress to Date

Station Name: **Stefko Shopping Center**

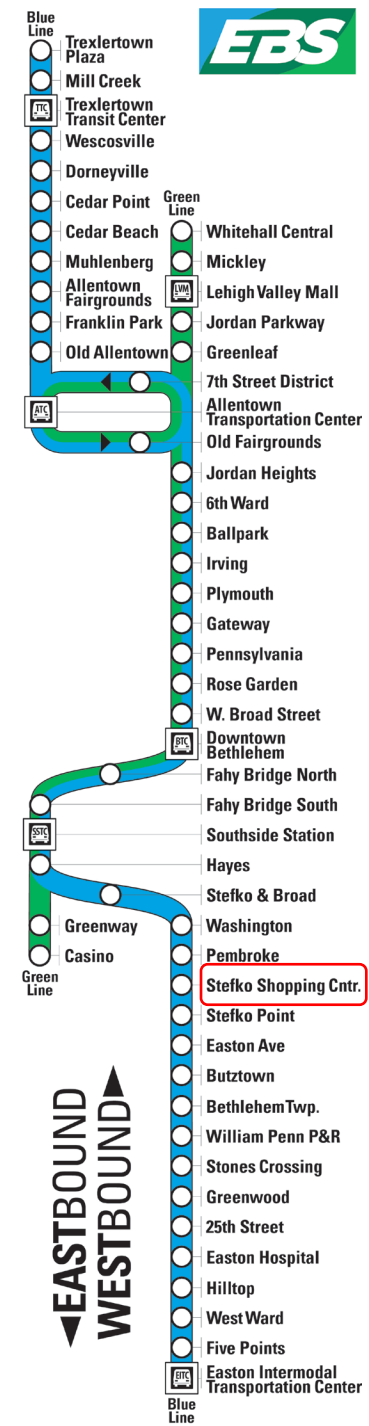
EBS Line: **Blue**

Municipality: **Bethlehem**

ROW: **Municipal**



- Station Access included in HUD Pembroke Choice Neighborhood Plan
- Eastbound Shelter recently rebuilt.
- EBS Included in 2021 Bethlehem Climate Action Plan as initiative T1.1
- Bethlehem has expressed interest in transit only lanes on Stefko.



EBS Progress to Date

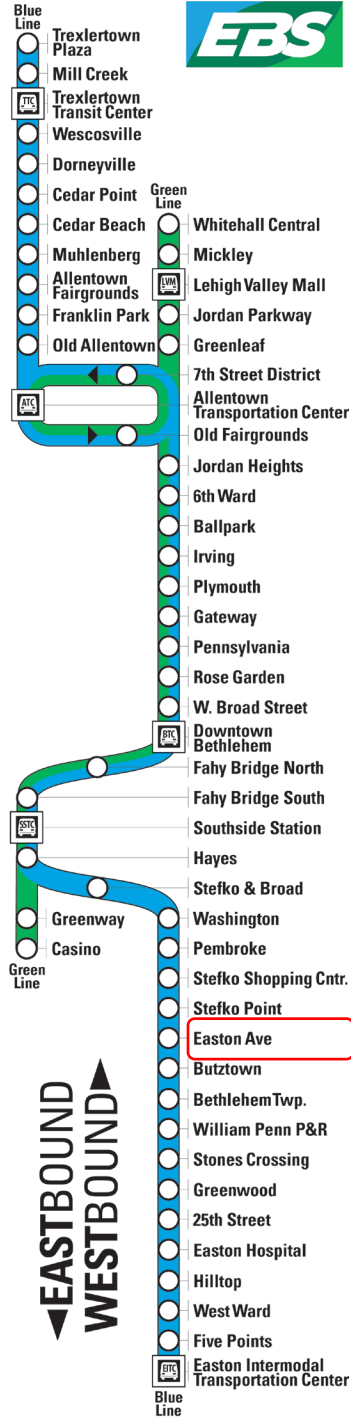
Station Name: **Easton Ave**

EBS Line: **Blue**

Municipality: **Bethlehem/Bethlehem Twp**

ROW: **PennDOT**

- EBS Included in 2021 Bethlehem Climate Action Plan as initiative T1.1



EBS Progress to Date

Station Name: **Butztown**

EBS Line: **Blue**

Municipality: **Bethlehem Twp**

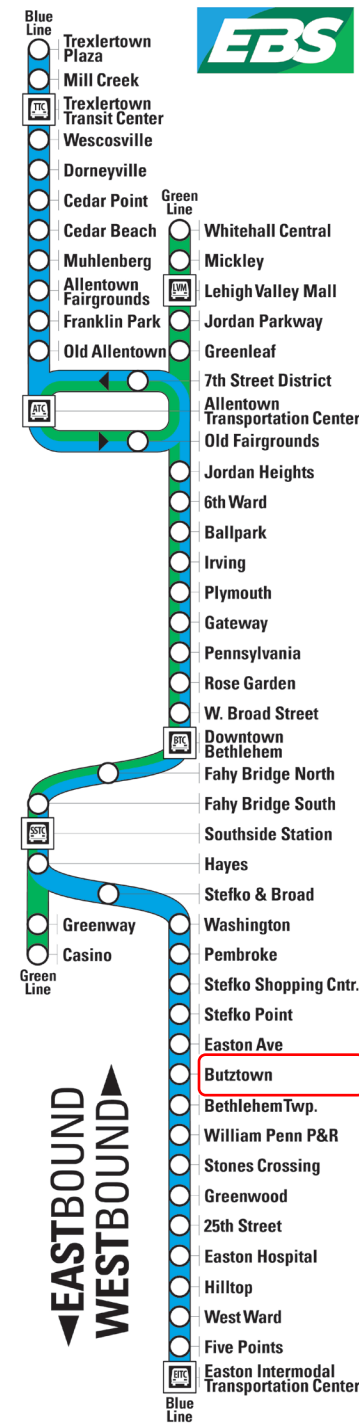
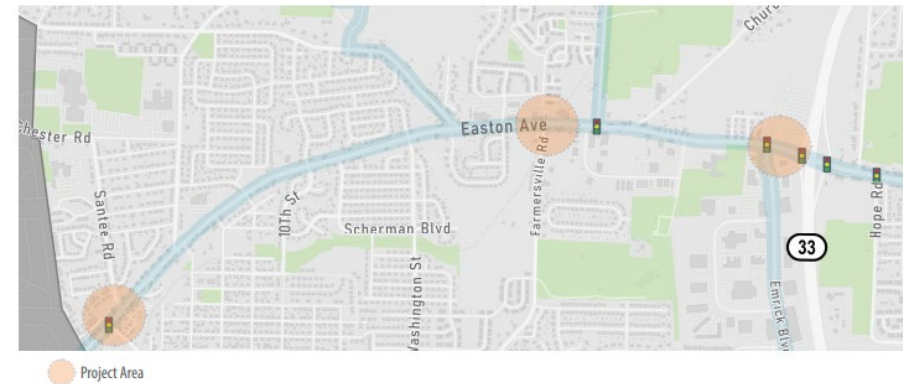
ROW: **PennDOT**

- EBS Included in 2023 Bethlehem Twp Active Transportation Plan
- Butztown Station is a priority Project Area featuring potential new pedestrian connection to municipal library.
- Shelter Improvements included in SALDO



LANTA Enhanced Bus Service (EBS)

Enhanced Bus Service (EBS) is LANTA's initiative to provide Bus Rapid Transit (BRT), which is a mode of transit that provides fast, frequent, and comfortable transit service along a dedicated transit line or corridor. LANTA began this process in 2010 by identifying rapid transit as a regional need, and in 2014 the LANTA Enhanced Bus Service Study was completed (updated in 2022). Core network corridors and alignments were identified and assessed in the study, and have been refined in the years since to finalize corridors and station stop locations. There are three proposed EBS stop locations within the township along Easton Avenue. Pedestrian infrastructure, including sidewalks and crosswalks, is needed to provide access to the EBS service. Ongoing collaboration with LANTA, including design and potential grant funding coordination, will be essential to the continued success of these efforts.



EBS Progress to Date

Station Name: **Bethlehem Twp.**

EBS Line: **Blue**

Municipality: **Bethlehem Twp**

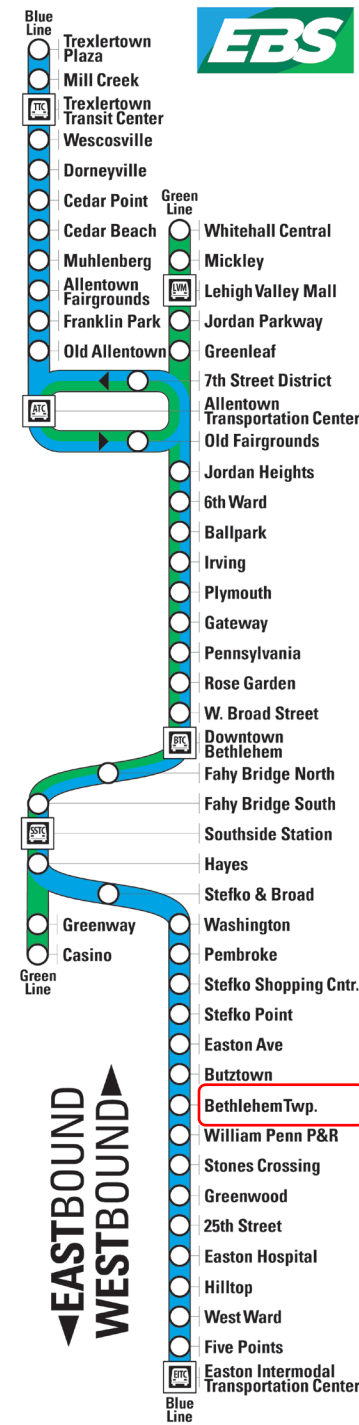
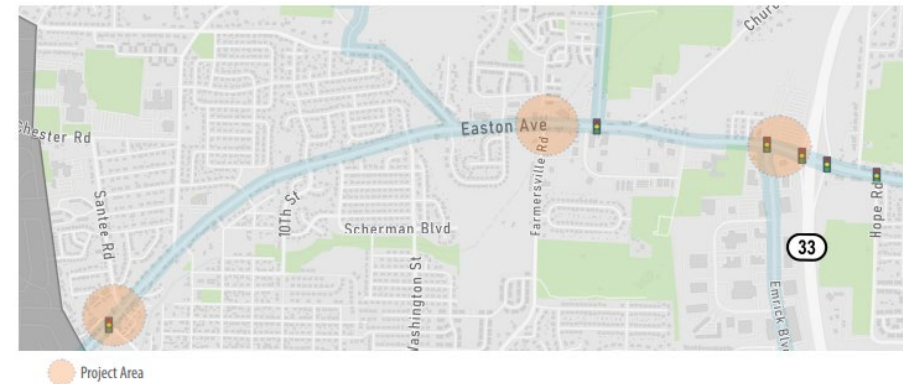
ROW: **PennDOT**

- EBS Included in 2023 Bethlehem Twp Active Transportation Plan
- Bethlehem Twp Station is included as a Project Area to bolster intended urban redevelopment of business district.
- Shelter Improvements included in SALDO



LANTA Enhanced Bus Service (EBS)

Enhanced Bus Service (EBS) is LANTA's initiative to provide Bus Rapid Transit (BRT), which is a mode of transit that provides fast, frequent, and comfortable transit service along a dedicated transit line or corridor. LANTA began this process in 2010 by identifying rapid transit as a regional need, and in 2014 the LANTA Enhanced Bus Service Study was completed (updated in 2022). Core network corridors and alignments were identified and assessed in the study, and have been refined in the years since to finalize corridors and station stop locations. There are three proposed EBS stop locations within the township along Easton Avenue. Pedestrian infrastructure, including sidewalks and crosswalks, is needed to provide access to the EBS service. Ongoing collaboration with LANTA, including design and potential grant funding coordination, will be essential to the continued success of these efforts.



EBS Progress to Date

Station Name: **William Penn Park & Ride**

EBS Line: **Blue**

Municipality: **Bethlehem Twp**

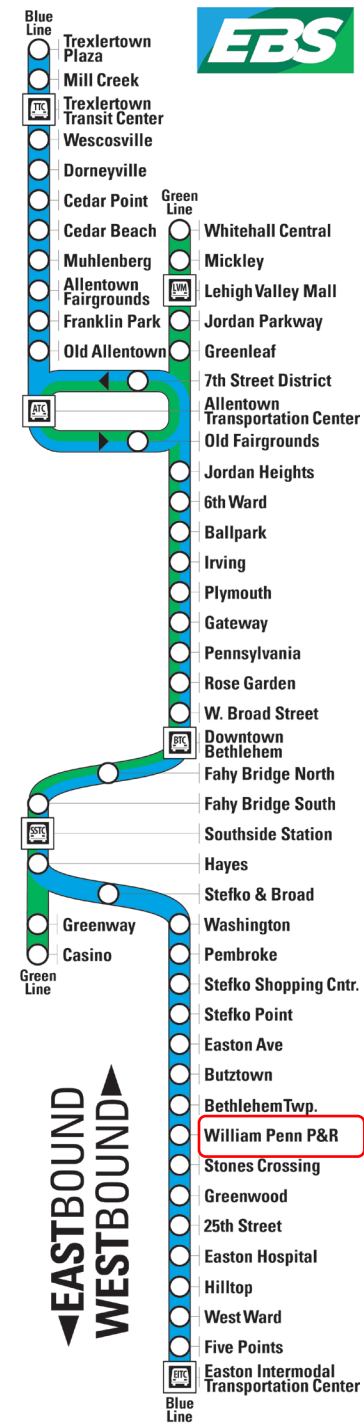
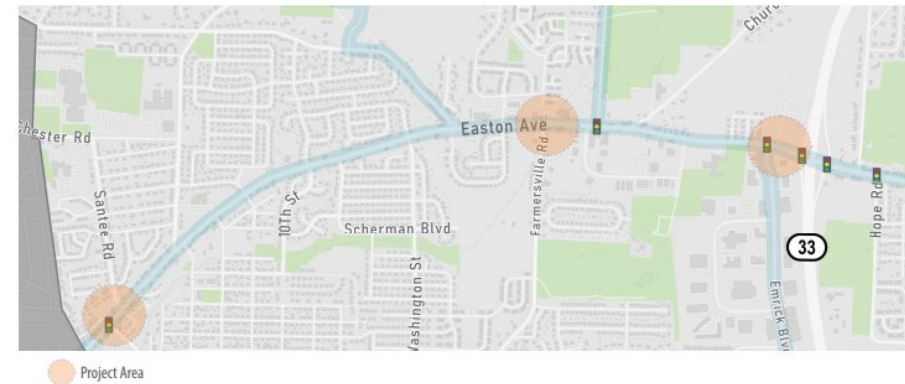
ROW: **PennDOT**

- EBS Included in 2023 Bethlehem Twp Active Transportation Plan
- Major connection point and Park & Ride
- WB shelter recently rebuilt
- Shelter Improvements included in SALDO



LANTA Enhanced Bus Service (EBS)

Enhanced Bus Service (EBS) is LANTA's initiative to provide Bus Rapid Transit (BRT), which is a mode of transit that provides fast, frequent, and comfortable transit service along a dedicated transit line or corridor. LANTA began this process in 2010 by identifying rapid transit as a regional need, and in 2014 the LANTA Enhanced Bus Service Study was completed (updated in 2022). Core network corridors and alignments were identified and assessed in the study, and have been refined in the years since to finalize corridors and station stop locations. There are three proposed EBS stop locations within the township along Easton Avenue. Pedestrian infrastructure, including sidewalks and crosswalks, is needed to provide access to the EBS service. Ongoing collaboration with LANTA, including design and potential grant funding coordination, will be essential to the continued success of these efforts.



EBS Progress to Date

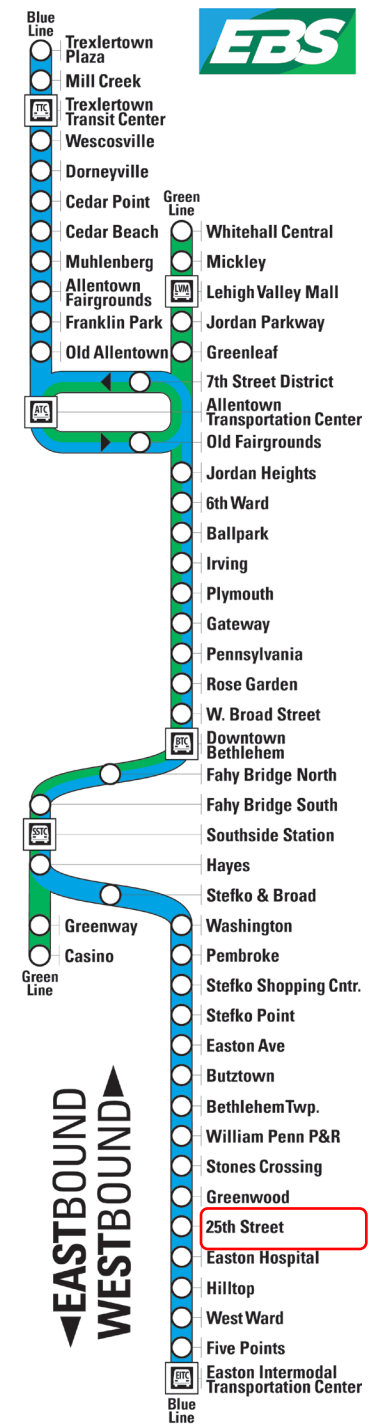
Station Name: **25th Street**

EBS Line: **Blue**

Municipality: **Palmer Twp or Wilson**

ROW: **PennDOT**

- Current Stops in Wilson
- Proposed Stops at Bike Path in Palmer
- Interest in creating Multitmodal Transportation Hub at Bike Path connection.
- EBS Connection being discussed in Easton High School Redevelopment plans.



EBS Progress to Date

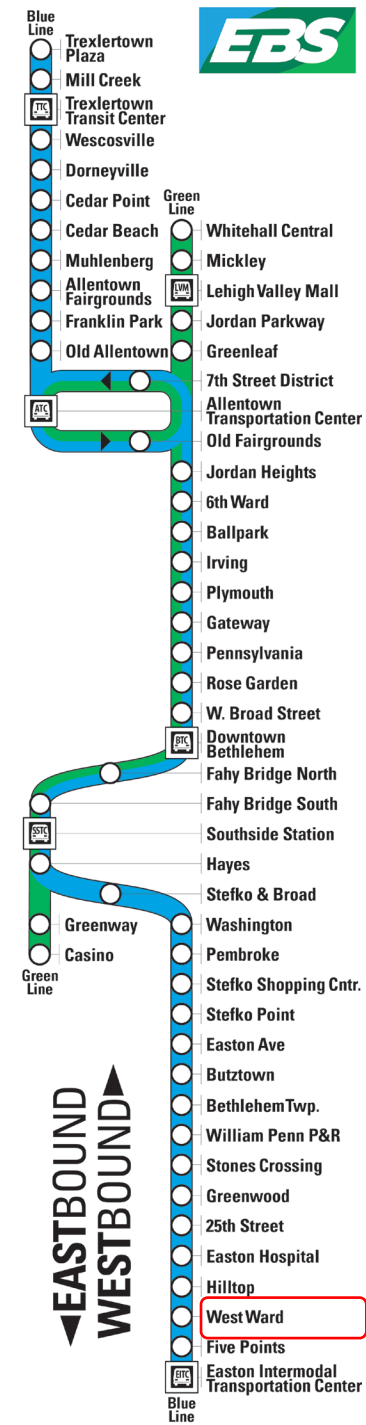
Station Name: **West Ward**

EBS Line: **Blue**

Municipality: **Easton**

ROW: **PennDOT**

- WB & EB Shelters recently installed.
- Connections to local circulator included in Blue Zones plan.
- EBS included in 2024 Easton Active Transportation Plan.



EBS Progress to Date

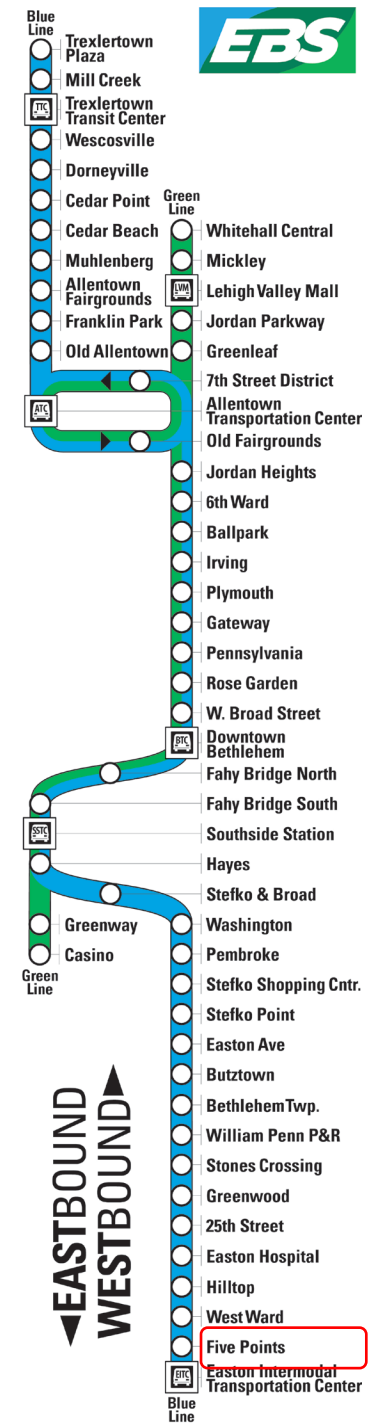
Station Name: **Five Points**

EBS Line: **Blue**

Municipality: **Easton**

ROW: **PennDOT**

- EBS included in 2024 Easton Active Transportation Plan.



EBS Progress to Date

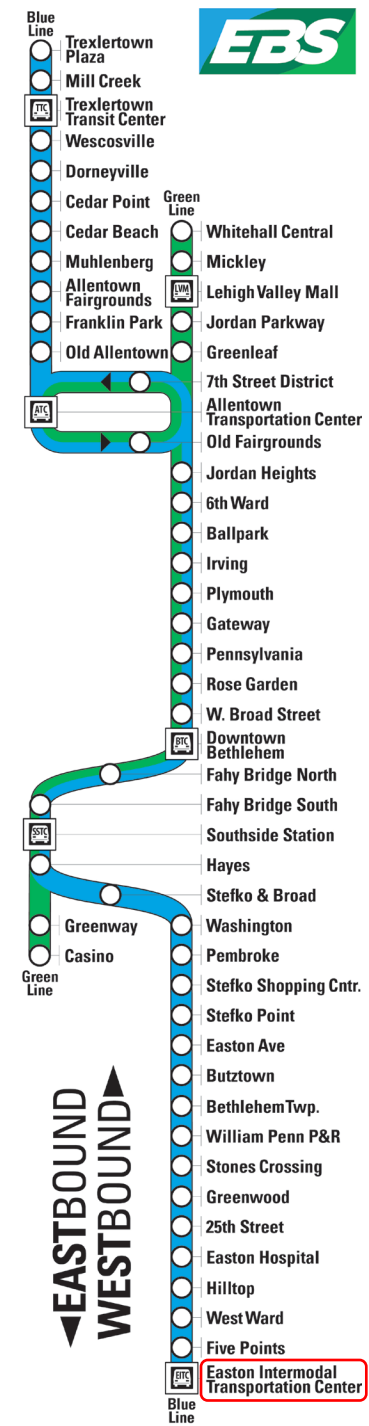
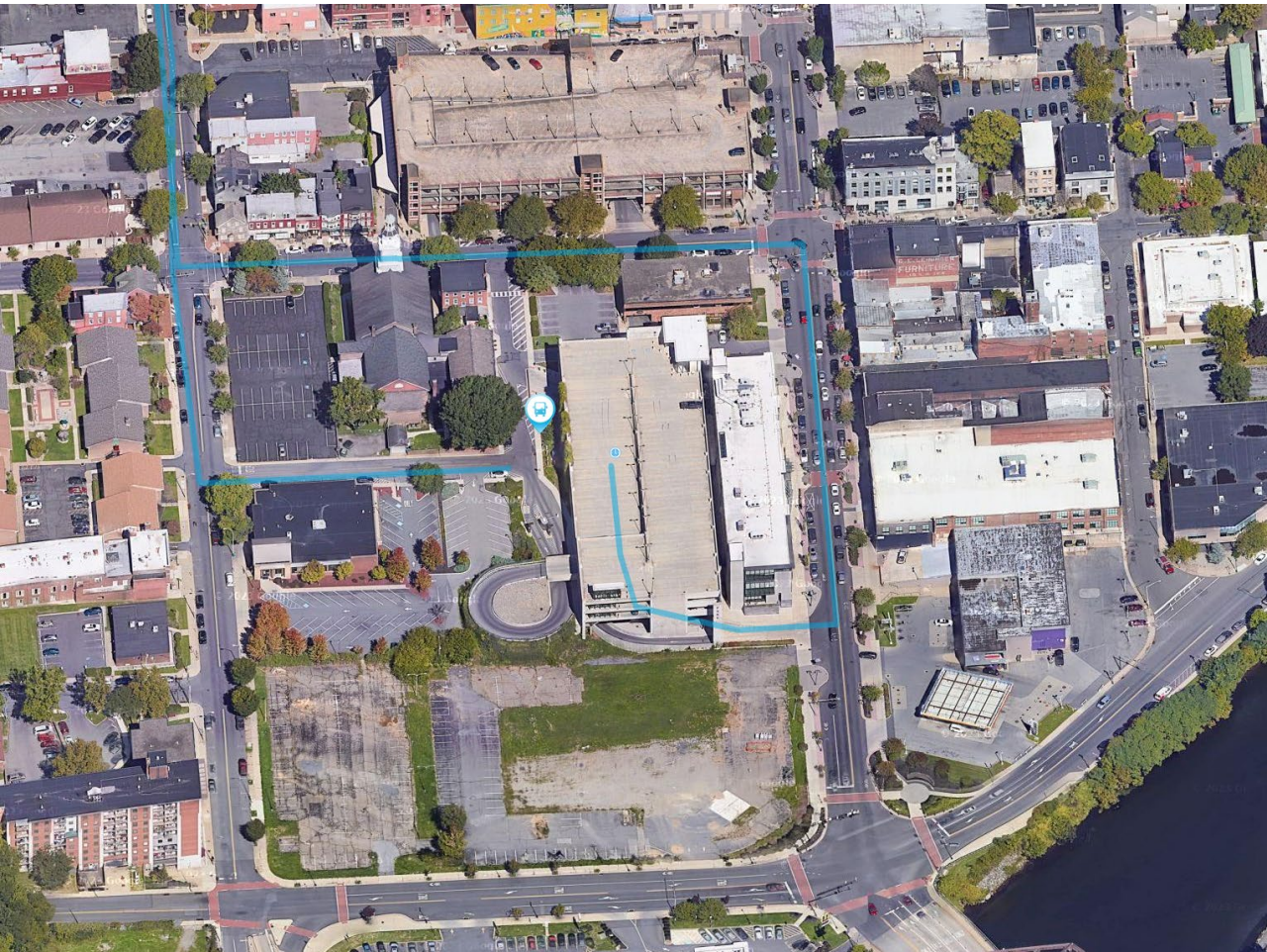
Station Name: **EITC – Easton Intermodal Trans. Center**

EBS Line: **Blue**

Municipality: **Easton**

ROW: **Municipal/LANTA**

- Major Multimodal Transportation Hub
- Realtime Signage and Shelter complete
- EBS included in 2024 Easton Active Transportation Plan.



EBS Progress to Date

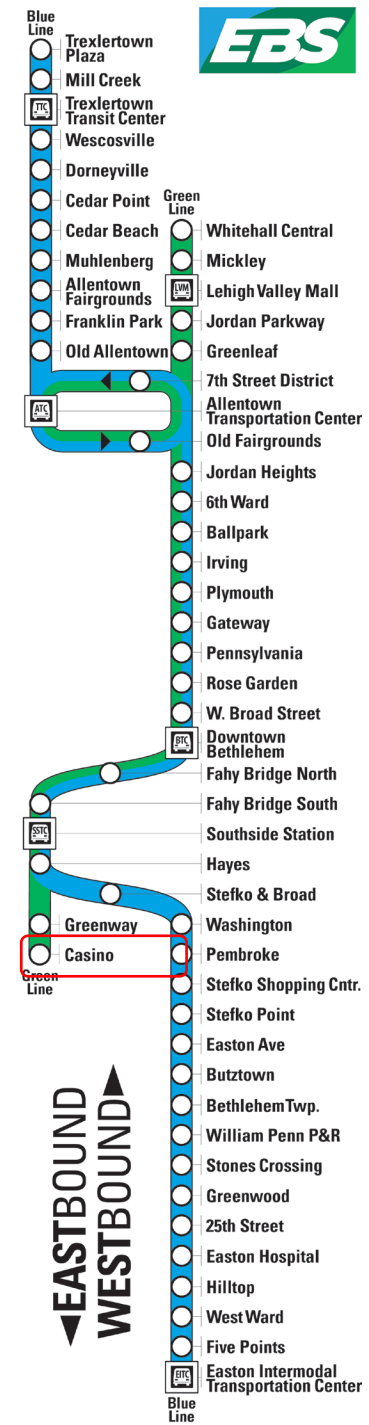
Station Name: **Casino**

EBS Line: **Green**

Municipality: **Bethlehem**

ROW: **Private**

- Private Site Access Agreements in place
- Dedicated Layover Pullout Built
- NOTE: Related Transit First project no longer relevant



EBS Progress to Date

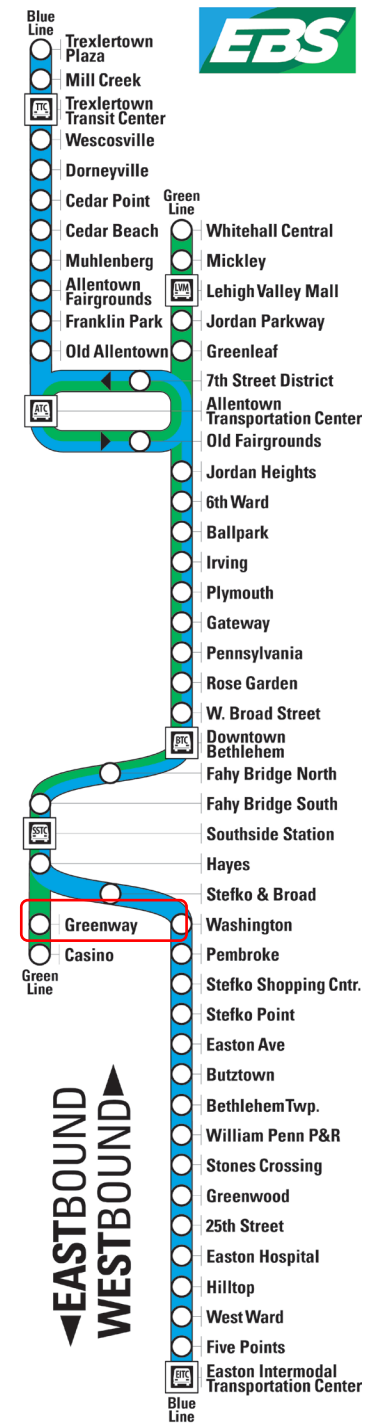
Station Name: **Greenway**

EBS Line: **Green**

Municipality: **Bethlehem**

ROW: **PennDOT**

- Connection to Bike Path
- Frequent Requests for Blue Line connection.
- Neighborhood Connection improvement needed.
- Minimally Used.



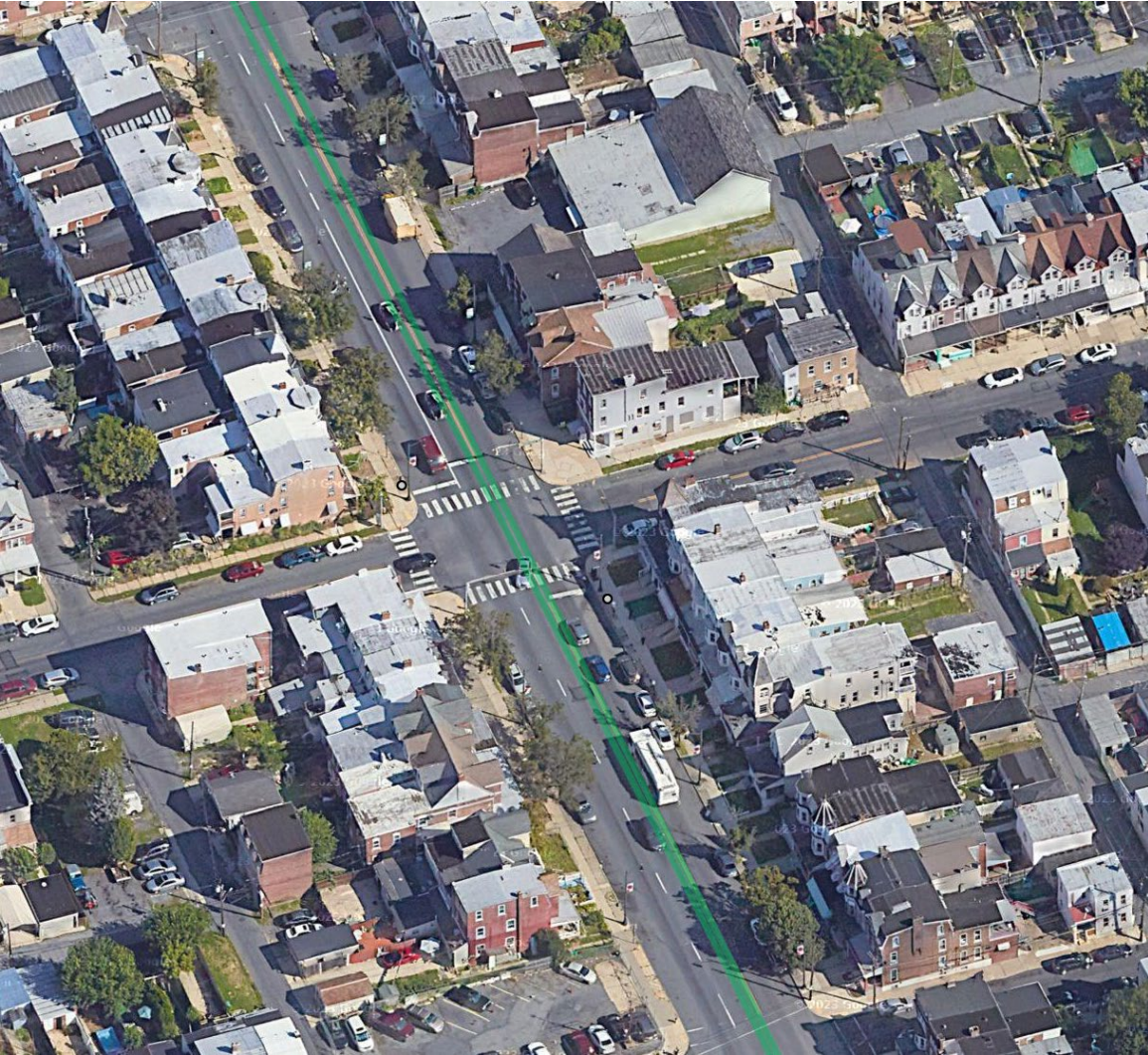
EBS Progress to Date

Station Name: **Greenleaf**

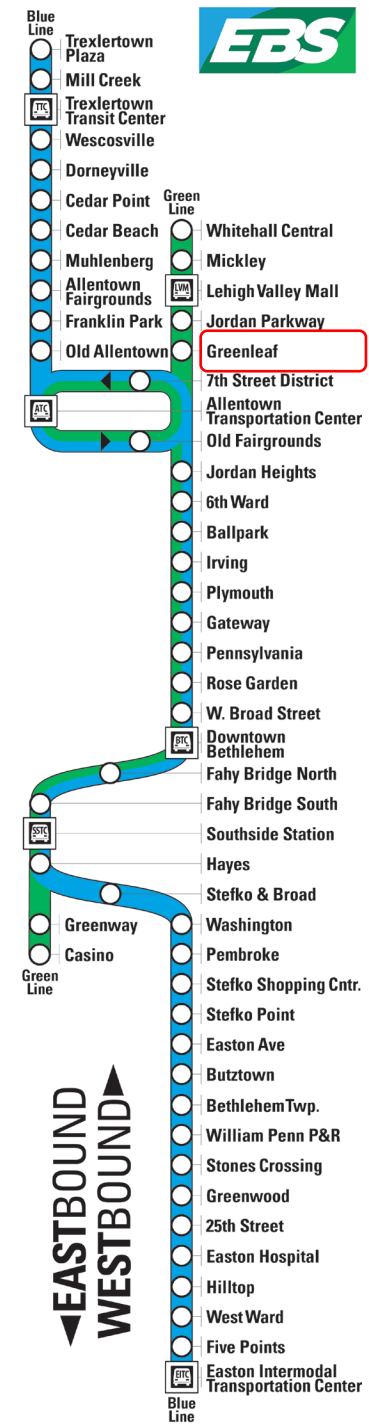
EBS Line: **Green**

Municipality: **Allentown**

ROW: **PennDOT**



- Local Neighborhood Connection Point
- WB Shelter recently installed
- Proposed EBS Upzoning in ZONE Allentown code update.



EBS Progress to Date

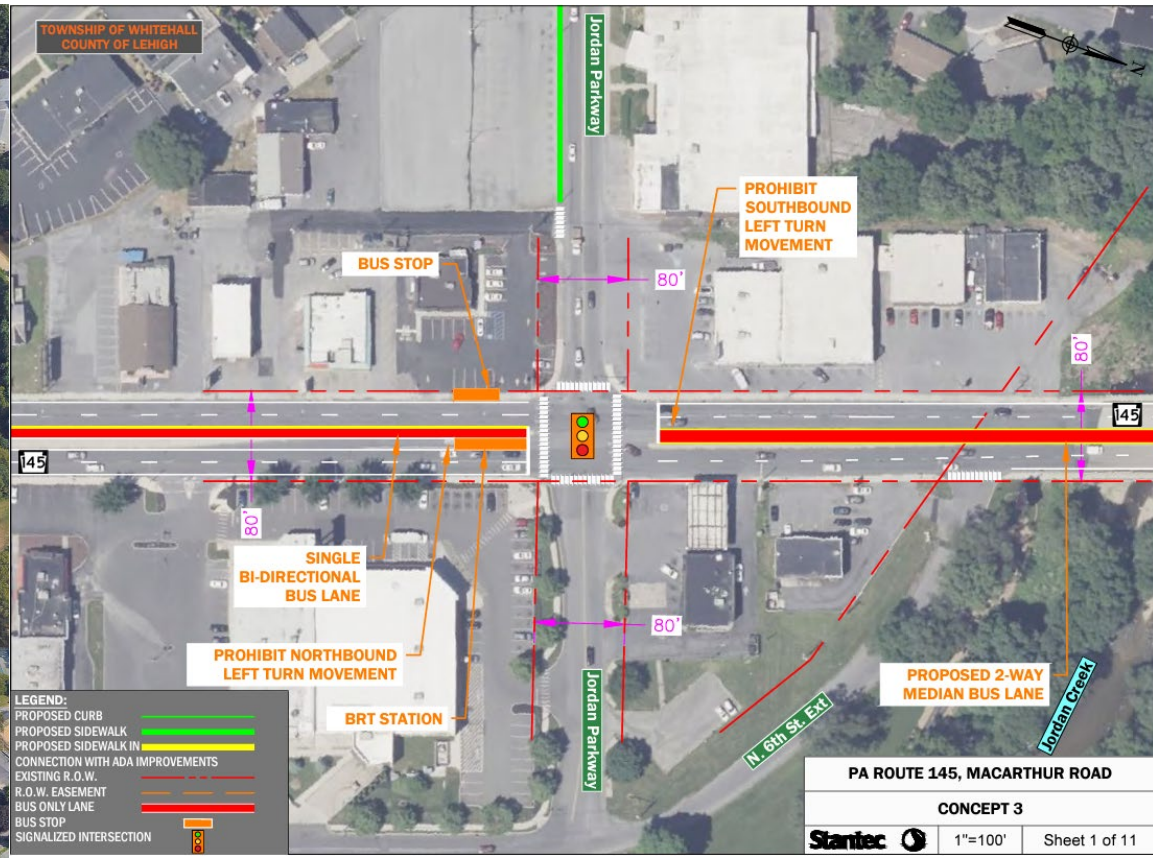
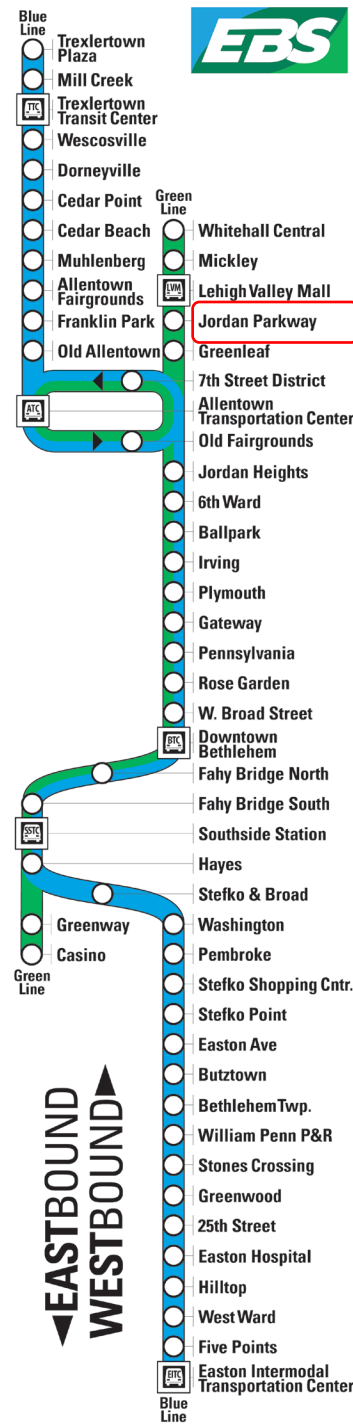
Station Name: **Jordan Parkway**

EBS Line: **Green**

Municipality: **Whitehall**

ROW: **PennDOT**

- Major Connection Point to local routes.
- Multimodal Bike Trial access
- Centerpiece of 2012 MacArthur Parkway Study
- Station Planning Completed in 2023 MacArthur Corridor Assessment



EBS Progress to Date

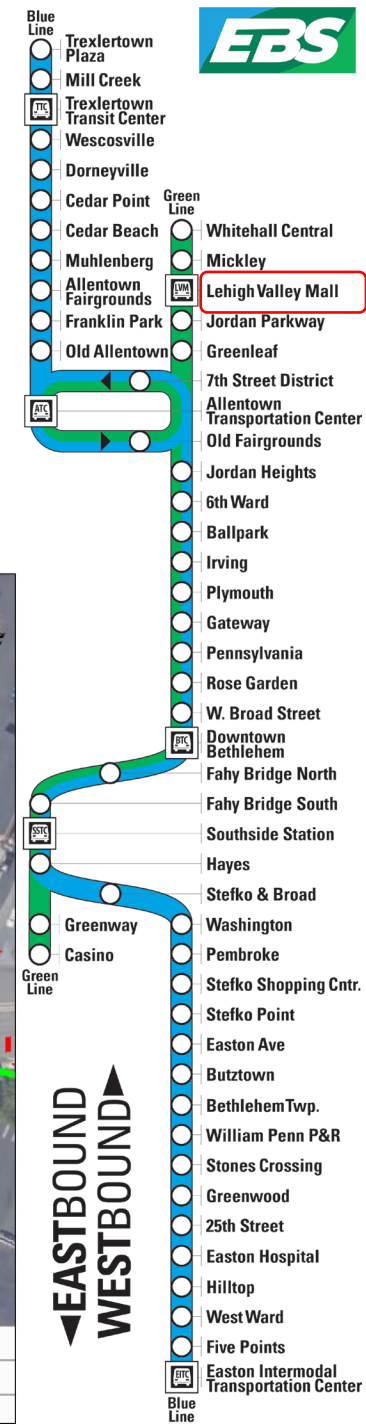
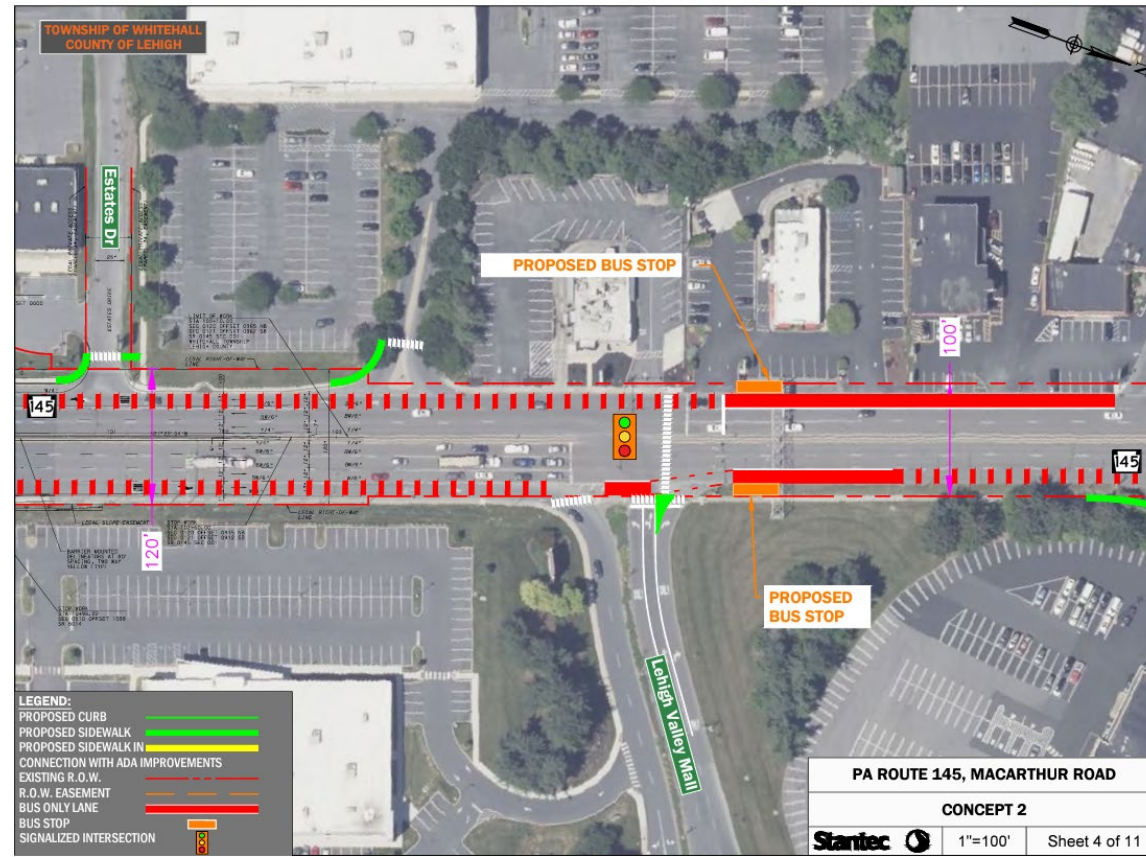
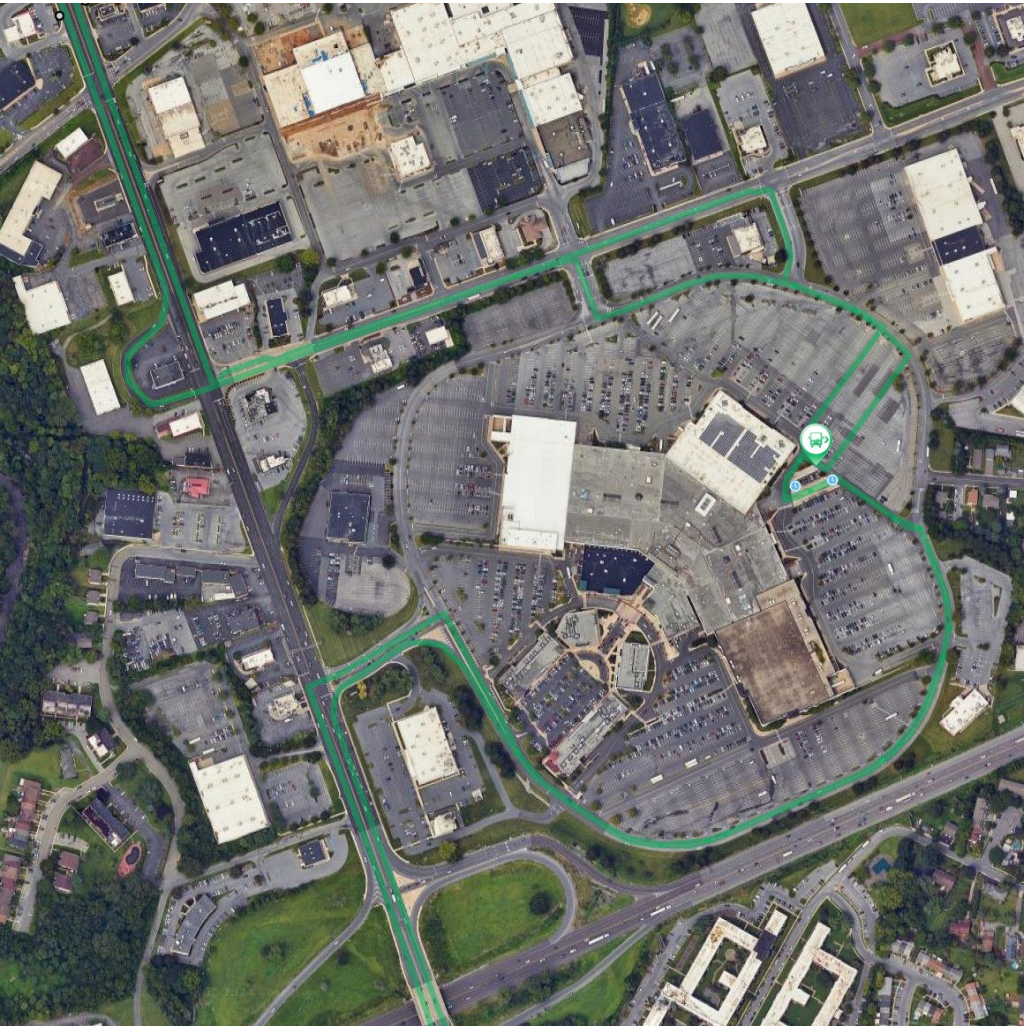
Station Name: **Lehigh Valley Mall**

EBS Line: **Green**

Municipality: **Whitehall**

ROW: **PennDOT**

- Current Transit Center will close in 2025
- Future EBS Station planned on MacArthur
- Station Planning Completed in 2023
- MacArthur Corridor Assessment
- Pedestrian Access Improvements needed



EBS Progress to Date

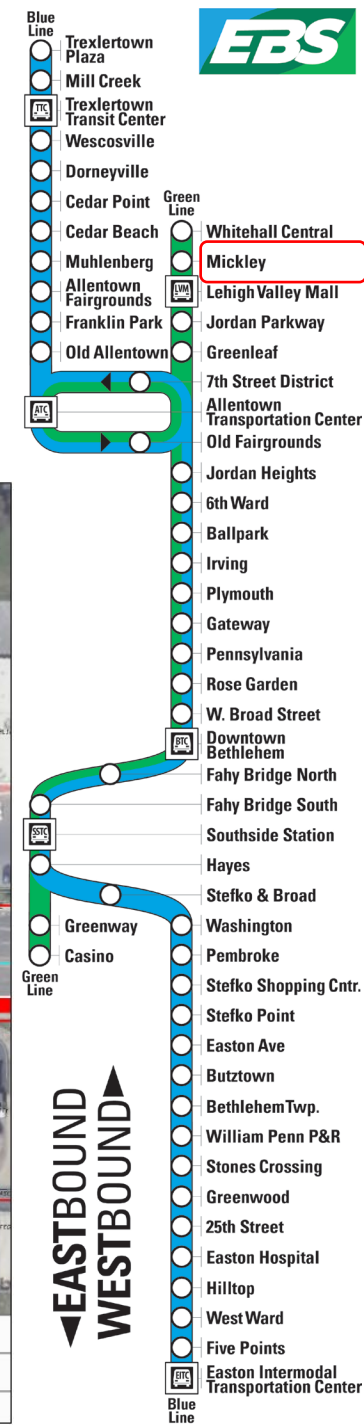
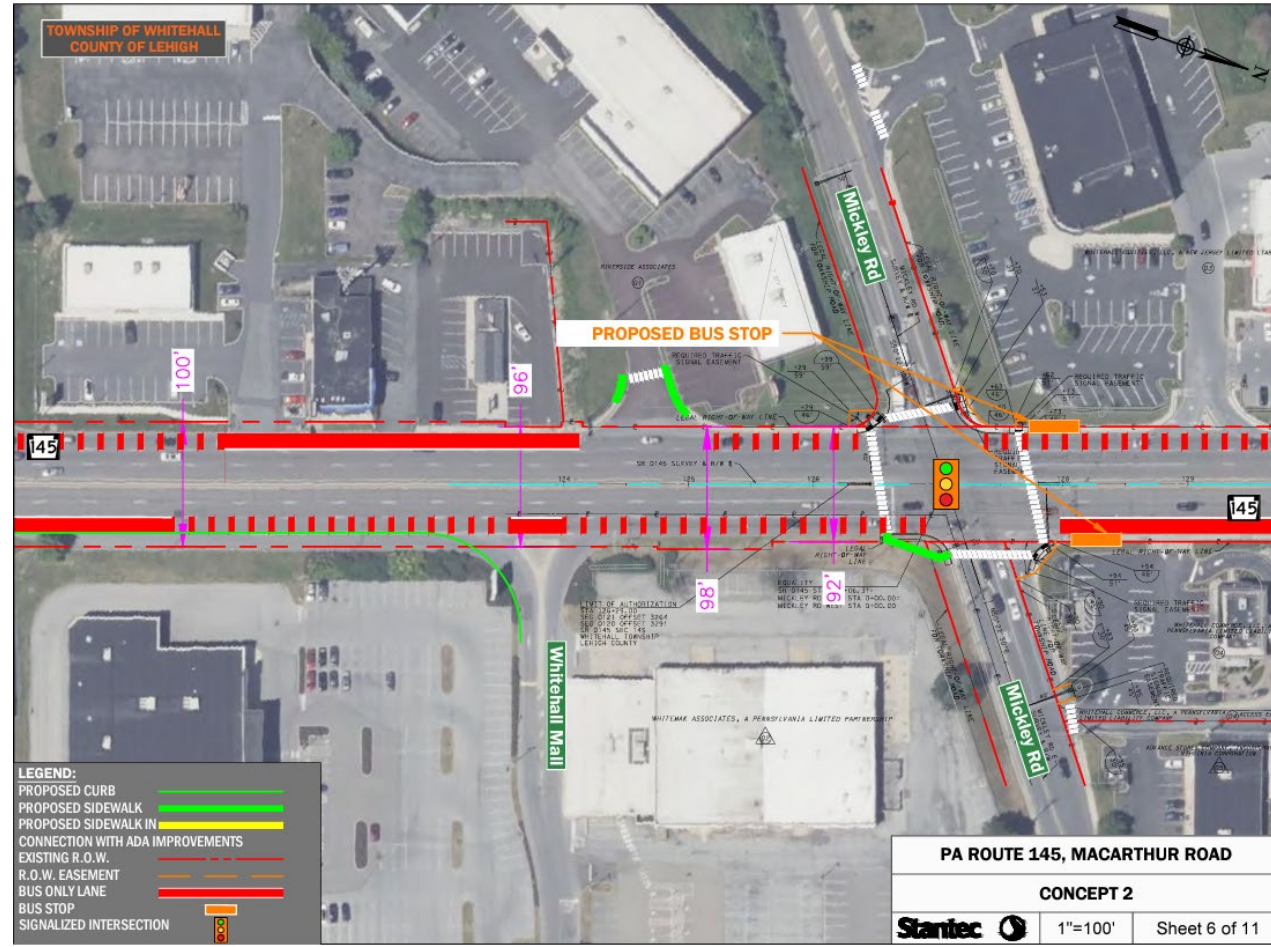
Station Name: **Mickley**

EBS Line: **Green**

Municipality: **Whitehall**

ROW: **PennDOT**

- Station Planning Completed in 2023
- MacArthur Corridor Assessment
- Pedestrian Access Improvements needed
- NB Shelter Pad being included in Taco Bell reconstruction.



EBS Project Roles & Responsibilities

- **Overall Project Lead (LANTA)**
- **Programming of Funding (LVPC)**
 - Identification of funding priorities in regional program.
 - Ensure compliance with and facilitation of regional comprehensive plan.
- **Transit Service Elements (LANTA)**
 - Service planning – establish and implement alignments, frequencies, service spans.
 - Fleet/Facilities planning – additional vehicles and garage capacity to accommodate increases in service frequency.
 - EBS Bus Stop Station Improvements (LANTA) - Improvements to amenities that speed up the boarding process & provide safety/security while waiting.
- **Physical Roadway Projects (PennDOT and Municipalities)**
 - Improvements that keep the buses moving rapidly along these corridors.
 - Dedicated lanes, queue jumps, TSP, etc.
- **Station Access Improvements (LVPC and Municipalities)**
 - Zoning and Pedestrian improvements needed to access all station areas.

MAJOR ELEMENTS OF BRT

Wide choice of running ways

BRT systems can operate on all types of running ways—mixed flow arterials, mixed flow freeways, dedicated arterial lanes, at-grade transitways, fully grade-separated surface transitways, managed lanes, and in tunnels.

Enhanced stations

Aesthetically-designed stations make BRT systems attractive while providing passenger amenities such as shelters, benches, lighting, ticket vending machines, security features, and next vehicle arrival information.

Innovative vehicles

Stylized and specialized buses can operate along BRT corridors, with emphasis on comfort, aesthetic enhancements, easy access, passenger circulation, and environmentally-friendly propulsion. Purchase costs for higher-end BRT vehicles can range from \$370,000 to \$1.6 million, depending on the size and propulsion technology.

Improved fare collection

Electronic fare cards, off-board fare collection, or proof-of-payment options allow for shorter dwell times and shorter overall travel times.

State-of-the-art technologies

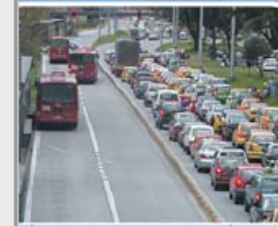
BRT incorporates ITS (intelligent transportation system) applications such as transit signal priority, advanced communication systems, automated scheduling and dispatch systems, and real-time traveler information at stations and on vehicles for faster and more convenient trips.

Improved service

BRT systems generally include rapid transit features such as all-day service spans, greater spacing between stations, and more frequent service than local bus service. The flexibility and lower-cost of BRT allow it to provide greater network coverage.

Modern branding and marketing

Distinctive logos, colors, styling and technologies for vehicles and facilities help develop a system identity. BRT services can be marketed as a new bus route or a new tier of service or as part of a multi-modal rapid transit network.



EBS Buildout

Buildout of the EBS system will generally be completed in Phases. Each Phase will be implemented as resources become available:

- 2021** • **Phase I** represents the “Minimum Operable Segment”, as determined by the study team. This phase includes the combining of LANTA Routes 101 & 322 along the Blue Line corridor as Route 101, introducing limited stop service to the Core alignment between Allentown and Bethlehem. Route 102 maintains local, underlying service. Routes in the Easton area are redesigned to better connect with the new Route 101 alignment.
- 2022** • **Phase II** includes the introduction of Route 100 along the Green Line corridor. Routes in the Allentown area are redesigned to better connect with the new Route 100 alignment. Some local stop segments remain to mitigate adverse impacts to riders.
- 2023** • **Phase III** includes final alignment adjustments and service increases to allow for full limited stop service across the system. Route 101 will be renamed Blue Line and Route 100 will be renamed Green Line at this time. Route numbers 100 and 101 will be retired but may be reused for local services at a later date if needed.
- 2024** • **TSM (Transportation Systems Management)** represents a less-resource-intensive alternative to the full build-out of the EBS system. The TSM phase is intended to maintain service levels and schedules for a multi-year period in order to bolster EBS service as a reliable and permanent fixture. During the TSM phase, the EBS system will be promoted as a new service type for the region. Alignment and schedule changes to other LANTA routes may be made to meet changing needs across the region, but the Blue and Green Lines should remain consistent. The TSM phase marks a shift from Operational to Capital improvements on EBS.
- 2025 to 2027** • **Phase IV** includes capital improvements to all EBS station stops. Stop improvements will be made based on individual neighborhood feedback. This phase may be implemented over a multi-year period in concurrence with the TSM phase.
- **Phase V** includes implementation of on-street optimizations including bus lanes, signal timing adjustments, Traffic Signal Priority, and other improvements identified in project engineering documents.
- **Phase VI** would include frequency improvements on the Blue and Green Lines, reaching full build-out of the system in terms of both coverage and level of service. Expansion of service to Hellertown is possible at this time, based on additional scoping. This phase requires the construction of a new garage facility to accommodate additional fleet requirements for full service.
- 2027+**

Funding Opportunities

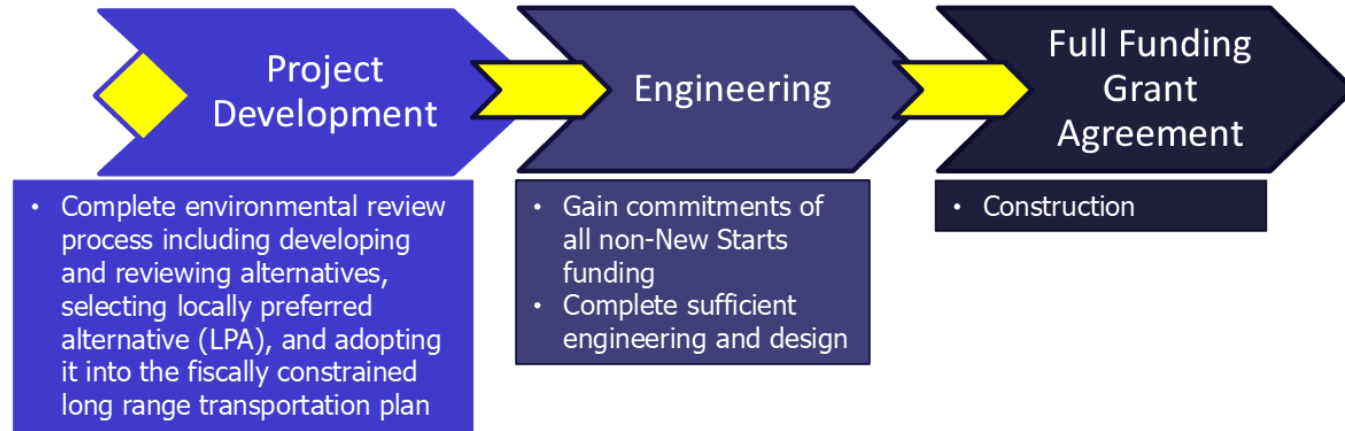
- Current TIP Programming Funds
- FTA CIG Program
- FHWA & Other Opportunities

FTA Capital Investment Grants (CIG) Small Starts Funding

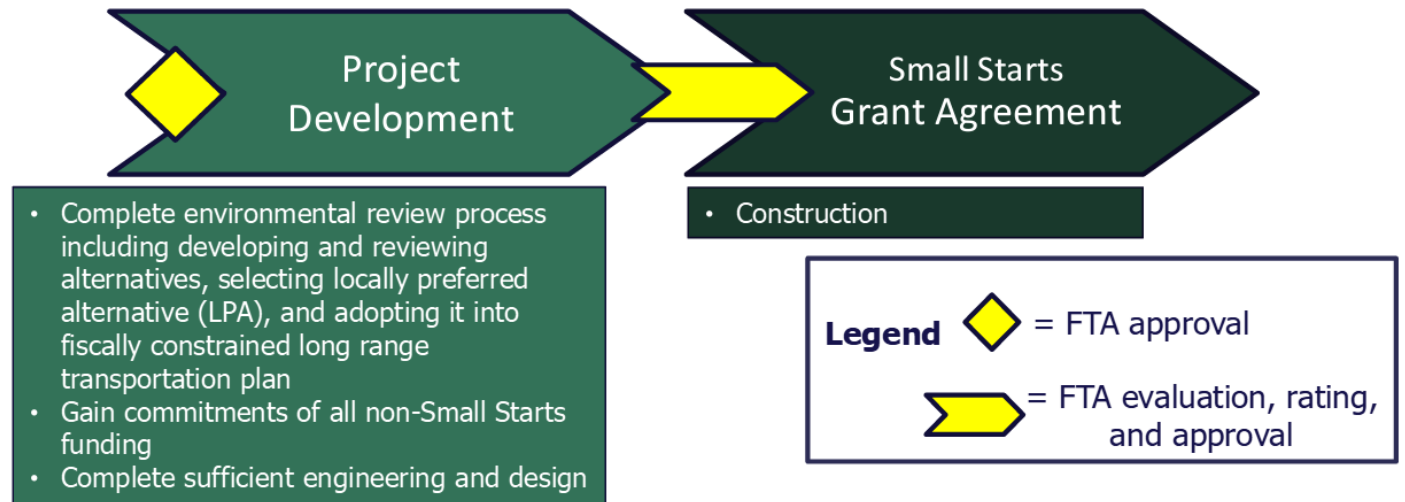
Small Starts

- Total project cost is less than \$400 million and total Small Starts funding sought is less than \$150 million
- New fixed guideway systems (light rail, commuter rail, etc.)
- Extension to existing system
- Fixed guideway BRT system
- Corridor-based BRT system

New Starts and Core Capacity Process



Small Starts Process



FTA Capital Investment Grants (CIG) Small Starts Funding

Small Starts

- Total project cost is less than \$400 million and total Small Starts funding sought is less than \$150 million
- New fixed guideway systems (light rail, commuter rail, etc.)
- Extension to existing system
- Fixed guideway BRT system
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To qualify as a fixed guideway BRT project, the law specifies that the BRT service must include the following elements [Section 5309(a)(4)]:

- The majority of the project operates in a separated right-of-way dedicated for public transportation use during peak periods;
- The project represents a substantial investment in a single route in a defined corridor or subarea;
- The project includes features that emulate the services provided by rail fixed guideway public transportation systems including:
 - (1) Over 50 percent of the route must operate in a separated right-of-way dedicated for transit use during peak periods. Other traffic can make turning movements through the separated right-of-way.
 - (2) The route must have defined stations that are accessible for persons with disabilities, offer shelter from the weather, and provide information on schedules and routes.
 - (3) The route must provide faster passenger travel times through congested intersections by using active signal priority in separated guideway, and either queue-jump lanes or active signal priority in non-separated guideway.
 - (4) The route must provide short headway, bidirectional service for at least a fourteen-hour span of service on weekdays and a ten-hour span of service on weekends. Short headway service on weekdays consists of either (a) fifteen-minute maximum headways throughout the day, or (b) ten-minute maximum headways during peak periods and twenty-minute maximum headways at all other times. Short headway service on weekends consists of thirty-minute maximum headways for at least ten hours a day.
 - (5) The provider must apply a separate and consistent brand identity to stations and vehicles.”

FTA Capital Investment Grants (CIG) Small Starts Funding

Dedicated ROW

Fixed Guideway (FG)

The Federal transit law defines FG as a public transportation facility:

- Using and occupying a separate ROW for the exclusive use of public transportation,
- Using rail,
- Using a fixed catenary system,
- For a passenger ferry system, or
- For a Bus Rapid Transit system.

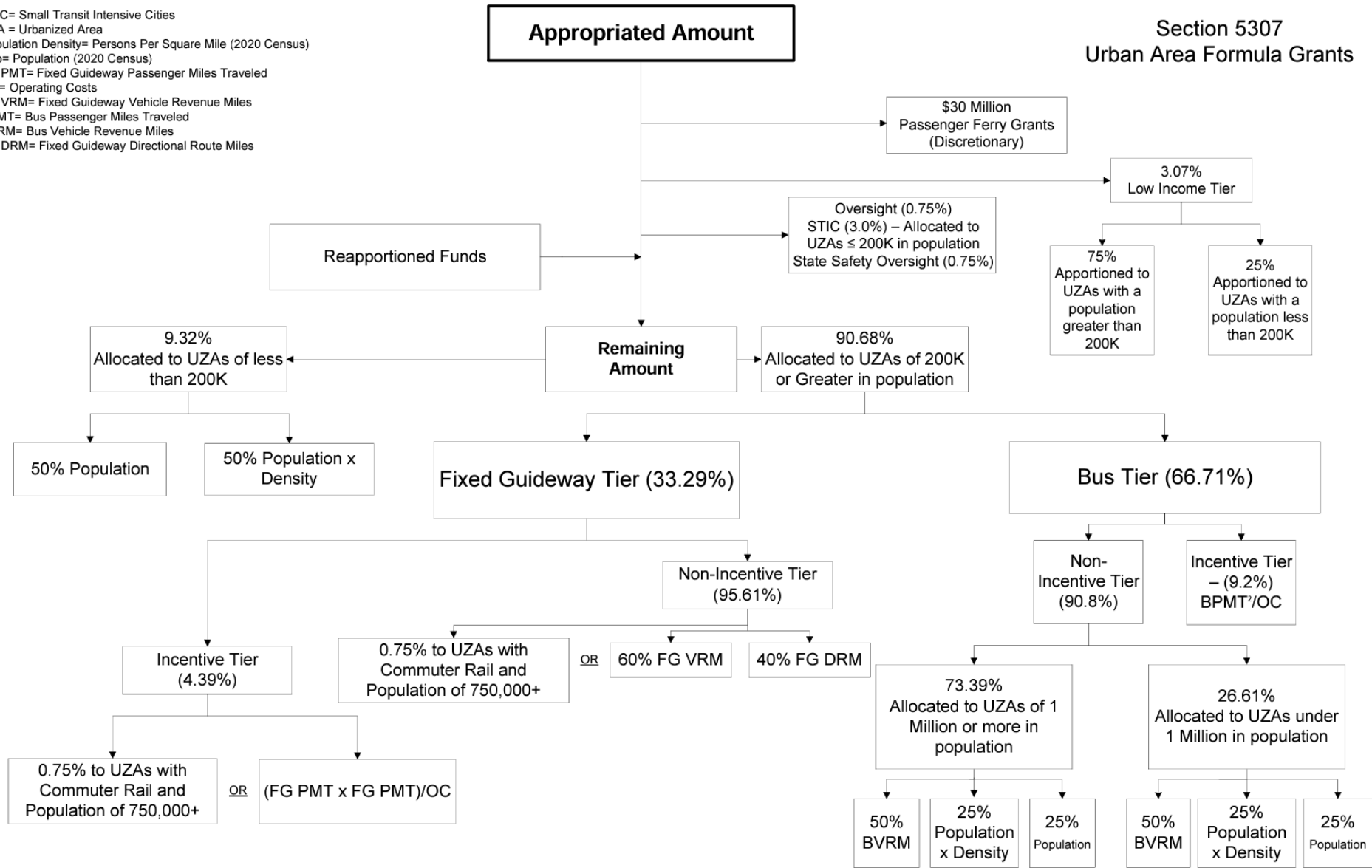
Bus lanes must be dedicated to transit at all times to be considered FG.

- Lanes that allow bicycles and/or cars making a turn are considered to be dedicated to transit.
- Lanes that allow taxis are not dedicated to transit.
- Lanes that allow commercial trucks in addition to transit vehicles, sometimes called Transit and Truck Priority or Freight Access and Transit Lanes, are not considered FG or HIB in NTD reporting or in FTA apportionments.
- Dedicated Lanes may be used by Emergency Vehicles

FTA 5307 Funding Formula

STIC= Small Transit Intensive Cities
 UZA = Urbanized Area
 Population Density= Persons Per Square Mile (2020 Census)
 Pop= Population (2020 Census)
 FG PMT= Fixed Guideway Passenger Miles Traveled
 OC= Operating Costs
 FG VRM= Fixed Guideway Vehicle Revenue Miles
 BPMT= Bus Passenger Miles Traveled
 BVRM= Bus Vehicle Revenue Miles
 FG DRM= Fixed Guideway Directional Route Miles

Section 5307 Urban Area Formula Grants



Enhanced Bus Service (EBS)

➤ What will it cost build?

Name	Location	New Miles	New Stations	New Buses	New VRM	Stations per Mile	Total Capital Cost (\$YOE)	Section 5309	Section	Non-CIG Funds	Annual Operating Cost	Capital Cost per Mile	Capital Cost per Station	Capital Cost per Vehicle	Capital Cost
								CIG Value (\$YOE)	5309 CIG Share (%)						of New Facility
METRO Gold Line Bus Rapid Transit	St. Paul, MN	10.3	16	12	117000	1.6	\$ 460,900,000	\$ 207,410,000	45.0%	\$ 253,490,000	\$ 9,360,000	\$ 44,747,573	11359.22		
BusPlus Full System	Albany, NY	40.4	52	44	238875	1.3	\$ 301,390,000	\$ 176,880,000	58.7%	\$ 124,510,000	\$ 19,110,000	\$ 7,460,149			
South Corridor Rapid Transit Project	Miami, FL	20	16	0	491000	0.8	\$ 299,810,000	\$ 100,000,000	33.4%	\$ 199,810,000	\$ 39,280,000	\$ 14,990,500	24550.00		
Woodhaven Boulevard Select Bus Service	New York City, NY	6.1	11	41	352000	1.8	\$ 258,840,000	\$ 97,170,000	37.5%	\$ 161,670,000	\$ 28,160,000	\$ 42,432,787	57704.92		
Downtown-Uptown-Oakland-East End Bus Rapid Transit	Pittsburgh, PA	15	46	15	777000	3.1	\$ 249,900,000	\$ 99,950,000	40.0%	\$ 149,950,000	\$ 62,160,000	\$ 16,660,000			
IndyGo Blue Line Rapid Transit	Indianapolis, IN	24	36	20	138875	1.5	\$ 220,000,000	\$ 100,000,000	45.5%	\$ 120,000,000	\$ 11,110,000	\$ 9,166,667	5786.46		
The Rapid BRT Full System	Grand Rapids, MI	11.4	26	8	235250	2.3	\$ 189,890,000	\$ 109,500,000	57.7%	\$ 80,390,000	\$ 18,820,000	\$ 16,657,018			
IndyGo Purple Line Rapid Transit	Indianapolis, IN	14.8	23	15	102000	1.6	\$ 155,000,000	\$ 77,500,000	50.0%	\$ 77,500,000	\$ 8,160,000	\$ 10,472,973	6891.89		
Pacific Avenue/SR 7 Corridor BRT	Tacoma, WA	14.3	32	17	14125	2.2	\$ 150,000,000	\$ 59,870,000	39.9%	\$ 90,130,000	\$ 1,130,000	\$ 10,489,510			
Capital Area Transportation Authority BRT	Lansing, MI	8.5	27	15	95250	3.2	\$ 141,850,000	\$ 97,820,000	69.0%	\$ 44,030,000	\$ 7,620,000	\$ 16,688,235	11205.88		
North-South Bus Rapid Transit	Chapel Hill, NC	8.2	16	14	73750	2.0	\$ 141,390,000	\$ 100,000,000	70.7%	\$ 41,390,000	\$ 5,900,000	\$ 17,242,683	8993.90		
Madison Street BRT	Seattle, WA	2.3	10	9	83375	4.3	\$ 121,180,000	\$ 59,900,000	49.4%	\$ 61,280,000	\$ 6,670,000	\$ 52,686,957	36250.00		
Ogden/Weber State University BRT	Ogden, UT	5.3	13	8	30000	2.5	\$ 99,680,000	\$ 64,500,000	64.7%	\$ 35,180,000	\$ 2,400,000	\$ 18,807,547	5660.38		
RapidRide Roosevelt Project	Seattle, WA	6.1	13	0	205250	2.1	\$ 90,210,000	\$ 45,000,000	49.9%	\$ 45,210,000	\$ 16,420,000	\$ 14,788,525			
EBS Full System	Allentown, PA	35	44	54	420000	1.3	\$ 86,314,800	\$ 47,473,140	55.0%	\$ 38,841,660	\$ 6,475,000	\$ 2,466,137	\$ 750,000	\$ 580,000	\$ 18,750,000
Swift Orange Line BRT	Everett, WA	11.3	13	16	116250	1.2	\$ 84,160,000	\$ 41,650,000	49.5%	\$ 42,510,000	\$ 9,300,000	\$ 7,447,788	10287.61		
BusPlus Purple Line	Albany, NY	8.5	16	16	36250	1.9	\$ 81,180,000	\$ 60,890,000	75.0%	\$ 20,290,000	\$ 2,900,000	\$ 9,550,588	4264.71		
Swift II BRT	Everett, WA	12.3	18	13	77000	1.5	\$ 73,630,000	\$ 43,190,000	58.7%	\$ 30,440,000	\$ 6,160,000	\$ 5,986,179	6260.16		
The Rapid Laker Line BRT	Grand Rapids, MI	13.3	11	16	59875	0.8	\$ 72,760,000	\$ 56,190,000	77.2%	\$ 16,570,000	\$ 4,790,000	\$ 5,470,677	4501.88		
Wake Bus Rapid Transit: New Bern Avenue Project	Raleigh, NC	5	10	6	30875	2.0	\$ 71,450,000	\$ 35,050,000	49.1%	\$ 36,400,000	\$ 2,470,000	\$ 14,290,000	6175.00		
Milwaukee East-West BRT	Milwaukee, WI	9.1	19	11	75875	2.1	\$ 54,790,000	\$ 40,930,000	74.7%	\$ 13,860,000	\$ 6,070,000	\$ 6,020,879	8337.91		
Mill Plain BRT	Vancouver, WA	10	21	7	18375	2.1	\$ 49,860,000	\$ 24,890,000	49.9%	\$ 24,970,000	\$ 1,470,000	\$ 4,986,000	1837.50		
EBS Green Line (Whitehall-Hellertown)	Allentown, PA	14.1	17	18	169200	1.2	\$ 43,541,400	\$ 23,947,770	55.0%	\$ 19,593,630	\$ 2,608,500	\$ 3,088,043	\$ 750,000	\$ 580,000	\$ 18,750,000
Central Avenue Bus Rapid Transit Project	St. Petersburg, FL	11	17	9	47125	1.5	\$ 41,360,000	\$ 20,360,000	49.2%	\$ 21,000,000	\$ 3,770,000	\$ 3,760,000	4284.09		
BusPlus Blue Line	Albany, NY	16	30	20	36875	1.9	\$ 40,880,000	\$ 32,700,000	80.0%	\$ 8,180,000	\$ 2,950,000	\$ 2,555,000	2304.69		
BusPlus Red Line	Albany, NY	17	18	15	27656	101	\$ 36,500,000	\$ 16,000,000	43.8%	\$ 20,500,000	\$ 2,212,500	\$ 2,147,059			
The Rapid Silver Line BRT	Grand Rapids, MI	9.6	18	10	27250	1.9	\$ 35,285,000	\$ 28,228,000	80.0%	\$ 7,057,000	\$ 2,180,000	\$ 3,675,521			
EBS Blue Line Phase One (Muhlenberg-Easton)	Allentown, PA	19.7	20	26	236400	1.0	\$ 32,050,000	\$ 17,627,500	55.0%	\$ 14,422,500	\$ 3,644,500	\$ 1,626,904	\$ 750,000	\$ 580,000	
EBS Core Segment (ATC-SSTC) + Casion & Stefko	Allentown, PA	11.3	23	0	135600	2.0	\$ 18,380,000	\$ 10,109,000	55.0%	\$ 8,271,000	\$ 2,090,500	\$ 1,626,549	\$ 750,000	\$ 580,000	
EBS Core Segment (ATC-SSTC)	Allentown, PA	7.7	15	0	92400	1.9	\$ 12,020,000	\$ 6,611,000	55.0%	\$ 5,409,000	\$ 1,424,500	\$ 1,561,039	\$ 750,000	\$ 580,000	
EBS Blue Line Phase Two (Muhlenberg-Trexlerstown)	Allentown, PA	7.1	7	9	85200	1.0	\$ 11,313,400	\$ 6,222,370	55.0%	\$ 5,091,030	\$ 1,313,500	\$ 1,593,437	\$ 750,000	\$ 580,000	

Figures are assumptions based on peer assessment of FTA Small Starts Submissions.
Formal costing is required to refine costs.

Prioritization Process

- 50% Dedicated ROW should drive boundaries
- Consider Regional Budgets and Phasing
- LVPC Considerations

Next Steps

- Next Meeting Time and Location
- Station Planning Meeting Schedule
- Additional Items

