



February 3, 2010

To: Metropolitan Policy Committee  
From: Andrea Riner  
Subject: Item 5.b: FFY 2011-2013 Surface Transportation Program—Urban STP-U Framework and Metrics

**Action Recommended:** Approve the recommended STP-U Framework and Metrics. Direct staff to initiate process for programming STP-U funds.

### **Purpose**

At the February MPC meeting, staff requested approval of an updated STP-U Framework based on the recommendations of an MPC Subcommittee that met in November, and recommendations of the MPO Citizen Advisory Committee. The motion to approve the Framework did not pass and staff was asked to develop criteria and measures that better describe how individual projects to be funded might address the regional priorities. The MPC STP-U Subcommittee was reconvened on Thursday, January 28<sup>th</sup> to review and discuss strategies for developing project metrics and evaluation criteria for the FY 2011-2013 STP-U funding allocation process.

The purpose of this agenda item is to request MPC approval of a final Framework for the FFY 2011-2013 Surface Transportation Program, and to outline the next steps in the STP-U funding process.

### **Background**

The current funding model, in place since 2006, sets the following targets:

10%	Transportation Options
25%	Planning
65%	Project Development, Preservation, and Modernization (PPM)

Within this model, applications are solicited for projects within the PPM category (65% of STP-U) and evaluated using criteria drawn from the Regional Transportation Plan. The *Assessment of the Existing Framework* presented in November 2009 provided data regarding the results of the current process and how they may or may not be considered to serve established and/or emerging community values. This data was provided to both the MPC and the CAC to inform a discussion for updating the framework.

Four STP-U framework options were presented at the November MPC meeting. As reported at the December meeting, the CAC and the MPC Subcommittee forwarded the following recommendations:

*Citizen Advisory Committee (CAC)*

- Recommend the MPC maintain the current 10/25/65 STP-U Framework, using the flexibility provided to put dollars where they are most needed; and
- Recommend the MPC program \$500,000 of STP-U funds (per year) for Lane Transit District to maintain operational capacity.

*MPC Subcommittee (Meeting #1)*

- Recommend supporting an annual STP-U contribution to Lane Transit District of \$500,000 for FFY 2011, 2012 and 2013, as needed to maintain existing service levels.
- Recommend maintaining the existing Framework structure at 10% TDM, 25% Planning, and 65% for Project Development, Preservation, and Modernization (to include Transit funding).
- Recommend defining key priority outcomes for the STP-U funding cycle – including preserving existing assets, reducing Greenhouse Gases, and promoting use of alternative transportation modes – and directing staff to prepare project funding applications for the FFY2011-13 funding cycle that address these priorities.
- Recommend establishing a process for measuring outcomes.

The following table outlines the process to-date in considering the 2011-2013 STP-U Framework:

FY 2011-2013 STP-U Framework Primer	June 2009	CAC Meeting
Framework for Developing FY 11-13 STP-U Priorities	July 2009	MPC/CAC Joint Meeting
Review and Approval of STP-U Process Timeline	Sept 2009	MPC Meeting CAC Meeting
Review of Draft Assessment of Existing Framework	Oct 2009	MPC Meeting CAC Meeting
Final Assessment of Existing Framework Preliminary Framework Options	Nov 2009	MPC Meeting CAC Meeting
Development of Recommended Framework	Nov 2009	MPC Subcommittee
Framework Recommendation	Dec 2009	MPC Meeting CAC Meeting
Request for Approval	Jan 2010	MPC Meeting CAC Meeting
Development of Recommended Measures	Jan 2010	MPC Subcommittee

## **Regional Priorities**

An important component of the STP-U Framework discussion involved the articulation of regional priority outcomes for the STP-U funding cycle, including preserving existing assets; improving safety; reducing Greenhouse Gases; and promoting use of alternative transportation modes.

In response to this, staff proposes revising the Application for STP-U Funds for Project Development, Preservation, and Modernization to highlight these four regional priorities. These regional priorities are not applied as additional criteria, but instead are derived from existing RTP evaluation dimensions. By bringing these criteria forward, each agency is provided an opportunity to better communicate the primary intent of any given project. Attachment 1 provides a draft of this revised application form for review and discussion. The regional priorities include:

- Preserving Existing Transportation Assets;
- Preserving or Enhancing Transit Service;
- Improving Safety; and
- Reducing Greenhouse Gas Emissions.

## **MPC Subcommittee Meeting #2**

The MPC STP-U Subcommittee was reconvened on Thursday, January 28<sup>th</sup>. MPC members who attended the Subcommittee meeting included Eugene Mayor Kitty Piercy, LTD Board Member Mike Eyster, and Commissioner Rob Handy. The purpose of the meeting was to clarify expectations and to establish a process for the development and application of evaluation measures. The Subcommittee discussed two goals: In the short term, *project-based metrics* will be developed to help prioritize and evaluate funding requests; In the long term, *system-based metrics*, such as those included in the current RTP, will be developed to provide the MPO with a better ability to measure outcomes against defined regional goals. The Subcommittee reviewed the draft STP-U Application provided as Attachment 1 as a first step in this two-phase process, and worked to identify places of agreement and areas of concern. A summary of their discussion includes the following:

- Improved communication to the public and to decision-makers about the relationship between specific project funding requests and overall regional goals is needed to support a greater degree of government accountability.
- Development of the STP-U Framework provides the appropriate venue for regional agencies to discuss the value of measuring outcomes.
- Utilizing the application and the proposed metrics can be a pilot project to provide the MPO with an opportunity to review the successes and lessons learned with the next round of funding applications, and to propose adjustments for future process improvements.
- Jurisdictions will still need to have flexibility to be responsive to local issues, funding constraints, and input from the public and their respective policy bodies.
- Federal STP-U funds are only one source of funding transportation improvements in the MPO area, and they represent a relatively small portion of overall transportation

expenditures. Projects are often funded from multiple federal, state, and local sources, and each of those have specific criteria and requirements for their use.

- Metrics should be applied at a level of detail appropriate to the purpose and with consideration to the cost of staff time and other resources.
- The metrics presented in any particular application cannot be construed to provide the full measure of a project. Caution is needed in applying strict criteria to measures that may or may not utilize consistent methodologies between jurisdictions.

**Next Steps and Timeline**

Once a STP-U Framework and process is approved, the MPO will engage in project solicitation, evaluation, and selection for funding over the three-year period. The goal is to complete the project selection process by April, 2010 as follows:

February 2010	• Initiate solicitation for project applications.
	• Agencies prepare and submit applications.
March 2010	• Staff presents projects and applications to MPC and requests a public hearing. (A minimum 30-day public comment period will be initiated in early March.)
	• CAC develops formal recommendation to MPC.
	• TPC develops formal recommendation to MPC.
April 2010	• MPC approves final funding allocations.

**Recommended Action**

Approve an STP-U Framework that includes the following:

- STP-U Funding Structure:
  - 10% Transportation Options
  - 25% Planning
  - 65% Project Development, Preservation, and Modernization (PPM)
- An annual STP-U contribution to Lane Transit District of \$500,000 for FFY 2011, 2012 and 2013, out of the 65% allocation for PPM.
- A defined decision-making approach utilizing agreed-upon metrics and regional priorities.

**Attachments**

1. Draft Application for STP-U Funds FY 2011-2013 (Project Development, Preservation, and Modernization)
2. LTD Memo and Attachments:
  - a. Lane Transit District Draft Application for FY2011-2013 STP-U Funding
  - b. Detail on Estimate of Annual Greenhouse Gas Emissions Reduced with \$500,000 Fixed Route Service (10,800 Service Hours)
  - c. Figure 1. GHG emissions per PKT (passenger per kilometer traveled)