



January 6, 2010

To: Metropolitan Policy Committee
From: Andrea Riner
Subject: Item 6.g: FFY 2011-2013 Surface Transportation Program – Urban (STP-U) Framework Decision and Next Steps

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

Purpose

The purpose of this agenda item is to receive formal 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.

This meeting will finalize the Framework portion of the FY 2011-2013 STP-U funding discussion that has been ongoing since June of 2009. Over this time staff has provided extensive background on the federal Surface Transportation Program – Urban (STP-U), including an overview of the funding priorities and process and an assessment of the existing program. At the December meeting, the MPC reviewed the recommendations from the MPC Subcommittee and the Citizen Advisory Committee (CAC).

Background

Approximately every three years the MPO has reviewed current STP-U funding practices in order to evaluate the program's effectiveness and to consider how the STP-U framework might be revised to reflect changing trends and circumstances. This current review cycle will result in a STP-U framework to guide the programming of federal fiscal year (FFY) 2011 through FFY 2013 STP-U funds.

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

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| 10% | Transportation options (transportation demand management, or TDM) activities carried out by point2point Solutions |
| 25% | Planning activities carried out by the local member jurisdictions and the MPO under the MPO's Unified Planning Work Program |
| 65% | Project Development, Preservation, and Modernization (PPM) activities across all transportation modes within the MPO |

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. These criteria relate to the following dimensions:

- Timeliness;
- Balance;
- Accessibility;
- Efficiency;
- Safety;
- Connectivity;
- Environmental responsibility;
- Sustainability;
- Community/Neighborhood impacts;
- Economic viability and stability.

The *Assessment of the Existing Framework* 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.

Options for Updated Framework

Four STP-U framework options were presented at the November MPC meeting. The first option maintains the existing framework. The remaining three options either increase the TDM funding target, establish a Transit funding target, or do both. Since the STP-U framework as it exists now could prioritize these programs by funding specific project proposals, both the CAC and the MPC Subcommittee formed for the purposes of the Framework discussion supported maintaining the current funding structure. 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

- 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.

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 3-4 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. For purposes of clarity and to simplify the application process, the regional priorities discussed by MPC have been simplified to the following:

- Preserves Existing Assets;
- Improves Safety; or
- Reduces Greenhouse Gas Emissions.

Next Steps and Timeline

After formal MPC approval of the STP-U framework, staff will initiate the process to program STP-U funds for FFY 2011-2013 applying the new Framework. 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.

In general, the following outlines the steps for project solicitation, evaluation and selection:

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| February
2010 | <ul style="list-style-type: none">• Staff develops preliminary draft technical recommendation. The recommendation will likely represent 150-200% of the anticipated STP-U revenues for the three years of the funding cycle.• Staff presents the preliminary recommendation to the CAC for discussion, and to identify needed information, preliminary issues, and public involvement goals.• TPC makes a recommendation based on agency needs and identified regional priorities from the Framework discussion. |
| March 2010 | <ul style="list-style-type: none">• Staff presents the TPC recommended project list 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. |
| April 2010 | <ul style="list-style-type: none">• MPC approves final funding allocations. |

The 12-month MPO Calendar outlines the tasks to be completed in the coming months. MPO staff is asking for direction to proceed with the steps outlined in the timeline above, toward the goal of programming STP-U funds for FFY 2011-2013 in anticipation of the Final 10-13 STIP.

Recommended Action

1. Approve the STP-U Framework, as follows:
 - 10% Transportation Options
 - 25% Planning
 - 65% Project Development, Preservation, and Modernization (PPM)
2. Approve 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. This contribution to come out of the 65% allocation for PPM.
3. Provide direction for staff to proceed with the steps needed for project solicitation, evaluation and selection.

Attachments

1. Draft Application for STP-U Funds FY 2011-2013 (Project Development, Preservation, and Modernization)