

CENTRAL LANE STP-U 2011-2013  
 **DRAFT**  
**Assessment of**  
**MPO Existing Framework**

## Introduction

Staff have initiated a review and assessment of the current STP-U decision-making process in order to inform the development of a framework for Fiscal Years 2011 to 2013. This assessment is still in draft form, in order to provide an opportunity for the MPC and the MPO's Citizen Advisory Committee to suggest additional assessment components or perspectives.

The Framework Assessment document is presented in two parts. First, initial findings are presented. These findings are based on input from staff at the Cities of Coburg, Eugene and Springfield, Lane County, Lane Transit District, and the MPO. Secondly, a significant amount of data is provided describing expenditures within the following categories:

- Planning, including operational planning funding and specific planning studies and projects;
- Transportation Options; and
- Project Development, Preservation and Modernization Projects

The purpose of the data is to more fully illustrate the outcomes of the current framework, comparing expenditures by agency, by work type, and by transportation mode. Whenever feasible, data illustrates expenditures over the past six years (FY 2004-2009).

## I. Framework Assessment

### STRENGTHS

Members of the Transportation Planning Committee discussed the STP-U allocation process, and identified the following strengths of the system currently in place:

- Agencies have significant **flexibility** to prioritize their funding requests according to their current local needs, to take advantage of leveraging

opportunities in a timely manner, and to be able to adjust their use of STP-U funding throughout the three or four year programming periods.

- Funds have benefited the transportation at a **regional** level, contributing to the area being able to achieve some important goals established in the RTP. Results of STP-U allocations have resulted in regional scale bicycle/pedestrian projects, transit enhancements, and improvements to major road networks.
- The current STP-U funding framework has allowed for a **diverse** set of project types benefiting all transportation modes. Projects funded from STP-U since FY 2004 include roadway modernization, Bus Rapid Transit studies, bicycle path development, and many pavement preservation projects.
- Currently, the STP-U process is able to be **responsive** to changing community, economic, and environmental conditions. For example, the City of Springfield's current road fund crisis means that the City will be heavily reliant upon STP-U dollars for pavement preservation in the near term.
- The current allocations appear **balanced** between the three program areas of Planning, Transportation Options, and Project Development, Preservation, and Modernization. However, staff agreed that current funding levels are not optimal and that additional funding would benefit all of these programs.

## CHALLENGES

Due to the flexibility of the current framework, TPC did not identify any significant drawbacks to maintaining a similar approach for the 2011-2013 STP-U funding cycle. STP-U funding is anticipated to continue at current levels at least until a new Federal Surface Transportation Act is authorized. Maintaining a highly flexible approach to allocating the limited amount of funding available was seen as a desired outcome of the Framework process.

Additional challenges and/or gaps relating to the current STP-U framework will be identified through discussions with the MPC and CAC at their October meetings. Data presented in the second part of this document will inform these discussions, and additional information will be provided as requested.

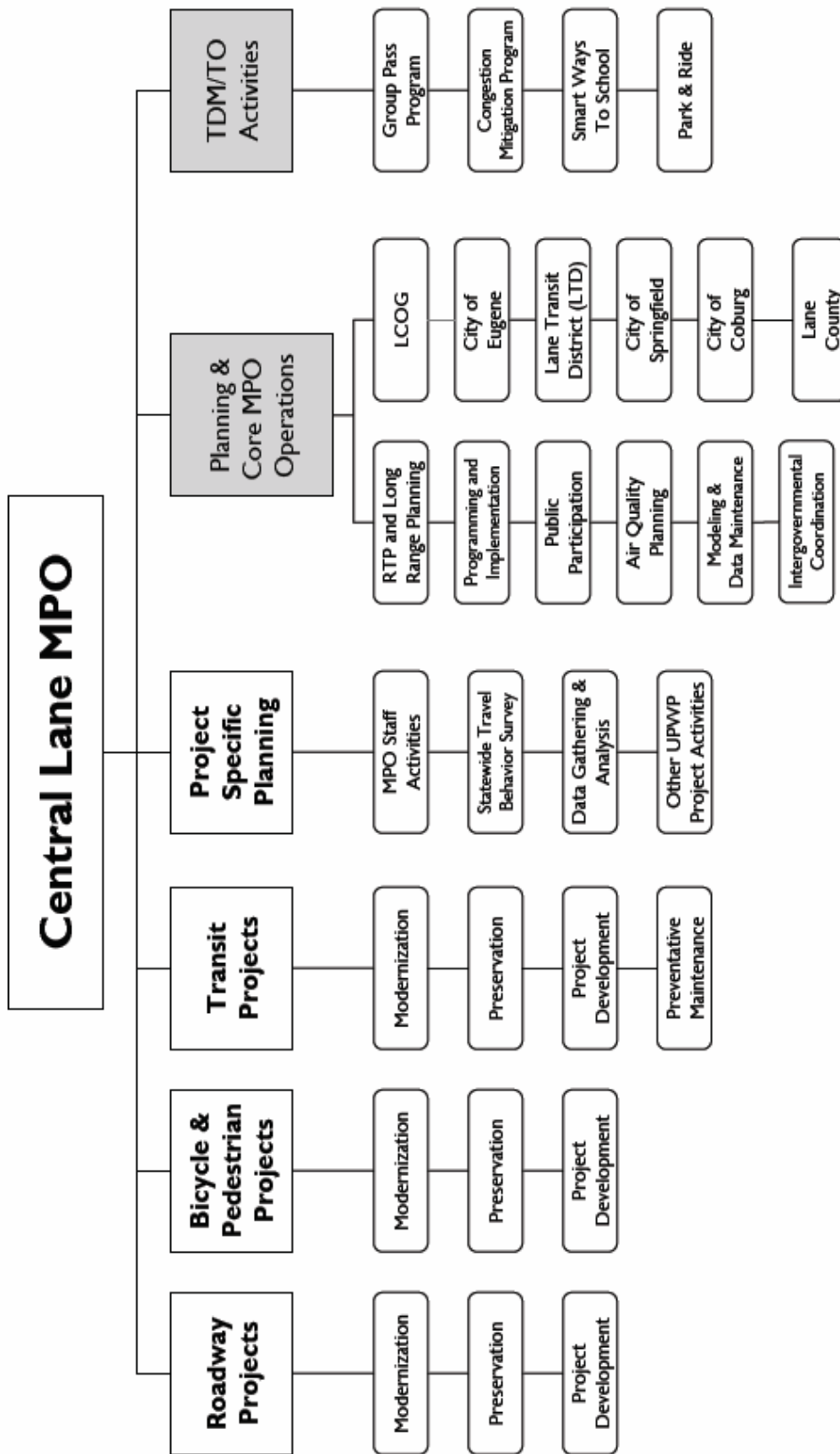
## EVALUATING TRENDS

One consideration of this Assessment will be how well the current framework will allow us to respond to current transportation planning trends and pending actions such as:

- Legislation at the State and Federal levels, including enactment of a new Transportation funding bill within the 2011-2013 STP-U funding cycle;
- Further Greenhouse Gas planning directives, including local initiatives and expanded legislation from State and Federal agencies;
- Changing budget conditions for the Oregon Department of Transportation and budget reductions or increases of local transportation agencies; and
- Findings of the Eugene and Springfield TSP's, the Regional Transportation Options Plan, and the LTD Long Range Strategic Plan.

## STP-U Funding Categories

Work activities per federal regulations. Percentage of funding per MPC direction.



## II. Supporting Data

### OVERVIEW OF EXPENDITURES

A description of current STP-U funding categories is provided on the preceding page. Funding allocations within this framework have been set at 25% for Planning, 10% for Transportation Demand Management, and 65% for projects under the category of Project Development, Preservation and Modernization (PPM). Table 1 provides an overview of STP-U expenditures for FY 2004 to 2009. Detailed information regarding planning, TDM, and Project Development, Preservation and Modernization expenditures follow.

**Table 1 STP-U Expenditures 2004-2009**

	2004	2005	2006	2007	2008	2009	Total	%
Planning <sup>A</sup>	\$486,751	\$432,624	\$542,500	\$545,000	\$555,000	\$595,000	\$3,156,875	18
Planning <sup>B</sup>	\$352,500	\$357,500	\$112,530	\$177,209	\$305,494	\$100,000	\$1,455,233	8
TDM	\$225,000	\$225,000	\$355,000	\$350,000	\$340,000	\$240,000	\$1,735,000	10
PPM	\$1,289,749	\$1,245,876	\$3,591,796	\$1,467,160	\$1,790,030	\$1,722,170	\$11,106,781	64
	\$2,354,000	\$2,261,000	\$4,601,826	\$2,539,369	\$2,990,524	\$2,657,170	\$17,453,889	

<sup>A</sup>Planning: Operational planning funding for all partner agencies.

<sup>B</sup>Planning: This funding shows project-specific planning projects and studies that are not included in the operational planning category.

### OPERATIONAL PLANNING

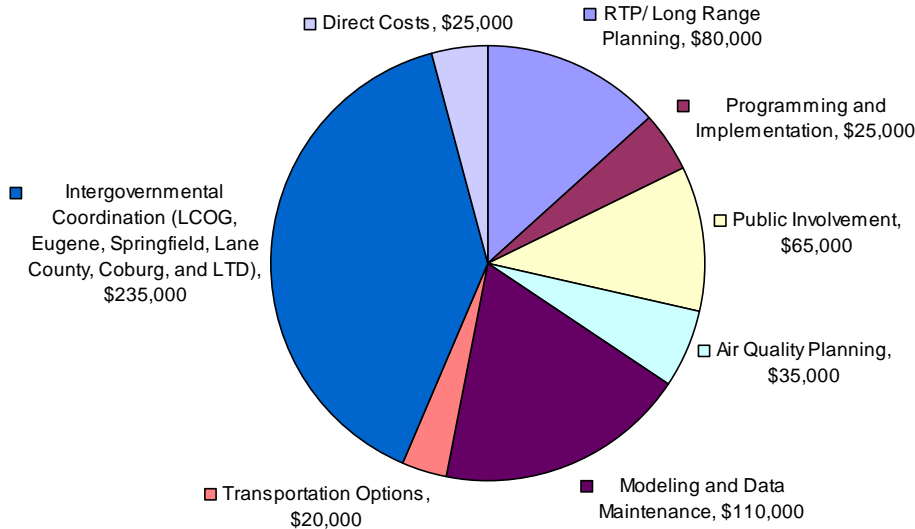
Planning activities are established and described in the Unified Planning Work Program (UPWP). The current adopted UPWP provides direction for the Central Lane MPO from July 2009 to June 2011. An annual review of the UPWP is scheduled for Spring 2010.

**Table 2 STP-U Planning allocation for 2009-2010**

STP-U Planning Funds	LCOG	Eugene	Springfield	Coburg	Lane County	LTD
RTP/ Long Range Planning	\$80,000					
Programming and Implementation	\$25,000					
Public Involvement	\$65,000					
Air Quality Planning	\$35,000					
Modeling and Data Maintenance	\$110,000					
Transportation Options	\$20,000					
Intergovernmental Coordination	\$90,000	\$40,000	\$40,000	\$15,000	\$25,000	\$25,000

Direct Costs	\$25,000					
STP-U Subtotal	\$450,000	\$40,000	\$40,000	\$15,000	\$25,000	\$25,000

**STP-U OPERATIONAL PLANNING FUNDS**



**OTHER PLANNING FUNDING**

Table 3 is provided to indicate additional planning dollars that may be brought to the table by the various agencies, and that STP-U dollars are only a part of the total picture of transportation funding in the Central Lane MPO area. Note that funding amounts included for Eugene, Springfield, and Lane County are not limited to planning, but also include significant transportation operations functions.

In addition to these operational budgets, Eugene, Springfield, Lane County and Lane Transit District also have significant capital budgets for transportation. Data regarding capital budgets outside of STP-U dollars are not included in this assessment.

**Table 3 Other Planning Funding**

Other Planning Funds	LCOG	Eugene <sup>1</sup>	Springfield <sup>2</sup>	Coburg	Lane County <sup>3</sup>	LTD <sup>4</sup>
FHWA	\$436,038					
FTA Sec. 5303	\$101,729					
City Funding		\$9,316,061	\$1,326,218	\$0		
County Funding					\$4,617,337	
LTD Funding						\$243,500

Subtotal	\$537,767	\$9,316,061	\$1,326,218	\$0	\$4,617,337	\$243,500
TOTAL	\$987,767	\$9,356,061	\$1,366,218	\$15,000	\$4,642,337	\$268,500

<sup>1</sup>Eugene funding reflects adopted FY10 Transportation budget which includes planning and operational functions.

<sup>2</sup>Springfield funding reflects adopted FY 10 Transportation Planning and Operations budget.

<sup>3</sup>Lane County funding reflects adopted FY 09-10 Transportation Planning budget, which includes operations.

<sup>4</sup>LTD funding reflects adopted 2009-2010 budget for Planning and Development Department only.

## PROJECT-SPECIFIC PLANNING

STP-U funds have been used to support a number of local transportation planning studies and projects. Table 4 provides a list of planning projects funded by STP-U for Fiscal Years 2004-2009, organized by recipient agency. As shown in Table 1, expenditures for project-specific planning over the past six years totaled \$1,455,233.

**Table 4 Planning Studies/Project FY 2004-2009**

<b>City of Eugene</b>			
W.11th Transportation Corridor Study	Eugene	\$ 50,000	FFY07
Pedestrian and Bicycle Strategic Plan	Eugene	\$ 25,000	FFY07
W.11th Transportation Corridor Study	Eugene	\$ 100,000	FFY08
	<i>Agency Total</i>	\$ 175,000	
<b>City of Springfield</b>			
Franklin Blvd Planning	Springfield	\$ 25,000	FFY05
Arterial and Collector Street Plan	Springfield	\$ 85,000	FFY07
Franklin Blvd Concept Planning	Springfield	\$ 50,000	FFY08
Springfield Bicycle and Pedestrian Plan	Springfield	\$ 20,000	FFY08
	<i>Agency Total</i>	\$ 180,000	
<b>City of Coburg</b>			
TSP Update	Coburg	\$ 40,000	FFY04
TSP Update	Coburg	\$	FFY05

		20,000	
TSP Update	Coburg	\$ (30,970)	FFY06
I5@Coburg Interchange Area Planning	Coburg	\$ 10,494	FFY08
	Agency Total	\$ 39,524	
<b>LCOG</b>			
Household Survey	LCOG	\$ 125,000	FFY08
Household Survey	LCOG	\$ 100,000	FFY09
	Agency Total	\$ 225,000	
<b>LTD</b>			
BRT PP corridor planning	LTD	\$ 312,500	FFY04
BRT PP corridor planning	LTD	\$ 312,500	FFY05
BRT PP corridor planning	LTD	\$ 143,500	FFY06
Coordinated Human Services Public Transit Plan	LTD	\$ 17,209	FFY07
	Agency Total	\$ 785,709	

**TRANSPORTATION DEMAND MANAGEMENT (TDM)**

As indicated in Table 1, STP-U funding totaling \$1,735,000 has been directed to TDM over the past six fiscal years. This amount is based on the current framework that allocates 10% of total STP-U annual funding to the Transportation Options programs run by point2point solutions. Point2point combines STP-U funds with other sources for a total FY 10 budget of \$821,700. Specific activities funded within this budget include Employer/Employee Transportation Benefits Program (LTD Group Pass, Emergency Ride Home, and Valley Van Pool); Smart Ways to School; Congestion Mitigation Program; and Park & Ride Activities.

**Project Development, Preservation and Modernization (PPM) Expenditures FY 2004-2009**

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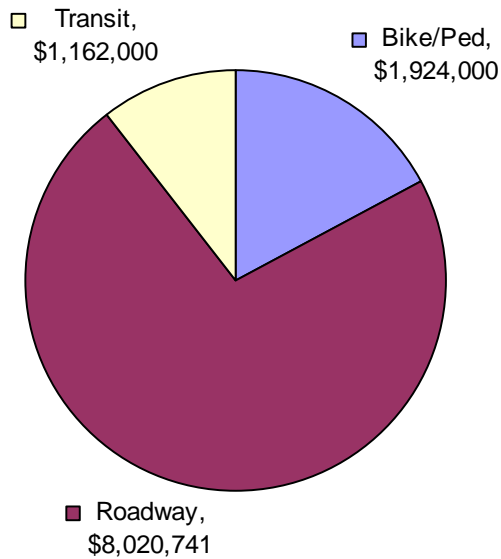
NOT shown as moved into the new project/year. originally programmed. The original project is decremented by the amount that is moved.)

FFY08	FFY09	Jurisdiction	Type
7	10/08-9/09	Eugene	MOD
		Eugene	MOD
.000		Eugene	MOD
		Eugene	MOD
		Springfield	MOD
		Springfield	MOD
.160	\$ 1,722,170	Springfield	MOD
		LTD	TRANSIT
.000		LTD	TRANSIT
		LTD	TRANSIT
		LTD	TRANSIT
		Coburg	PRES
		Coburg	PRES
		Coburg	PRES
		Coburg	PRES
		Coburg	PRES
	\$ 90,000	Coburg	PRES
	\$ (90,000)	Coburg	PRES
		Eugene	PRES
		Eugene	PRES
		Eugene	PRES
		Lane Co.	PRES
		Lane Co.	PRES
		Springfield	PRES
		Springfield	PRES
	\$ 236,830	Lane Co.	PRES
	\$ 726,200	Lane Co.	PRES
.000	\$ 827,000	Eugene	PRES

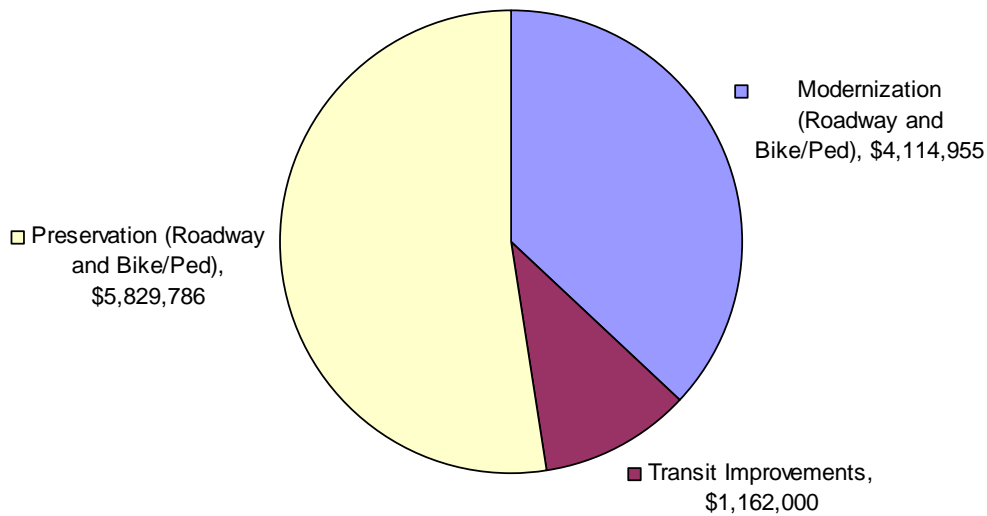
**PROJECT DEVELOPMENT, PRESERVATION AND MODERNIZATION**

A full accounting of PPM expenditures over the FY 2004-2009 time period is provided on the preceding page. The charts below provide an analysis of these expenditures by Transportation Mode (Transit, Bike/Ped, Roadway), by Project Type (Preservation, Modernization, Project Development), and by Recipient Agency.

**PPM Expenditures by Transportation Mode**



**PPM Expenditures by Project Type**



### PPM Expenditures by Agency

