

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

Introduction

This assessment of the current STP-U decision-making process was conducted in order to inform the development of a framework for Fiscal Years 2011 to 2013. The Framework Assessment document is presented in two parts. Part I presents findings based on three efforts: 1) discussions with the members of the Metropolitan Policy Committee at their October 8th meeting, 2) Citizen's Advisory Committee input from their meeting on October 21st; and 3) ongoing staff discussions with staff from the partner agencies, including the Cities of Coburg, Eugene and Springfield, Lane County, Lane Transit District, point-2-point Solutions and the MPO.

Part II of the Assessment presents data describing expenditures within the three current categories of the STP-U Framework, including Planning, including operational planning funding and specific planning studies and projects; Transportation Demand Management (TDM) or Transportation Options (TO); and Project Development, Preservation and Modernization Projects (PPM). 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

The Framework Assessment process provided an excellent opportunity to engage staff, policy-makers and the Citizen Advisory Committee in a thorough discussion of the results of the past six years and to consider the need for course corrections that may be desired as we move forward. The assessment process helped to address three primary questions:

- Are we going in the right direction, achieving our goals? Or could we do better?
- Should we consider new or different strategies?
- Do these strategies demand that we create an all new STP-U Framework?

ASSESSMENT FINDINGS

Staff have been working with the MPC and CAC since early September to provide the data and background information needed to answer these questions and to determine a strategy for moving forward based on the following conclusions:

1. The projects, programs, and processes of the Central Lane MPO are going in the right general direction. As can be expected, the lack of resources is a primary impediment to achieving all of our goals.
2. Improvements to the process, however, can be made that help to focus our limited resources on areas of shared regional interest, and reduce the need for jurisdictions to work at odds with one another.
3. The current structure of the STP-U Framework is able to accommodate the recommended improvements and achieve better outcomes, while allowing for ongoing flexibility to deal with a number of uncertainties, including:
 - 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 local transportation agencies; and
 - Findings of the Coburg, Eugene, Springfield and Lane County TSP's, the Regional Transportation Options Plan, and the LTD Long Range Strategic Plan.

To support these findings, details of the MPC, CAC, and staff discussions are provided below.

MPC DISCUSSION

The MPC reviewed and discussed the Draft Assessment at their meeting on October 8th, and provided the following comments:

- **SHARED INTERESTS:** Too often agencies are making choices in silos, trying not to step on one another. How might the framework help promote shared interests and synergies at regional scale?
- **TDM PROGRAMS:** Some MPC members believe that TDM programs are not adequately funded. Is this the case? What outcomes might be anticipated with a higher level of investment—up to a doubling of the current STP-U allocation of 10%?
- **LIMITED ACCESS TO OTHER FUNDS:** While some programs/project types have access to other funds, some are highly dependent on the flexible nature of STP-U funding. What are these? Does the framework adequately identify or prioritize these programs/projects?
- **DEDICATED TRANSIT:** Some support exists for a higher level of funding for transit. Would this be appropriate as a set-aside, target funding amount, or does the existing framework allow for Transit to receive their fair share of STP-U? What outcomes might be anticipated with this higher level of investment? Should this program be considered as an integrated approach vs. a single-purpose funding category?
- **PUBLIC HEALTH:** The transportation-land use link to public health issues is of growing interest. How might the framework include public health interests as a high priority outcome?
- **ECONOMIC DEVELOPMENT:** How might we define shared transportation and economic development goals? Access to jobs? Reducing the combined housing/transportation cost of living? Providing infrastructure for industry?
- **ECONOMIC REALITIES:** In visioning our desired future, economic realities must be considered. What can we really afford? Is a net benefit analysis approach possible?

- **REDUCING TRIPS AND TRAFFIC:** How might the framework improve our outcomes relating to trip reduction?
- **LAND USE/TRANSPORTATION INTEGRATION:** How is this reflected as a component of the framework?
- **PRESERVATION:** The preservation of existing assets is a core value. How do we best reflect these benefits in comparison to other program types?
- **GHG REDUCTION:** What are the factors that might help us accomplish GHG reduction goals sooner rather than later?

CAC DISCUSSION

The MPO Citizen's Advisory Committee reviewed the Draft Assessment at their meeting on October 21st. Comments from the MPC meeting, including the points outlined above, were provided to help inform the discussion. The CAC provided the following comments relating to the STP-U Framework:

- Emphasize projects/programs that best meet core values, such as environmental justice, public safety, and greenhouse gas emission reductions;
- Increase the level of support for Transportation Demand Management and Transportation Options programs and Transit;
- Ensure adequate funding for MPO operational planning, especially public involvement and greenhouse gas planning;
- Provide examples of projects that would potentially be funded over the next three years as part of the currently described PPM funding allocation area;
- Improve project delivery to maximize the amount of funding spent on actual improvements and to reduce the amount of funds spent on studies, processes, and plans;
- Recognize need for flexibility that responds to changing jurisdiction needs and uncertainties such as the federal transportation bill authorization, greenhouse gas legislation, and economic conditions; and
- Describe the full range of transportation funding available to jurisdictions to provide context for the discussion of STP-U, which represents a relatively small piece of the overall funding picture.

STAFF DISCUSSION

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.
- STP-U funds have benefited the transportation system at a **regional** level, contributing to the area being able to achieve some important goals established in the RTP. Specifically, the existing framework has resulted in allocations for regional scale bicycle/pedestrian projects, transit enhancements, preservation of the existing regional system, 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

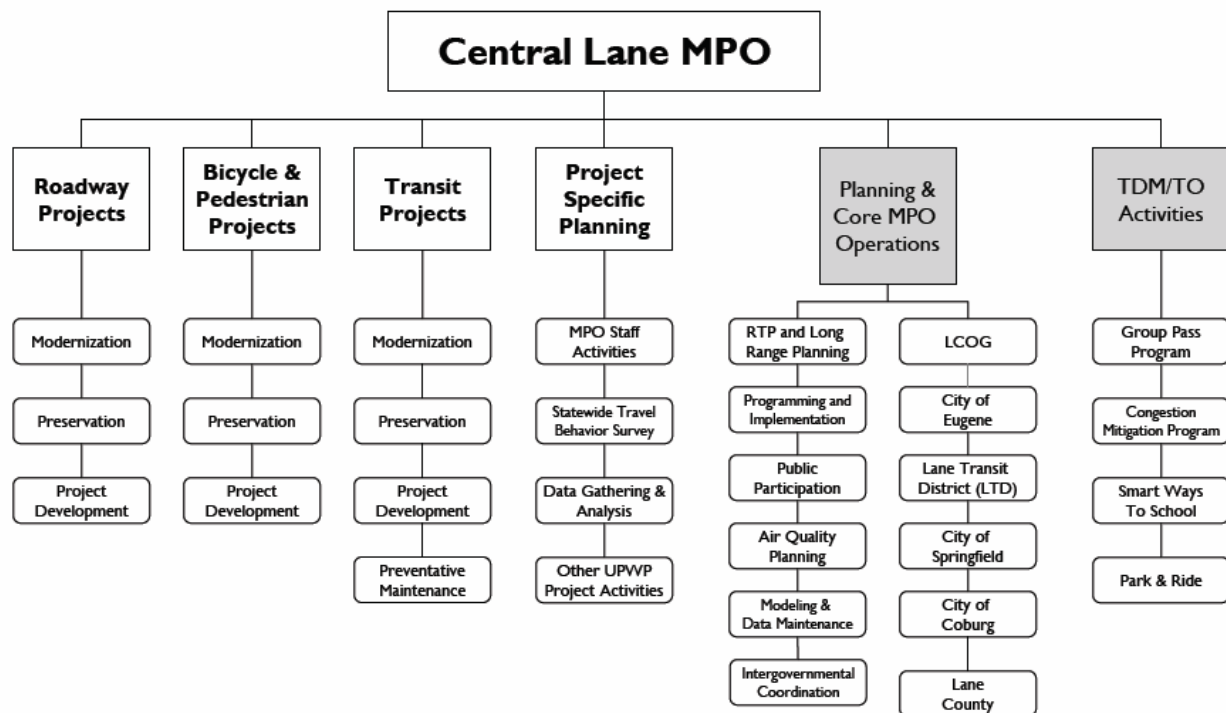
roadway modernization, Bus Rapid Transit studies, bicycle path development, and many pavement preservation projects.

- 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.
- Current funding levels are not optimal and **additional funding** would benefit all programs.

Due to the flexibility of the current framework, TPC did not identify any drawbacks to maintaining the same 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 is desirable, as it allows the region to respond to current transportation planning trends while addressing MPC interests.

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 I 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.

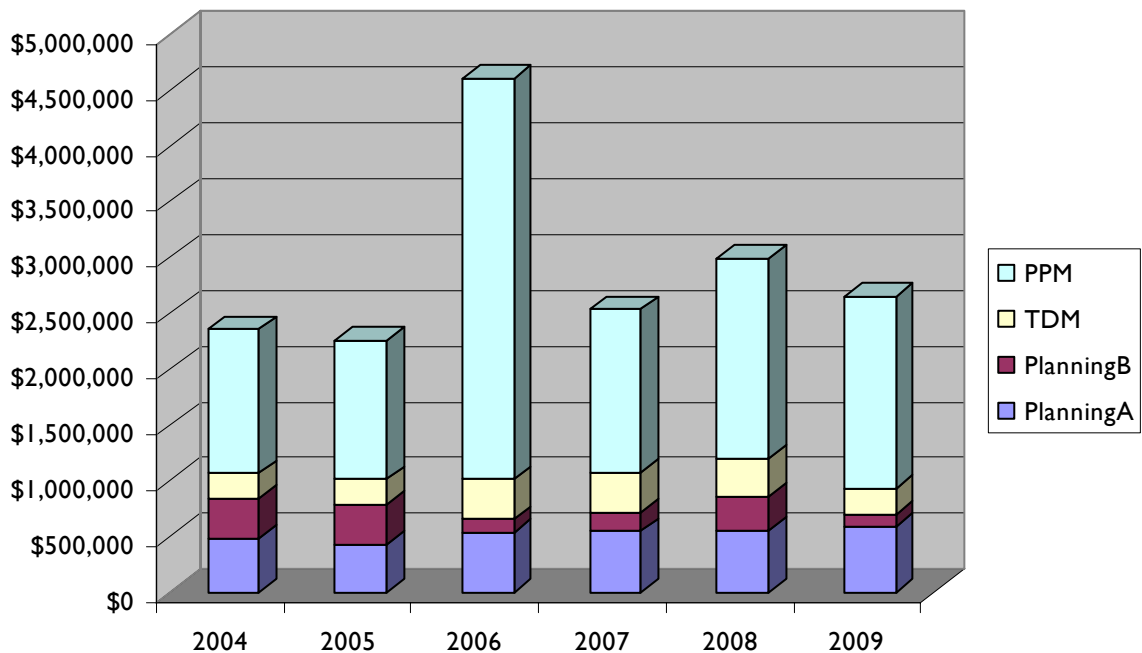
Table I STP-U Expenditures 2004-2009

	2004	2005	2006	2007	2008	2009	Total	%
Planning ^A	\$486,751	\$432,624	\$542,500	\$545,000	\$555,000	\$595,000	\$3,156,875	18
Planning ^B	\$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	

^APlanning: Operational planning funding for all partner agencies.

^BPlanning: This funding shows project-specific planning projects and studies that are not included in the operational planning category.

STP-U EXPENDITURES 2004-2009



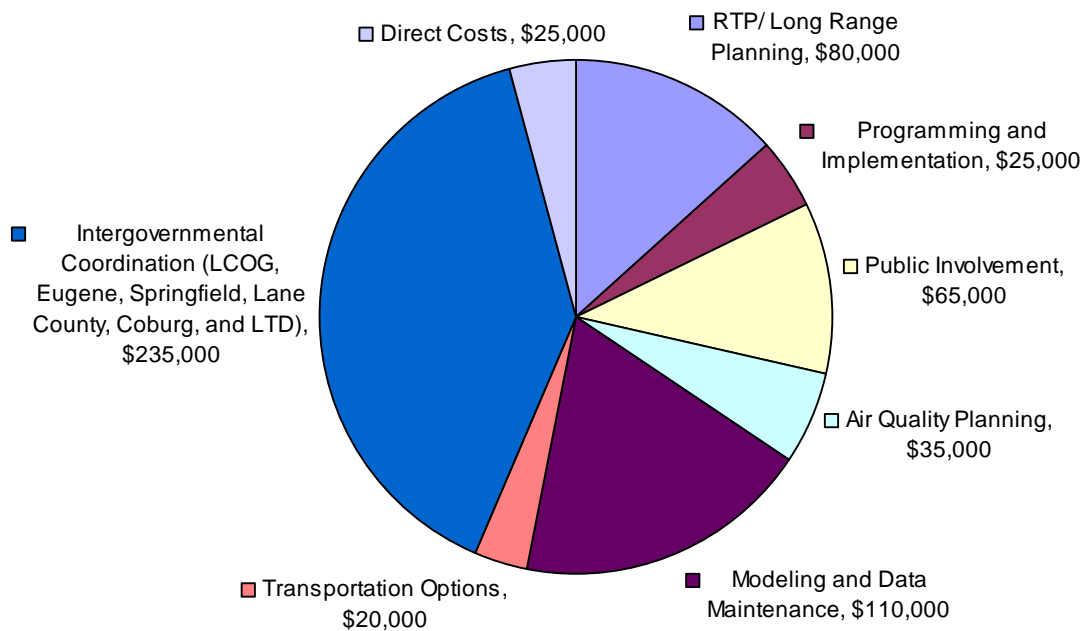
OPERATIONAL PLANNING

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



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 I, expenditures for project-specific planning over the past six years totaled \$1,455,233.

Table 4 Planning Studies/Project FY 2004-2009

City of Eugene			
W.IIth Transportation Corridor Study	Eugene	\$ 50,000	FFY07
Pedestrian and Bicycle Strategic Plan	Eugene	\$ 25,000	FFY07
W.IIth Transportation Corridor Study	Eugene	\$ 100,000	FFY08
	<i>Agency Total</i>	\$ 175,000	
City of Springfield			
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	
City of Coburg			
TSP Update	Coburg	\$ 40,000	FFY04
TSP Update	Coburg	\$ 20,000	FFY05
TSP Update	Coburg	\$ (30,970)	FFY06
I5@Coburg Interchange Area Planning	Coburg	\$ 10,494	FFY08
	<i>Agency Total</i>	\$ 39,524	
LCOG			
Household Survey	LCOG	\$ 125,000	FFY08
Household Survey	LCOG	\$ 100,000	FFY09
	<i>Agency Total</i>	\$ 225,000	
LTD			
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
	<i>Agency Total</i>	\$ 785,709	

TRANSPORTATION DEMAND MANAGEMENT (TDM)

As indicated in Table I, 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.

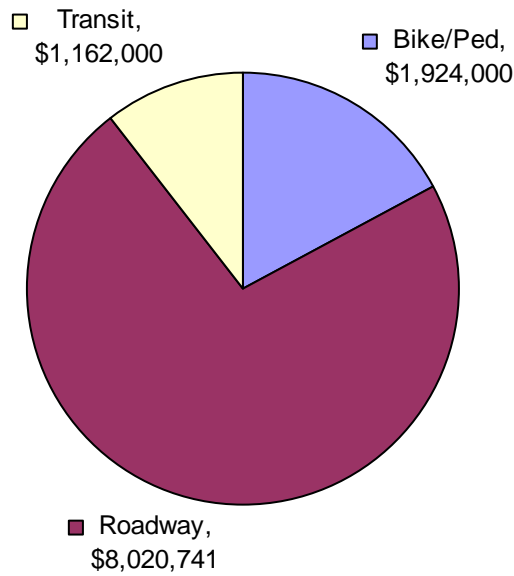
Project Development, Preservation and Modernization (PPM) Expenditures FY 2004-2009

Project	Project by STP-U Fund Year									Type
	FFY04	FFY05	FFY06	FFY07	FFY08	FFY09	Jurisdiction			
	10/03-9/04	10/04-9/05	10/05-9/06	10/06-9/07	10/07-9/08	10/08-9/09				
Chad Drive Extension			\$ 695,000				Eugene			MOD
Courthouse District Improvements phases 1&2			\$ 150,000				Eugene			MOD
Game Farm Rd				\$ 319,000			Eugene			MOD
Monroe St/Friendly St Bikeway		\$ 224,000					Eugene			MOD
59th St (A St to Thurston Rd)			\$ 431,000				Springfield			MOD
Gateway/Beltline Intchg Project Development	\$ 15,749	\$ 24,876	\$ 125,000				Springfield			MOD
Gateway/Beltline RW Acquisition/Construction				\$ 408,160		\$ 1,722,170	Springfield			MOD
Articulated buses- Bus Rolling Stock - replacements			\$ 170,000				LTD			TRANSIT
Boarding Imprv.-Shelter Replacements	\$ 216,000	\$ 216,000	\$ 216,000	\$ 200,000			LTD			TRANSIT
Eugene Station Bay Improvements			\$ 90,000				LTD			TRANSIT
Transit Signal Priority System - ITS			\$ 54,000				LTD			TRANSIT
Diamond St overlay		\$ 24,000					Coburg			PRES
Locust St improvements		\$ 30,000					Coburg			PRES
Diamond St overlay		\$ (24,000)					Coburg			PRES
Locust St improvements		\$ (30,000)					Coburg			PRES
Diamond/Locust St improvements					\$ 90,000		Coburg			PRES
Diamond/Locust St improvements					\$ (90,000)		Coburg			PRES
Fern Ridge path resurfacing	\$ 418,000						Eugene			PRES
Garden Way path resurfacing			\$ 388,000				Eugene			PRES
North Bank Trail resurfacing		\$ 381,000	\$ 513,000				Eugene			PRES
Delta Highway Pavement pres			\$ 822,500				Lane Co.			PRES
Delta Highway Pavement pres			\$ (162,704)				Lane Co.			PRES
21st St (Olympic to Main St) pres/recon	\$ 640,000		\$ 100,000				Springfield			PRES
Pioneer Parkway (Q to Hayden) pres							Springfield			PRES
Irving Rd@NW Expressway & UP railroad		\$ 400,000					Lane Co.			PRES
Hayden Bridge: Shadylane to 19th					\$ 236,830		Lane Co.			PRES
Roosevelt Blvd: Beltline Hwy to Chambers Connector				\$ 540,000	\$ 827,000		Eugene			PRES

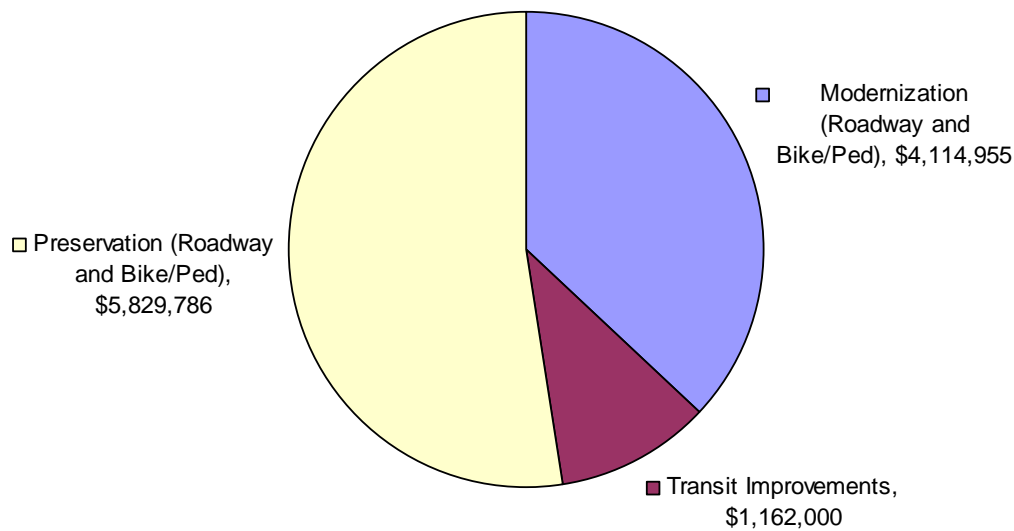
PROJECT DEVELOPMENT, PRESERVATION AND MODERNIZATION

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

