



December 1, 2010

To: Metropolitan Policy Committee  
From: Petra Schuetz  
Subject: 5.b: STP-U Funding Recommendation for Regional Transportation Options Plan

**Action Recommended:** Hold public hearing; review recommendation and provide feedback to staff.

### **Issue**

The purpose of this agenda item is to request that the MPC consider Surface Transportation Planning-Urban (STP-U) federal MPO funding for the Regional Transportation Options Plan (RTOP) project in the amount of \$74,000 each for federal fiscal years 2011 and 2012, for a total of \$148,000.

### **Background**

The Central Lane MPO region's transportation planning partners have embarked on an unprecedented long-range transportation coordination effort. It includes creating or updating the following (through 2013):

- Coburg Transportation System Plan
- Eugene Transportation System Plan
- Springfield Transportation System Plan
- Lane Transit District Long Range Transit Plan
- Regional Transportation System Plan
- Regional Transportation Plan

Transportation Demand Management (TDM) applies strategies and policies to reduce travel demand, specifically that of single-occupancy vehicles, or to redistribute this demand in space or time. In Oregon, TDM is commonly called Transportation Options or TO. In all of the above plans TDM will play a vital role in creating a more efficient and balanced transportation system and MPO staff and partnering jurisdictions agree that particular focus on TDM during this coordination effort will benefit all respective planning processes. In March of 2010, MPC directed staff to initiate a project to develop the Regional Transportation Options Plan.

The MPC approved an initial \$20,000 in Surface Transportation Program-Urban (STP-U) funds for the RTOP on March 11, 2010 following a 30-day public comment period and

public hearing. At that time, it was communicated that alternative funding sources were being pursued, but that if those efforts proved unsuccessful, a future request for additional STP-U funds would be requested.

With the approved funding, a number of tasks have been completed:

- Application for additional grant funding;
- Integration of the RTOP project into the Regional Transportation System Plan (RTSP) process;
- Coordination with point2point Solutions program reorganization and program manager recruitment;
- Amended work plan to include a third element; a formal strategic plan;
- Nine project overview presentations to Coburg, Eugene, Springfield, Lane County, and MPO elected and appointed bodies; included the collection of feedback from those bodies;
- Formation of technical advisory committee;
- Development of project website, draft vision statement, and general public involvement materials;
- Collection of best practice TO-related policy language;
- Ongoing best practice research for existing conditions technical memorandum; and
- Biweekly project management team meetings.

Through the process of applying for grant funding, a work plan has been developed to accomplish three primary objectives:

1. Update the TDM portion of the Regional Transportation Plan (RTP).
2. Provide a best practice document to assist both regional and local governments in expanding the reach of their TDM programs in the future.
3. Create a regional 10-year Transportation Options/Transportation Demand Management strategic plan.

To continue executing the RTOP work plan within the timeline of the Regional Transportation Work Plan, the MPO requests \$74,000 for federal fiscal year 2011 and 2012; \$148,000 total. Funded work will be split between LCOG and point2point Solutions. This request is consistent with activities outlined in the FY10-11 Unified Planning Work Program which identifies development of a plan to address transportation demand management and transportation options in support of the RTP.

### **Public Involvement**

The Central Lane MPO Public Participation Plan calls for a public comment period, a public hearing, notice to interested parties, web notice, an open house, and a newspaper display ad for proposed STP-U fund allocations. Staff supports the required public comment period, public hearing, notice to interested parties and web notice.

Due to the previous discussion and approval by MPC to develop and initially fund the RTOP, and the public outreach conducted as part of that effort, staff is requesting that MPC waive the requirement for an open house and newspaper display ad.

**CAC Involvement**

The MPO Citizen Advisory Committee will review this request at their December 16<sup>th</sup> regular meeting.

**TPC Involvement**

The Transportation Planning Committee TPC reviewed this request for STP-U funding at their November 16, 2010 meeting. TPC unanimously recommended the request pending the results of the public comment and MPC review.

**Recommendation**

Staff recommends that MPC hold a public hearing to consider the RTOP STP-U funding request. It is further recommended that MPC waive the open house and newspaper display ad requirement. Final approval of the funding request will be presented for MPC action at the January 13, 2011 meeting.

**ATTACHMENT**

- A. Approved RTOP \$20,000 STP-U Funding Request, MPC March 11, 2010

## **ATTACHMENT A**

***Approved by MPC March 11, 2010***

### MPC 5.c - Attachment 1: Regional Transportation Options Plan

#### Description of Request

##### **Background**

This agenda item is to consider programming funds to initiate work on a Regional Transportation Options Plan (RTOP). This request supplements the FY09-10 funding for transportation demand management--now known as Transportation Options—managed by point-2-point Solutions.

Transportation Options programs and initiatives have long played a significant role in the region's transportation system planning and implementation. In 1996, the MPO helped establish a regional TDM program, Commuter Solutions, which has developed as the region's primary source for information and programs regarding non-single occupancy travel options over the last 15 years. In 1997, the regional TDM Refinement Plan was completed, bolstering policy-level support in this area. In 2004, this Plan evolved into a chapter of the Regional Transportation Plan (RTP). Since this time, p2p Solutions has grown in sophistication and importance to the region while limited State funding for this program leveled off and, recently, decreased. During the same time period, MPC has consistently supported the growth of TO programs by providing at least 10 percent of the annual STP-U funds.

More recently, a number of local efforts have coalesced with regional TO programming such as: the Case Statement for Active Transportation, the growing regional bike and pedestrian program, the Regional Transportation System Plan (RTSP) process, Smart Ways to School, and Lane Coalition for Healthy Active Youth (LCHAY) programs. These examples provide valuable, yet potentially overlapping services related to TO activities at p2p Solutions. Further, evolving requirements to address greenhouse gasses, land use integration, and least-cost planning all interact with the role of TO. Because there is a broadening role of TO-related programs, increasing local, state, and federal requirements, and because it has been over 10 years since fundamental TO project/program delivery has been reviewed it is time to develop a new regional plan.

##### **Regional Transportation Options Plan**

The development of the RTOP will assist the member agencies of the Central Lane MPO in identifying and assessing the most appropriate transportation strategies to reduce the occurrence of, and reliance on, single-occupancy automobile travel. Development of the RTOP is targeted to replace the 1997 TDM Refinement Plan and the existing TDM chapter during the next RTP update. Central objectives include; leveraging the many TO-related programs and services in the region to increase efficiency of program delivery across disciplines, identifying TO best practices, conducting cost/benefit analysis on TO strategies, and developing potential performance measures for these strategies. Finally, the regional TO policies will be reviewed.