



Lane Council of Governments

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April 7, 2005

To: Metropolitan Policy Committee

From: Paul Thompson

Subject: Item 4.d: Programming STP-U Funds & MTIP Amendments: FY06
Planning & Project Development

Action Recommended: Approve Resolution 2005-03 adopting MTIP amendments to program STP-U Planning & Project Development funds as per adopted STP-U funding target.

Background

At the March 10, 2005 MPC meeting staff presented background information on the allocation of STP-U funds that MPC programmed in October, 2003. That information is largely repeated below, this time with additional details and a specific recommendation for programming STP-U funds to fulfill the adopted funding target for the Planning and Project Development project category in FY06.

In October 2003 MPC programmed Surface Transportation Program Urban (STP-U) funds within the Central Lane Metropolitan Planning Organization (MPO) for the first time. As part of that process, MPC established four major project categories and funding targets for the use of STP-U funds. Those four categories, and the targets, are:

- System Preservation 50 percent
 - Roadway
 - Transit
 - Bike/Pedestrian
- System Modernization 20 percent
 - Roadway
 - Transit
 - Bike/Pedestrian
- Planning & Project Development 20 percent
- Transportation Demand Management (TDM) 10 percent

In October 2003 STP-U funds were programmed for FY04, FY05 and FY06. The expected STP-U funding levels for each of the three fiscal years was based on the anticipated funding level for FY04, and held constant through FY05 and FY06. Due to

strong competition for the STP-U funds, the MPO decided to fully fund the four project category funding targets in FY04 and FY05, and to fully fund System Preservation, System Modernization and TDM in FY06. At that time, no funding was programmed for Planning & Project Development (P&PD) in FY06, with the understanding that future refinements of forecasts of anticipated STP-U funds for FY06 would likely allow funding of that project category at a future date.

The September 4, 2003 staff memo to MPC regarding STP-U funding allocations indicated that:

five planning and project development applications [were received for STP-U funding], totaling requests for approximately \$2.5 million in funding from a funding target for this category of \$1.35 million. This funding category presented the most competitive group of applications.

As a result of the five applications all scoring relatively high on the evaluation criteria, TPC staff arrived at another approach to developing a funding recommendation for this category. In general, the approach is to support all of the regional transportation planning efforts by partially funding all five of the applications.

. . . steps taken to reach the partial funding outcome [were] first eliminating the funding requests for each application for the third fiscal year (FY06) of the three-year MTIP and then reducing the 2-year funding request for four of the five remaining applications by approximately 20 percent each.

Issue

The October 2003 forecast of STP-U revenue for the MPO was approximately \$2.7 million annually for FY04, FY05 and FY06. Recent information provided by the Oregon Department of Transportation (ODOT) indicates that an updated forecast of that revenue would be closer to \$2.7 million for FY04, \$3.1 million for FY05 and \$3.5 million for FY06.

Backfilling the established adopted funding target for the P&PD project category is possible at this time. At its March 31, 2005 meeting the MPO's Transportation Planning Committee (TPC) unanimously endorsed a recommendation for programming FY06 STP-U funds for Eugene, Springfield, Coburg, LTD and LCOG at the levels shown on Attachments 2 and 3.

The recommended funding levels continue to provide MPO funds for P&PD activities in Eugene and Springfield at the levels programmed in FY04 and FY05. While the recommendation for FY06 is \$125,000 for Eugene and \$87,500 for Springfield, note that the two Cities' original requests for P&PD STP-U funds were for \$150,000 and \$100,000 per year respectively.

The recommendation would fund P&PD in Coburg at the average of the levels programmed in FY04 and FY05, or \$30,000, compared to the original request of \$37,500, on average, annually.

The MPO operational program activities at LCOG are recommended for funding at \$300,000, compared to the \$250,000 programmed in each of FY04 and FY05.

The recommended FY06 P&PD funding level for LTD is \$143,500, reduced from the \$312,500 programmed in each of FY04 and FY06 (and compared to the original request for \$400,000 annually). This reduction in LTD funding is a result of LTD's successful application for a grant which has provided a portion of the funding for the P&PD activities originally slated for funding via the MPO's STP-U funds.

Each of the five jurisdictions has indicated that the P&PD activities that would be carried out in FY06 with the STP-U funds are essentially unchanged from those originally indicated in the jurisdictions' September 2003 applications for FY06 STP-U funds. The table below summarizes those activities by showing the project name and description from each of the five applications for funding.

Attachments:

Attachment 1: Resolution 2005-03

Attachment 2: Exhibit A to Resolution 2005-03

Attachment 3: STP-U Fund Analysis

Category	Agency	Project Name	Project Description
Planning and Project Development	Eugene	City of Eugene Regional Transportation Planning	This project is designed for Eugene Public Works Engineering staff to participate and actively collaborate with federal, state, and metro area agencies and governments to form and implement regional transportation plans.
	LCOG	MPO Process Funding	<p>This project is to fund MPO planning activities necessary to ensure compliance with federal requirements which in turn keeps the region eligible for Federal funds. Primary activities include:</p> <ul style="list-style-type: none"> >>Modeling & Analysis >>Long Range Planning >>Financial Analysis & Programming >>Air Quality Analysis >>Public Involvement >>Intergovernmental Coordination & Staff Support
	Coburg	Coburg TSP Update	This is project will update the adopted Coburg TSP to meet the requirements of Periodic Review and also TMA requirements. The periodic review process will determine what elements of the TSP will need to be updated. At the minimum, project lists, local street networks, traffic modeling, plan policies, project lists identified as needing more study and the Interstate 5 refinement plan and Pearl Street projects will need to be updated
	LTD	BRT Pioneer Parkway Corridor – Corridor Planning, Preliminary Engineering, and Environmental Analysis	LTD is pursuing the second BRT corridor in Springfield, which has been selected by the Springfield City Council to be the Pioneer Parkway Corridor, which will extend from the new Springfield Station to the Gateway Area, and connect with the Phase 1 Corridor, from Downtown Springfield to Downtown Eugene. This project includes corridor planning, preliminary engineering, and preparation of an Environmental Impact Statement as required by the Federal Transit Administration in compliance with the National Environmental Policy Act.
	Springfield	City of Springfield Regional Transportation Planning	This project is designed for Springfield Public Works and Development Services staff to participate and actively collaborate with federal, state, and metro area agencies and governments to form and implement regional transportation plans. Springfield staff will participate in the following planning projects: Regional Transportation Plan (RTP), TransPlan, Eugene-Springfield Expressway Plan, Regional TDM program, ODOT project development and STIP planning, and the ODOT Intelligent Transportation System Plan.