

# APPROACHES TO PROGRAMMING STP-U FUNDS

## HOW DOES THE MPO CURRENTLY ESTABLISH PRIORITIES FOR THE USE OF STP-U FUNDS?

The MPO accepts applications for eligible activities in the four funding categories shown in Figure 1. Within each category, the MPO evaluates the applications based on the following:

- Is the project included in the RTP either specifically or as part of a category of projects or program actions?
- Can the project be implemented in the fiscal year funding is requested for?
- How much other (non-STP-U) funding is being leveraged?
- Does the project support or address the RTP's Policies and Alternative Transportation Planning Rule Performance Measures?

## WHY IS THE MPO REVIEWING THE PROCESS FOR DETERMINING THE USE OF STP-U FUNDS?

The Central Lane MPO programmed STP-U funds for the first time in October 2003. Prior to that time (prior to the MPO being designated as a Transportation Management Area (TMA) of greater than 200,000 population), the MPO programmed STP-L funds under a different set of federal guidelines. Since then, the MPO Policy Board and staff have identified the need to review the process for evaluating and prioritizing proposed uses of STP-U funds in the following areas:

- >Equitable funding for Modernization and Preservation activities
- >Equitable evaluation of applications for funding across modes
- >Regional versus local priorities
- >Equitable evaluation, and the relative priority, of large and small projects

## APPLICATIONS WOULD BE EVALUATED & FUNDED WITHIN THREE CATEGORIES

### TDM/TO ACTIVITIES (10%)

The Transportation Options program shall submit a plan detailing the activities that will be funded with the programmed STP-U funds. The MPC, with input from the CAC and TPC, shall review and provide direction on that plan.

### PLANNING ACTIVITIES (25%)

Planning activities would be funded in three categories:

- Non-competitive funding for UPWP activities conducted by the MPO
- Non-competitive funding for partner jurisdiction participation in MPO planning & other core MPO activities
- Competitive funding for local jurisdiction planning activities
- **See Figure 3** for further details

### MODERNIZATION, PRESERVATION & PROJECT DEVELOPMENT ACTIVITIES (65%)

For each STP-U funding cycle (every 2-4 years):

- Establish MPO Policy Board guidance regarding regional funding priorities for the upcoming funding cycle
- Solicit applications from jurisdictions — limited to 3 applications per jurisdiction per fiscal year — that propose funding each jurisdiction's highest priorities in support of the regional priorities
- **See below & Figure 4** (under development) for further details

## WHAT NEW APPROACHES ARE UNDER CONSIDERATION FOR EVALUATING MODERNIZATION, PRESERVATION & PROJECT DEVELOPMENT PRIORITIES?

In addition to continue targeting 10 percent annually for TDM/TO activities, and a recommendation to target 25 percent (currently 20%) annually for planning activities (see Figure 3), *all Modernization, Preservation, and Project Development activities could be evaluated under one of the following approaches:*

### MODE APPROACH

This approach would create funding categories based on mode:

- Road
- Transit
- Bicycle and Pedestrian (together or separately)

### POLICY BOARD FUNDING APPROACH

This approach would fund Modernization, Preservation & Project Development projects from one pot, based on policy direction and Policy Board (MPC) subjective evaluation of the local highest priority project applications submitted by each jurisdiction.

### REGIONAL TRANSPORTATION PLAN APPROACH

Long-term regional priorities as demonstrated by the RTP financially constrained project lists would guide the funding of projects. Staff would evaluate the project lists, with input from local jurisdictions on their highest priorities on the lists, and would recommend the highest & "best fit" priorities to fund with STP-U.