



January 31, 2007

To: Citizen Advisory Committee  
From: Susan Payne  
Subject: Item 4: Surface Transportation Program-Urban Fund Allocation

**Action Requested:** *Review priority funding recommendations from the Transportation Planning Committee. Make recommendations about the prioritization to the Metropolitan Policy Committee.*

The CAC is being asked to review the applications and to provide comment on the priorities drafted by TPC as well as to provide any alternative approaches that CAC may wish to suggest. Is the staff proposal a reasonable compromise in addressing the multiple priorities within the region?

**Why does the MPO have money to allocate?**

The MPO, an urbanized area of over 200,000 people, receives an annual distribution of flexible funds from the federal Surface Transportation Program. The amount is determined by a formula, applied within the MPO planning area, and is based on the lane-miles of federal-aid highways, total vehicle miles traveled on those highways and estimated contributions from highway users into the Highway Trust Fund. The MPO decides how to use this money. For FFY06 (Federal Fiscal Year), the amount received was \$2.493 million. Funds can only be spent on eligible projects (refer to <http://www.lcog.org/meetings/mpc/0706/MPC4.e-Attachment3-FederalGuidelinesforSTP-U.pdf>).

**How has the MPO used the money in the past?**

Attachment 1 shows the projects STP-U funds have been programmed for since FFY04 and the allocation by type of project (modernization, preservation, etc). Attachment 1 also shows the share received by each local partner in the MPO.

In July 2006, MPC decided to divide up the FY07-09 available funds into three parts:

1. Approximately 10% for transportation demand management (also known as transportation options or TDM/TO). These funds go to Commuter Solutions for programs and services to reduce auto use and promote use of alternate modes.
2. Approximately 25% for planning, including baseline planning to fund the MPO activities of local transportation staff, and to fund specific planning projects.
3. Approximately 65% for project development, modernization and preservation projects.

Following this decision, TDM/TO and planning funds (categories 1 and 2 above) were allocated for FFY07 and FFY08 in August and October 2006. This left approximately

\$5.03 million remaining for project development, modernization and preservation (category 3) for FFY07, 08 & 09. Two FFY07 modernization projects were programmed in 2005, leaving approximately \$4.3 million available in this cycle of programming for category 3 projects.

### **How should we use the money in the next three years?**

Applications were submitted in December 2006. These projects were scoped and chosen by each jurisdiction and forwarded to the MPO for consideration. Attachment 2 is a summary of the applications as received, with the requests totaling \$10.72 million. Attachment 3 is a map that shows the location of the submitted projects (excluding the LTD boarding improvements). Each of the applications is provided in this packet (see Attachment 5).

Clearly, not all projects submitted can be funded: \$10.72 million requested vs. \$4.3 million available. All of the submitted projects are eligible for STP-U funds. All of the submitted projects address different priorities within the region.

The Transportation Planning Committee (TPC) has examined the projects and weighed the pros and cons of each. Important consideration was given to:

- providing funds toward addressing a backlog in road maintenance so that significantly more expensive road reconstruction is avoided
- providing funds to ensure that improvements to the local road system connecting to the I5/Beltline interchange project can be completed as needed
- leveraging the most match for the federal funds from other sources,
- piggy-backing on projects already underway in order to reduce federal and state overhead costs incurred by the local jurisdictions
- selecting projects that serve multiple modes of transport, including freight
- addressing road safety problems
- targeting projects with the highest volumes of traffic

As a result, TPC prepared a draft proposal – the intent is to balance the competing priorities within the region while making progress on all. Attachment 4 lists the projects comprising the draft proposal, and shows the years in which the funds would be programmed. Funding is constrained by year and the draft proposal matches project funds with this constraint. TPC reached consensus on submitting this proposal to CAC and MPC for their discussion.

The public comment period opened on January 26 and will extend through to February 21. There will be a public hearing at MPC on February 8. TPC will review all comments received and will reconsider the draft proposal at their meeting on February 22. A final recommendation will be provided to MPC for adoption at the March 8 meeting.