



*Central Lane MPO  
Metropolitan Transportation Improvement Program  
FFY 2012 to FFY 2015*

Annual Listing of Obligated Projects

End of Year – Federal Fiscal Year 2013

September 2014

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## **Purpose of this Report**

The MAP-21 Transportation Bill enacted by US Congress in 2012 requires the Central Lane Metropolitan Planning Organization (MPO) to publish for public review an annual listing of projects for which federal funds have been obligated (49 USC Chapter 53, Section 5303). This provision is intended to increase the transparency of government spending on transportation projects and strategies in the MPO area to state and local officials, and to the public at large. It also helps to ensure that the public will have an accurate understanding of how federal funds are actually being spent on transportation projects.

This report addresses project obligations for Federal Fiscal Year 2013 (FFY13). This is the second year of the Central Lane MPO's Metropolitan Transportation Improvement Program (MTIP) (FFY12-15) – the four-year program within which all federally funded transportation projects are included.

### ***What are "project obligations"?***

You might think of this as setting up a checking account for a specific purpose and then making an initial deposit. In order to begin work on any phase of a transportation project, the funds specified for the project must be obligated. This means that the money is set aside in a separate account for that particular piece of work, and subsequent bills are paid from that account. The project expenses may be bills from a design consultant, a construction contractor, or payroll costs for local or state employees working on the project.

### ***Do project obligations mean the work is underway?***

This is not always the case. Project accounts are set up to enable the work. It may take a while, for example, to select and hire a design consultant, and have work actually start.

### ***Cooperative Process***

Data concerning obligation of project phases were received from Oregon Department of Transportation at the end of December 2013. Lane Transit District provided information concerning transit grant awards by Federal Transit Administration (FTA) throughout 2013. Other local partner agencies (City of Eugene, City of Springfield, City of Coburg, Lane County, and Willamalane Parks and Recreation District), worked in coordination to review the projects obligated in this document and provided updates and corrections as needed.

## **Background**

### ***About the Central Lane MPO***

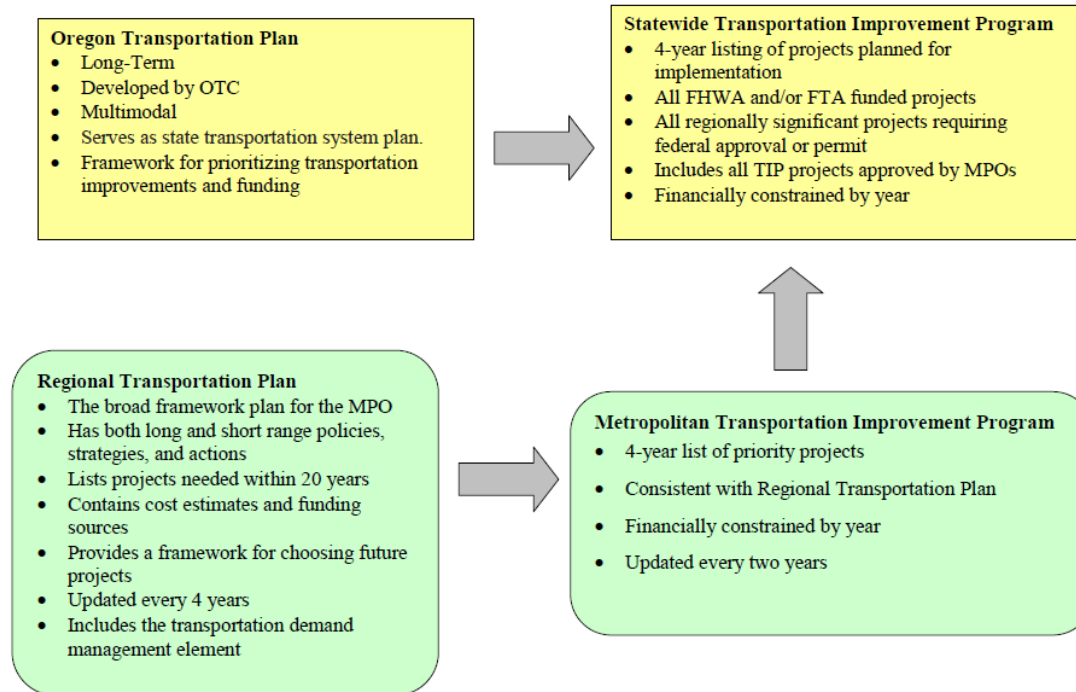
LCOG is designated as the Metropolitan Planning Organization (MPO) for the Eugene-Springfield urbanized area located in central Lane County. This area includes the Eugene-Springfield metropolitan area and the City of Coburg. The MPO serves as a forum for cooperative transportation decision making within the region. In this role, the MPO is responsible for preparation of the Regional Transportation Plan (RTP) which includes a project list that contributes to the implementation of the plan. As part of this work, the MPO performs a number of different functions, including:

- Performing strategic analyses and technical modeling of the transportation system.
- Establishing a fair and impartial setting for regional decision making that includes federal, state, and local agencies dealing with transportation issues;

- Prioritizing transportation projects and developing the Metropolitan Transportation Improvement Program (MTIP) which lists the projects that will be undertaken in the near-term.
- Allocating state and federal funds for capital needs.
- Preparing financial analysis and project programming;
- Ensuring compliance with state and federal standards; and
- Providing opportunities for public involvement.

Over the years, state and federal laws have given MPOs an increasingly important role in financing transportation improvements. At the federal level, the 1991 Intermodal Surface Transportation Efficiency Act and its successor, the Transportation Equity Act for the 21st Century, empowered metropolitan planning organizations to determine the mix of transportation projects best suited to meet their region's needs. Congress reaffirmed the MPOs' role in transportation financing in 2005 with the passage of the SAFETEA-LU. Congress in summer of 2012 adopted an update to the federal transportation program known as Moving Ahead for Progress in the 21st century, or MAP-21, again reaffirming the MPO's role in transportation financing.

The following diagram outlines the basic steps for MPO transportation planning in the Central Lane area:



### ***Metropolitan Transportation Improvement Program (MTIP)***

The MTIP is a short range plan that implements the MPO's regional transportation plan. It sets forth the MPO's investment priorities for transit and transit-related improvements, highways and roadways, bicycle and pedestrian, and other surface transportation improvements.

The MTIP must contain all transportation projects within the MPO area that receive federal funds or that are subject to a federally required action such as a review for impacts on air quality or that require NEPA action. Other projects may also be included as deemed necessary. In order for a project to receive federal funds, the project must be listed in the MTIP.

The projects have been identified by the MPO partner agencies as ready for implementation within the period covered by the program. They are drawn from the MPO's Regional Transportation Plan (RTP). Other projects (such as those from local Capital Improvement Programs (CIPs)) that are consistent with the goals and policies of the RTP may also be included if they are not road capacity-enhancing projects, and if they are funded from sources that were not anticipated in the revenue assessments of the RTP. Projects must be identified in the MTIP by "owner" agency and by implementation year for each phase of the project.

The MTIP must be financially constrained by year (meaning that the amount of dollars programmed must not exceed the amount of dollars known or estimated to be available). All projects must have identified and committed funding or, if not programmed to start within two years, reasonably certain funding within the MTIP period.

The MTIP must cover at least four years. As with all Oregon MPOs, the Central Lane MPO prepares and adopts an MTIP every two years in order to coordinate with the State's Transportation Improvement Program (STIP) programming cycle<sup>1</sup>.

The Central Lane MPO's current MTIP covers FFY12-15 and was effective June 27, 2012 with the approval by USDOT of the Air Quality Conformity Determination. The MTIP can be viewed at <http://www.thempo.org/DocumentCenter/View/820>; the air quality conformity is available at <http://www.thempo.org/DocumentCenter/View/391>.

The following tables and charts provide a summary of funds programmed in the Central Lane FFY12-15 MTIP.

### Federal Funds Available by Agency over all years of the FFY12-15 MTIP as of September 20, 2014

Table 1 depicts federal funds programmed by work activity, as of September 20, 2014:

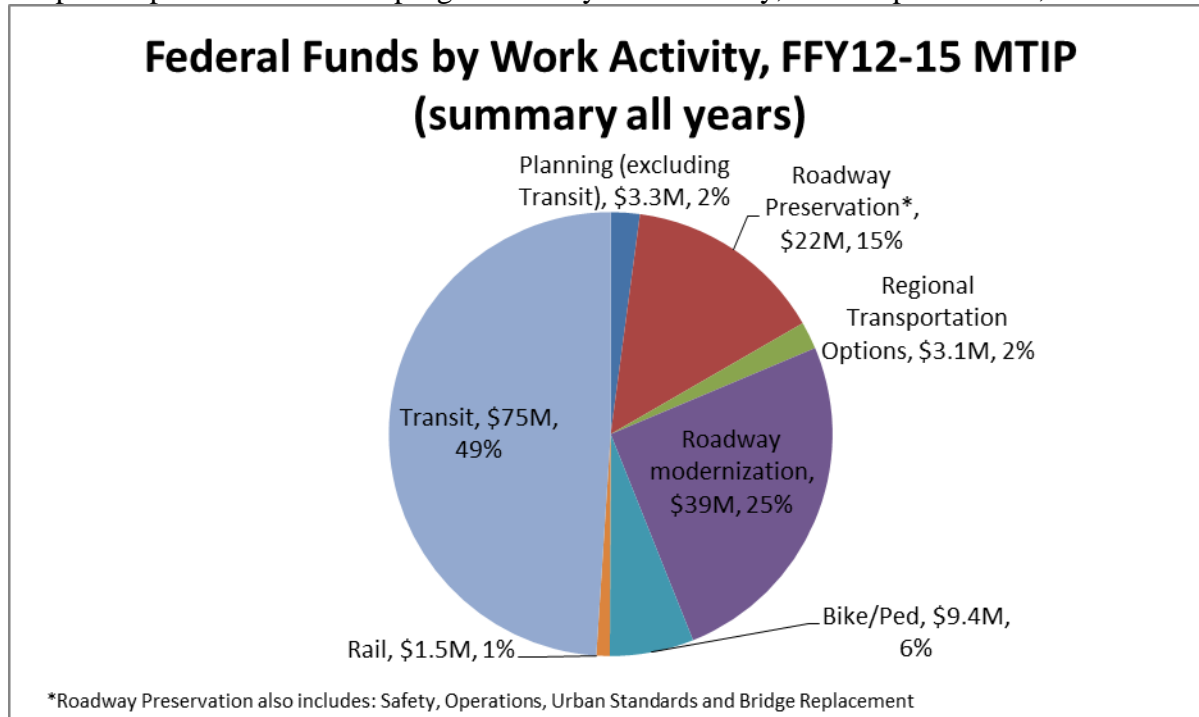
**Table 1**

Jurisdiction	FFY12		FFY13		FFY14		FFY15		Total FFY12-15		All Funds
	Federal \$	Other \$	Federal \$	Other \$	Federal \$	Other \$	Federal \$	Other \$	Federal \$	Other \$	
Eugene	\$2,218,570	\$2,213,155	\$945,195	\$134,433	\$1,499,450	\$2,582,895	\$1,695,837	\$555,545	\$6,359,052	\$5,486,028	\$11,845,080
Springfield	\$703,259	\$224,101	\$1,002,959	\$192,619	\$1,206,408	\$378,079	\$1,833,028	\$3,651,185	\$4,745,654	\$4,445,984	\$9,191,638
Coburg	\$159,465	\$18,252	\$15,000	\$1,717	\$15,000	\$1,717	\$380,856	\$69,861	\$570,321	\$91,547	\$661,868
Lane Co.	\$355,377	\$134,287	\$1,752,997	\$311,198	\$253,000	\$28,956	\$1,814,218	\$213,368	\$4,175,592	\$687,809	\$4,863,401
ODOT	\$18,874,168	\$4,788,493	\$2,219,022	\$60,903,978	\$33,559,259	\$12,013,420			\$54,652,449	\$77,705,891	\$132,358,340
LCOG	\$524,000	\$59,975	\$450,000	\$51,505	\$495,400	\$57,123	\$534,565	\$61,185	\$2,003,965	\$229,788	\$2,233,753
Willamalane	\$2,081,921	\$714,079	\$968,241	\$111,635			\$0	\$25,124	\$3,050,162	\$850,838	\$3,901,000
LTD	\$13,740,977	\$2,602,928	\$10,279,325	\$2,200,693	\$23,187,334	\$5,385,602	\$31,226,148	\$17,780,268	\$78,433,784	\$27,969,491	\$106,403,275
Others									\$0	\$0	\$0
<b>TOTAL</b>	<b>\$38,657,737</b>	<b>\$10,755,270</b>	<b>\$17,632,739</b>	<b>\$63,907,778</b>	<b>\$60,215,851</b>	<b>\$20,447,792</b>	<b>\$37,484,652</b>	<b>\$22,356,536</b>	<b>\$153,990,979</b>	<b>\$117,467,376</b>	<b>\$271,458,355</b>
<b>Overall TOTAL</b>	<b>\$49,413,007</b>		<b>\$81,540,517</b>		<b>\$80,663,643</b>		<b>\$59,841,188</b>				

<sup>1</sup> The Statewide Transportation Improvement Program (STIP) contains all the projects that exist in MTIP's within the State, as well as all state and federally funded projects outside MPOs. A project within an MPO must be in the MTIP before it can be entered into the STIP.

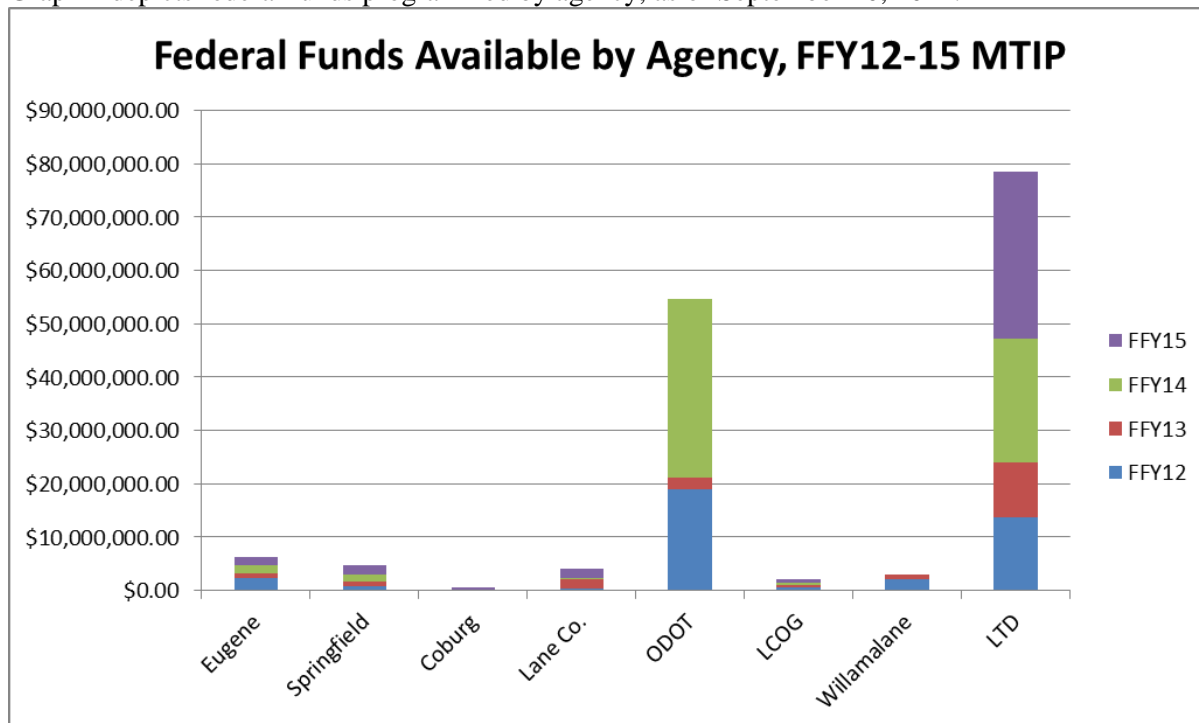
**Graph 1**

Graph 1 depicts federal funds programmed by work activity, as of September 20, 2014



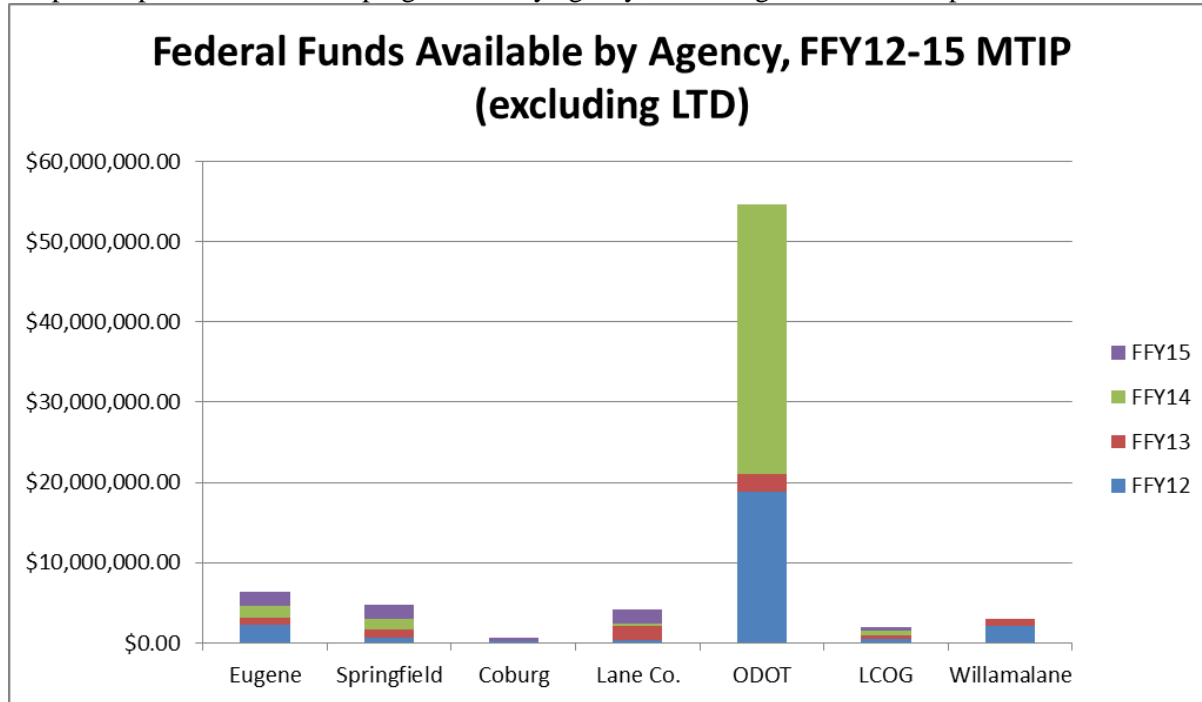
**Graph 2**

Graph 2 depicts federal funds programmed by agency, as of September 20, 2014:



### Graph 3

Graph 3 depicts federal funds programmed by agency, excluding LTD, as of September 20, 2014:



### Transportation Funding Mechanisms

Transportation projects within the MPO area are funded through a variety of different sources, including federal funds, but also including local and state funds. Chart 1 provides an overview of major transportation funding sources and expenditure types.

As a designated urban area with over 200,000 population, the MPO receives formula funds from USDOT. There are several programs under the MAP-21 transportation bill that distribute federal funds directly to the MPO:

- Surface Transportation Program (Urban) funds (STP-U) are provided to the MPO based on a population-based formula set by the Federal Government in the Transportation Bill. The MPO receives approximately \$3 M per year in these *Federal Highway Administration* funds, subject to Congressional budgeting and has established a process by which these funds are programmed by MPC for eligible projects within the MPO's region.
- Section 5307 Urbanized Area (5307) are analogous to STP-U funds but are provided by the *Federal Transit Administration*. The amount received by the MPO is about the same as the STP-U allocation. In March 2003, MPC designated LTD as the direct recipient of these funds thus permitting LTD to manage their allocation and expenditure, subject to the program rules.
- Section 5310 Program – Enhanced Mobility of Seniors and Individuals with Disabilities provides funds to: (1) Serve the special needs of transit-dependent populations beyond traditional public transportation service, where public transportation is insufficient, inappropriate, or unavailable; (2) projects that exceed the requirements of the Americans with Disabilities Act (ADA) act; (3) projects that improve access to fixed route service and decrease reliance on complementary paratransit; and (4) projects that are alternatives to

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public transportation. In December 2012, MPC designated LTD as the direct recipient. LTD thus manages the allocation and expenditure of these funds.

- Job Access and Reverse Commute Program (5316) provides approximately \$150,000 per year in Federal Transit Administration funds. In November 2006, MPC designated LTD as the direct recipient. LTD thus manages the allocation and expenditure of these funds. Note: The SAFETEA-LU Job Access and Reverse Commute (JARC) Program, (section 5316), was repealed by MAP-21; however, job access and reverse commute projects are eligible under the sections 5307 and 5311 programs.
- New Freedom Program (5317) provides approximately \$75,000 per year in FTA funds. In November 2006, MPC designated LTD as the direct recipient. Note: The new MAP-21 legislation eliminated this program funding, but requires funding for these activities under the urban formula program (see 5310 Program funds above).
- Transportation Alternatives Program. MAP-21 authorized new discretionary funding authority for designated urban area with over 200,000 population, in that a portion of the new Transportation Alternatives program funding will be directly suballocated to these areas, with the Central Lane MPO receiving approximately one-quarter million dollars per year.

The State also uses its federal funds as well as state funds for transportation projects within the MPO area. Some are used on the state highway system; others are grants awarded for specific projects subject to the originating source program's rules. These projects are listed in the MTIP. The State also funds projects outside the MPO area within Lane County. These are listed in the STIP, but since they are outside the MPO area, are **not** included in the MTIP.

Local governments also have Capital Improvement Programs and Operations budgets which fund transportation improvements and operations. These funds are obtained from bonds, system development charges, and other sources of federal, state, and local revenue. While local funds must be used for matching federal funds, they are also expended for local operations and improvements which are not included in the MTIP.

Lane Transit District similarly has sources of local funds that are not included in the MTIP. Since LTD has a payroll tax, LTD receives revenue from all transportation projects that employ private contractors.

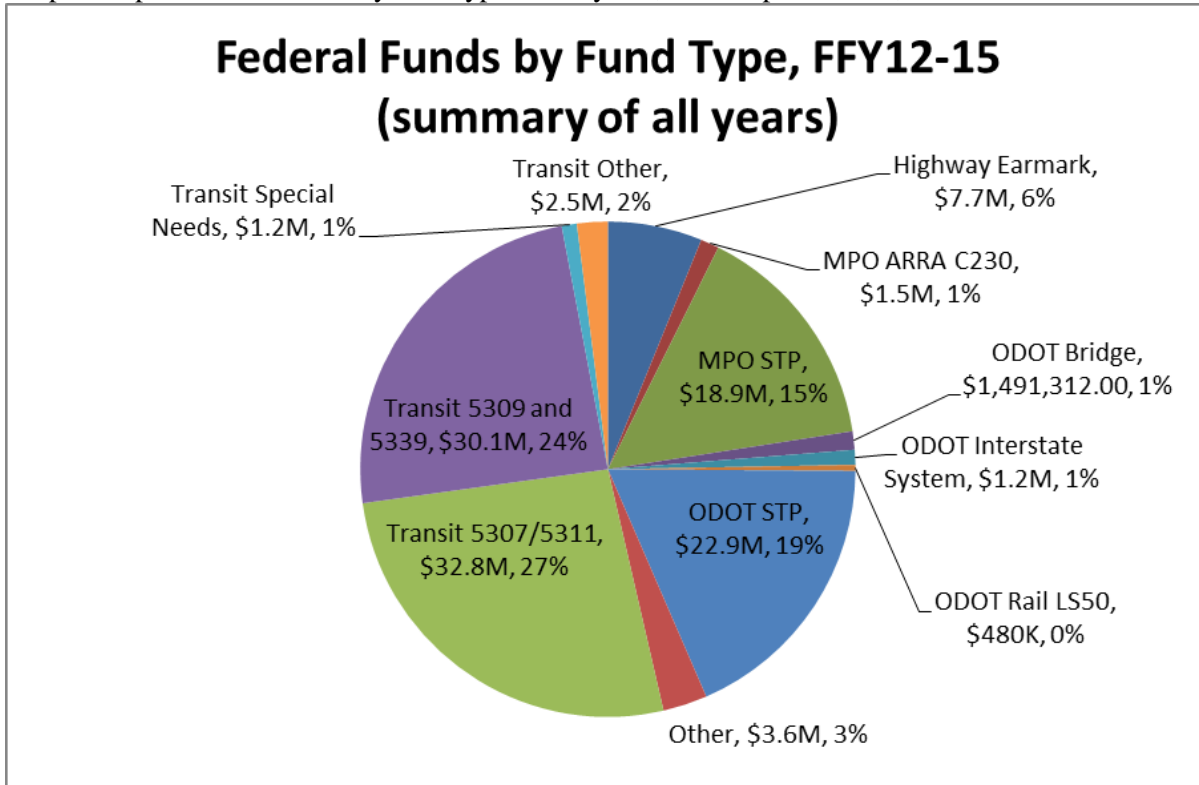
The MTIP therefore represents only a portion of transportation funding in this area. Of the \$271 million of projects contained in the Central Lane FFY12-15 MTIP, approximately \$117 million is provided through state and local sources. Graph 4 provides an overview of the different state funding.

Appendix A provides an explanation of federal funding sources, which are the primary focus of this report. In addition, the following graph (Graph 3) provides an overview of the different federal funding sources. The largest source of federal funds in the FFY12-15 MTIP is from FTA 5307/5311 fund, which comprise approximately 26% of federal funds. The STP-U funds, over which the MPO has discretionary authority, account for approximately 15% of all federal funds in the FFY12-15 MTIP.



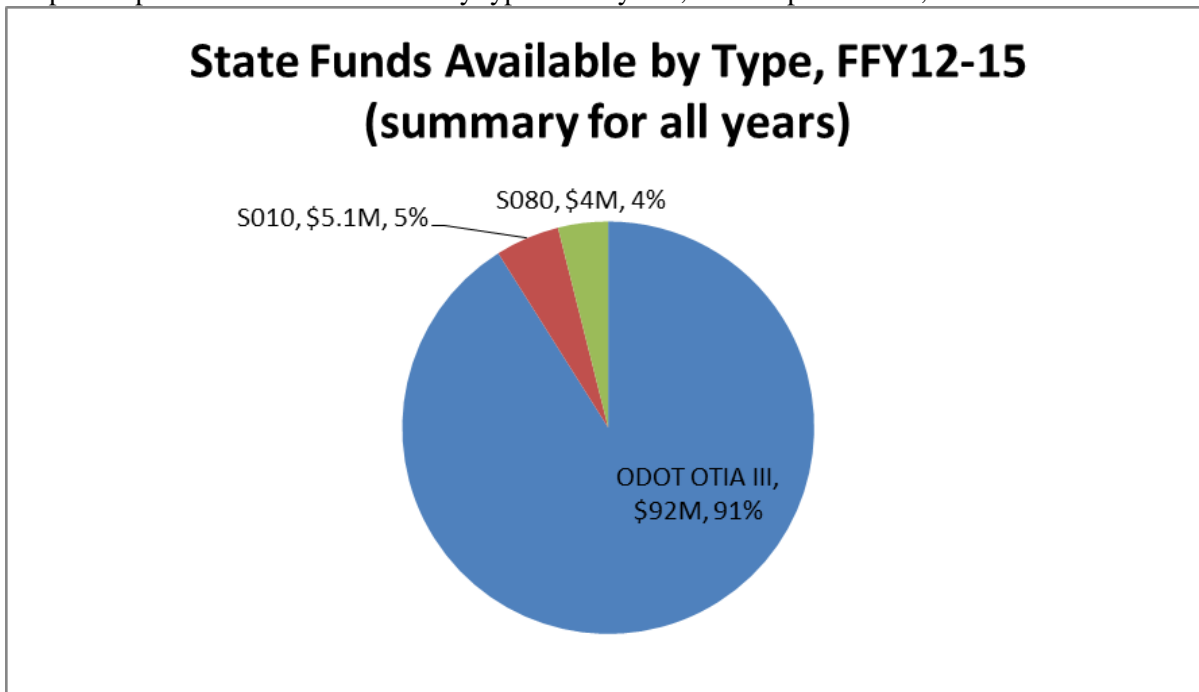
**Graph 4**

Graph 4 depicts federal funds by fund type for all years, as of September 20, 2014:

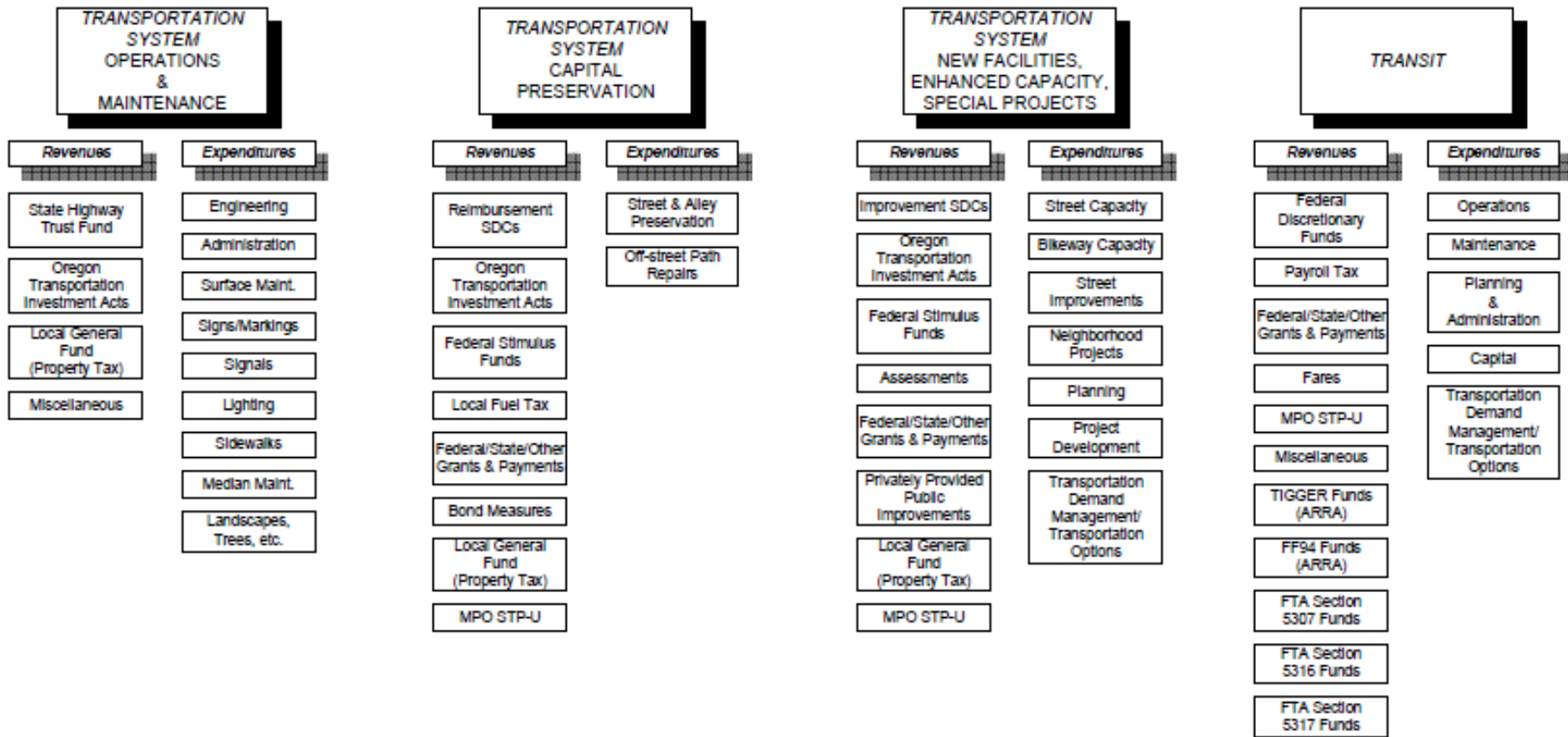


**Graph 5**

Graph 5 depicts state funds available by type for all years, as of September 20, 2014:



**Chart 1:** Overview of Major Transportation Funding Sources & Expenditure Types



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## **Report preparation and key terms**

The obligated project list is grouped by the type of project, and then by the lead agency for each project. The project name, project description, unique Key number (as assigned by ODOT), project phase, funding source, and the obligation amount are shown for each project within each type of work activity.

Each project is shown as it appears in the project list of the MTIP for FFY13. All projects programmed in the MTIP with at least one phase in FFY13 are shown in this report. All types of projects are shown here – roadway, bridge, safety, bicycle/pedestrian, transit, transportation demand management/transportation options (TDM/TO), planning, etc.

The total obligation is the sum of all the obligations that were incurred for the project in FFY13. Note that most projects span several years and federal funds available for past and future years of each project are shown.

The obligated project list also includes projects that were specifically identified as bicycle or pedestrian projects, as well as detailing which roadway projects include bicycle and/or pedestrian facilities as a part of the larger project.

### **Project listing**

As amendments are approved, the adopted project list is updated and the amended project list and map can be found at: [http://www.thempo.org/funding/mtip\\_map.cfm](http://www.thempo.org/funding/mtip_map.cfm). (Paper copies of the project list or amendments can be provided upon request). It should be noted that project schedules and costs shown in the MTIP often change. The final cost of a phase is usually not known for some time, sometimes even more than a year after the work has been completed. Thus, the details shown in the MTIP are subject to change as time goes by and circumstances change. In this End of Year report, final costs, when known, are listed in place of the programmed amounts.

A “project” is defined by a unique “Key Number” which is assigned by ODOT when the project is entered into the State’s financial plan. While funding for some activities (such as Regional Transportation Options or Regional Transportation Planning) may be provided annually, each separate funding increment of these recurring activities is considered to be a “project”.

All data reflect the most up to date status of each project, as disclosed to the MPO as of September 20, 2014.

### **Project “phases”**

A transportation project generally has multiple stages which are referenced in this report as follows:

- Planning (PLAN)
- Preliminary design (PE)
- Right of Way (RW)
- Utility Relocation (UR)
- Construction (CN or CONS); and
- Other

Appendix B provides a brief description of these project phases.

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### ***Project “obligations”***

Each stage of a project is monitored by the lead agency and/or by ODOT quality control engineers and other specialists. Once the stage nears completion, the next stage is authorized. In the case of federally funded projects, final authorization must be obtained from USDOT. Once authorization is obtained, the estimated cost of the phase is said to be “obligated”. This represents an agreement by the fund source agency to pay the bills up to the amount specified for that agency in the project prospectus and as reflected in the project listing in the MTIP.

Obligation of a phase indicates that the work is authorized to begin. It may take some time for the work to actually get underway.

For Federal Highway Administration (FHWA) projects, obligation occurs when a project agreement is executed and ODOT or the grantee requests that the funds be obligated. For Federal Transit Administration (FTA) projects, obligation occurs when the project proposal submitted by the grantee (in the Central Lane MPO, this is Lane Transit District) is approved by FTA.

### ***Funding sources***

The MTIP contains projects that are funded from a variety of sources. Fund *types* relate to funds provided through current and past transportation bills, special programs, earmarks from other Federal bills, State programs, etc. Appendix A provides a brief explanation of federal funding sources and fund codes that are shown in this report:

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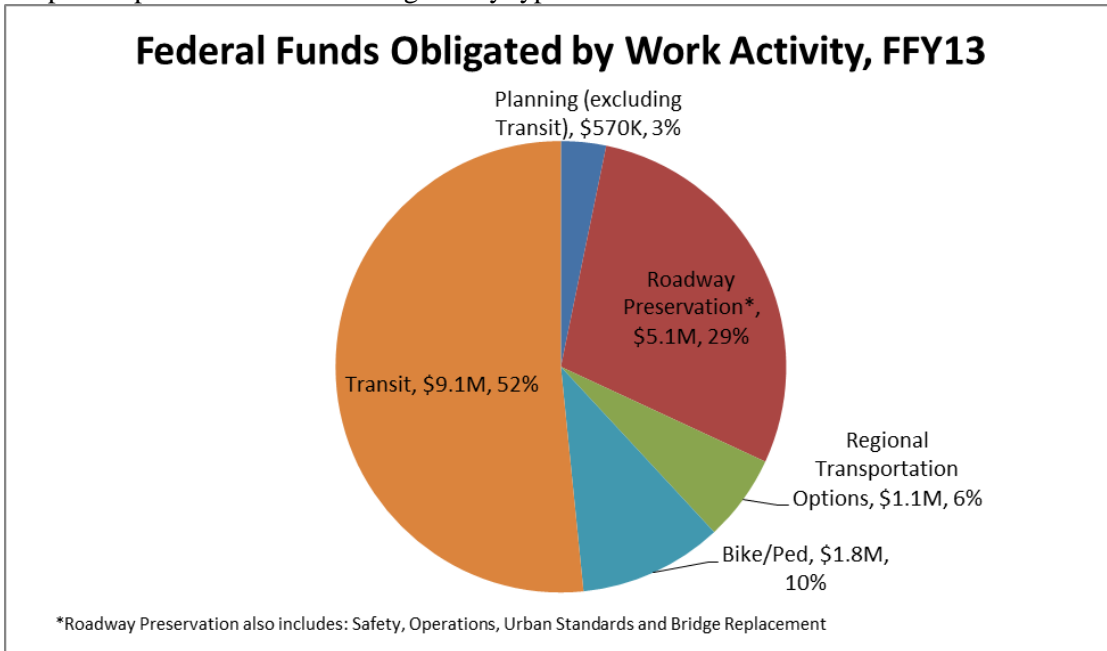
# Obligation of federal funds within the MPO in FFY13

## Summary of Projects

A total of \$17.6 million in federal funds were obligated in 2013 on transportation projects. Of this, over \$9 million (52%) was for transit; \$5.1 million (29%) was for roadway preservation, safety and operations; \$1.8 million (10 %) was for bicycle and pedestrian projects; \$1.1 million (6%) was for regional transportation options; and \$570K (3%) was for planning.

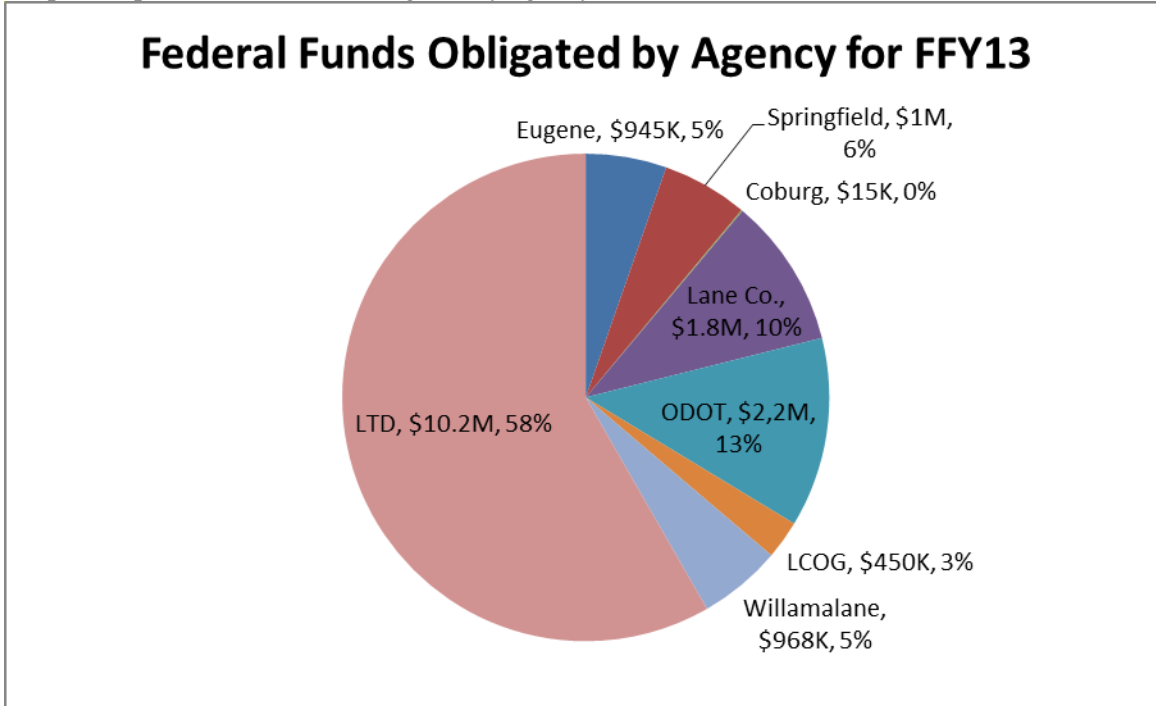
### Graph 6

Graph 6 depicts federal funds obligated by type in FFY13:



**Graph 7**

Graph 7 depicts federal funds obligated by agency:



Appendix C contains a map depicting the location of the construction projects in the MTIP for FFY13.

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***Project details:***

**Planning Projects:**

**City of Coburg:**

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**Regional Transportation Planning, City of Coburg, Key 17370**

Allow Coburg staff to participate and actively collaborate with federal, state, and metro area agencies and governments to form and implement regional transportation plans.

Federal Funds Expended: \$15,000 STP-U  
Total Project Cost: \$16,717  
Status: Complete

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**City of Eugene:**

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**Regional Transportation Planning, City of Eugene, Key 17358**

Allow 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.

Federal Funds Expended: \$40,000 STP-U  
Total Project Cost: \$44,578  
Status: Complete

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**City of Springfield:**

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**Regional Transportation Planning, City of Springfield, Key 17364**

Allow 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.

Federal Funds Expended: \$40,000 STP-U  
Total Project Cost: \$44,578  
Status: Complete

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**Lane Council of Governments:**

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**Central Lane MPO UPWP Funding, Lane Council of Governments, Key 17356**

Fund MPO Work Program Activities

Federal Funds Expended: \$450,000 STP-U  
Total Project Cost: \$501,505  
Status: Complete

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**Lane County:**

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**Regional Transportation Planning, Lane County, Key 17369**

Planning and project development activities by Lane County Engineering Staff associated with development and implementation of regional transportation plans. This involves extensive collaboration with federal, state and metro area agencies and governments

Federal Funds Expended: \$25,000 STP-U  
Total Project Cost: \$27,861  
Status: Complete

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**Lane Transit District:**

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**LTD Regional Transportation Planning, Lane Transit District, Key 17340**

Enables LTD staff to participate and actively collaborate with federal, state, and metro area agencies and governments to form and implement regional transportation plans.

Federal Funds Expended: \$25,000 STP-U  
Total Project Cost: \$27,861  
Status: Complete

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**Main St/McVay EmX Alternatives Analysis, Small Starts, LTD, Key 17958**

Main St/McVay EmX Alternatives Analysis.

FFY13 Phase: Planning  
Federal Funds Expended: \$750,000 FTA-5339  
Total Project Cost: \$937,500

Prior years Federal obligations: \$0  
Future years Federal obligations: \$0  
Status: Underway

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**Bike Share Feasibility Study (LTD), LTD, Key 18800**

Bike share systems provide a new network of flexible connections to the public transportation system and increase the accessibility, integration, and efficiency of public transportation by improving mobility for all residents and visitors. LTD is proposing a feasibility study to determine if a bike share system can be successful in the Eugene community.

FFY13 Phase: Planning  
Federal Funds Expended: \$100,000 STP-U  
Total Project Cost: \$111,446

Prior years Federal obligations: \$0  
Future years Federal obligations: \$0  
Status: Complete

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**Roadway Projects****City of Eugene:**



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**Coburg Rd: Beltline - Oakway Rd (Eugene), City of Eugene, Key 17360**

Pavement preservation on Coburg Road from Randy Pape Beltline to 850 feet north of Cal Young Road.

Pedestrian and Bicycle components could be anywhere on Coburg Road. Bicycle components: need to be scoped out, but potential ideas include green colorant in bike lanes that have conflicts with vehicles, bicycle wayfinding signage, increase bike lane width to 6-feet. Pedestrian components: need be scoped, but possibilities include pedestrian crossing islands, sidewalk widening, visual countdown signals, and access management.

FFY13 Phase: Construction

Federal Funds Expended: \$628,070

STP-U

Total Project Cost: \$799,999

Prior years Federal obligations: \$89,770

Future years Federal obligations: \$0

Status: Complete

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**City of Springfield:**

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**A St/Thurston Rd Preservation and Pedestrian Enhancement, City of Springfield, Key 17365**

Pavement repair and overlay repairing curb and gutter to restore drainage replacing substandard handicap curb ramps to current standards and adding pedestrian-scale lighting on "A" Street between 5th Street and Mill Street and on Mill Street between Main Street and "B" Street in downtown Springfield.

In addition, the City of Springfield has determined that pavement repair and an overlay on Thurston Road is one of its top preservation priorities. The pavement structure on Thurston Road east of 69th Street is nearing failure. If preservation activities are not undertaken within the next two years, Springfield expects significant structural failures will occur resulting in complete reconstruction.

Bike components: Yes

Pedestrian components: Yes

FFY13 Phase: Construction

Federal Funds Expended: \$962,959

STP-U

Total Project Cost: \$1,304,000

Prior years Federal obligations: \$137,287

Future years Federal obligations: \$0

Status: Underway

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**Lane County:**

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**30th Avenue: Spring Blvd - McVay Highway (Lane Co), Lane County, Key 17366**

Overlay 2 miles of roadway. An annual pavement inspection identified signs of pavement distress and the overlay is a preventative measure to ensure that the roadway does not need to be replaced.

Bike Component: no

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Pedestrian Component: no

FFY13 Phase: Construction

Federal Funds Expended: \$1,245,990

STP-U/STP/L240

Total Project Cost: \$1,655,352

Prior years Federal obligations: \$56,152

Future years Federal obligations: \$0

Status: Underway

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### **Oregon Department of Transportation:**

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#### **OR69: Delta Highway Oxing Br #09358, ODOT, Key 16034**

Deck overlay and repairs on Bridge #09358.

FFY13 Phase: Construction

Federal Funds Expended: \$1,491,312

L240

Total Project Cost: \$1,662,000

Prior years Federal obligations: \$0

Future years Federal obligations: \$0

Status: Underway

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#### **FFO: I-5@Beltline Interchange, Unit 3, ODOT, Key 16860**

Realignment of the I-5 southbound exit ramps to Beltline, widening of the Beltline bridge over I-5, and relocation of a southbound I-5 entrance ramp.

FFY13 Phase: Construction

Federal Funds Expended: \$0

B4A0

Total Project Cost: \$60,650,000

Prior years Federal obligations: \$0

Future years Federal obligations: \$0

Status: Underway

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#### **Lane County Signals-Randy Pape Beltline and McVay Highways, ODOT, Key 16106**

Deck overlay and repairs on Bridge #09358.

FFY13 Phase: Construction

Federal Funds Expended: \$727,710

L240

Total Project Cost: \$834,006

Prior years Federal obligations: \$0

Future years Federal obligations: \$20,638

Status: Complete

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## Operations Projects

No operations projects were obligated in FY2013

## Alternative Mode Projects

### City of Eugene:

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#### **Fern Ridge Path – Greenhill Rd to Terry (Unit 2), City of Eugene, Key 16636**

Repair of concrete panels on the path that have cracked and settled; replacement of several bridge approaches that have settled to make smooth transitions; repair and vandal-proof the existing lighting system.

FFY13 Phase: Preliminary Engineering & Construction

Federal Funds Expended: \$193,676

Q920

Total Project Cost: \$242,095

Prior years Federal obligations: \$0

Future years Federal obligations: \$0

Status: Complete

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#### **Safe Routes to School Improvements for Bethel and 4J School District, City of Eugene, Key 16257**

Construct crosswalks and sidewalks; install stutter flasher, signs, and pavement markings etc.

Continuation and development of the local Safe Routes to School SRTS program. The Bethel and 4J SRTS programs are a community approach to encouraging and enabling more people to walk and bike to school safely.

FFY13 Phase: Preliminary Engineering

Federal Funds Expended: \$83,449

M301

Total Project Cost: \$508,000

Prior years Federal obligations: \$0

Future years Federal obligations: \$372,379

Status: Complete

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### Lane County:

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#### **Hyacinth St: Irvington Rd – Calla St (Eugene), Lane County, Key 17367**

Lane County to install a sidewalk on the west side of Hyacinth Street. Bike lane striping to follow in a separate project.

Bike Component: yes

Ped Component: yes

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FFY13 Phase: Construction	
Federal Funds Expended: \$482,007	STP-U
Total Project Cost: \$624,174	
Prior years Federal obligations: \$78,065	
Future years Federal obligations: \$0	
Status: Underway	

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**Willamalane:**

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**Middle Fk Willamette Rv Tr: Unit 3 (Spgfld), Willamalane, Key 18132**

Construct a Multi-Use Path through the Dorris Ranch Living History Farm.

Bike components: yes  
Ped components: yes

FFY13 Phase: Construction	
Federal Funds Expended: \$968,241	STP/L240
Total Project Cost: \$1,195,000	
Prior years Federal obligations: \$80,759	
Future years Federal obligations: \$0	
Status: Complete	

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**Lane Transit District:**

***Equipment Purchases and Facility Improvements***

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**Bus Support Equipment and Facilities, LTD, Key 17338**

Equipment purchases and facilities improvements to support transit operations.

This project includes office supplies, computer hardware and software, and other administrative support equipment.

FFY13 Phase: Other	
Federal Funds Expended: \$1,920,000	FTA-5307
Total Project Cost: \$2,400,000	
Prior years Federal obligations: \$73,000 (FY2012 Key #17337)	
Future years Federal obligations: \$3,749,400 (FY2014 Key #18060), \$1,628,000 (FY2015 Key #18061)	
Status: Complete	

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**Passenger Boarding Improvements, LTD, Key 15560**

Passenger Boarding Improvements include new shelter placements for new service, shelter replacements for shelters at high vandalism locations, improvements to accommodate ADA, and improvements to other stations and park and rides, including improvements to the station at Lane Community College.

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FFY13 Phase: Other  
 Federal Funds Expended: \$327,360 FTA-5309  
 Total Project Cost: \$409,200

Prior years Federal obligations: \$0  
 Future years Federal obligations: \$112,000 (FY2014 Key #17341), \$152,000 (FY2014 Key #17342),  
 \$150,600 (FY2014 Key #18062), \$112,000 (FY2015 Key #18063)  
 Status: Complete

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***Maintenance/Operations***

**Preventative Maintenance LTD, LTD, Key 17333**

Preventative Maintenance

FFY13 Phase: Other  
 Federal Funds Expended: \$4,300,000 FTA-5307  
 Total Project Cost: \$4,300,000

Prior years Federal obligations: \$6,000,000 (FY2013 Key #17332)  
 Future years Federal obligations: \$4,300,000 (FY2014), 4,200,000 (FY2015)  
 Status: Complete

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**LTD Preventative Maintenance, LTD, Key 17354**

Fund preventative maintenance to preserve service.

STP-U funds were programmed to help reduce the impacts of service cuts caused by recessionary loss of payroll tax revenue. STP-U funding (\$500k/year) allows approximately 10,800 hours of service to be retained annually between FY 2011 and FY 2013.

FFY13 Phase: Other  
 Federal Funds Expended: \$500,000 STP-U  
 Total Project Cost: \$560,098

Prior years Federal obligations: \$500,000 (FY2012 Key #17353)  
 Future years Federal obligations: \$0  
 Status: Complete

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**LTD - 5310 E&D STP XFER (FY13), LTD, Key 18357**

Purchase service (operations), as well as capital improvements, including passenger shelters, preventative maintenance, and vehicle replacement.

FFY13 Phase: Other  
 Federal Funds Expended: \$1,039,328 L240  
 Total Project Cost: \$1,158,284

Prior years Federal obligations: \$0  
 Future years Federal obligations: \$0  
 Status: Complete

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## ***Transportation Demand Management/Transportation Options***

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### **TDM Program and Projects (LTD), Point2point, LTD, Key 16229**

The Transportation Demand Management work performed is regional in its scope of services and programs. The strategic plan for the TDM work performed through the point2point Solutions Program at LTD incorporates the TDM strategies in the adopted RTP. A TDM Advisory Committee which is a sub-committee of the Transportation Planning Committee oversees the point2point Solutions Program with committee members representing Lane Transit District, Lane County, LCOG, City of Eugene, City of Springfield, LRAPA, and ODOT.

FFY13 Phase: Other

Federal Funds Expended: \$106,779

STP

Total Project Cost: \$119,000

Prior years Federal obligations: \$106,779 (FY2012 Key #16228)

Future years Federal obligations: \$107,100 (FY2014 Key #17797), \$107,100 (FY2015 Key #17796)

Status: Complete

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### **Regional TO/TDM Program - Point2point, LTD, Key 16724**

Point2Point Solutions is the region's TDM program responsible for implementing TDM strategies that compliment RTP goals and policies. The Transportation Demand Management work performed is regional in its scope of services and programs. The strategic plan for the TDM work performed through the Point2Point Solutions Program at LTD incorporates the TDM strategies in the adopted RTP. A TDM Advisory Committee which is a sub-committee of the Transportation Planning Committee, oversees the Point2Point Solutions Program with committee members representing Lane Transit District, Lane County, LCOG, City of Eugene, City of Springfield, LRAPA, and ODOT.

FFY13 Phase: Other

Federal Funds Expended: \$300,000

STP-U

Total Project Cost: \$334,336

Prior years Federal obligations: \$300,000 (FY2012)

Future years Federal obligations: \$300,000 (FY2014), \$300,000 (FY2015)

Status: Complete

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### **Regional Safe Routes to School (LTD), Point2point, LTD, Key 18225**

The Safe Routes to School (SRTS) program will promote alternative transportation, particularly walking and biking to school, to public school students and their families in the Eugene 4J, Bethel, and Springfield school districts. The program will provide bike and pedestrian safety education to students, develop walk/bike routes maps for local schools, promote Walk Buses/Bike Trains among students' families, and conduct promotional events including the October Walk and Bike to School Day, the May Bike Challenge, and more.

FFY13 Phase: Other

Federal Funds Expended: \$238,013

STP-U

Total Project Cost: \$265,426

Prior years Federal obligations: \$75,000 (FY2012 Key #17351)

Future years Federal obligations: \$121,513 (FY2014 Key #18827)

Status: Complete

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### **Regional Bicycle Parking Facilities Inventory - Point2point, LTD, Key 16076**

The project will inventory current type, location, and capacity of Metropolitan Planning Organization (MPO) bike parking facilities and identify new locations best suited to increase multimodal connectivity and overall bicycle usage throughout the region. The project also includes a bike survey and bike count pilot project.

The results will assist MPO jurisdictions in creating a fully integrated active transportation network with an assessment of what bicycle parking facilities could best meet current and future travel needs to employment, retail, and educational centers. The study's scope will identify optimum sites for greater connectivity of bicycling to employment, commercial destinations, educational centers, and transit. The scope includes Eugene – Springfield LTD EmX Corridors, LTD Stations, the Amtrak Station, new regional public and private developments, educational institutions, and major employment hubs.

FFY13 Phase: Other

Federal Funds Expended: \$90,000

STP-U

Total Project Cost: \$100,300

Prior years Federal obligations: \$0

Future years Federal obligations: \$0

Status: Complete

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### **Point2point Regional Smart Trips Program - Point2point, LTD, Key 18136**

Continued development of regional SmartTrips Program for Central Lane MPO.

SmartTrips is an individualized outreach residential program that uses education and incentives to encourage people to try new ways of making trips. SmartTrips increases biking, walking, public transit ridership, and carpooling; and is proven highly effective in reducing vehicle miles traveled (VMT) and single occupancy vehicle trips in a target community.

FFY13 Phase: Other

Federal Funds Expended: \$345,000

STP

Total Project Cost: \$384,487

Prior years Federal obligations: \$0

Future years Federal obligations: \$372,844 (FY2015 Key #18755)

Status: Complete

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### ***Other LTD Services or Activities***

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#### **New Freedoms, LTD, Key 15215**

Provide transportation services and alternatives beyond ADA under 49 USC 5317

FFY13 Phase: Other

Federal Funds Expended: \$156,145

FTA-5317

Total Project Cost: \$194,955

Prior years Federal obligations: \$77,222

Future years Federal obligations: \$0

Status: Complete

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## APPENDIX A. Explanation of fund sources and codes

In 2012, Congress enacted a surface transportation law known as Moving Ahead for Progress in the 21st Century (MAP-21), providing federal transportation funding for two years. This legislation has many similarities and many significant changes from its predecessor, SAFETEA-LU, in the funding structure for transportation projects.

Fund codes for all funds received from the FHWA changed with the implementation of MAP-21. Fund codes beginning with Q, L, or H (e.g. Q240, H240, L240) are no longer valid. Valid fund codes are listed below.

State Funds (S010, S080, S600, S700) are provided for state-only funded projects and can be attributed as match on federally funded projects. Eligible activities include bicycle and pedestrian programs, immediate opportunity fund projects and lottery backed bonds.

Oregon Jobs and Transportation Act (B4A0, B4A1) identified funding for 37 specific highway projects across Oregon, and funding for 12 local governments in eastern Oregon.

Surface Transportation Program (STP), a federal block grant program is available for all roads not functionally classified as local or rural minor collector. Transit capital projects and bicycle-pedestrian projects are also eligible under this program. This funding is split into many different programs; those referenced in this report are:

STP-U, M230 L230, H230	Funds provided to the MPO based on a formula set by the Federal Government in the Transportation Bill. The MPO receives approximately \$3 M per year, subject to Congressional budgeting and has established a process by which these funds are programmed for eligible projects within the MPO's region. Recipients include the MPO, Eugene, Springfield, Coburg, Lane County, Willamalane Parks District and LTD. The awarding of these funds and the process used are approved by the MPO policy board.
STP, M240 L240, H240, L250	Funds allocated by ODOT through various programs to local Agencies.
STP-ENHANCE, L220	Funds allocated by ODOT for projects that enhance or expand our transportation system, with emphasis on environmental programs such as pedestrian and bicycle activities and mitigation of water pollution due to highway runoff. Enhancement projects must have a direct relationship to the intermodal transportation system and go beyond what is customarily provided as environmental mitigation.

Highway Safety Improvement Program (HSIP) (MS30) projects consistent with the state strategic highway safety plan, including improvements to intersections, signage, grade separations, pavement, and safe streets projects.

National Highway Performance Program (NHPP) (M001) projects must be on an eligible facility and support progress toward achievement of national performance goals for improving



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infrastructure condition, safety, mobility, or freight movement on the NHS, and be consistent with metropolitan and statewide planning requirements

Transportation Alternatives Program (M301) funds are allocated for safe streets projects, including bike, pedestrian, and complete streets infrastructure. A share of these funds goes directly to MPOs that serve areas with a population over 200,000, with the remainder distributed by states to local governments, school districts, or other local agencies through a competitive grant process. Under MAP-21 this program also includes available funding for Safe Routes to Schools.

FTA Section 5307 (FF90, FF91, FF92, FF93, FF94) funds are distributed on a statutory formula basis to support capital, certain operating, and planning expenditures for publicly owned transit systems. When used for capital or planning projects, Section 5307 funds have a funding ration of 80 percent federal and 20 percent local; when used for operations, the maximum federal percentage is 50 percent. The MPO policy board approved LTD as a direct recipient of these funds. LTD thus decides on which projects to spend these funds.

Note: With the adoption of MAP-21, these formula grants consolidated activities and projects eligible under the FTA Section 5316 (Job Access - Reverse Commute). Job Access and Reverse Commute Program (5316) provides approximately \$150,000 per year in Federal Transit Administration funds.

FTA Section 5309 (New Starts/Small Starts) (FF30, FF31, FF32, FF33, FF34, FF35) funds are available for transit capital improvements including design, engineering, and construction of new fixed-guideway or Bus Rapid Transit (BRT) projects or extensions to existing systems. Funds administered by the FTA regional office and are granted on a project-by-project basis.

Note: Under, SAFETEA-LU, Section 5309 funds were federal earmarked funds available for transit capital improvements. Under MAP-21, elements of this program have been replaced with the Bus and Bus Facilities formula program (section 5339) and by a new grant program to maintain public transportation systems in a state of good repair (FTA Section 5337), as well as other program areas that do not apply to the Central Lane MPO.

FTA Section 5310 (F160, F161, F162, F163) funds are federal funds for capital and operating expenses that support transportation to meet the special needs of older adults and persons with disabilities. LTD manages these funds.

Note: With the adoption of MAP-21, Section 5310 consolidates the New Freedom Program and the Elderly and Disabled Program

FTA Section 5311 (F81, F82, F83, F84, F86) funds are used to fund capital, operating, and planning needs of public transit in rural and small urban areas. The Section 5311 program also provides for planning, marketing, capital assistance, purchase of service agreements, user-side subsidy projects and demonstrations, and rural connections coordinating between inter-city bus and rural public transportation operators. LTD manages these funds.

FTA Section 5339 (F390) funds are formula funds from the MAP-21 Transportation Bill that fund the purchase, rehabilitation, and repair of buses and bus facilities. LTD is the recipient of these funds in the MPO.

OTIA (ACPI) funds are provided by the Oregon Transportation Investment Act – a group of three special funding programs (I, II, III) passed by the Oregon Legislature in 2001, 2003 and

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2005. These funds were applied to projects to increase lane capacity and improve interchanges, repair and replace bridges, and preserve road pavement. OTIA III was focused on bridge repair and replacement.

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## APPENDIX B. Explanation of transportation project phases

A transportation project generally has multiple stages, described as follows:

- Planning (PLAN) – Some projects are studies that examine various aspects of travel behavior, choice of transportation mode, land use interactions, etc. These do not directly lead to construction.
- Preliminary design (PE) or Project Development – investigates the range of design alternatives and specific elements that are to be included in the project through basic engineering work, data collection, and environmental analyses; includes public outreach and input. This phase has the following components:
  - Project teams are formed and detailed project plans are developed
  - Survey, maps, engineering and environmental reports are prepared
  - For certain projects, alternative designs and an Environmental Impact Statement or Environmental Assessment is prepared
  - An approved project design is selected based on project location and conceptual designs. Plans are about 30% complete at this stage.
  - Preliminary plans are developed to further bid document preparation including roadway, bridge, signal and erosion control plans. At this stage, plans are about 70% complete.
  - Advance detailed plans are prepared, including specifications and estimates of material quantities. Plans are about 90% complete at this stage.
  - Final plans, specifications, estimates and schedule are completed and final bid documents are prepared.
- Right of Way (RW) – potential right-of-way needs are identified; right-of-way issues are resolved through property and easement acquisition, owner relocation or owner compensation. Required local and statewide permits are obtained. This phase can begin once plans are 30% complete.
- Utility Relocation (UR)
- Construction (CN or CONS) – construction work is accomplished. It does not start until the project bid has been advertised, a bid opening occurs, and a contract is awarded. Bonds, insurance and subcontractor compliance requirements must be met. This phase has several components:
  - Work schedule is approved. Authorization to proceed is obtained from FHWA or FTA, and Notice to Proceed is issued to the contractor.
  - On site work begins according to construction contract plans and specifications
  - Work is completed, and final project documentation is submitted.
  - Project manager ensures that all contracted work is done, and required documentation is received from contractor. Project is accepted.
  - Final payment is made to contractor
- Other – Transit projects usually fall into this category

## APPENDIX C. Map of Regional Projects Obligated in FFY13

MTIP Projects on Map				
ID#	KEY NUMBER	PROJECT	JURISDICTION	MODE
126	17360	Coburg Rd: Beltline - Oakway Rd (Eugene)	Eugene	Preservation
120	17365	A St/Thurston Rd Preserv and Ped Enhancement	Springfield	Preservation
124	17366	30th Avenue: Spring Blvd - McVay Highway (Lane Co)	Lane County	Preservation
138	16034	OR69: Delta Highway Oxing Br #09358	ODOT	Bridge
162	16860	FFO: I-5@Beltline Interchange, Unit 3	ODOT	Capacity/Modernization
170	16106	Lane County Signals-Randy Pape Beltline and McVay Highways	ODOT	Operations
190	16636	Fern Ridge Path – Greenhill Rd to Terry (Unit 2)	Eugene	Bike Travel
221	16257	Safe Routes to School Improvements for Bethel and 4J School District	Eugene	Bike Travel
125	17367	Hyacinth St: Irvington Rd – Calla St (Eugene)	Lane County	Pedestrian
214	18132	Middle Fk Willamette Rv Tr: Unit 3 (Spgfld)	Willamalane	Bike Travel

# Regional Projects Obligated in FFY13

## MODE

- BIKE TRAVEL
- PEDESTRIAN
- PRESERVATION
- SAFE ROUTES TO SCHOOL
- BRIDGE
- CAPACITY/MODERNIZATION
- OPERATIONS
- SAFE ROUTES TO SCHOOL

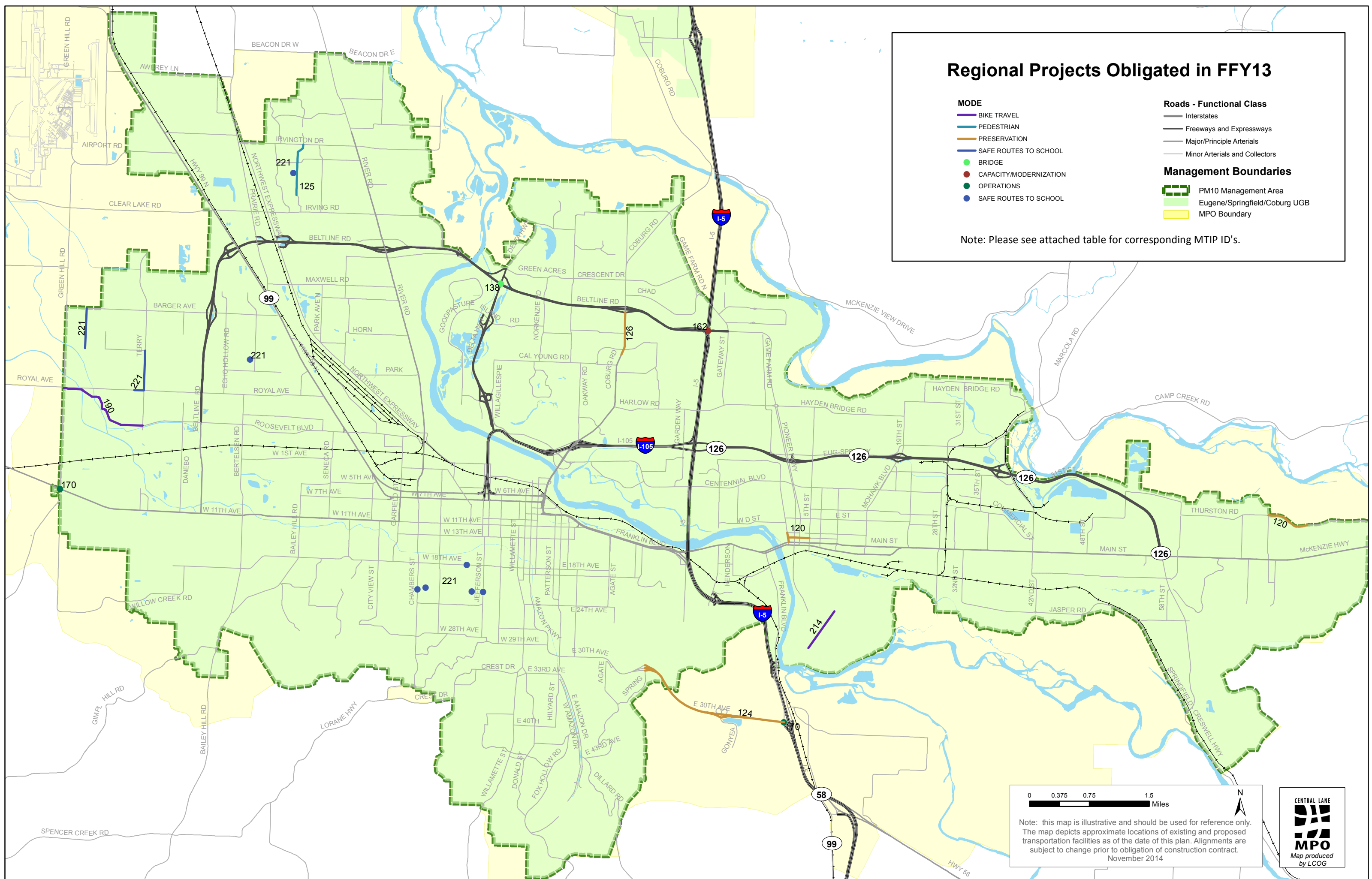
## Roads - Functional Class

- Interstates
- Freeways and Expressways
- Major/Principle Arterials
- Minor Arterials and Collectors

## Management Boundaries

- PM10 Management Area
- Eugene/Springfield/Coburg UGB
- MPO Boundary

Note: Please see attached table for corresponding MTIP ID's.



0 0.375 0.75 1.5 Miles

Note: this map is illustrative and should be used for reference only. The map depicts approximate locations of existing and proposed transportation facilities as of the date of this plan. Alignments are subject to change prior to obligation of construction contract. November 2014

