



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

Annual Listing of Obligated Projects

End of Year – Federal Fiscal Year 2014

February 2015

# Table of Contents

Purpose of this Report .....	1
Background .....	1
About the Central Lane MPO .....	1
Metropolitan Transportation Improvement Program (MTIP) .....	2
Other Transportation Funding Mechanisms .....	5
Report preparation and key terms .....	9
Project Listing .....	9
Project “phases” .....	9
Project “obligations” .....	10
Funding Sources .....	10
Distribution of federal funds within the MPO .....	11
Summary of Projects .....	11
Planning Projects: .....	13
Roadway Projects .....	15
Alternative Mode Projects .....	17
APPENDIX A. Explanation of fund sources and codes .....	23
APPENDIX B. Explanation of transportation project phases .....	26
APPENDIX C. Map of regional projects obligated in FFY14 .....	27

---

## **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 2014 (FFY14). This is the third 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 2014. Lane Transit District provided information concerning transit grant awards by Federal Transit Administration (FTA) throughout 2014. 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***

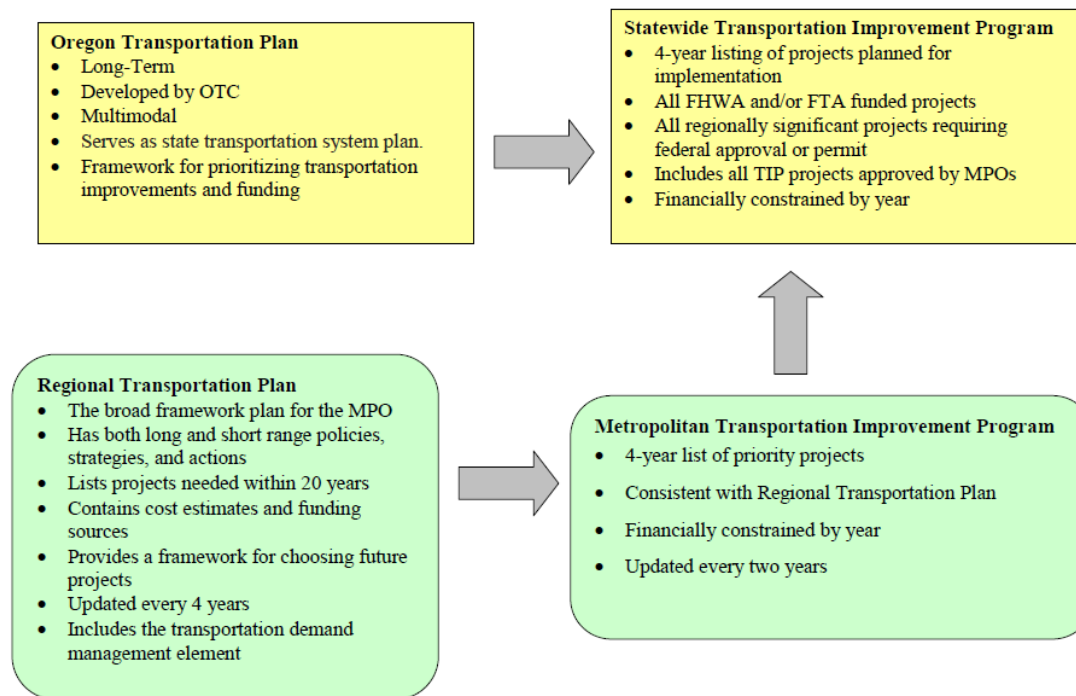
LCOG is designated as the Metropolitan Planning Organization (MPO) for the Eugene-Springfield urbanized area located in central Lane County. This area includes the Eugene-Springfield metropolitan area and the City of Coburg. The MPO serves as a forum for cooperative transportation decision making within 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**  
February 20, 2015

Table 1 depicts federal funds programmed by work activity, as of February 20, 2015:

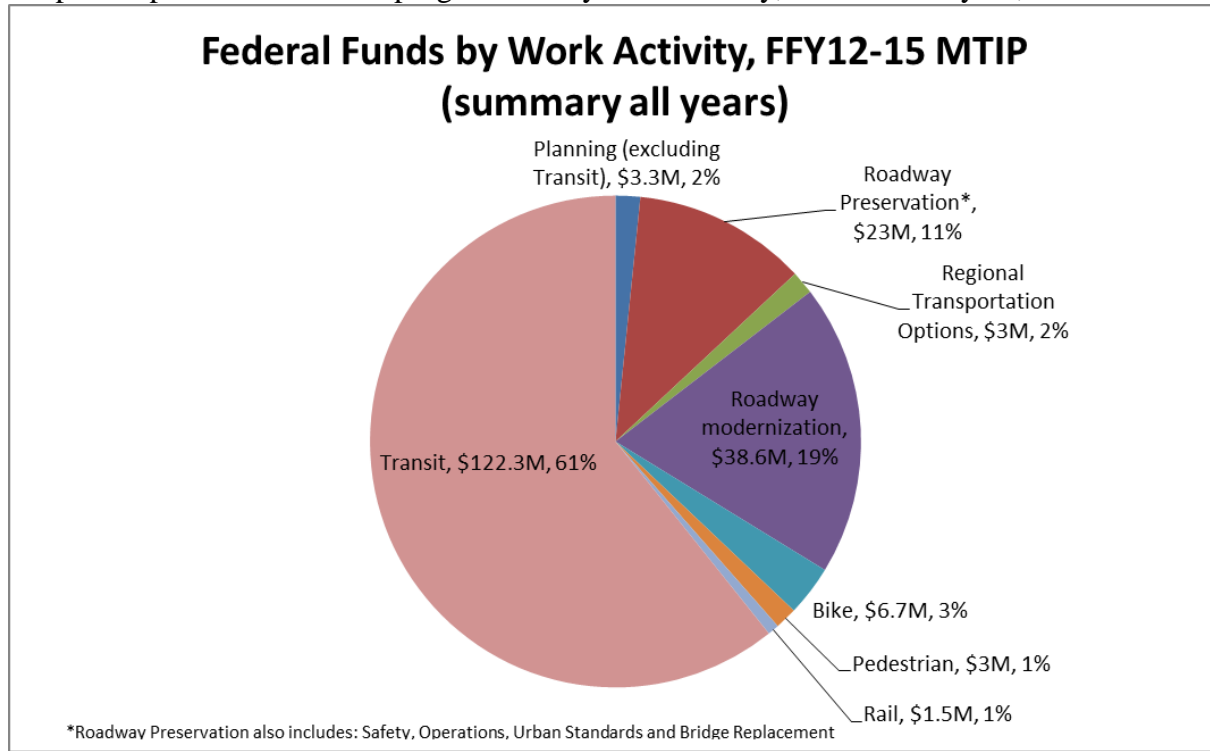
**Table 1**

Jurisdiction	FFY12		FFY13		FFY14		FFY15		Total FFY12-15		
	Federal \$	Other \$	Federal \$	Other \$	Federal \$	Other \$	Federal \$	Other \$	Federal \$	Other \$	All Funds
Eugene	\$2,218,570	\$2,213,155	\$945,195	\$134,433	\$1,499,450	\$192,895	\$2,372,587	\$555,545	\$7,035,802	\$3,096,028	\$10,131,830
Springfield	\$703,259	\$224,101	\$1,002,959	\$192,619	\$883,380	\$2,901,107	\$1,833,028	\$3,651,185	\$4,422,626	\$6,969,012	\$11,391,638
Coburg	\$159,465	\$18,252	\$15,000	\$1,717	\$15,000	\$1,717	\$523,156	\$91,062	\$712,621	\$112,748	\$825,369
Lane Co.	\$355,377	\$134,287	\$1,752,997	\$311,198	\$171,000	\$19,571	\$1,222,875	\$328,976	\$3,502,249	\$794,032	\$4,296,281
ODOT	\$18,940,380	\$4,788,493	\$2,219,022	\$62,903,978	\$3,725,201	\$3,357,519	\$30,416,989	\$6,804,955	\$55,301,592	\$77,854,945	\$133,156,537
LCOG	\$524,000	\$59,975	\$450,000	\$51,505	\$490,000	\$56,505	\$534,565	\$61,185	\$1,998,565	\$229,170	\$2,227,735
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	\$10,157,812	\$2,186,780	\$14,195,816	\$3,137,722	\$87,265,244	\$22,304,766	\$125,359,849	\$30,232,196	\$155,592,045
Others									\$0	\$0	\$0
<b>TOTAL</b>	<b>\$38,723,949</b>	<b>\$10,755,270</b>	<b>\$17,511,226</b>	<b>\$65,893,865</b>	<b>\$20,979,847</b>	<b>\$9,667,036</b>	<b>\$124,168,444</b>	<b>\$33,822,798</b>	<b>\$201,383,466</b>	<b>\$120,138,969</b>	<b>\$321,522,435</b>
<b>Overall TOTAL</b>	<b>\$49,479,219</b>		<b>\$83,405,091</b>		<b>\$30,646,883</b>		<b>\$157,991,242</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.

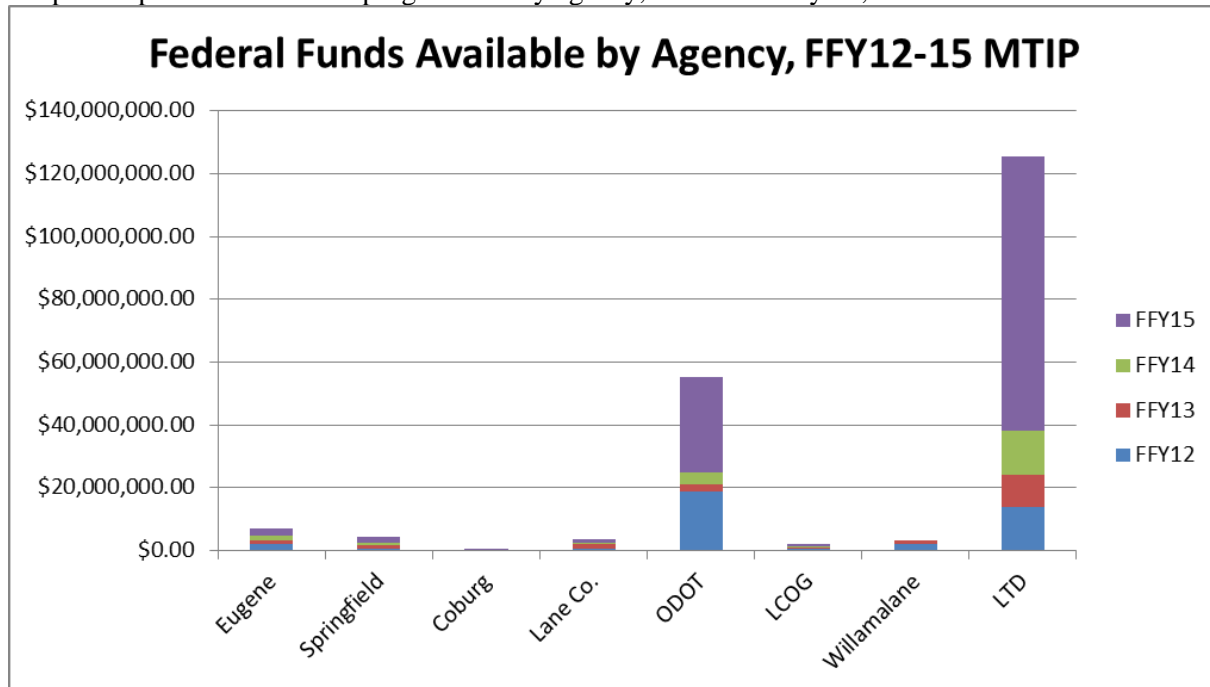
**Graph 1**

Graph 1 depicts federal funds programmed by work activity, as of February 20, 2015



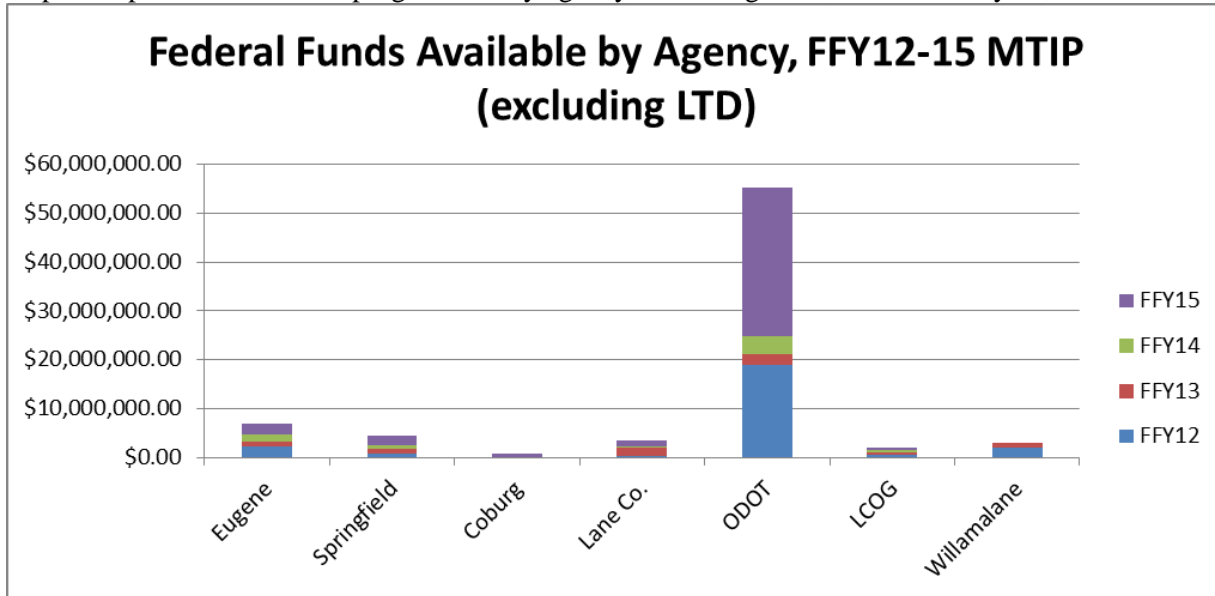
**Graph 2**

Graph 2 depicts federal funds programmed by agency, as of February 20, 2015:



### Graph 3

Graph 3 depicts federal funds programmed by agency, excluding LTD, as of February 20, 2015:



### 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 United State Department of Transportation (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 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.

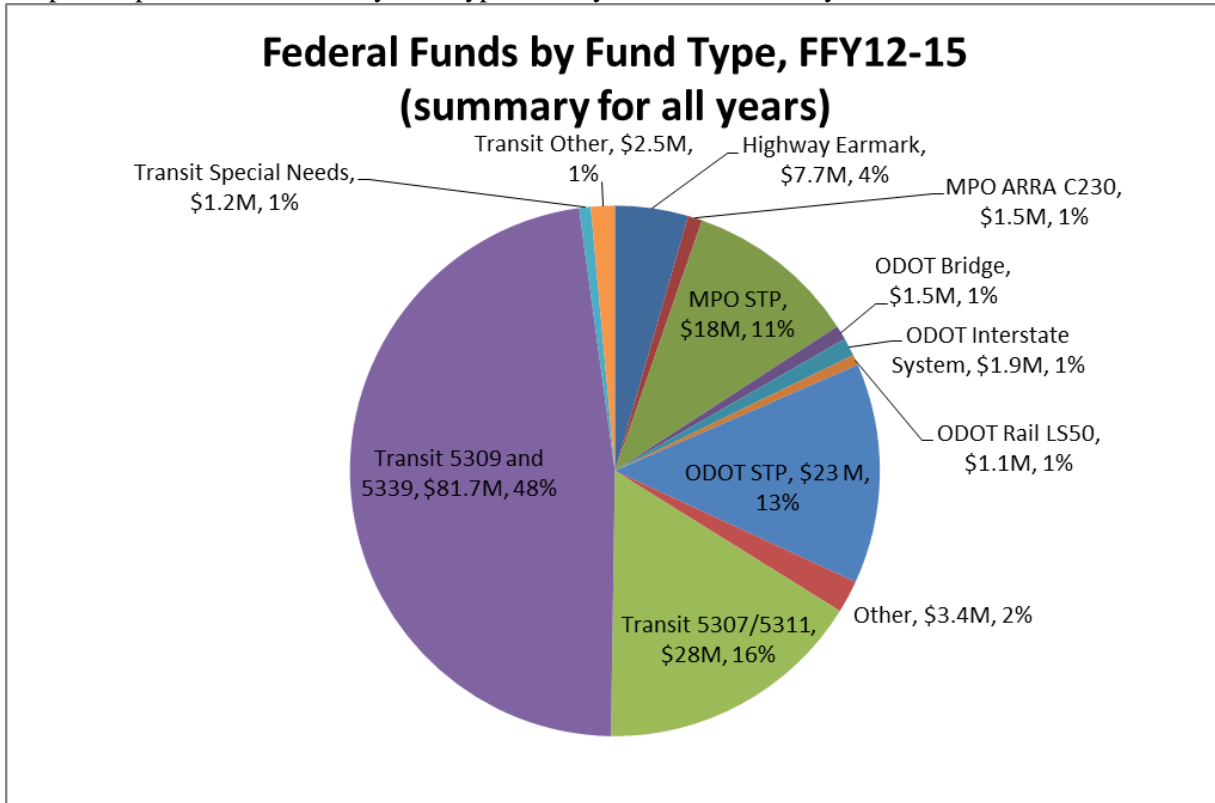
The MTIP therefore represents only a portion of transportation funding in this area. Of the \$322 million of projects contained in the Central Lane FFY12-15 MTIP, approximately \$120 million is provided through state and local sources. Graph 5 provides an overview of the different state funding.

Appendix A provides an explanation of federal funding sources, which are the primary focus of this report. In addition, the following graph (Graph 4) provides an overview of the different federal funding sources. The largest source of federal funds in the FFY12-15 MTIP is from the FTA 5309/5339 fund, which comprise approximately 48% of federal funds. The STP-U funds, over which the MPO has discretionary authority, account for approximately 11% of all federal funds in the FFY12-15 MTIP.



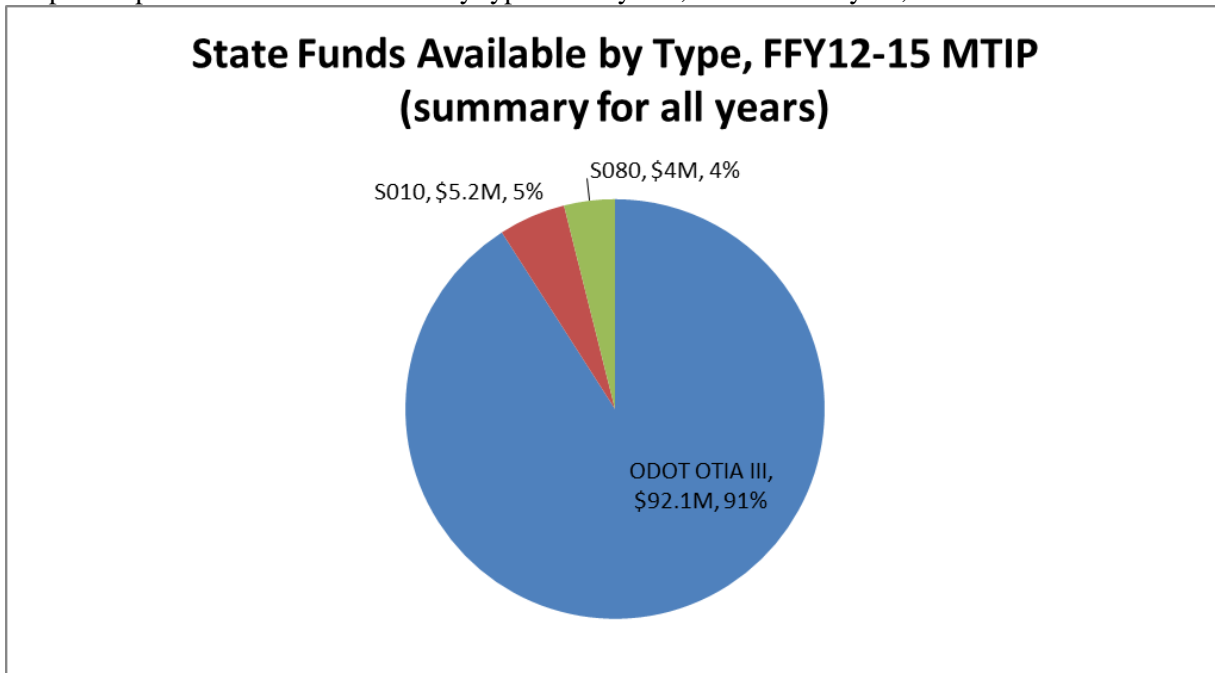
**Graph 4**

Graph 4 depicts federal funds by fund type for all years, as of February 20, 2015:

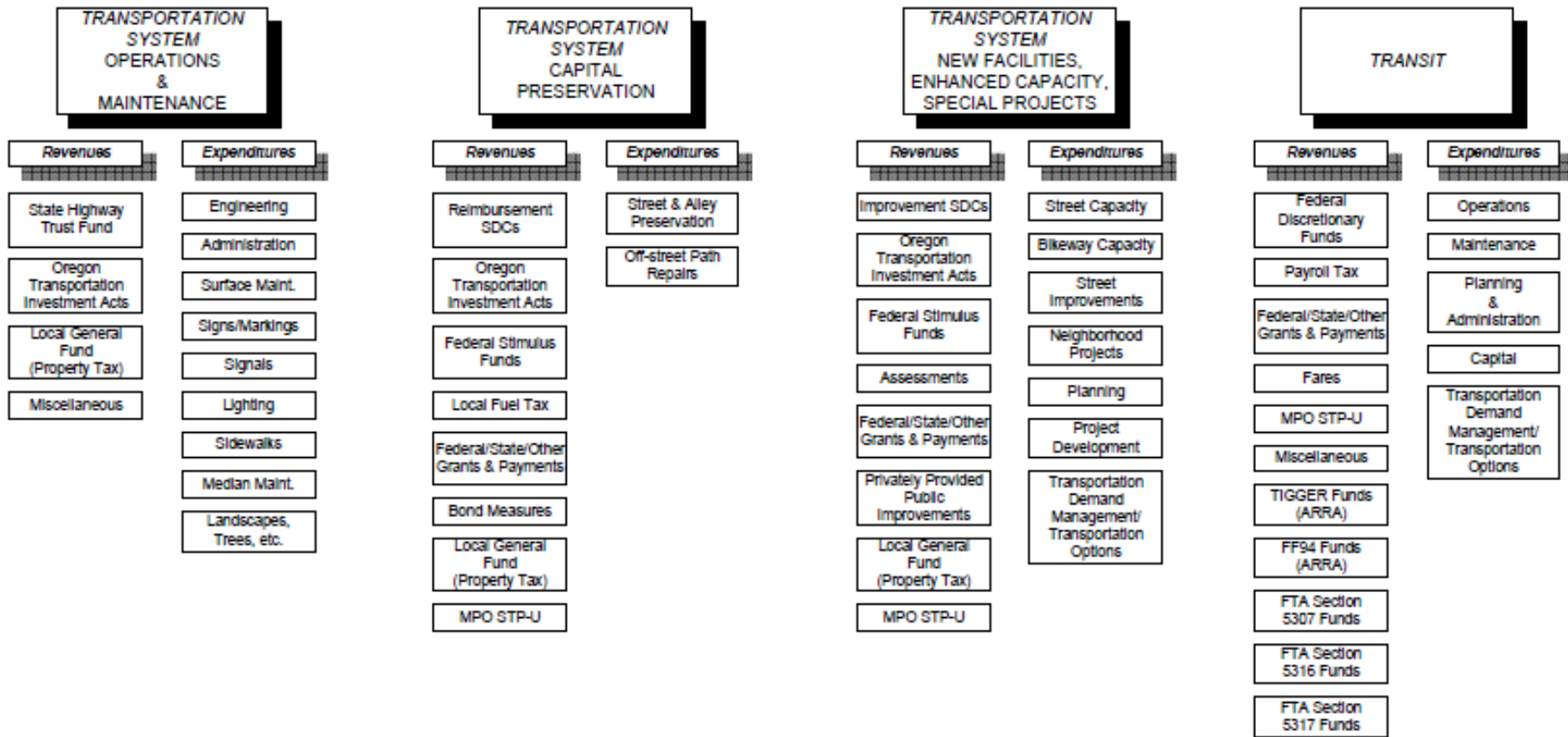


**Graph 5**

Graph 5 depicts state funds available by type for all years, as of February 20, 2015:



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



---

## **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 FFY14. All projects programmed in the MTIP with at least one phase in FFY14 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 FFY14. 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.themppo.org/372/MTIP-Project-List-Map>. (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 February 20, 2015.

### **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.

---

### ***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:

---

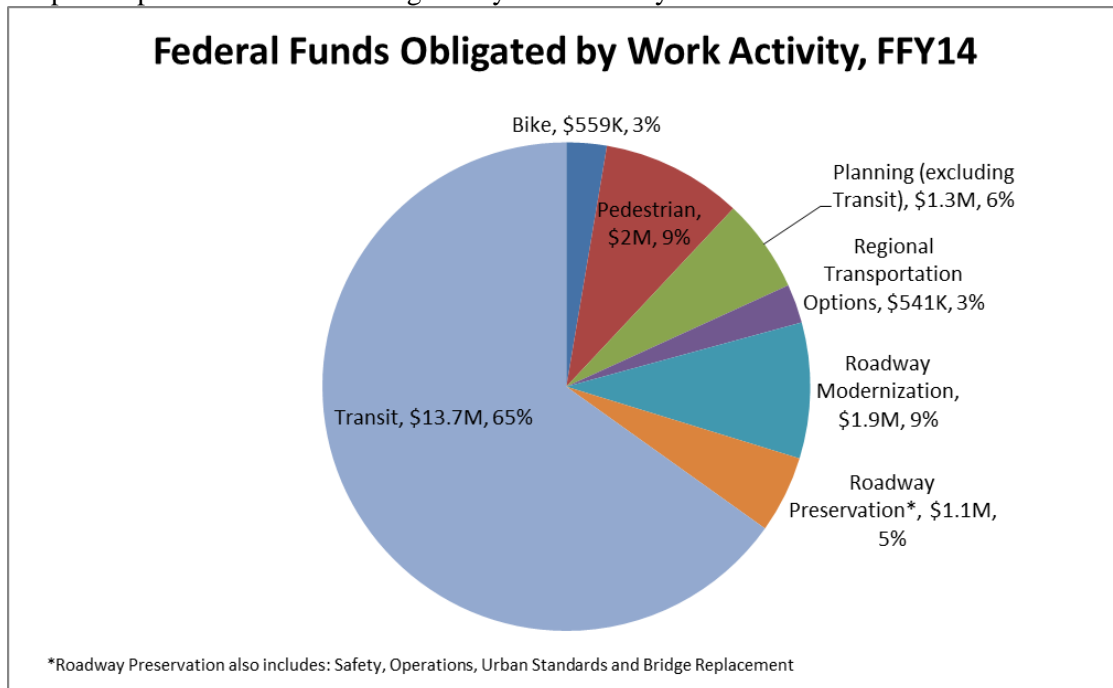
## Obligation of federal funds within the MPO in FFY14

### Summary of Projects

A total of \$21 million in federal funds were obligated in 2014 on transportation projects. Of this, over \$13 million (65%) was for transit; \$2 million (9%) was for pedestrian projects; \$1.9 million (9%) was for roadway modernization, \$1.3 million (6%) was for planning, \$1.1 million (5%) was for roadway preservation, safety and operations; \$559K (3%) was for bicycle projects; and \$541K (3%) was for regional transportation options.

### Graph 6

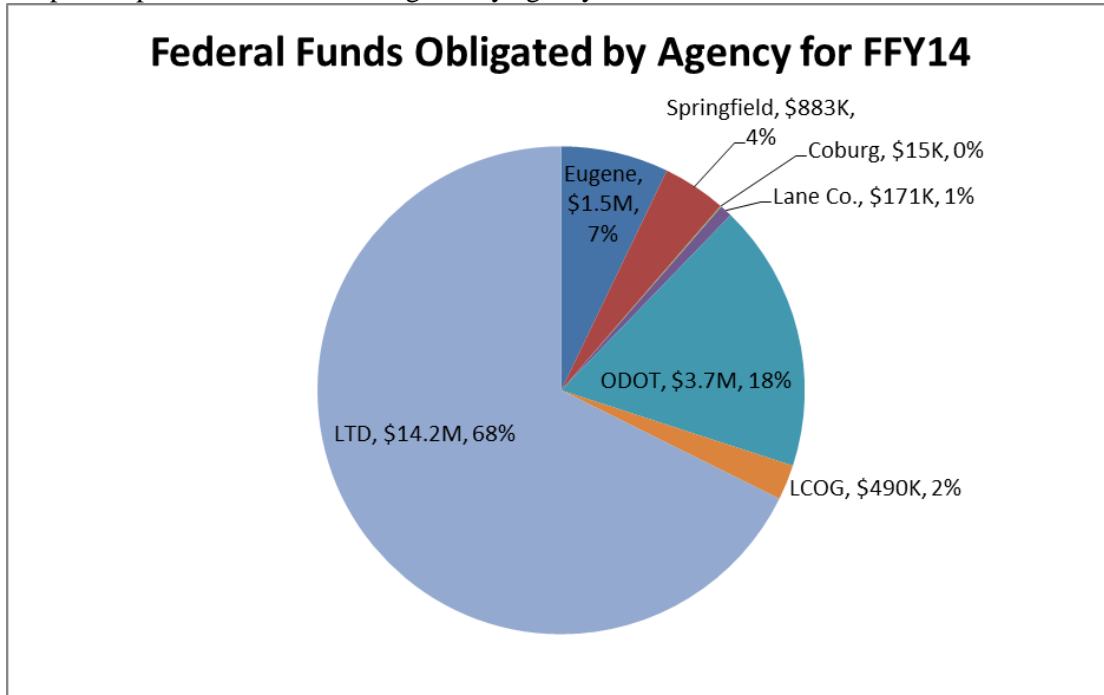
Graph 6 depicts federal funds obligated by work activity in FFY14:



---

**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 FFY14.

---

**Project details:**

**Planning Projects:**

**City of Coburg:**

---

**Regional Transportation Planning, City of Coburg, Key 18840**

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

---

**City of Eugene:**

---

**Regional Transportation Planning, City of Eugene, Key 18439**

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: \$45,000 STP-U  
Total Project Cost: \$50,150  
Status: Complete

---

---

**NW Eugene-LCC Transit Corridor Plan (Eugene), City of Eugene, Key 18782**

Preliminary corridor planning and design in advance of more detailed bus rapid transit design work on region's 5th EmX corridor. Project elements will include consideration of station locations, land use along corridor and around stations, and multimodal street design.

FFY14 Phase: Planning  
Federal Funds Expended: \$584,780 STP-U  
Total Project Cost: \$651,730

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

---

---

**Multimodal Street Design Standards (Eugene), City of Eugene, Key 18786**

Update to the Eugene Arterial and Collector Street Plan to incorporate green streets elements and pedestrian and bicycle treatments recommended by the Eugene Pedestrian & Bicycle Master Plan.

FFY14 Phase: Planning  
Federal Funds Expended: \$100,000 STP-U  
Total Project Cost: \$111,445

---

---

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

---

**City of Springfield:**

**Regional Transportation Planning, City of Springfield, Key 18435**

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

**Lane Council of Governments:**

**Central Lane MPO UPWP Funding, Lane Council of Governments, Key 18438**

Fund MPO Work Program Activities

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

**Regional Safety Plan (Central Lane MPO), Lane Council of Governments, Key 18817**

Fund consultant work to develop the Regional Safety Plan. MPO (LCOG) UPWP funds will supplement plan development, data acquisition, and implementation.

Federal Funds Expended: \$40,000 STP-U  
Total Project Cost: \$45,000  
Status: Underway

**Lane County:**

**Regional Transportation Planning, Lane County, Key 18436**

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



---

**Lane Transit District:**

**LTD Regional Transportation Planning, Lane Transit District, Key 18437**

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

---

**West Eugene EmX Extension, Small Starts, LTD, Key 16779**

Design, utility relocation, bus purchase, construct, and implementation of the West Eugene EmX Extension.

FFY14 Phase: Planning  
Federal Funds Expended: \$2,475,200 FTA-5307  
Total Project Cost: \$97,525,999

Prior years Federal obligations: \$0  
Future years Federal obligations: \$74,999,999  
Status: Underway

---

**Roadway Projects**

**City of Eugene:**

**18th Ave: Josh St-Bertelsen St Preservation (Eugene), City of Eugene, Key 18781**

Pavement preservation on 18th Avenue from Josh Street to Bertelsen Street with potential pedestrian and bicycle improvements.

FFY14 Phase: Preliminary Engineering  
Federal Funds Expended: \$240,400 STP-U  
Total Project Cost: \$1,503,000

Prior years Federal obligations: \$0  
Future years Federal obligations: \$961,600  
Status: Underway

**City of Springfield:**

**Gateway St Preservation: Harlow Rd-I-5 X'ing (Springfield), City of Springfield, Key 18822**

Resurface Gateway Street between Beltline Rd. and Harlow Rd. with a 2" mill/4" overlay. Dig out and repair sub grade as necessary. Restripe facility.

FFY14 Phase: Preliminary Engineering  
Federal Funds Expended: \$305,000 STP-U

---

Total Project Cost: \$1,699,544  
Prior years Federal obligations: \$0  
Future years Federal obligations: \$1,220,000  
Status: Underway

---

**Lane County:**

---

**River Rd/Maxwell Rd Pavement Preservation, Lane County, Key 18798**

Preservation of River Road from Rosewood Avenue to Horn and preservation of Maxwell Road from River Road to Prairie Road.

FFY14 Phase: Preliminary Engineering  
Federal Funds Expended: \$146,000 STP-U  
Total Project Cost: \$1,486,700  
Prior years Federal obligations: \$0  
Future years Federal obligations: \$1,023,550  
Status: Underway

---

**Oregon Department of Transportation:**

---

**OR126: Willamette River WB Bridge Repair & Painting, ODOT, Key 18386**

This Project will paint and repair bridge #01223.

FFY14 Phase: Construction  
Federal Funds Expended: \$0 S010  
Total Project Cost: \$750,000  
Prior years Federal obligations: \$0  
Future years Federal obligations: \$0  
Status: Underway

---

**Operations Projects**

**City of Springfield:**

---

**OR126B & McVay Hwy: Mississippi Ave. - UPRR Tracks, City of Springfield, Key 18865**

This Project will create multi-modal improvements to Franklin Blvd. in Glenwood (OR 126B) to bring the facility up to urban standards, improve the safety and operations of the transportation system for all users, and leverage planned mixed use redevelopment along the Glenwood riverfront. The Project will provide dedicated facilities for bicycles and pedestrians, improve EmX bus rapid transit facilities, and create an urban environment that accommodates through traffic and improves access to the adjoining Glenwood Riverfront District.

Construct bicycle, pedestrian, turn lane, transit, and safety improvements along OR 126 and McVay Highway between Mississippi Avenue to the Union Pacific Railroad (UPRR) tracks.

---

---

Bike Component: yes  
Pedestrian Component: yes

FFY14 Phase: Preliminary Engineering & Right of Way  
Federal Funds Expended: \$538,380 L240  
Total Project Cost: \$3,400,000

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

---

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

---

#### **I-5: Coburg Interchange Right of Way Protective Purchase, ODOT, Key 18472**

Right of Way protective purchase on Van Duyn Rd approximately 1,320 feet from I-5 North Bound off-ramp.

FFY14 Phase: Right of Way & Preliminary Engineering  
Federal Funds Expended: \$1,345,350 H660/LY10  
Total Project Cost: \$1,500,000

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

---

---

#### **RX 1580 Greenhill Road (Eugene), ODOT, Key 16075**

This Project will remove the existing flashing signal and stop signs, and install automated gates and signals.

FFY14 Phase: Construction  
Federal Funds Expended: \$380,000 LS50  
Total Project Cost: \$1,159,683

Prior years Federal obligations: \$121,212  
Future years Federal obligations: \$593,471  
Status: Underway

---

### **Alternative Mode Projects**

#### **City of Eugene:**

---

#### **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.

Bike Component: yes  
Pedestrian Component: yes

FFY14 Phase: Construction  
Federal Funds Expended: \$372,379 M301  
Total Project Cost: \$508,000

Prior years Federal obligations: \$83,449  
Future years Federal obligations: \$0  
Status: Complete

---

### **South Bank Path: Knickerbocker Bridge to Walnut St, City of Eugene, Key 18792**

Rehabilitation of the South Bank Path segment of the Ruth Bascom Riverfront Path from the western terminus at Walnut Street to the Knickerbocker Bridge. Additional project elements include improvements to the Knickerbocker Bridge and to the tunnel where the path travels beneath the Union Pacific Railroad.

Bike Component: yes  
Pedestrian Component: yes

FFY14 Phase: Preliminary Engineering  
Federal Funds Expended: \$144,559 STP-U / M301  
Total Project Cost: \$1,025,524

Prior years Federal obligations: \$0  
Future years Federal obligations: \$578,237  
Status: Underway

---

### **City of Eugene Drive Less Connect Outreach 2014, City of Eugene, Key 19148**

Promote available transportation alternatives to SOV. Split pooled funds from #16930 into a new project.

Bike Component: yes  
Pedestrian Component: yes

FFY14 Phase: Other  
Federal Funds Expended: \$12,332 L240  
Total Project Cost: \$13,000

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

---

### **Lane Transit District:**

#### ***Equipment Purchases and Facility Improvements***

---

**Bus Support Equipment and Facilities, LTD, Key 18060**

Equipment purchases and facilities improvements to support transit operations.

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

FFY14 Phase: Other

Federal Funds Expended: \$3,749,400 FTA-5307

Total Project Cost: \$4,686,750

Prior years Federal obligations: \$73,000 (FY2012 Key #17337) , \$1,920,000 (FY2013 Key #17338)

Future years Federal obligations: \$1,628,000 (FY2015 Key #18061)

Status: Complete

---

**LTD Mass Transit Replacement Buses, LTD, Key 17959**

Purchase of hybrid electric replacement buses.

FFY14 Phase: Other

Federal Funds Expended: \$5,500,000 FTA-5309

Total Project Cost: \$6,739,458

Prior years Federal obligations: \$0

Future years Federal obligations: \$800,000 (FY2015)

Status: Complete

---

**Pavilion Station @ RiverBend Medical Center (LTD), LTD, Key 18799**

This project includes the construction of an EmX station on the north end of the RiverBend campus to better serve the high level of patient and employee access to that part of the campus. Work to be coordinated with City of Eugene.

FFY14 Phase: Construction

Federal Funds Expended: \$683,374 STP-U / FTA-5307

Total Project Cost: \$800,000

Prior years Federal obligations: \$0

Future years Federal obligations: \$0

Status: Complete

---

***Maintenance/Operations***

---

**LTD - 5310 E&D STP XFER (FY14), LTD, Key 18358**

Preventive Maintenance, Contracted Svc.

FFY14 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

---

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

#### **TDM Program and Projects (LTD), Point2point, LTD, Key 17797**

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.

FFY14 Phase: Other  
Federal Funds Expended: \$107,100 STP  
Total Project Cost: \$119,358

Prior years Federal obligations: \$106,779 (FY2012 Key #16228), \$106,779 (FY2013 Key #17797)  
Future years Federal obligations: \$107,100 (FY2015 Key #17796)  
Status: Complete

---

#### **Regional TO/TDM Program - Point2point, LTD, Key 18824**

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.

FFY14 Phase: Other  
Federal Funds Expended: \$300,000 STP-U  
Total Project Cost: \$334,350

Prior years Federal obligations: \$300,000 (FY2012), 300,000 (FY2013)  
Future years Federal obligations: \$300,000 (FY2015)  
Status: Complete

---

#### **Regional Safe Routes to School (LTD), Point2point, LTD, Key 18827**

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.

FFY14 Phase: Other  
Federal Funds Expended: \$121,513 STP-U  
Total Project Cost: \$135,426

---

---

Prior years Federal obligations:	\$75,000 (FY2012 Key #17351), \$116,500 (FY2013 Key #18825)
Future years Federal obligations:	\$121,513 (FY2015 Key #18829)
Status:	Complete

---

### **LTD Rideshare - Workplace Outreach 2012, Point2point, LTD, Key 18065**

Rideshare outreach to workplaces to recruit and train employee transportation coordinators

FFY14 Phase:	Other	
Federal Funds Expended:	\$23,082	STP-U
Total Project Cost:	\$23,082	

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

---

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

#### **Job Access/Reverse Commute JARC LTD, Key 15219**

Development and maintenance of job access/ reverse commute projects under 49 USC 5316.

FFY14 Phase:	Other	
Federal Funds Expended:	\$171,819	FTA-5316
Total Project Cost:	\$214,969	

Prior years Federal obligations:	\$340,642 (FY2012)
Future years Federal obligations:	\$0
Status:	Complete

---

### **Oregon Department of Transportation**

#### **Glenwood Connector Path (Springfield), ODOT, Key 16760**

Construction of the Glenwood Connector Path will provide for a safe crossing of Franklin Boulevard at an existing signalized intersection. The connector path will extend from the east terminus of the soon to be constructed South Bank Viaduct to the intersection of Franklin Boulevard and Glenwood Boulevard. The path will be setback from Franklin Boulevard, will have a width of 8-12', setback from Franklin Boulevard and will require easements to construct.

Bike Components: yes  
Pedestrian Components: yes

FFY14 Phase:	Other	
Federal Funds Expended:	\$41,922	STP-U
Total Project Cost:	\$379,187	

Prior years Federal obligations:	\$0
Future years Federal obligations:	\$191,980
Status:	Underway

---

---

**OR99: Roosevelt Blvd-Garfield St-Bike/Ped (Eugene), ODOT, Key 18133**

Construct sidewalks, curbs, gutters, or bicycle lanes

FFY14 Phase: Right of Way & Construction

Federal Funds Expended: \$1,957,329

STP

Total Project Cost: \$5,091,000

Prior years Federal obligations: \$142,671

Future years Federal obligations: \$0

Status: Underway

---



---

## 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

---

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

---

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.

High Priority Projects (H660, LY10) funds can only be used with in a specific project as defined by the earmark definition. These funds are 100% federal and are available until expended or rescinded.

---

## 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

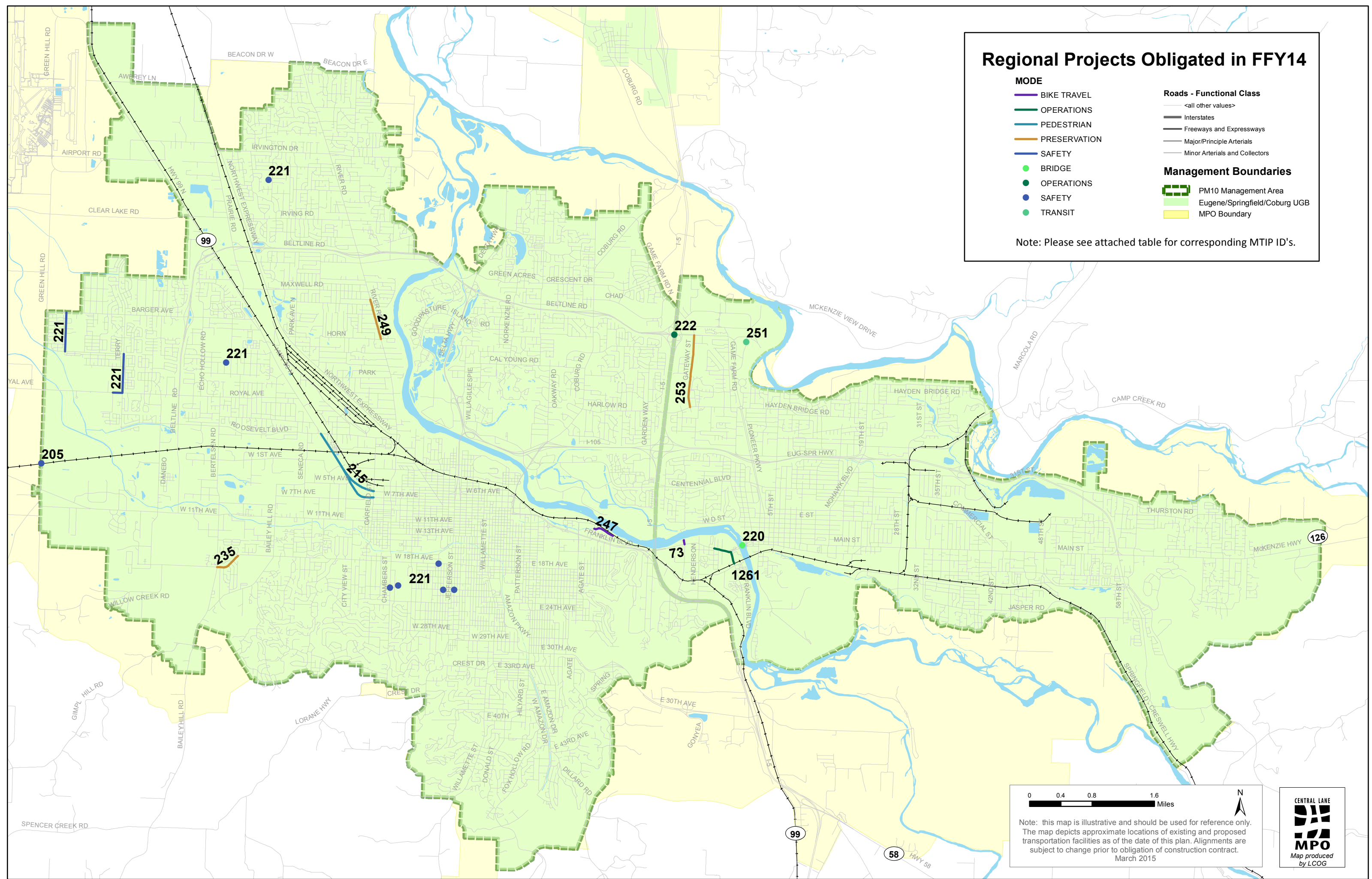
## APPENDIX C. Map of Regional Projects Obligated in FFY14

MTIP Projects on Map				
ID#	KEY NUMBER	PROJECT	JURISDICTION	MODE
235	18781	18th Ave: Josh St-Bertelsen St Preservation (Eugene)	Eugene	Preservation
253	18822	Gateway St Preservation: Harlow Rd-I-5 X'ing (Springfield)	Springfield	Preservation
249	18798	River Rd/Maxwell Rd Pavement Preservation	Lane County	Preservation
220	18386	OR126: Willamette River WB Bridge Repair & Painting	ODOT	Bridge
205	16075	RX 1580 Greenhill Road (Eugene)	ODOT	Operations
1261	18865	OR126B & McVay Hwy: Mississippi Ave. - UPRR Tracks	Springfield	Operations
222	18472	I-5: Coburg Interchange Right of Way Protective Purchase	ODOT	Operations
221	16257	Safe Routes to School Improvements for Bethel and 4J School District	Eugene	Bike Travel
247	18792	South Bank Path: Knickerbocker Bridge to Walnut St	Eugene	Bike Travel
251	18799	Pavilion Station @ RiverBend Medical Center (LTD)	LTD	Transit
73	16760	Glenwood Connector Path (Springfield)	ODOT	Bike Travel
215	18133	OR99: Roosevelt Blvd-Garfield St-Bike/Ped (Eugene),	ODOT	Bike Travel

# Regional Projects Obligated in FFY14

- MODE**
- BIKE TRAVEL
  - OPERATIONS
  - PEDESTRIAN
  - PRESERVATION
  - SAFETY
- Management Boundaries**
- PM10 Management Area
  - Eugene/Springfield/Coburg UGB
  - MPO Boundary

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



0 0.4 0.8 1.6 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. March 2015

