



*Central Lane MPO  
Metropolitan Transportation Improvement Program  
FFY 2008 to FFY 2011*

Annual Listing of Obligated Projects

End of Year – Federal Fiscal Year 2009

December 31, 2009

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## **Purpose of this Report**

The SAFETEA-LU Transportation Bill enacted by US Congress in 2005 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 (23 CFR 450.332). 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 2009 (FFY09). This is the second year of the Central Lane MPO's Metropolitan Transportation Improvement Program (MTIP) (FFY08-11) – 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 Dept. of Transportation at the end of December 2009. Lane Transit District provided information concerning transit grant awards by Federal Transit Administration (FTA) throughout 2009. Other local partner agencies (City of Eugene, City of Springfield, City of Coburg, Lane County, and Willamalane Parks and Recreation District), reviewed this document and provided updates and corrections as needed.

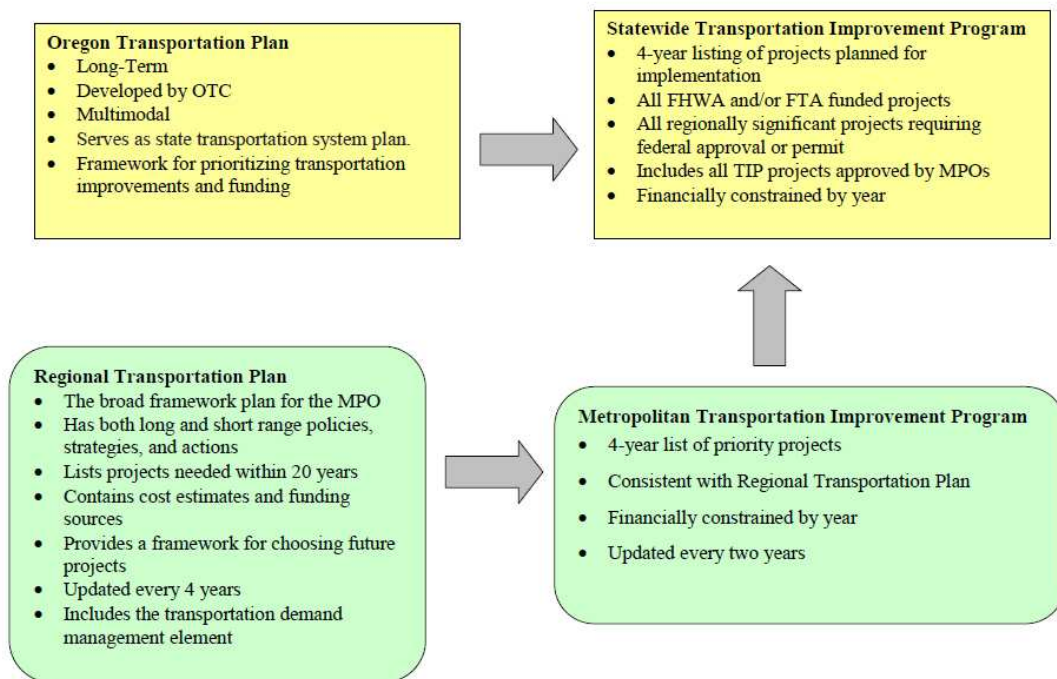
## **Background**

### ***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. 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 FFY08-11 and was effective January 16, 2008, with the approval by USDOT of the Air Quality Conformity Determination. The MTIP can be viewed at [http://www.thempo.org/prog\\_proj/tip.cfm](http://www.thempo.org/prog_proj/tip.cfm); the air quality conformity is available at [http://www.thempo.org/prog\\_proj/air\\_quality.cfm](http://www.thempo.org/prog_proj/air_quality.cfm).

The following tables and charts provide a summary of funds programmed in the Central Lane FFY08-11 MTIP.

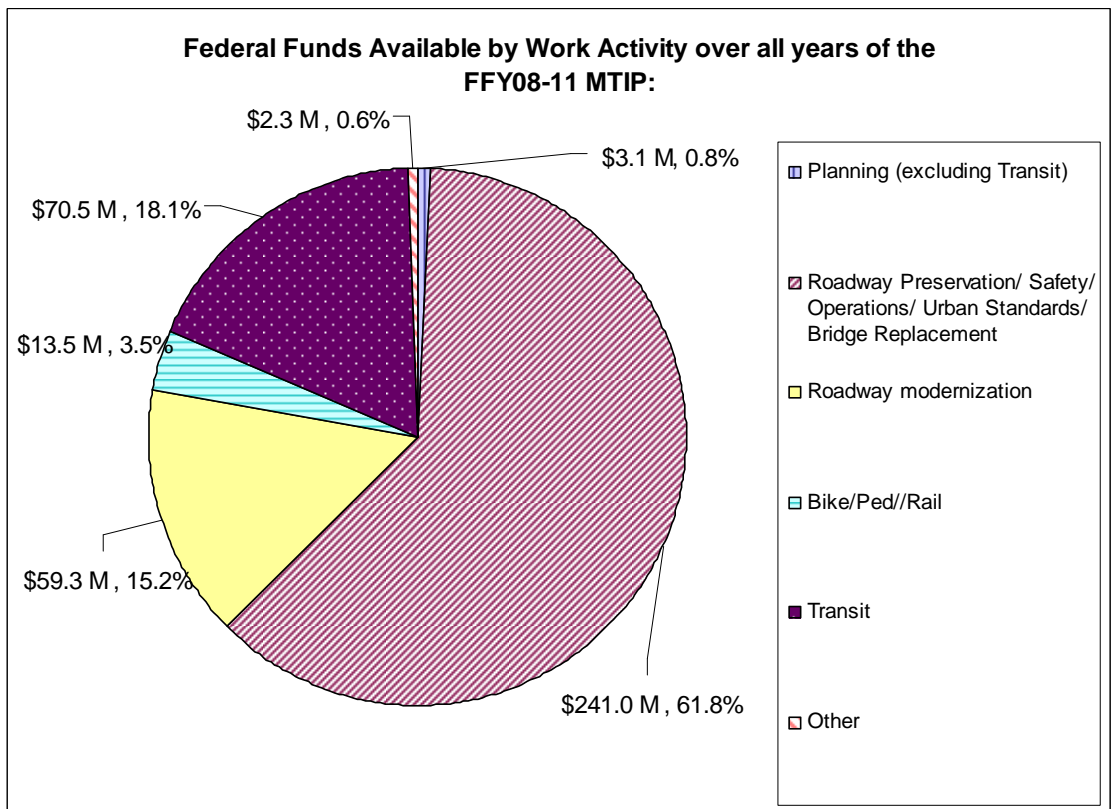
### Federal Funds Available by Agency over all years of the FFY08-11 MTIP

as of December 28, 2009

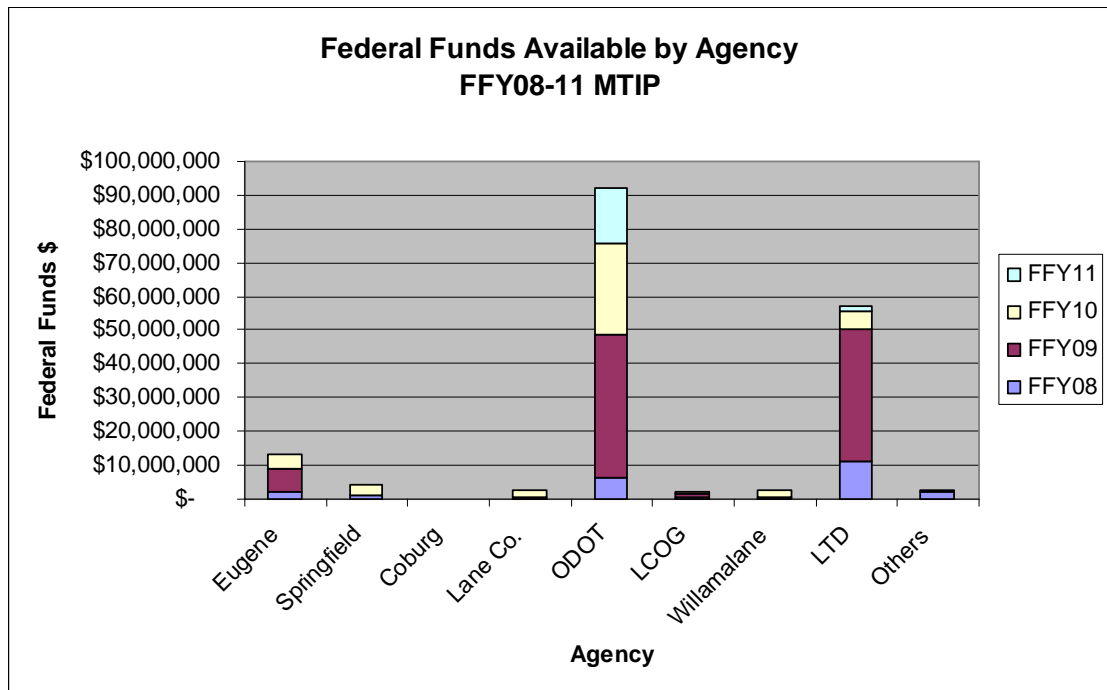
The following depicts federal funds programmed by work activity, as of December 28, 2009:

Jurisdiction	FFY08	FFY09	FFY10	FFY11	Total FFY08-11		All Funds
	Federal \$	Federal \$	Federal \$	Federal \$	Federal \$	Other \$	
Eugene	\$ 1,876,000	\$ 6,959,835	\$ 4,558,000	\$ -	\$ 13,393,835	\$ 15,544,569	\$ 28,938,404
Springfield	\$ 1,174,872	\$ 65,000	\$ 3,227,369	\$ -	\$ 4,467,241	\$ 3,545,766	\$ 8,013,007
Coburg	\$ 29,285	\$ 25,000	\$ 15,000	\$ -	\$ 69,285	\$ 6,785	\$ 76,070
Lane Co.	\$ 28,735	\$ 260,377	\$ 2,437,052	\$ -	\$ 2,726,164	\$ 484,473	\$ 3,210,637
ODOT	\$ 6,546,754	\$ 42,016,256	\$ 27,327,334	\$ 16,103,661	\$ 91,994,005	\$ 179,250,284	\$ 271,244,289
LCOG	\$ 337,951	\$ 1,270,932	\$ 450,000	\$ -	\$ 2,058,883	\$ 235,649	\$ 2,294,532
Willamalane	\$ -	\$ 489,460	\$ 1,910,005	\$ -	\$ 2,399,465	\$ 264,163	\$ 2,663,628
LTD	\$ 11,067,057	\$ 39,054,896	\$ 5,381,584	\$ 1,706,779	\$ 57,210,316	\$ 13,379,555	\$ 70,589,871
Others	\$ 2,136,864	\$ 334,130	\$ -	\$ -	\$ 2,470,994	\$ 341,480	\$ 2,812,474
<b>TOTAL</b>	<b>\$23,197,518</b>	<b>\$90,475,886</b>	<b>\$ 45,306,344</b>	<b>\$17,810,440</b>	<b>\$ 176,790,188</b>	<b>\$ 213,052,724</b>	<b>\$ 389,842,912</b>
<b>Overall TOTAL</b>	<b>\$37,861,582</b>	<b>\$248,679,550</b>	<b>\$80,212,180</b>	<b>\$23,089,600</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.



The following depicts federal funds programmed by agency, as of December 28, 2009:



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## ***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 four programs under the SAFETEA-LU 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.
- 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.
- New Freedom Program (5317) provides approximately \$75,000 per year in FTA funds. In November 2006, MPC designated LTD as the direct recipient.

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.

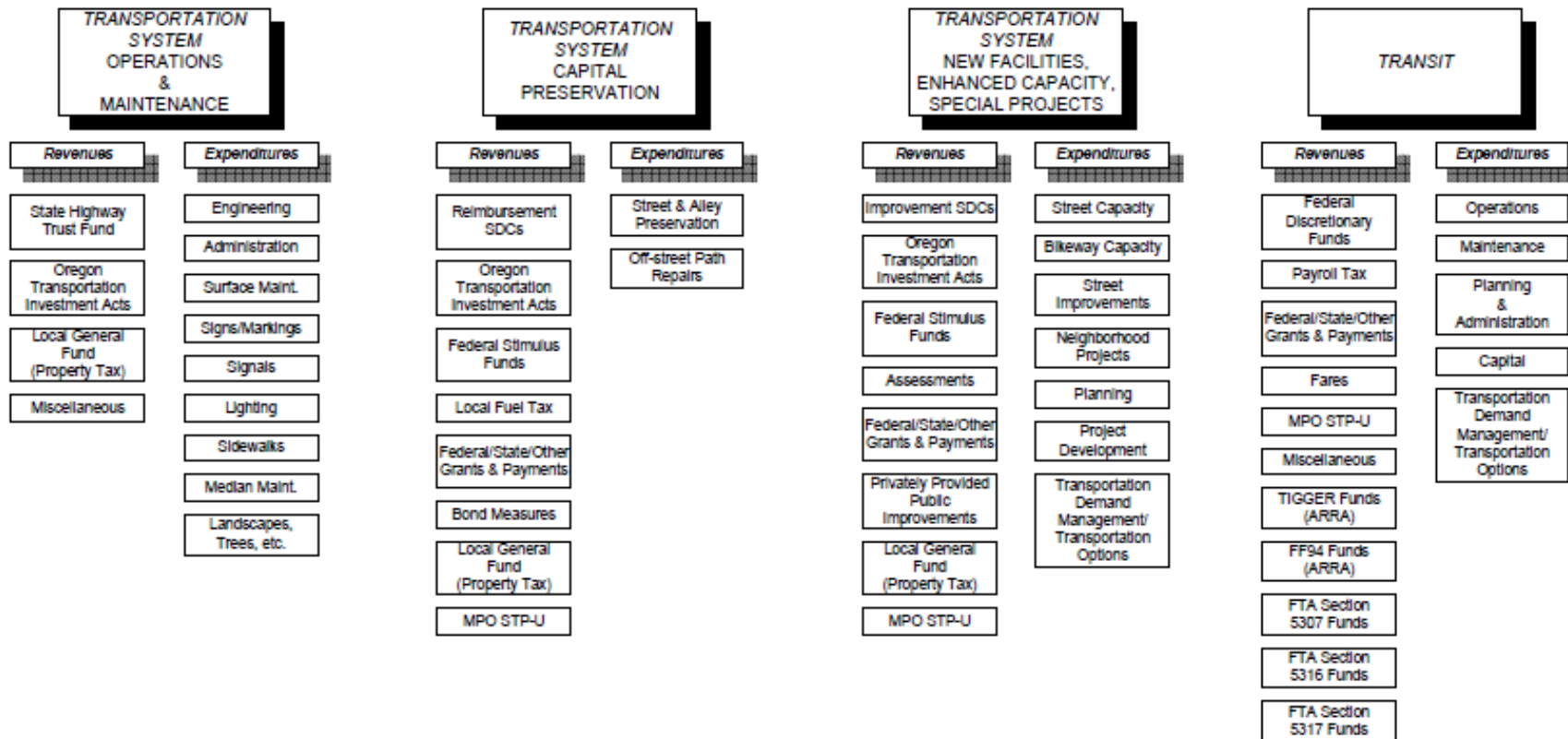
Local governments also have Capital Improvement Programs and Operations budgets which fund transportation improvements and operations. These funds are obtained from bonds, system development charges, and other sources of local revenue. While local funds must be used for matching federal funds, they are 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 \$389.8 million of projects contained in the Central Lane FFY08-11 MTIP, approximately \$213 million is provided through state and local sources.

Appendix A provides an explanation of federal funding sources, which are the primary focus of this report.

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



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## Highlights of FFY2009

In addition to the fund sources typically available, Central Lane MPO received and distributed over \$6.7 million in projects funded by the federal economic stimulus legislation, known as the American Recovery and Reinvestment Act (ARRA). These funds are aimed at creating new jobs and maintaining existing jobs while working to preserve and improve the state's highways, transit systems, and bicycle/pedestrian infrastructure. In addition to those projects selected and funded through the MPO, LTD also received over \$12.4 million in ARRA funding, and ODOT allocated over \$2.7 million to local projects within the MPO area. The use of these funds is reflected in the FFY08-11 MTIP amended project list - accessible online<sup>2</sup> or by paper upon request.

The following information highlights several significant construction activities within the Central Lane MPO during FFY09:

- Completed construction and dedication of the pedestrian and bicycle bridge crossing over Interstate-5 at the Beltline Highway.
- Completed construction and opened a new Lane Transit District transit station at Gateway Mall (Gateway Station) in Springfield.
- Completion of improvements at the Beltline Highway/Coburg Road Interchange.
- Initiated the next phase of I-5/Beltline interchange improvements which will add a new northbound I-5 on-ramp, a new sound wall on the west side of I-5, and will improve the Beltline Road and Gateway Street intersection.
- Initiated construction to support LTD's second bus rapid transit line, Gateway EmX, which will extend the existing EmX line between downtown Eugene and downtown Springfield to the Gateway area in northwest Springfield.
- Initiated construction on the I-5/Willamette River Bridge Replacement. The project will provide for earthquake resistance, improve safety and maintain connectivity and mobility for all users of I-5.
- Initiated construction of the Delta Ponds Bike Path and Bridge which will complete a missing link in connecting Eugene neighborhoods to the Riverfront Path System.

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<sup>2</sup> [http://www.thempo.org/prog\\_proj/tip.cfm](http://www.thempo.org/prog_proj/tip.cfm).

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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 FFY09. All projects programmed in the MTIP with at least one phase in FFY09 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 FFY09. 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: the amended project list can be found at [http://www.thempo.org/prog\\_proj/tip.cfm](http://www.thempo.org/prog_proj/tip.cfm), along with an amendment log. (Paper copies 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 Transportation Demand Management 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 December 31, 2009.

### ***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***

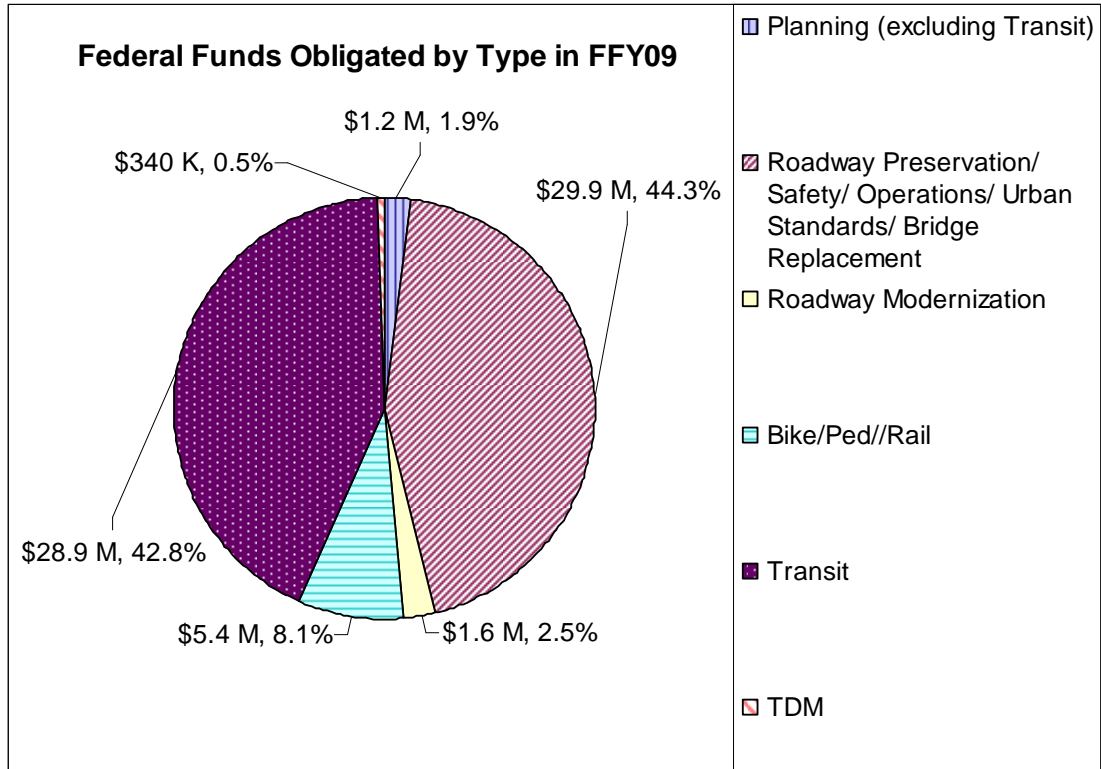
The MTIP contains projects that are funded from a variety of sources. Fund *types* relate to funds provided through current and past transportation bills, special programs, earmarks from other Federal bills, State programs, etc. Appendix A provides a brief explanation of federal funding sources and fund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

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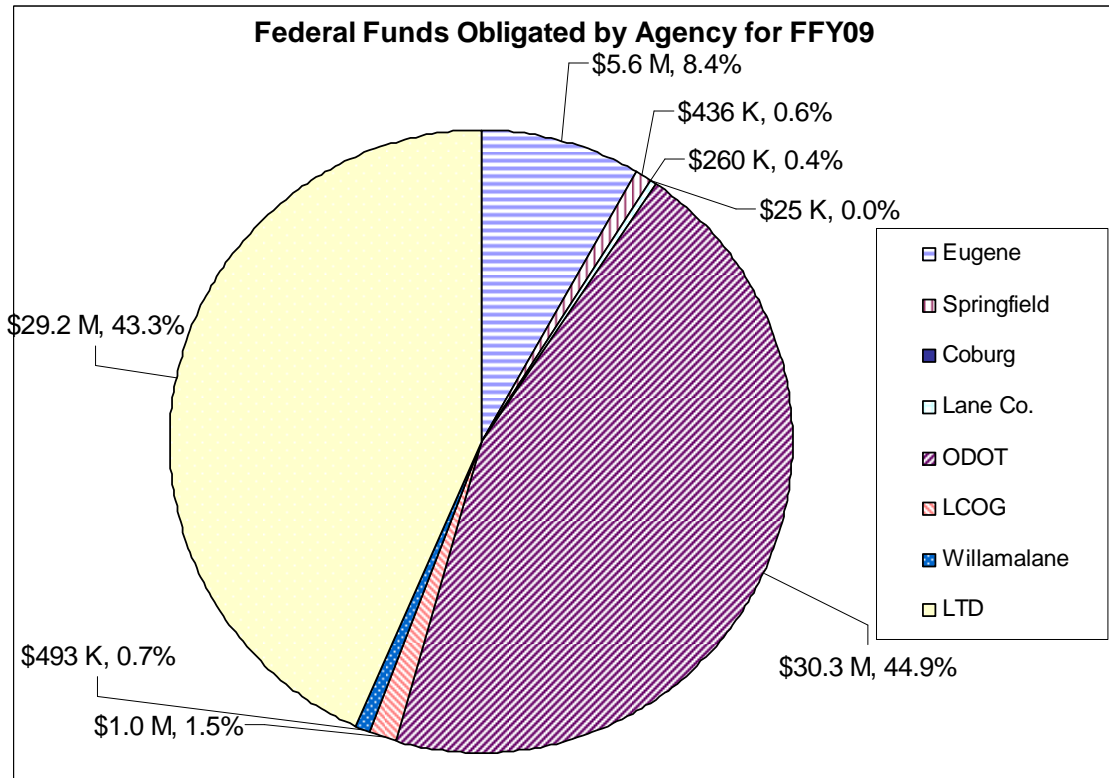
## Obligation of federal funds within the MPO in FFY09

### Summary of Projects

A total of \$67.5 million was obligated in 2009 on transportation projects. Of this, over \$29.9 million (44.3%) was for roadway preservation, safety and operations; \$28.9 million (42.8%) was for transit projects; \$5.4 million (8.1%) was for bicycle, pedestrian and rail; \$1.6 million (2.5%) was for roadway modernization; \$1.2 million (1.9%) was for planning; and \$340,498 (0.5%) was for transportation demand management projects.



The following depicts federal funds obligated by agency:



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**Project details:**

**Planning Projects:**

**LCOG:**

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**Central Lane MPO UPWP Funding, Lane Council of Governments, Key 15828**

Fund MPO Work Program Activities

Federal Funds Expended: \$545,932 *STP-U*  
Total Project Cost: \$608,416  
Status: Complete

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**Regional Transportation–Land Use Modeling System, Lane Council of Governments, Key 16430**

Develop regional transportation-land use modeling system

Federal Funds Obligated: \$500,000 *C230*  
Total Project Cost: \$557,227 *(Note: Amended to use STP-U funds after close of FFY09)*  
Status: Underway

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**Lane County:**

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**Regional Transportation Planning, Lane County, Key 15832**

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: \$60,528 *STP-U*  
Total Project Cost: \$67,455  
Status: Complete

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**City of Coburg:**

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**Regional Transportation Planning, City of Coburg, Key 15833**

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 15830**

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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**W.11th Transportation Corridor Study, City of Eugene, Key 15261**

Undertake comprehensive study of W.11th corridor from Greenhill Rd to Eugene Station. Integrate this study with the EmX corridor study from Eugene Station to Beltline Hwy and the W. 11th Terry St to Greenhill planning.

Federal Funds Obligated: \$50,000 ***STP-U***  
Total Project Cost: \$55,723  
Status: Underway

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**City of Springfield:**

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**Regional Transportation Planning, City of Springfield, Key 15831**

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 Transit District:**

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**LTD Regional Transportation Planning, Key 15834**

Allow 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: \$29,286 ***STP-U***  
Total Project Cost: \$32,638  
Status: Complete

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## Roadway Projects

### Lane County:

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#### **Harlow/Hayden Bridge: Pheasant Blvd to 19th St (Springfield), Lane County, Key 15408**

Overlay pavement with selected areas of base repairs and grinding/milling.

Bike components: yes  
Ped components: no

FFY09 Phases: Preliminary Engineering  
Federal Funds Obligated: \$149,849 STP-U  
Total Cost: \$167,000

Status: Underway  
Prior years Federal obligations: \$0  
Future years Federal obligations: (included as part of Key 13424 – City of Springfield project)

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#### **23rd St: Yolanda to Hayden Bridge Rd (Springfield), Lane County, Key 16422**

Pavement preservation

Bike components: no  
Ped components: no

FFY09 Phases: Preliminary Engineering  
Federal Funds Obligated: \$10,000 C230  
Total Cost: \$10,000

Status: Underway  
Prior years Federal obligations: \$0  
Future years Federal obligations: (included as part of Key 16442)

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#### **River Road Area, 23rd Street & Coburg Area Overlays, Lane County, Key 16442**

Pavement preservation

Bike components: no  
Ped components: no

FFY09 Phases: Preliminary Engineering  
Federal Funds Obligated: \$40,000 C230  
Total Cost: \$40,000

Status: Underway. Construction bid awarded in October 2009.  
Prior years Federal obligations: \$0  
Future year Federal \$ available: \$1,013,065 C230

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**City of Eugene:**

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**Chad Drive Extension: Old Coburg Rd to Game Farm Road, City of Eugene, Key 13404**

Extend Chad Drive (major collector) to connect to North Game Farm Road, via Old Coburg Rd (major collector), including 2 travel lanes, center turn lane at intersections, curb, gutter bike lanes and sidewalks on both sides, street trees, street lights, and a traffic signal at Game Farm Road

Bike components: yes  
Pedestrian components: yes

FFY09 Phase: Construction and Other  
Federal Funds Obligated: \$685,000 **STP-U**  
Total Cost: \$2,846,000

Status: Complete  
Prior years Federal obligations: \$10,000 **STP-U**  
Future year Federal \$ available: \$0

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**Elmira Rd/Maple St: Bertelsen Rd to Roosevelt St., City of Eugene, Key 15540**

Upgrade to neighborhood collector with shared bicycle and transit facilities. Improvements include street lights, street trees, two travel lanes, planting strips and sidewalks on both sides of the street

Bike components: no  
Ped components: yes – includes addition of sidewalk and ADA ramps

FFY09 Phases: Construction  
Federal Funds Obligated: \$0  
Total Cost: \$3,502,000

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

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**2010 Pavement Preservation Projects Garfield/High/Crescent/W.1st, Key 16427 (formerly High St: 3rd Ave - 17th Ave)**

Pavement Preservation, with possible minor stormwater repairs. Projects located on Garfield (W.6th-W.11th), High St (E.3rd-E.17th), Crescent (Game Farm-Shadow View), W. 1st (Seneca-Bertelsen)

Bike components: yes - includes restriping of existing bike lanes.  
Ped components: yes - includes upgrades to ADA ramps

FFY09 Phases: Preliminary Engineering  
Federal Funds Obligated: \$53,000 **C230**  
Total Cost: \$53,000

Status: Underway. Construction bid awarded in November 2009  
Prior years Federal obligations: \$0  
Future year Federal \$ available: \$2,183,000 **C230**

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**Crescent Ave: Game Farm Rd to 50' west of Shadow View Dr., City of Eugene, Key 16443**

Pavement Preservation, with possible minor stormwater repairs

Bike components: yes - includes restriping of existing bike lanes.  
Ped components: no

FFY09 Phases: Preliminary Engineering  
Federal Funds Obligated: \$6,000 C230  
Total Cost: \$6,000

Status: Underway.  
Prior years Federal obligations: \$0  
Future year Federal \$ available: (included as part of Key 16427)

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**Garfield St: W. 6th Ave - W.11th Ave., City of Eugene, Key 16428**

Pavement Preservation, with possible minor stormwater repairs

Bike components: no  
Ped components: yes - includes upgrades to ADA ramps

FFY09 Phases: Preliminary Engineering  
Federal Funds Obligated: \$43,000 C230  
Total Cost: \$43,000

Status: Underway.  
Prior years Federal obligations: \$0  
Future year Federal \$ available: (included as part of Key 16427)

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**W. 1st Ave: Seneca Rd - Bertelsen Rd., City of Eugene, Key 16429**

Pavement Preservation, with possible minor stormwater repairs

Bike components: yes - includes addition of bike lanes  
Ped components: no

FFY09 Phases: Preliminary Engineering  
Federal Funds Obligated: \$24,000 C230  
Total Cost: \$24,000

Status: Underway.  
Prior years Federal obligations: \$0  
Future year Federal \$ available: (included as part of Key 16427)

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**29th & Willamette Intersection Modernization & Pavement Preservation, City of Eugene, Key PENDING**

Pedestrian and bicycle safety enhancements and pavement rehabilitation.

Bike components: yes  
Ped components: yes

FFY09 Phases: Preliminary Engineering  
Federal Funds Obligated: \$0  
Total Cost: \$107,000

Status: Underway. Construction anticipated in FFY10  
Prior years Federal obligations: \$0  
Future year Federal \$ available: \$0

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**City of Springfield:****Pioneer Parkway & Harlow/Hayden Bridge Rd. Paving, City of Springfield, Key 13424**

Pavement Preservation, Lighting and path intersection improvements.

Bike components: yes  
Ped components: no

FFY09 Phases: Preliminary Engineering  
Federal Funds Obligated: \$195,782 C230  
Total Cost: \$250,000  
Status: Underway. Construction anticipated in FFY10

Prior years Federal obligations: \$0  
Future year Federal \$ available: \$2,562,369 C230, STP-U

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**Springfield Street Lighting Replacement, City of Springfield, Key 16606**

Replace approximately 300 low pressure sodium lights with high pressure sodium or metal halide lights in the Gateway and E. Main St Districts.

Bike components: no  
Ped components: no

FFY09 Phases: Preliminary Engineering  
Federal Funds Obligated: \$15,000 C230  
Total Cost: \$15,000  
Status: Underway.

Prior years Federal obligations: \$0  
Future year Federal \$ available: (included as part of Key 16607)

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**Traffic Signal Enhancement and Rehabilitation, City of Springfield, Key 16607**

Traffic signal modifications to existing signals to enhance safety/capacity.

Bike components:	no	
Ped components:	no	
FFY09 Phases:	Preliminary Engineering	
Federal Funds Obligated:	\$10,000	<u>C230</u>
Total Cost:	\$10,000	
Status:	Underway. Construction bid awarded in October 2009.	
Prior years Federal obligations:	\$0	
Future year Federal \$ available:	\$225,000	<u>C230</u>

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**City of Coburg:**

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**E. Locust St - N. Diamond St. Preservation, City of Coburg, Key 15406**

Overlay roadways and improve street drainage

Bike components:	no	
Ped components:	no	
FFY09 Phases:	Preliminary Engineering	
Federal Funds Obligated:	\$10,000	<u>C230</u>
Total Cost:	\$10,000	
Status:	Underway.	
Prior years Federal obligations:	\$0	
Future year Federal \$ available:	(included as part of Key 16442 – Lane County project)	

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**Oregon Department of Transportation:**

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**I5: Willamette R Bridge - Bundle 220, ODOT, Key 14259**

Replace interstate bridge #08329 at Willamette River; widen bridge in each direction but stripe for existing two lane conditions.

Bike components:	no	
Ped components:	no	
FFY09 Phases:	Construction	
Federal Funds Obligated:	\$27,055,390	<i>LY40</i>
Total Cost:	\$164,850,000	
Status:	Underway.	
Prior years Federal obligations:	\$0	
Future year Federal \$ available:	\$0	

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**OR569: Beltline Hwy @ Coburg Road Interchange, ODOT, Key 12836**

Modernize interchange. Construct ramp and signal improvements. Widen eastbound exit ramp to enable left turn only, left/thru lane, and right turn lanes at Coburg Rd. Add right turn to westbound onramp from southbound Coburg Rd.

Bike components: no  
Ped components: no

FFY09 Phases: Construction  
Federal Funds Obligated: \$973,714 *L050*  
Total Cost: \$5,847,000  
Status: Underway. Construction nearing completion

Prior years Federal obligations: \$554,531  
Future year Federal \$ available: \$0

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**I-5: Bridge Vertical Clearance Improvement, ODOT, Key 16390**

Bridge Clearance Improvements to 11 bridges along I-5 in Linn and Lane Counties  
Bridges in Lane Co. include WB I-105, Centennial Blvd, Reed Service Rd, Egge Rd.

Bike components: no  
Ped components: no

FFY09 Phases: Right of Way  
Federal Funds Obligated: \$217,417 *LY40*  
Total Cost: \$242,000  
Status: Underway. Final Design, with construction estimated to start in 2010

Prior years Federal obligations: \$1,465,291 *LY40*  
Future year Federal \$ available: \$12,302,880 *LY40*

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**Region 2 CCTV Project, ODOT, Key 14783**

Install closed circuit cameras at various locations in the Eugene area

Bike components: no  
Ped components: no

FFY09 Phases: Construction  
Federal Funds Obligated: \$480,504 *STP*  
Total Cost: \$535,500  
Status: Underway. Construction nearing completion

Prior years Federal obligations: \$57,427 *STP*  
Future year Federal \$ available: \$0

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**Region 2 Signal Replacements, ODOT, Key 13796**

Replace signals in Region 2 - Springfield, Junction City, Hubbard. In the MPO, this replaces a signal at OR126/Henderson in Springfield.

Bike components: no  
Ped components: yes

FFY09 Phases: Utility Relocation and Construction  
Federal Funds Obligated: \$1,563,097 *L240*  
Total Cost: \$1,812,000  
Status: Underway

Prior years Federal obligations: \$412,758 *STP*  
Future year Federal \$ available: \$0

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**Enid Rd-Railroad Crossing, ODOT, Key 15454**

Train activated warning devices, track surfacing, minor road widening & guardrail signals

Bike components: no  
Ped components: no

FFY09 Phases: Preliminary Engineering  
Federal Funds Obligated: \$36,000 *LS50*  
Total Cost: \$40,000  
Status: Underway. Construction anticipated in 2010

Prior years Federal obligations: \$0  
Future year Federal \$ available: \$324,000 *LS50*

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## Alternative Mode Projects

### City of Eugene:

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#### **Delta Ponds Bike Path: East Bank Trail to Robin Hood Lane, City of Eugene, Key 15222**

Construct 12 ft concrete path with grade-separated bike/ped facility over Delta Highway

Bike components: yes

Ped components: yes

FFY09 Phase: Construction

Federal Funds Obligated: \$4,214,885 *C220, LY10, L220*

Total Cost: \$5,690,861

Status: Underway

Prior years Federal obligations: \$717,840 *HY10*

Future year Federal \$ available: \$0

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### City of Springfield:

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#### **Thurston Elementary: Bike Shelter and Path, Springfield School District 19, Key 15753**

Construct bike shelter with bike racks plus a 10' wide concrete path leading from Thurston Rd to the new shelter, with a 5' planted buffer between path and parking lot driveway

Bike components: yes

Ped components: yes

FFY09 Phase: Construction

Federal Funds Obligated: \$181,130 *Safe Routes to School*

Total Cost: \$181,130

Status: Complete

Prior years Federal obligations: \$54,600 *Safe Routes to School*

Future year Federal \$ available: \$0

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### Willamalane

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#### **EWEB Bicycle Path: Pioneer Parkway East - 31st St, Willamalane, Key 16540**

Pavement preservation on arterial bike path

Bike components: yes

Ped components: yes

FFY09 Phase: Preliminary Engineering and Construction

Federal Funds Obligated: \$314,269 *C240*

Total Cost: \$335,000

Status: Complete

Prior years Federal obligations: \$0

Future year Federal \$ available: \$0

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**LTD 5310 (STP) Veh Purchase – 2009, Lane Transit District, Keys 16704 and 16705**

Vehicle Purchase - 2 new buses for rural services

Bike components: no

Ped components: no

Federal Funds Obligated: \$911,916 *STP*

Total Project Cost: \$1,016,289

Status: Complete

Prior years Federal obligations: \$0

Future year Federal \$ available: \$0

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***Equipment Purchases***

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**Bus Support Equipment and Facilities, Lane Transit District, Key 15216**

Equipment purchases and facilities improvements in support of transit operations.

Bike components: no

Ped components: no

Federal Funds Obligated: \$837,763 *FTA 5307*

Total Project Cost: \$1,047,204

Status: Complete

Prior years Federal obligations: \$0

Future year Federal \$ available: \$0

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***Facility Improvements***

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**River Road Station Land Acquisition, Lane Transit District, Keys 16329**

River Road Station land acquisition, financing costs, and related improvements.

(Note the River Rd Transit Station already exists on this site and the land is currently leased).

Bike components: no

Ped components: no

Federal Funds Obligated: \$49,203 *FTA 5307*

Total Project Cost: \$61,504

Status: Complete

Prior years Federal obligations: \$1,760,000 (in Key 15677) *FTA 5307*

Future year Federal \$ available: \$0

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**Lane Transit District ARRA Improvements, Lane Transit District, Key 16628**

LTD Improvements to Maintenance Facility; Preventative Maintenance; Transit Enhancements.

Bike components:	no	
Ped components:	no	
Federal Funds Obligated:	\$6,403,139	<b>FF94</b>
Total Project Cost:	\$6,403,139	
Status:	Underway	
Prior years Federal obligations:	\$0	
Future year Federal \$ available:	\$,1983,422	<b>FTA 5307</b>

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**Transportation Demand Management/Transportation Options**

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**Transportation Demand Management, Lane Transit District, Key 13685**

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 Commuter 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 Commuter Solutions Program with committee members representing Lane Transit District, Lane County, LCOG, City of Eugene, City of Springfield, LRAPA, and ODOT.

Bike components:	yes	
Ped components:	yes	
Federal Funds Obligated:	\$100,498	<b>STP</b>
Total Project Cost:	\$112,000	
Status:	Complete	
Prior years Federal obligations:	\$100,498	<b>STP</b>
Future year Federal \$ available:	\$0	

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**Regional TDM Program - Commuter Solutions, Lane Transit District, Key 15971**

Commuter 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 Commuter 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 Commuter Solutions Program with committee members representing Lane Transit District, Lane County, LCOG, City of Eugene, City of Springfield, LRAPA, and ODOT.

Bike components:	yes	
Ped components:	yes	
Federal Funds Obligated:	\$240,000	<b><u>STP-U</u></b>
Total Project Cost:	\$267,469	
Status:	Complete	
Prior years Federal obligations:	\$0	
Future year Federal \$ available:	\$0	

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***Other LTD Services or Activities***

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**ADA Complementary Paratransit, Lane Transit District, Key 16297**

Provide complementary paratransit services and preventative maintenance

Bike components: no  
Ped components: no

Federal Funds Obligated: \$1,200,000 *FTA 5310*  
Total Project Cost: \$2,400,000  
Status: Underway.

Prior years Federal obligations: \$0  
Future year Federal \$ available: \$0

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**Preventative Maintenance (5310), Lane Transit District, Keys 16708 and 16709**

Preventative Maintenance for LTD buses

Bike components: no  
Ped components: no

Federal Funds Obligated: \$149,658 *FTA 5310*  
Total Project Cost: \$166,786  
Status: Complete

Prior years Federal obligations: \$0  
Future year Federal \$ available: \$0

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## Other Projects

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### **Eugene Train Depot (Unit 2), City of Eugene, Key 15223**

The next phase of work for the Eugene Depot, funded by the SAFETEA\_LU bill, will include site improvements near the historic Depot building with new paving, permanent traffic markings and crosswalks, more pedestrian sidewalks, and additional amenities to create an easily recognized public transportation service center. The Depot building and site will receive communications and security improvements to enhance service to the public. The project will also provide paving and lighting on city land along the railroad right of way, enhancing the appearance of the platform area for the rail passenger and coordinated to work with future platform enhancements, rail re-alignments, and a planned track spur.

Bike components: no  
Ped components: yes

FFY09 Phase:	Construction	
Federal Funds Obligated:	\$675,646	<i>LY10 and C220</i>
Total Cost:	\$732,616	
Status:	Underway.	

Prior years Federal obligations:	\$284,444	<i>HY10</i>
Future year Federal \$ available:	\$0	

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## APPENDIX A. Explanation of fund sources and codes

American Recovery and Reinvestment Act (ARRA), a federal economic stimulus legislation providing funds to preserve and improve the state's highways, transit systems, and bicycle/pedestrian infrastructure. Funding was provided to the state, local governments, and transit districts under a variety of programs. All ARRA funds that are not obligated in the first round of funding (March, 2010) must be obligated by September, 2010. The funding is split into many different programs; those referenced in this report are:

C220	Highway Infrastructure Investment Grants for Transportation Enhancements (pedestrian/bicycle/etc.) (analogous to STP-ENHANC)
C230	Highway Infrastructure Investment Grants for Urbanized Areas over 200K Population (MPO areas) (analogous to STP-U)
C240	Highway Infrastructure Investment Grants Available for Use in Any Area (flexible and dispersed through ODOT) (analogous to STP)
TIGGER	Grants to transit agencies for Capital Projects that either: A) Reduce energy consumption of the transit agency, or, B) Reduce greenhouse gas emissions of the transit agency, or, C) Reduce both energy consumption and emissions
FF94	Grants to transit agencies for capital, certain operating, and planning expenditures (analogous to FTA 5307)

A map of projects funded under ARRA can be found at [http://www.lcog.org/documents/transportation/ARRA/StimulusProject\\_072009.pdf](http://www.lcog.org/documents/transportation/ARRA/StimulusProject_072009.pdf)

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, 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 Co., Willamalane Parks District and LTD. The awarding of these funds and the process used are approved by the MPO policy board.
STP-L	Funds allocated by ODOT to projects within the Eugene/Springfield area, prior to 2003, the year in which the MPO was designated as a Transportation Management Area (TMA).

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STP, L240, H240 L250	Funds allocated by ODOT through various programs to local agencies.
STP-Safety, H210, LS30	Funds allocated by ODOT to safety projects.
STP-ENHANC, L220	Funds allocated by ODOT for 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.
STP-RR	Funds allocated by ODOT Rail Division

Highway Bridge Replacement and Rehabilitation Program (HBP, L1C0, HBRR). The purpose of this program is to replace or rehabilitate *public highway* bridges over waterways, other topographical barriers, other highways, or railroads when the State and the Federal Highway Administration determine that a bridge is significantly important and is unsafe because of structural deficiencies, physical deterioration, or functional obsolescence

National Highway System (NHS, H050, L050)

Interstate Maintenance (IM, H010)

Federal Earmark Projects (H920, HY10, HY40, LY10, LY40, 117-STP, H660) are specific projects listed in the Federal Transportation Bill (the latest known as SAFETEA-LU). The money for each project is generally distributed over the life of the Bill, and is available each year once appropriated by Congress. During appropriation, the annual increment specified in the Transportation Bill is often decreased to a percentage that is typically in the range of 85% to 95%. Thus, the full amount of funding listed in the Transportation Bill is usually not obtained.

SRTS or “Safe Routes to Schools” makes funding available for a wide variety of programs and projects, from building safer street crossings to establishing programs that encourage children and their parents to walk and bicycle safely to school. These funds are awarded by ODOT Transportation Safety Division. <http://www.oregon.gov/ODOT/TS/saferoutes.shtml>

FTA Section 5307 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 ratio 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.

FTA Section 5309 funds are federal earmarked funds available for transit capital improvements. Funds are administered by the FTA regional office and are granted on a project-by-project basis, typically to finance one-time capital improvements. The funding ratio for these funds is 80 percent federal and 20 percent local match. LTD is the recipient of these funds within the MPO.

FTA Section 5310 funds are federal funds for transit improvements directed to serving the elderly and disabled. LTD manages these funds.

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FTA Section 5311 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 5316 funds are for the *Job Access and Reverse Commute Program*. These formula grants are intended to provide funding for local programs that offer job access and reverse commute services which provide transportation for low income individuals who may live in the city core and work in suburban locations. The MPO policy board approved LTD as a direct recipient for these funds. LTD thus decides on which projects to spend these funds.

FTA Section 5317 funds are for the *New Freedoms Program*. These formula grants encourage services and facility improvements to address the transportation needs of persons with disabilities that go beyond the Americans with Disabilities Act. The MPO policy board approved LTD as a direct recipient for these funds. LTD thus decides on which projects to spend these funds.

FTA Section 5339 funds are discretionary funds from the SAFETEA-LU Transportation Bill that fund transit *Alternatives Analysis* projects. LTD is the recipient of these funds in the MPO.

#### FAA Funds from the Federal Aviation Administration

Amber Alert funds are allocated for projects that provide information to the public in the event of child abduction when the public may be able to participate in the safe return of the child.

OTIA 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.

Connect Oregon funds are provided through Oregon legislature’s authorizations in 2005 and 2007 for the Oregon Multimodal Transportation Fund which invests in air, rail, marine and transit infrastructure.

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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