



***Central Lane MPO  
Annual Listing of Obligated Projects  
Federal Fiscal Year 2022***

December 2022



**Introduction**

The projects and programs contained in the Central Lane Metropolitan Planning Organization (CLMPO) Transportation Improvement Program (TIP) and for which federal funds were obligated during Federal Fiscal Year 2022 (FFY 2022), which began October 1, 2021 and completed September 30, 2022, are documented in this Listing of Obligated Projects.

Obligation is defined as the federal government’s commitment to pay the federal share of a project’s cost. Federal funds programmed in the TIP are obligated by either the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). For FTA projects, obligation occurs when an FTA grant is awarded and available for execution following Department of Labor review. For FHWA projects, obligation occurs when a project agreement is executed, and Oregon Department of Transportation (ODOT) requests that federal funds be obligated (made available) for reimbursing project costs.

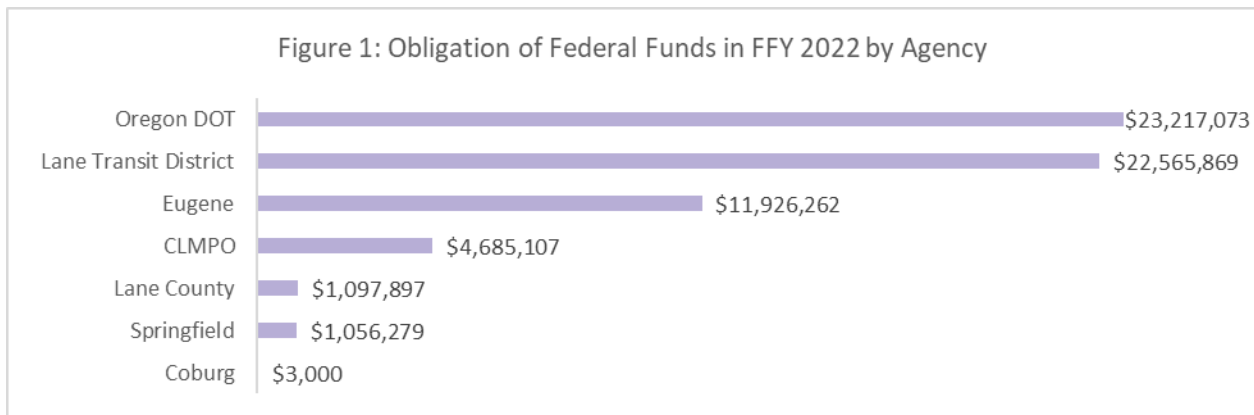
All projects, project phases, and programs that use federal funds within CLMPO’s boundaries are required to be listed in both the approved TIP and the State Transportation Improvement Program (STIP). [23 CFR 450.334](#) requires MPOs to publish an annual listing of projects for which federal funds (under 23 U.S.C or 49 U.S.C. Chapter 53) were obligated in the preceding federal fiscal year. Information contained in this report was obtained from FHWA’s FMIS (Fiscal Management Information System), the state financial plan, and from Lane Transit District (LTD) staff regarding FTA grants.

**Central Lane MPO**

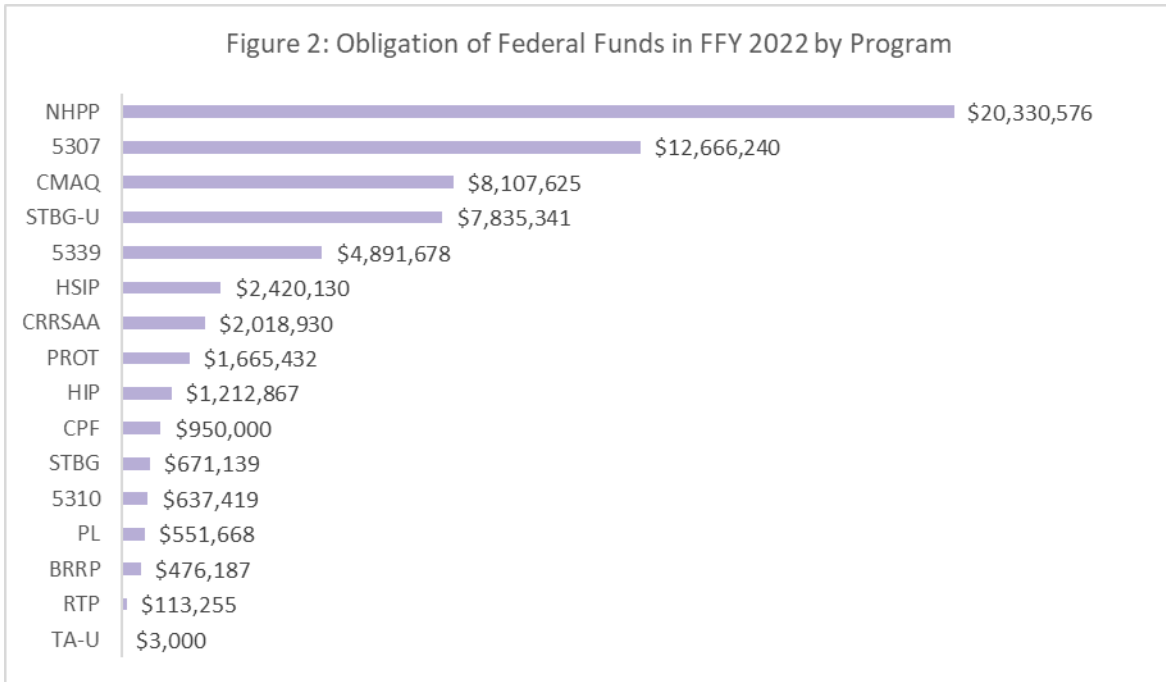
CLMPO is the designated Metropolitan Planning Organization (MPO) for the Eugene-Springfield urbanized area located in central Lane County, Oregon. CLMPO is responsible for planning, programming, and coordinating federal transportation investments within the region and serves as a forum for cooperative regional transportation decision making. To achieve this objective of regional transportation planning, CLMPO has developed important partnerships with Federal agencies, the State of Oregon, City of Eugene, City of Springfield, City of Coburg, Lane County, Lane Transit District (LTD) advocacy groups, the public, and other partners.

**Summary of Federal Obligations**

A total of **\$64,551,486.97** of federal funds were obligated in FFY 2022 to 42 transportation improvement projects and programs within CLMPO. Figures 1 and 2 illustrate the obligation of these federal funds in FFY 2022 by agency and by federal funding program, respectively.



More federal funds were obligated for ODOT projects (36% of total obligations) in FFY 2022 than for any other agency within the MPO. LTD’s projects were responsible for 35% of the total federal obligations in FFY 2022.



More National Highway Performance Program (NHPP) funds were obligated (32% of total obligations) than from any other federal funding program in FFY 2022 within the MPO. FTA Section 5307 (20%) was the second most obligated funding program. For more information about each of these funding programs see the [Funding Programs](#) section later in this report.

CLMPO is annually allocated federal funds through the following programs: Surface Transportation Block Grant (STBG-U) program for urban areas of a population greater than 200,000; Transportation Alternatives set-aside (TA-U); Congestion Mitigation and Air Quality improvement program (CMAQ); Carbon Reduction Program (CRP); and occasionally Highway Infrastructure Program (HIP) funding. CLMPO has discretion in the programming of these federal funds through the development of the Transportation Improvement Program (TIP) and must obligate the funds within a specified amount of time. Of these MPO discretionary federal funds, **\$17,158,833** were obligated in FFY 2022. The obligated amounts are listed below by funding program:

CMAQ	\$8,107,625	HIP	\$1,212,867
STBG-U	\$7,835,341	TA-U	\$3,000

### Negative Obligations

This report also includes negative obligations of federal funds. These amounts appear in the listing as negative dollar amounts. Negative obligations occur any time previously obligated federal funds are removed from a project or phase, and most commonly reflect a project closeout upon completion or a fund source change. In most cases negative obligations return to the budget’s bottom line to be utilized for other projects. Negative obligations in FFY 2022 totaled **\$1,722,879**.

## Listing of Federal Obligations

The following section lists CLMPO’s FFY 2022 federal obligations. Obligations are listed by agency and by STIP key number. The list includes only projects for which federal funds were obligated or de-obligated in FFY 2022. All data reflect the status of each project as of December 2022. Below are descriptions for the terms in the column headings.

STIP Key: A project is identified by a unique “key number” which is assigned by ODOT when the project is entered into the State’s financial plan. Multiple project phases may exist within a single STIP Key. Although funding may be provided annually for some activities (such as Regional Transportation Options or Regional Transportation Planning), each separate funding increment of these recurring activities is considered a distinct “project” for the purposes of the financial plan and is given a unique key number.

Federal Proj. No.: Federal aid projects are assigned a Federal identification, required to be listed here.

Work Type: This field, as listed in the STIP, identifies the main purpose of the work being done. These include Bicycle/Pedestrian, Bridge, Air Quality, Culvert, Modernization (projects which add capacity), Operations, Planning, Pavement Preservation, Safety, Transit, Transit Capital, Transit Operations, Transportation Demand Management, Special Programs, Americans with Disabilities Act compliance. Some projects are identified in the STIP as having multiple work types. Having a single work type does not signify that a project does not include elements relating to other work type categories.

Phase: A transportation project generally has multiple stages of work (phases). The phases for which federal funds were obligated are listed and include Planning (PL), Preliminary Engineering/Design (PE), Right of Way Acquisition (RW), Utility Relocation (UR), Construction (CN), and Other (OT).

Funding Program: The source of the federal funds obligated (See *Funding Programs*)

Fund Code: Usually four-digit alpha-numeric code established by USDOT that identifies the authorization of the funding as well as the program and any sub-category within that program. These codes are required to be included in this listing.

FFY 22 Fed. Obligation: Federal funds obligated in FFY 2022. Negative amounts reflect de-obligations.

Total Fed. Programmed: Total federal funds programmed in the TIP for all phases of the project

Prior Fed. Obligation: Total federal funds obligated prior to FFY 2022 for any phase of the project

Fed. Obligation Remaining: Total federal funds remaining to be obligated for the project after FFY 2022

Total Project Cost: The total estimated cost of the completed project as listed in the TIP December 2022, including Federal, local, State, and any other funding programmed for this project.

(B/P): A federal requirement of this listing is the inclusion of federal obligations for projects that include investments in pedestrian walkways and bicycle transportation facilities. These projects are identified in the listing with an “x” under the “B/P” (Bicycle/Pedestrian) column.

Listing of Obligations (1 of 3)

FFY 2022 Listing of Federally Obligated Projects	STIP Key	Federal Proj. No.	Work Type	Phase	Fund Code	Funding Program	FFY 22 Fed. Obligation	Total Fed. Programmed	Prior Fed. Obligation	Fed. Obligation Remaining	Total Project Cost	B/P
<b>Coburg</b>												
Coburg Loop- N. Coburg Industrial Way	21327	1440004	Bike/Ped	RW	Y301	TA-U	\$3,000.00	\$270,798.00	\$267,798.00	\$0.00	\$303,792.04	x
							Obligations:	\$3,000.00				
							Closeout/Savings:	\$0.00				
<b>Eugene</b>												
Franklin Blvd Facility Plan & NEPA Documentation (Eugene)	19746	2385097	Air Quality	PL	L23E	STBG-U	-\$21,130.52	\$801,985.34	\$801,985.34	\$0.00	\$893,776.15	x
River Rd at Irving Rd (city of Eugene)	20206	2385104	Safety	CN	YS32	HSIP	\$1,442,639.38	\$1,912,366.14	\$380,385.37	\$0.00	\$3,038,344.35	x
				CN	MSE2	HSIP	\$33,808.56					
				CN	ZSE2	HSIP	\$32,483.31					
				CN	MS32	HSIP	\$23,049.52					
Coburg Rd: Ferry St RR bridge to Willamette R bridge(Eugene)	20294	2385109	Bridge	CN	Z230	STBG-U	\$3,333,445.76	\$4,552,786.73	\$1,219,340.97	\$0.00	\$5,073,873.55	
				PE	Z230	STBG-U	\$164,352.93					
				PE	Z233	STBG-U	-\$27,464.54					
				PE	M2E3	STBG-U	-\$49,547.64					
				PE	M233	STBG-U	-\$87,340.75					
Seismic Bridges (Eugene)	20914	2385106	Bridge	PE	L23R	STBG-U	-\$2,570.13	\$761,510.05	\$764,080.18	\$0.00	\$848,668.28	
Eugene enhanced walking network	21159	2385107	Air Quality	CN	Z40E	CMAQ	\$902,660.32	\$1,105,214.61	\$226,000.00	\$0.00	\$1,245,011.38	x
				CN	Z400	CMAQ	\$1,252.70					
				CN	M003	CMAQ	\$86.97					
				CN	M400	CMAQ	\$0.01					
High St Protected Bikeway (Eugene)	21164	2385103	Air Quality	CN	Y400	CMAQ	\$1,310,058.00	\$1,506,566.70	\$196,508.70	\$0.00	\$1,812,867.39	x
8th Avenue streetscape and bikeway	21378	2385108	Air Quality	CN	Y003	CMAQ	\$1,853,638.00	\$2,859,000.00	\$405,000.00	\$0.00	\$6,493,891.53	x
			Modern.	CN	Z230	STBG-U	\$519,249.35					
				CN	Z905	HIP	\$57,412.00					
				CN	L23E	STBG-U	\$21,130.52					
				CN	L23R	STBG-U	\$2,570.13					
Hunsaker Lane complete streets improvements	21449	2385119	Bike/Ped	PE	Z905	HIP	\$931,130.00	\$1,431,129.79	\$0.00	\$499,999.79	\$1,594,929.00	x
South Bank shared use path	21515	2385111	AQ, Bike/Ped	CN	Y003	CMAQ	\$647,574.00	\$1,000,000.00	\$352,426.00	\$0.00	\$1,538,603.16	x
City of Eugene Signal Improvements (2024)	21573	2385120	Safety	PE	YS32	HSIP	\$238,757.58	\$1,022,074.26	\$0.00	\$783,316.68	\$1,108,300.00	
Division Ave intersection efficiencies (Eugene)	22343	2385122	Safety	PL	Z230	STBG-U	\$273,676.00	\$362,860.01	\$0.00	\$89,184.01	\$404,390.96	x
Oakway Rd Protected Bike Lanes (Eugene)	22345	2385121	Air Quality	PL	Y003	CMAQ	\$17,946.00	\$270,613.00	\$0.00	\$252,667.00	\$301,585.87	x
Amazon Creek Bridge at Bailey Hill Rd (Eugene)	22405	2385118	Bridge	PE	Z23E	STBG-U	\$119,340.90	\$598,499.10	\$0.00	\$479,158.20	\$667,000.00	
							Obligations:	\$11,926,261.94				
							Closeout/Savings:	-\$188,053.58				

Listing of Obligations (2 of 3)

FFY 2022 Listing of Federally Obligated Projects	STIP Key	Federal Proj. No.	Work Type	Phase	Fund Code	Funding Program	FFY 22 Fed. Obligation	Total Fed. Programmed	Prior Fed. Obligation	Fed. Obligation Remaining	Total Project Cost	B/P
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**Central Lane Metropolitan Planning Organization**

Central Lane MPO SFY21	20605	PR21201	Planning	PL	Z450	PL	-\$0.23	\$1,479,457.93	\$2,895,935.09	\$0.00	\$1,648,788.52	
				PL	Z230	STBG-U	-\$1,416,476.93					
LCOG Transportation Options FFY22 - FFY24	21322	SA00429	TDM	OT	Z240	STBG	\$402,483.83	\$608,471.92	\$205,988.10	\$0.00	\$664,185.80	
Central Lane MPO Planning SFY23	21843	PR23201	Planning	PL	Y230	STBG	\$1,341,881.93	\$2,062,205.09	\$0.00	\$0.00	\$2,298,233.69	
				PL	Z45E	PL	\$551,668.00					
				PL	Y240	STBG	\$168,655.16					
Electronic Transportation Improvement Program Service FY22	22674	SA00536	Planning	PL	Z23E	STBG-U	\$201,488.01	\$201,488.01	\$0.00	\$0.00	\$224,549.21	
HIP-CRRSAA – LCOG Transp Mgmt Area Rev. Loss COVID-19	NA	CVID004	N/A	OT	Z973	CRRSAA	\$2,018,930.00	\$2,018,930.00	\$0.00	\$0.00	\$2,018,930.00	

Obligations: \$4,685,106.93  
 Closeout/Savings: -\$1,416,477.16

**Lane County**

Howard Elementary & Colin Kelly MS traffic congestion mitig	21168	C039083	Safety	CN	Y003	CMAQ	\$538,684.18	\$722,740.48	\$184,056.30	\$0.00	\$1,208,842.77	x
Laura St upgrade (Springfield)	22348	C039095	Preserv.	PE	Z905	HIP	\$224,325.00	\$4,403,050.00	\$0.00	\$3,957,092.00	\$4,906,998.77	x
				PE	Z23E	STBG-U	\$221,633.00					
East trail 3 phase 2	22550	RT21020	Spec. Progs.	OT	Y940	RTP	\$113,255.15	\$113,255.15	\$0.00	\$0.00	\$178,848.87	x

Obligations: \$1,097,897.33  
 Closeout/Savings: \$0.00

**Oregon Department of Transportation**

OR569: SCS Canal & Union Pacific Railroad bridge	18576	S069020	Bridge	CN	Z913	BRRP	\$476,186.83	\$1,767,367.75	\$1,291,180.92	\$0.00	\$1,970,947.97	
OR99: Eugene - Junction City safety barrier	20244	S091095	Safety	CN	ZS30	HSIP	-\$92,462.72	\$1,184,167.79	\$1,184,167.79	\$0.00	\$1,184,167.79	
I-5: Culverts between Woodburn and Goshen	21192	S001518	Culvert	CN	Y800	PROT	\$1,185,431.96	\$1,500,389.15	\$0.00	\$0.00	\$1,875,486.44	
				CN								
				CN								
				PE	Y800	PROT	\$480,000.00					
OR569: Green Hill Rd. - Coburg Rd. (Eugene)	21261	S069022	Preserv. Bridge, ADA	CN	Y001	NHPP	\$19,851,385.52	\$19,651,350.47	\$878,089.26	\$5,383.80	\$21,946,715.03	
				CN	Z37H	STBG	\$100,000.00					
				CN	M0E1	NHPP	\$24,837.28					
				CN	Z0E1	NHPP	\$9,747.68					
				CN	Z001	NHPP	\$4,660.35					
				OT	Z0E1	NHPP	-\$25,885.54					
				PE	M0E1	NHPP	\$225,793.47					
				PE	Z0E1	NHPP	\$171,785.00					
				PE	Z001	NHPP	\$42,366.82					
I-105: Willamette R - Pacific Hwy	21538	S227020	Pres., Bridge	PE	Z23E	STBG-U	\$450,627.68	\$10,348,492.20	\$641,390.10	\$9,256,474.42	\$11,221,527.00	
City of Springfield signal enhancements (state highways)	21778	SA00381	Safety, B/P	PE	YS32	HSIP	\$194,250.00	\$1,608,777.51	\$212,805.00	\$1,220,972.51	\$1,794,138.00	x

Obligations: \$23,217,072.59  
 Closeout/Savings: -\$118,348.26

Listing of Obligations (3 of 3)

FFY 2022 Listing of Federally Obligated Projects	STIP Key	Federal Proj. No.	Work Type	Phase	Fund Code	Funding Program	FFY 22 Fed. Obligation	Total Fed. Programmed	Prior Fed. Obligation	Fed. Obligation Remaining	Total Project Cost	B/P
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**Lane Transit District**

Energy storage system replacement 2019 (LTD)	20938	OR-2022-043-00	Transit Cap.	OT	5307	FTA 5307	\$120,000.00	\$120,000.00	\$0.00	\$0.00	\$150,000.00	
Energy storage system replacement 2020 (LTD)	20939	OR-2022-043-00	Transit Cap.	OT	5307	FTA 5307	\$160,000.00	\$160,000.00	\$0.00	\$0.00	\$200,000.00	
Energy storage system replacement 2021 (LTD)	20941	OR-2022-043-00	Transit Cap.	OT	5307	FTA 5307	\$240,000.00	\$240,000.00	\$0.00	\$0.00	\$300,000.00	
Security surveillance upgrades - LTD	22259	OR-2022-050-00	Transit	CN	5307	FTA 5307	\$1,676,000.00	\$2,000,000.00	\$0.00	\$0.00	\$2,500,000.00	
				PE	5307	FTA 5307	\$324,000.00					
Preventive maintenance 2022 (LTD)	22260	OR-2021-016-01	Transit Cap.	OT	5307	FTA 5307	\$4,200,000.00	\$4,200,000.00	\$0.00	\$0.00	\$5,250,000.00	
LTD associated capital maintenance (2021)	22263	OR-2022-043-00	Transit Cap.	OT	5307	FTA 5307	\$702,240.00	\$702,240.00	\$0.00	\$0.00	\$877,800.00	
Energy storage system replacement 2022 (LTD)	22268	OR-2022-043-00	Transit Cap.	OT	5307	FTA 5307	\$944,000.00	\$1,958,796.00	\$0.00	\$1,014,796.00	\$2,448,495.00	
Information technology systems upgrade - LTD	22271	OR-2022-042-00	Transit Cap.	OT	5307	FTA 5307	\$2,500,000.00	\$2,500,000.00	\$0.00	\$0.00	\$3,125,000.00	
LTD 5310 Formula Funds (FY21-24)	22273	OR-2022-022-00	Transit	OT	5310	FTA 5310	\$544,938.00	\$1,849,488.00	\$0.00	\$1,212,069.00	\$2,152,505.00	
		OR-2022-026-00		OT	ARPA	FTA 5310	\$46,241.00					
		OR-2022-032-00		OT	CRRSAA	FTA 5310	\$46,240.00					
LTD frequent transit network (2022)	22349	1738-2020-5	Transit	CN	Z230	STBG-U	\$750,000.00	\$750,000.00	\$0.00	\$0.00	\$835,840.86	x
Electric Bus Fleet Procurement - LTD	22353	OR-2022-030-00	Transit	OT	Z400	CMAQ	\$2,670,532.00	\$2,670,532.00	\$0.00	\$0.00	\$2,976,186.34	
LTD bus wash replacement 5307 (Springfield)	22566	OR-2022-049-00	Transit	CN	5307	FTA 5307	\$420,000.00	\$600,000.00	\$0.00	\$0.00	\$750,000.00	
				OT	5307	FTA 5307	\$60,000.00					
				PE	5307	FTA 5307	\$120,000.00					
LTD financial management system upgrade (2022)	22567	OR-2022-047-00	Transit	OT	5307	FTA 5307	\$1,200,000.00	\$1,200,000.00	\$0.00	\$0.00	\$1,500,000.00	
LTD Zero Emission Bus Replacement 5339b (2023)	22648	OR-2022-057-00	Transit	OT	BBFO	FTA 5339b	\$4,891,678.00	\$5,841,678.00	\$0.00	\$0.00	\$7,302,098.00	
		OR-2022-051-00		OT	CDS0	CPF	\$950,000.00					

Obligations: \$22,565,869.00  
 Closeout/Savings: \$0.00

**Springfield**

OR126B: S 20th Street - 75th Street (Springfield)	20144	S015038	Safety	PE	YS32	HSIP	\$168,276.00	\$2,094,100.00	\$250,000.00	\$1,675,824.00	\$2,094,100.00	
OR126B @ 54th St. (Springfield)	20209	S015037	Safety	PE	YS32	HSIP	\$222,000.00	\$2,004,559.68	\$269,650.00	\$1,448,044.43	\$2,140,400.00	
					ZS30	HSIP	\$7,715.25					
				RW	ZS30	HSIP	\$57,150.00					
S 28th Street Dust Mitigation (Springfield)	21174	C039085	Air Quality	RW	Y003	CMAQ	\$165,192.93	\$1,215,192.93	\$170,000.00	\$880,000.00	\$1,808,256.36	
OR225: OR126 - end of City juris. (Springfield)	22406	C039096	Planning	PE	Z23E	STBG-U	\$435,945.00	\$435,945.00	\$0.00	\$0.00	\$800,000.00	

Obligations: \$1,056,279.18  
 Closeout/Savings: \$0.00



## Project Descriptions

The following pages provide project descriptions as included in the TIP for each of the projects for which federal funds were obligated in FFY 2022 within CLMPO, listed alphabetically by agency.

### Central Lane Metropolitan Planning Organization

Central Lane MPO planning SFY21 Central Lane MPO planning funds for Federal fiscal year 2020. Projects will be selected in the future through the MPO process.

Central Lane MPO planning SFY23 Planning funds for projects identified in state fiscal year 2022 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).

Electronic Transportation Improvement Program Service FY22 Funding to pay for electronic Transportation Improvement Program (eTIP) platform service including system implementation. The eTIP service will reduce errors and provide a useful online resource to the public for information regarding federally funded transportation projects in the Portland, Salem, and Eugene metropolitan areas.

HIP-CRRSAA – LCOG Transp Mgmt Area Rev. Loss COVID-19 Highway Infrastructure Programs - Coronavirus Response and Relief Supplemental Appropriation Act, 2021 (HIP-CRRSAA). HIP-CRRSAA Special Authority provides for Federal participation in coverage for other revenue losses. The LCOG TMA is seeking reimbursement for the revenue loss incurred due to COVID-19.

LCOG Transportation Options FFY22 – FFY24 Lane Council of Governments (LCOG) funding to promote and encourage the use of alternative transportation options during federal fiscal years 2022, 2023 and 2024.

### City of Coburg

Coburg Loop- N. Coburg Industrial Way Engineering for preservation of roadway surface to extend the useful life of the facility from 750ft north of Pearl St to Trail's End Park with new striping for bicycle lanes. Includes shared-use path along west side of N Coburg Industrial Way from Sarah Lane Connector to Wetland Park to promote the use of alternative forms of transportation.

### City of Eugene

8<sup>th</sup> Avenue Streetscape and Bikeway Reconstruct roadway, move curbs, widen sidewalks, install protected bike lanes relocate street tree zone, convert 8th Ave to two-way street

Amazon Creek Bridge at Bailey Hill Rd (Eugene) Strengthening of bridge #40039 on Bailey Hill Rd over Amazon Creek to help prevent damage from an earthquake.

City of Eugene Signal Improvements (2024) Upgrade traffic signals at intersections to improve traffic flow and vehicle safety.

Coburg Rd: Ferry St RR bridge to Willamette R bridge (Eugene) Bridge #06648: Cleaning, preparation and spot paint; concrete overlay and other repairs per inspection report. Bridge #40056: Deck sealing, crack repairs to girder top/deck interface, epoxy injection cracks, repair

spalling. Perform seismic analysis and preliminary design for seismic strengthening on bridges #06648, 40056 and 07214A.

Division Ave Intersection Efficiencies (Eugene) Planning and design for future safety improvements along Division Avenue to improve safety for all modes including roundabouts, reduction of travel lanes, marked crossings for bike/ped, turn diverters, traffic calming, buffered and protected bike lanes.

Eugene Enhanced Walking Network Enhanced pedestrian crossings and sidewalk infill at various locations.

Franklin Blvd facility plan & NEPA documentation (Eugene) Prepare design concepts and NEPA documentation westbound from I-5 to Alder Street.

High Street Protected Bikeway (Eugene) Two-way protected bike lane with painted buffers on west side of High Street between 19th and 6th Ave includes dedicated bicycle signals at 18th, 13th, 11th, 10th, 8th, 7th, 6th Avenues, and Broadway.

Hunsaker Lane Complete Streets Improvements Complete Hunsaker lane designs with curb, gutter, sidewalk, and east-bound and west-bound buffered bike lanes, and improve drainage ditch from 300' west of Daffodil Ct to Taito Street to expand low-stress active transportation connectivity and access.

Oakway Rd Protected Bike Lanes (Eugene) Design for a future construction project to make bicycle and pedestrian improvements to better connect the shared-use path on Coburg to the protected bike lanes on Oakway.

River Rd at Irving Rd (city of Eugene) Upgrade signal hardware. Add left turn lanes on Irving Road approaches. Install urban green bike lanes on River Road at the intersection.

Seismic Bridges (Eugene) Engineering for seismic strengthening of Eugene bridges on major and minor arterials.

South Bank shared use path Repair and realign South Bank Path; rebuild 3,000 lineal feet of path; replace asphalt pavement with 12ft wide concrete; lighting and trail amenities.\

## **Lane County**

East Trail 3 Phase 2 Re-route approximately 0.6 miles, improve 0.2 miles, and decommission 0.65 miles of pedestrian / equestrian multi-use trail while providing fire access and restoring habitat on all project trail corridors. *\*applicant is Friends of Buford Park & Mt. Pisgah*

Howard Elementary & Colin Kelly MS traffic congestion mitig Install pedestrian activated flashing light at Maxwell Rd and N Park Ave and install new sidewalks on east side of N Park Ave between Maxwell Rd and Howard Ave (Lane County & City of Eugene) to reduce congestion and improve air quality.

Laura St Upgrade (Springfield) Upgrade Laura Street (MP 0.14 to MP 0.39) to urban standards to create a road that provides safe facilities for all users, avoid further costly pavement treatments,

and facilitate the transfer of facility from Lane County to city of Springfield. Upgrade includes sidewalks, curbs, storm water treatment and bike lanes.

**Lane Transit District**

Electric Bus Fleet Procurement – LTD Purchase of all-electric buses and associated infrastructure to replace older, aging vehicles in fleet.

Energy Storage System Replacement 2019 (LTD) Replace energy storage systems on hybrid buses

Energy Storage System Replacement 2020 (LTD) Replace energy storage systems on hybrid buses

Energy Storage System Replacement 2021 (LTD) Replace energy storage systems on hybrid buses

Energy Storage System Replacement 2022 (LTD) Replace energy storage systems on hybrid buses

Information Technology Systems Upgrade – LTD Replacement of LTD's administrative information technology systems

LTD 5310 Formula Funds (FY21-24) General formula funds to be used for projects at LTD's discretion. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities

LTD Associated Capital Maintenance (2021) Replacement of major bus components using 5307 funds

LTD Bus Wash Replacement 5307 (Springfield) Replace existing bus wash equipment at Lane Transit District's Glenwood facility (3500 E 17th Ave. Springfield) with new system to improve efficiency, reduce water usage and provide employees with a reliable system. Funded using FTA Section 5307 funds.

LTD Financial Management System Upgrade (2022) Upgrade Lane Transit District's financial management system with new comprehensive financial management system to improve fiscal efficiency and staff productivity, as well as internal accountability. Funded using FTA section 5307 funds.

LTD Frequent Transit Network (2022) Various safety and amenity improvements to the frequent transit network including shelter or station improvements, transit signal priority, wayfinding signage, bicycle lockers, ADA improvements, enhanced lighting, and other improvements that will facilitate connections, improve safety, or allow for strategic investment.

LTD Zero Emission Bus Replacement 5339b (2023) Replace diesel buses that have met their useful life with zero-emission buses to improve safety and reliability of transit service.

Preventive Maintenance 2022 (LTD) Funding used for preventative maintenance projects to extend useful life of current facilities. Using 5307 funds

Security Surveillance Upgrades – LTD Upgrade security surveillance at Lane Transit District (LTD) facilities.

### **Oregon Department of Transportation**

City of Springfield signal enhancements (state highways) Make signal enhancements on various signals on state highways and add illumination at the intersection of OR126 and 52nd Street for increased safety.

I-105: Willamette R – Pacific Hwy. Pavement resurfacing to repair rutting and wear and restore smoothness.

I-5: Culverts between Woodburn and Goshen Rehabilitate small culverts along using trenchless technologies along the I-5 corridor between MP 187 and 267 *\*this project is only partially within CLMPO boundaries*

OR569: Green Hill Rd. - Coburg Rd. (Eugene) Paving, median barrier, ADA upgrades, rail and deck strengthening at Prairie Rd bridge structure, bus pullout at Green Hill Rd. Install cameras and traffic sensors at various locations in Eugene to increase efficiency, safety and reduce maintenance costs.

OR569: SCS Canal & Union Pacific Railroad Bridge Rail; seismic reinforcement; deck overlay; joints; concrete repair; spot paint; BR #09460

OR99: Eugene – Junction City safety barrier Install median safety barrier with intermittent breaks for access between Milliron and Airport Roads. *\*this project is only partially within CLMPO boundaries*

### **City of Springfield**

OR126B @ 54<sup>th</sup> St. (Springfield) Add intersection improvements, including hazmat, survey work, and scoping a pipe to enhance safety.

OR126B: S 20<sup>th</sup> Street – 75<sup>th</sup> Street (Springfield) Design for a future construction project to provide safety solutions identified by the Springfield Main Street Safety Planning Phase.

OR225: OR126 – end of City Juris. (Springfield) Develop a design concept and complete NEPA analysis for the McVay Highway (OR225) corridor from Franklin Blvd (OR126) to the southern end of city jurisdiction (approx 0.9mi), to provide certainty to development along corridor and support the City's transportation safety priorities

S 28<sup>th</sup> Street Dust Mitigation (Springfield) Repave the road to create a smoother driving surface and extend its useful life.

## Funding Programs

Projects in the Central Lane MPO utilize a wide variety of federal funding programs to implement the objectives of the Regional Transportation Plan. This section lists and describes those funding programs and includes the total amount (if any) of obligations from that program in FFY 2022.

Bridge Replacement and Rehabilitation Program (BRRP) funds available to States for which at least 5 percent of total deck area of bridges is classified as “poor”. Funds to be used to replace or rehabilitate highway bridges on public roads.

**FFY 2022 obligations: \$476,187**

Community Project Funding (CPF) A source of competitive grants for public transportation projects whose recipients and purposes are specifically identified by Congress in the FY 2022 Consolidated Appropriations Act. Funds may be used for any purpose under Chapter 53 of Title 49 U.S. Code.

**FFY 2022 obligations: \$950,000**

Congestion Mitigation and Air Quality improvement program (CMAQ) provides annual funding to states and local jurisdictions to meet the requirements of the Clean Air Act. Funding is available for transportation projects and programs that reduce congestion and improve air quality. For projects in CLMPO to be eligible they must demonstrate a reduction of coarse particulate (PM10) emissions.

**FFY 2022 obligations: \$8,107,625**

Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) Special one-time allocation of federal funding to offset revenue losses incurred due to COVID-19.

**FFY 2022 obligations: \$2,018,930**

FTA Section 5303 Formula funding provided by Federal Transit Administration for MPO planning.

**FFY 2022 obligations: \$0**

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.

**FFY 2022 obligations: \$12,666,240**

FTA Section 5309 The discretionary Capital Investment Grant (CIG) program provides funding for fixed guideway investments including bus rapid transit (BRT) as well as corridor-based BRT investments that emulate the features of rail. LTD is the recipient of these funds in the MPO.

**FFY 2022 obligations: \$0**

FTA Section 5310 funds are federal funds for capital and operating expenses that support transportation to meet the special needs of the elderly and persons with disabilities. LTD manages these funds.

**FFY 2022 obligations: \$637,419**

FTA Section 5337 The State of Good Repair grants program, these funds are for projects that maintain, rehabilitate, and replace capital assets, as well as projects that implement transit asset management plans. LTD is the recipient of these funds in the MPO.

**FFY 2022 obligations: \$0**

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

**FFY 2022 obligations: \$4,891,678**

Highway Infrastructure Program (HIP) for construction of federal-aid system roads, bridges and tunnels.

**FFY 2022 obligations: \$1,212,867**

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

**FFY 2022 obligations: \$2,420,130**

Metropolitan Planning (PL) program establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Distribution of the funds is done by formula, developed by ODOT in consultation with the MPOs and approved by the OTC.

**FFY 2022 obligations: \$551,668**

National Highway Performance Program (NHPP) 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.

**FFY 2022 obligations: \$20,330,576**

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program Established to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.

**FFY 2022 obligations: \$1,665,432**

Recreational Trails Program (RTP) A grant program administered by the Oregon Parks and Recreation Department to develop, improve, or expand motorized and non-motorized trails and their facilities.

**FFY 2022 obligations: \$113,255**

Surface Transportation Block Grant (STBG) Program has the most flexible eligibilities among all Federal-aid highway programs. Funds are available for all roads not functionally classified as local or rural minor collector. Planning, capital, and bicycle-pedestrian projects are also eligible under this program. This funding is split into different programs; those referenced in this report are:

Surface Transportation Block Grant – Urban (STBG-U) funds provided to the MPO based on a formula set by the Federal Government in the Transportation Bill. The MPO receives approximately \$5M 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. Eligible recipients include the MPO, Eugene, Springfield, Coburg, Lane County, LTD, ODOT, and other agencies. The awarding of these funds and the process used are approved by the MPO policy board.

**FFY 2022 obligations: \$7,835,341**

Surface Transportation Block Grant (STBG) funds provided to ODOT based on a formula set by the Federal Government in the Transportation Bill. Projects are selected at ODOT's discretion.

**FFY 2022 obligations: \$671,139**

Transportation Alternatives - Urban (TA-U) a set-aside of the STBG program for on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility among other activities. Funds provided to the MPO based on a formula set by the Federal Government in the Transportation Bill.

**FFY 2022 obligations: \$3,000**

Transportation Alternatives (TA) a set-aside of the STBG program for on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility among other activities. Funds provided to ODOT based on a formula set by the Federal Government in the Transportation Bill.

**FFY 2022 obligations: \$0**