Metropolitan Policy Committee

DATE: Thursday, January 4th, 2018
TIME: 11:30 a.m.-1:30 p.m.
LOCATION: Eugene Public Library, Bascom-Tykeson Room, 100 W 10th Ave., Eugene, OR 97401
CONTACT: Paul Thompson, 541-682-4405, pthompson@lcog.org

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1. MPC Agenda: 1-4-17

   Documents:

   MPC_AGENDA_20180104.PDF

2. MPC Minutes: 11-2-17

   Documents:

   MPC_MINUTES_11-2-17.PDF

3. Item 8a Cover Memo: Safety PM Targets

   Documents:

   MPC8.A-COVERMEMO-SAFETYPM_TARGETS.PDF

4. Item 8a Attachment A

   Documents:

   MPC8.A_ATTACHMENTA.PDF

5. Item 8c: CLMPO FFY16 Annual Obligations Report

   Documents:

   MPC8.C._CLMPO FFY16 ANNUAL OBLIGATIONS REPORT.PDF

6. Item 8c: CLMPO FFY17 Annual Obligations Report

   Documents:

   MPC8.C_CLMPO FFY17 ANNUAL OBLIGATIONS REPORT.PDF

7. Item 8d 6: MTIP Administrative Amendments

   Documents:

ITEM 8D6 SUMMARY_OF_ADMINISTRATIVE_MTIP_AMENDMENTS.PDF

8. Complete Packet

Documents:

COMPLETE PACKET 1.PDF

MEETING NOTICE

MEETING:	**METROPOLITAN POLICY COMMITTEE**
DATE:	**Thursday, January 4, 2018**
TIME:	**11:30 AM - 1:30 PM**
LOCATION:	**City of Eugene, Bascom Tykeson Room**
CONTACT PERSON:	**Paul Thompson, 541-682-4405**

A G E N D A

1. **WELCOME & INTRODUCTIONS**
2. **CALL TO ORDER**
3. **APPROVE November 2, 2017 MEETING MINUTES**
4. **ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS**
5. **COMMENTS FROM THE AUDIENCE** (*Anyone wishing to comment is asked to sign up on the public comment sheet provided at the meeting. A limit of 3 minutes per person is requested.*)
6. **ELECTION OF CHAIR AND VICE-CHAIR FOR 2018; APPOINT OMPOC MEMBERS** (10 mins)
   Staff Contact & Presenter: Brenda Wilson, LCOG
   Action Requested: Election of MPC officers. Appointment of Oregon MPO Consortium members.

7. **OTC CONTINUOUS IMPROVEMENT ADVISORY COMMITTEE** (10 mins)
   Staff Contact & Presenter: Paul Thompson, LCOG
   Action Requested: Discuss local representative to Continuous Improvement Advisory Committee

8. **METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES**
   a. Safety Performance Measures Targets (20 mins)
      Staff Contact and Presenter: Ellen Currier, LCOG
      Action Requested: Conduct Public Hearing on Safety PM Targets, provide feedback to staff

   b. West Eugene EmX Ridership Report (20 mins)
      Staff Contact: Ellen Currier, LCOG
      Presenter: Tom Schwetz, LTD
      Action Requested: Information and discussion only. *(Note: No packet materials.)*

   c. MPO Obligation Reports (15 Mins)

-OVER-

Staff Contact and Presenter: Dan Callister, LCOG
Action Requested: Information and discussion only.

d. Follow-up and Next Steps (15 mins)

1) ODOT Update
2) Springfield Main Street Safety Update
3) Rail Update
4) OMPOC Update
5) LaneACT Update
6) MTIP Administrative Amendments (attachment included)
7) Next Steps/ Agenda Build

UPCOMING MEETINGS (*note change in Springfield location*):

February 1	City of Springfield Justice Center, 2nd floor Meeting Room
March 1	City of Springfield Justice Center, 2nd floor Meeting Room
April 5	Eugene Library Bascom Tykeson Room
May 3	City of Springfield Justice Center, 2nd floor Meeting Room
June 7	Eugene Library Bascom Tykeson Room
July 5	Coburg City Hall Meeting Room
August 2	City of Springfield Justice Center, 2nd floor Meeting Room
September 6	Eugene Library Bascom Tykeson Room
October 4	City of Springfield Justice Center, 2nd floor Meeting Room
November 1	Eugene Library Bascom Tykeson Room
December 6	City of Springfield Justice Center, 2nd floor Meeting Room

Eugene Public Library: The library is located at 100 W 10th Avenue (between Olive & Charnelton)
Bus: Take the bus to the LTD Downtown Station. From there walk one block west, crossing Olive Street, to the Eugene Public Library. The entrance faces 10th Avenue.
Bicycles: There are covered bicycle racks on the North side of the Library, by the front entrance.
Parking: Library Parking Level: 64 spaces below the library at 75 cents/hour (2-hour max)

- Broadway Place (westside corners of Charnelton & Broadway), Overpark (westside corners of 10th & Oak), or Parcade (NW corner of 8th & Willamette) at $1.00 cents/hour.
- On-Street Metered Parking at $1.00/hour, or free with 2-hour maximum west of Lincoln.

PLEASE NOTE:

LCOG is now posting meetings on its website at http://www.lcog.org/346/Metropolitan-Policy-Committee. These postings will include the agenda, minutes and attachments. If you no longer want to receive your meeting announcement in paper format, please contact David Phillips, 541-682-6295 or dphillips@lcog.org.

This meeting will be broadcast live, and rebroadcast on Metro Television, Comcast cable channel 21, at 1:30 PM on Mondays, 7:00 PM on Tuesdays, and 11:00 AM on Sundays for the rest of the month. A webcast will also be archived for future viewing on the LCOG website. Get details through links at http://www.lcog.org/346/Metropolitan-Policy-Committee.

MINUTES

Metropolitan Policy Committee
Springfield City Hall—Library Meeting Room—225 Fifth Street
Springfield, Oregon

November 2, 2017
11:30 a.m.

PRESENT: Christine Lundberg, Chair; Hillary Wylie (City of Springfield); Lucy Vinis, Alan Zelenka (City of Eugene); Sid Leiken, Pat Farr (Lane County); Patti Gianone (City of Coburg); Frannie Brindle (Oregon Department of Transportation), Gary Gillespie, Kate Reid (Lane Transit District); members; Petra Schuetz for Steve Mokrohisky (Lane County), Emma Newman for Gino Grimaldi (City of Springfield), Sarah Medary for Jon Ruiz (City of Eugene); Aurora Jackson (Lane Transit District); Jeff Kernen for Thomas Boydell (City of Coburg); *ex officio* members.

Brenda Wilson, Ellen Currier, Dan Callister, Kelly Clarke (Lane Council of Governments); Rob Inerfeld (City of Eugene); David Reesor, Alex Cuyler (Lane County); Bill Johnston, Amy Joyce (Oregon Department of Transportation); Tom Schwetz, Kelly Hoell, Theresa Brand (Lane Transit District); Carleen Reilly (River Road), Rob Zako (Better Eugene-Springfield Transportation); guests.

WELCOME AND INTRODUCTIONS

Ms. Lundberg welcomed everyone to the Metropolitan Policy Committee (MPC) meeting. Those in attendance introduced themselves.

CALL TO ORDER

Ms. Lundberg called the meeting to order.

APPROVE October 5, 2017 MEETING MINUTES

Mr. Gillespie, seconded by Mr. Zelenka, moved to approve the October 5, 2017, meeting minutes as submitted. The motion passed unanimously, 10:0.

ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

There were no adjustments or announcements.

COMMENTS FROM THE AUDIENCE

Rob Zako, Eugene, representing Better Eugene-Springfield Transit (BEST), applauded the City of Eugene's Vision Zero efforts and recent issuance of a draft Vision Zero plan for public review. He noted there would be a public open house to discuss the plan November 13 from 3:30 p.m. to 6:30 p.m. He commended the Vision Zero activities in all jurisdictions.

METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

Oregon House Bill 2597 - Operating Motor Vehicle While Using Electronic Device

Amy Joyce, Oregon Department of Transportation (ODOT) Legislative Liaison, distributed copies of House Bill 2597, the enacted legislation related to distracted driving. She said the bill was an update to the 2009 distracted driving law and became effective October 1, 2017. She said the bill was prompted by a significant increase in car crashes with serious injuries and fatalities. Crashes without any apparent cause were hypothesized to have resulted from distracted driving. She said a task force established to address the problem on a number of fronts developed legislation to strengthen the law to aid enforcement efforts. She stressed that the updated law prohibited the use of electronic devices of any kind while driving. She expected that the law would be tested and clarified through future litigation.

Ms. Joyce listed key provisions of the law:

- illegal to drive while holding or using an electronic device (cell phone, tablet, GPS, I-pod, etc.)
- exceptions and affirmative defenses (hands-free if 18 years or older, built-in device, single or one-touch device, 911 calls, parked at side of road or parking lot, built-in CBs, law enforcement and first responders in official role, ham radio operators over 18 years of age)
- increase in classification of offenses and greatly increased fines

Ms. Joyce described the other distracted driving education and outreach activities being implemented by the state. She said early reports indicated increased enforcement activity.

Mr. Zelenka asked if bus and truck drivers could use cell phones or CBs. Ms. Joyce said CBs could be used if permanently installed in the vehicle; use of cell phones and electronic log books while driving was prohibited.

Mr. Zelenka asked if there was data on other activities that resulted in distracted data, such as eating food. Ms. Joyce said ODOT maintained data on crashes caused by distraction and, as a subset, crashes caused by cell phone use. She said the task force considered a second bill on general distraction, but could not craft one. She said the State of Washington had a program that was being watched closely.

Mr. Gillespie commended legislators for enacting a bill that would also impact their own activities.

Mr. Farr noted that legislators were exempt from driving laws during legislative sessions.

Mr. Johnston remarked that some cities and states were beginning to focus on pedestrians' use of cell phones while crossing streets. Ms. Lundberg agreed that distracted pedestrians created concerns and expressed interest in any efforts to address that legislatively.

Mr. Johnston and Ms. Reid suggested that distractions across modes, including pedestrian and bicycle, could be discussed at Eugene's Vision Zero open house.

Ms. Lundberg determined there was interest among MPC members in having the state consider distractions in other modes of transportation.

Federal Transportation Performance Measures

Ms. Clarke stated that performance measures were a strategic approach to using system information to make investment and policy decisions to achieve transportation system performance goals and to assure

accountability. She said two previous federal transportation packages had laid the groundwork for national performance goals and performance- and outcome-based transportation program requirements. She said now states, MPOs and public transportation providers had to establish targets to meet the measures, include them in plans and report progress. The four areas of measurement were safety; pavement and bridge condition; system performance (freight and CMAQ); and transit asset management. She said federal rulemaking would define applicability of measures, the data required and target due dates. States needed to establish targets one year from the date of the final rule, with MPOs having 180 days after the states set their targets to establish their own targets. She said based on the state's timeline, the MPO would need to establish its safety targets by February 27, 2018 and pavement, bridge and system performance targets by November 16, 2018. Transit providers would need to establish transit asset management targets by October 1, 2018.

Ms. Clarke provided an overview of the measures and reporting timelines in each category and said the Transportation Planning Committee (TPC) would present recommendations on safety targets to the MPC in December 2017, with adoption at the January 2018 meeting.

Ms. Vinis asked if the performance measures would apply to both state and federal highways. Ms. Clarke said measures would apply to interstate and non-highway interstate systems. She said each measure would have its own geography. Ms. Brindle added that non-highway typically related to arterials within the city on which freight traveled.

Mr. Zelenka asked if the legislation included model or suggested performance measures that could be adopted or if states and MPOs would need to develop their own. Ms. Clarke replied that there was considerable guidance from the Federal Highways Administration (FHWA) on how to address measures via targets. Once targets were established by the MPO, it would be required to report annually on progress. She said there were no implications at this point if the MPO did not meet its targets and there were options for adjusting targets if they were unrealistic.

Report from Oregon Transportation Commission (OTC) Annual Workshop

Mr. Leiken said the OTC had posed three scenarios to all Area Commissions on Transportation (ACTs):

- more funds to Enhance and less to Fix-It
- more funds to Fix-It and less to Enhance
- few funds to Enhance and most to Fix-It (Enhance funds only to projects identified in the legislation)

Ms. Brindle said the third scenario was discarded and the OTC would discuss the remaining two at its November meeting and make a decision in December.

Mr. Leiken said that Interstate 5 (I-5) received the most interest because it was the major north-south corridor. Lane County had discussed Fix-It, fatalities occurring in the county, what transportation meant to each community, non-highway issues such as bicycle and pedestrian, economic development, freight, rail, safety and transload facilities. He said it was interesting to hear the perspectives of ACTs across the state and the consistent voice they represented about the importance of Fix-It funds. Enhance funds were more significant to the Portland Metro area. He felt the OTC was committed to hearing from the local level about transportation needs and believed ACTs continued to have a viable presence.

Ms. Brindle explained that Fix-It funds related to preservation of pavement and bridges and projects were data driven; Enhance funds related to projects that added to the system; and Safety projects were data

driven based upon hot spots or corridors with serious and fatal injuries. She said there was little discretion with Fix-It and Safety funds because they were data driven, but it might be possible to use leverage funds and add a non-highway element to projects where possible. She said ODOT was interested in encouraging the combining of several elements in a project.

Mr. Leiken agreed that leveraging funds was an opportunity to be creative with match requirements since the county no longer had a significant amount of road funds.

Ms. Wylie was pleased that the OTC valued the ACTs and local efforts to identify and prioritize needs as it would strengthen and improve the system.

Ms. Brindle said as a result of ODOT's recent Americans with Disabilities Act (ADA) settlement agreement, Fix-It projects that updated pavement also had to address curbs and signals.

Ms. Lundberg thanked Mr. Leiken and others who attended the OTC meeting and represented the Central Lane MPO.

Update on ODOT 2021-2024 STIP Development and Overview of Funding Categories

Mr. Johnston distributed and reviewed a handout entitled *2021-2014 STIP Funding Allocation-Fall 2017.* He described the funding categories of Fit-It, Enhance Highway, Safety, Non-Highway, Local Programs and Other Functions and possible scenarios for allocating funds among those categories. He reviewed the State Highway Leverage Program and the Safety Leverage Program and provided examples of how those funds could be used to incorporate additional elements into Fit-It projects. He said ODOT proposed giving ACTs a significant role in selecting opportunities to add those elements. ODOT would provide additional details on the two STIP funding scenarios still under consideration by the OTC at the OTC's November meeting, with a final decision expected at the December meeting. He concluded the presentation with an overview of the Local Programs category.

Ms. Brindle announced that there would be an open house for the 2021-2024 STIP and public comments would be accepted through November 7, 2017, and those would be considered in making a recommendation to the OTC.

In response to questions from Ms. Gianone, Mr. Johnston said active transportation referred to bicycle and pedestrian facilities and on the funding charts, grey represented funding preset by formula and other colors were areas in which the OTC would be making decisions.

Update on Mid-Willamette Valley Intermodal Facility and TransLoad Facilities

Mr. Reesor explained that an intermodal facility involved rail and trucking and the transport of exports and imports. He said a majority of Western Oregon exports were agriculture products and exports totaled more than 38,000 containers annually; imports totaled 9,000 per year. Benefits of an intermodal facility included fewer trucks on I-5, reduced transportation costs and reduced greenhouse gas emissions. Economic development opportunities included connection to the Port of Coos Bay, Goshen industrial development and the potential to expand and enhance existing transfer facilities. Mr. Reesor said because of problems with the Port of Portland, the legislature funded a 2016 feasibility study of an intermodal transfer facility in the Willamette Valley.

Mr. Cuyler said possible locations and partnerships in Linn and Lane counties were Albany/Millersburg, Lebanon and Goshen. He said the Goshen site had good access to I-5 and Highway 58 and existed on the

Central Oregon Pacific Line. The challenge from a transload facility perspective for Goshen was crossing through the Union Pacific yard was costly and shippers tried to avoid that expense. A relatively new transload facility had been sited at Greenhill Road and West 11th Avenue to avoid that cost for shipments directly to the Port of Coos Bay. He identified on a map the locations of the two Class I railroads in the state – Union Pacific and BNSF – as well as several short lines serving the Eugene area. He said an option to consider was bolstering access to short lines.

Mr. Leiken said that agriculture businesses in Oregon made significant use of the ports of Tacoma and Oakland because at Oakland it was easier to cross to the East Coast for shipment to Europe and Tacoma shipped to Asia.

Mr. Cuyler said HB 2017 included a $25 million earmark for a mid-Willamette intermodal facility, with little clarifying language. The funds were included in the Connect*Oregon* process and ODOT's rules for dedicated project funding required pre-proposals be submitted by December 15, 2017; a small amount of the funds set aside for the project would be used by ODOT to assure that proposals selected to advance in the process were sound. ODOT would establish a due date for actual project plans with applicants receiving resources to more fully develop their applications. He said that having $25 million in state funds dedicated to an intermodal facility project could provide an opportunity to leverage federal INFRA funds to enhance the project.

Mr. Cuyler said next steps included continuing to meet with Linn County officials and Port of Coos Bay representatives, consideration of existing facilities needs, developing a Connect*Oregon* pre-proposal and applying for INFRA grant funds. He said elements of a Lane County project were beginning to come into focus and invited input from the MPC.

Mr. Gillespie asked if any funding would be available for local rail yards. Mr. Cuyler said that would depend on whether a proposal included a request for funds to make improvements to local yards.

Ms. Gianone asked if Lane County would be competing with Linn County or partner on a proposal. Mr. Leiken said Linn County was far ahead in planning for a project. He said the dysfunction at the Port of Portland's Terminal 6 had forced local producers to seek other options, such as Oakland and Tacoma. An intermodal or transload facility could offer another option. Ultimately it would become a political decision about whether a Goshen, Albany/Millersberg or Lebanon site was most viable.

Ms. Reid asked if the impact of congestion on the Greenhill Road/West 11th Avenue facility had been considered. Mr. Cuyler said the location of the site had been discussed, although an advantage of the site was its ability to serve the Port of Coos Bay, which had great potential for being very competitive. The feasibility study did not make it clear that a transmodal facility was a viable solution.

In response to a question from Ms. Lundberg, Mr. Cuyler said Lane County was taking the lead on the project.

Follow-up and Next Steps

- **ODOT Update**—Ms. Brindle announced that Robert Van Brocklin was the new OTC member. She said ODOT was preparing for HB 2017 earmark projects; the legislature allocated 39 additional positions to ODOT and the agency would use a 70 percent outsourcing model with the first positions being filled in the Portland area. Positions would include contract management and procurement. She said ODOT would have the opportunity to obtain 111 more positions when the legislature convened in January 2018.

She said the 2018-2021 STIP had been amended to include early HB 2017 projects, including several in Lane County, and ODOT was looking at a number of efficiencies to get project under way faster.

- **Springfield Main Street Safety Update**—Mr. Johnston said he was working with Springfield staff and consultants to refine the scope of work, incorporate transit and develop a strategy for evaluating impacts. The revised scope of work would be presented to the City Council.

- **Rail Update**—Covered earlier in the meeting.

- **OMPOC Update**—Ms. Lundberg said there was some resistance to the state retaining 50 percent of the Safe Routes to Schools (SRTS) funds.

  Ms. Brindle noted that SRTS funds would be $10 million a year initially and increase to $15 million a year in 2021, which was a significant amount of money.

  Mr. Inerfeld said the SRTS rules advisory committee, of which he was a member, would be discussing the split of funds and he would keep the MPC apprised of those discussions.

  Ms. Jackson said she was on the rules advisory committee for transit. The committee was on an aggressive schedule and hoped to clarify the questions many transit providers had. She said LTD would be the qualified entity for transit funds in Lane County and in discussions to determine options for allocation and use of funds within the county.

  Ms. Wilson said MPOs had to develop a four-year list of STIP projects and OMPOC was discussing a statewide STIP platform to standardize those lists. She said ODOT was willing to contribute funds to establish a platform.

- **Lane ACT Update**—Ms. Brindle said the LaneACT was scheduled to meet on November 8, 2017. Mr. Johnston said a topic of discussion would be critical Oregon aviation grants.

- **MTIP Administrative Amendments**—There were no questions.

- **Other/Next Steps**—Ms. Wilson noted that in the future MPC meeting held in Springfield would be at the Justice Center

Ms. Lundberg adjourned the meeting at 1:35 p.m.

(Recorded by Lynn Taylor)

Subject: MPC 8.a Federal Safety Performance Measures

Staff Contact: Ellen Currier, Lane Council of Governments

Action Requested: Conduct Public Hearing, provide feedback to staff

Background

Last year the MPO adopted a regional safety plan that included the five required federal safety performance measures. These performance measures are the primary mechanism for the MPO to track safety performance over time. As part of the federal requirements for performance based planning the MPO is required to establish targets for each of the five safety measures.

1. Number of roadway facilities
2. Number of roadway severe injuries
3. Roadway fatalities per vehicle miles traveled
4. Roadway severe injuries per vehicles miles traveled
5. Combined non-motorized fatalities and non-motorized severe injuries

Discussion

MPOs must establish targets for the five safety performance measures on public roads within the MPO planning area by February 2018. MPOs have two options when establishing targets.

1. Agreeing to support the state target; or
2. Establishing specific numeric targets for each performance measure

There are currently no funding repercussions for MPOs that do not meet safety targets. MPOs are not included in the assessment of whether or not the state met or made significant progress towards meeting its targets. However, MPOs are required to incorporate their performance measures and targets into the planning process.

The state targets were adopted as part of the Oregon Transportation Safety Action Plan. The plan adopted annual targets based on a five-year rolling average. These targets are listed in the following table. Additional information from the TSAP about methodology can be found in Attachment A

Table 1 TSAP Performance Targets *Five-Year Average (ODOT Table 7.5)*

Base Period	Fatalities (People) (2011-2015)	Fatality Rate (People per 100 Million VMT) (2011-2015)	Serious Injury (People) (2010-2014)	Serious Injury Rate (People per 100 Million VMT) (2010-2014)	Nonmotorized Fatalities and Serious Injuries (People) (2010-2014)
Baseline	357	1.04	1,491	4.42	234
2013-2017	357	0.94	1,491	4.42	234
2014-2018	350	0.89	1,461	4.33	229
2015-2019	343	0.83	1,432	4.24	225
2016-2020	328	0.78	1,368	4.06	215
2017-2021	306	0.73	1,274	3.78	200

If the MPO chooses to support ODOT's targets, the MPO will

- work with ODOT and other partners to address areas of concern in the Central Lane MPO area;
- include the performance measures and state targets in the RTP;
- integrate the goals, objectives, performance measures and targets into MPO safety plans and processes;
- Include a description in the MTIP of the anticipated effect of the TIP toward achieving the targets.

ODOT will be responsible for calculating these data and reporting to FHWA.

If the MPO chooses to establish their own targets, the MPO must do follow all of the above requirements with the additional requirements below.

- Establish targets for each performance measure in coordination with the ODOT Performance Measure Coordinator
- Follow guidelines and best practices to appropriately set different targets for the MPO area;
- Report targets to ODOT on an annual basis.

The MPO can set internal targets that are not reported to the state or track additional measures such as speed or alcohol related injuries/fatalities. The MPO safety plan includes the following additional measures.

1. Speed involved severe and fatal crashes
2. Driving Under the Influence of Intoxicants (DUII) involved severe and fatal crashes
3. Severe and Fatal Crashes by Road Classification

4. People walking involved severe and fatal crashes
5. People bicycling involved severe and fatal crashes

MPO staff has been working towards improving safety outcomes since the adoption of Regional Safety Plan and the creation of the Safe Lane Coalition. The Safe Lane Coalition coordinator is a full-time position that works to amplify safety efforts across the region. Safety implementation has focused on programming and outreach about driving under the influence/distracted driving and speed reader sign deployment around school zones. Over the next year, the MPO will be working on incorporating safety outcomes into funding applications and long range plans.

At the November Transportation Planning Committee recommended that MPC support the state targets. This will allow the MPO to continue to monitor progress with the regionally adopted performance measures and support the state's goals in the statewide safety action plan. TPC also recommended that MPO discuss developing specific regional targets for vulnerable users and in particular bicycle and pedestrian safety goals. These proposed targets could be adopted outside of the framework of federal performance measures. Finally, TPC recommended that MPC review the process of supporting the state targets on an annual basis.

Attachments:

1. ODOT TSAP Targets and methodology

Action Requested: Conduct Public Hearing, provide feedback to staff

G TSAP PERFORMANCE MEASURE OPTIONAL TREND FORECASTS

G. TSAP PERFORMANCE MEASURE OPTIONAL TREND FORECASTS

Several optional trend forecasts were considered for each of the five performance measures:

- Number of roadway fatalities;
- Number of roadway serious injuries;
- Roadway fatalities per vehicle miles traveled (i.e., fatality rate);
- Roadway serious injuries per vehicle miles traveled (i.e., serious injury rate); and
- Combined nonmotorized fatalities and nonmotorized serious injuries.

The forecasts are shown in Figures G.1 to G.5. The trend forecasting options were:

- **Straight line to zero by 2035.** In this forecast a straight line reduction in fatalities was assumed between the most recent five year average and an average of zero fatalities in the five year period between 2031 and 2035. This is shown in blue bars in the figure.
- **3-percent reduction per year.** Historically, the Highway Safety Office has set a target of a 3-percent reduction in fatalities per year in its annual Transportation Safety Performance Plan. In the figure, the 3- percent reduction per year is forecast for the 20-year duration of the plan. This trend is forecast in the grey bars in the figure.
- **Trend-line.** The black line is a straight-line trend forecast from historic crash trends for the 20 year duration of the plan. It is based on the data shown in the green bars (2009 to 2015 for fatalities and 2009 to 2014 for the other performance measures).
- **S-Curve.** The S-Curve forecast (shown in Orange) was developed assuming the five-year average number of crashes may be relatively flat in the near future; start to decline in a few years in recognition of different programs of the plan being implemented and potential benefits of connected and/or automated vehicles; and flatten out again in the in the future as it becomes more difficult to address the remaining fatalities.

The PAC found strengths and weaknesses in each of these trend forecasts. For example, the trend-line forecast and the straight-line to zero forecast show that, with focus and effort, zero can be achieved.

However, recognizing the recent increase in fatalities, the PAC believes it is possible in the near future the five-year average number of fatalities may remain flat until programs and projects in this TSAP are well underway. The PAC also agreed in future years of the plan, the reductions will be more difficult to achieve because of smaller numbers; therefore, the rate of reduction would flatten out. Finally, the 3-percent per year forecast has put Oregon on a path to success; however, in order to reach zero fatalities, the PAC agreed it was necessary to have more aggressive targets.

Figure G.1 Fatality Target

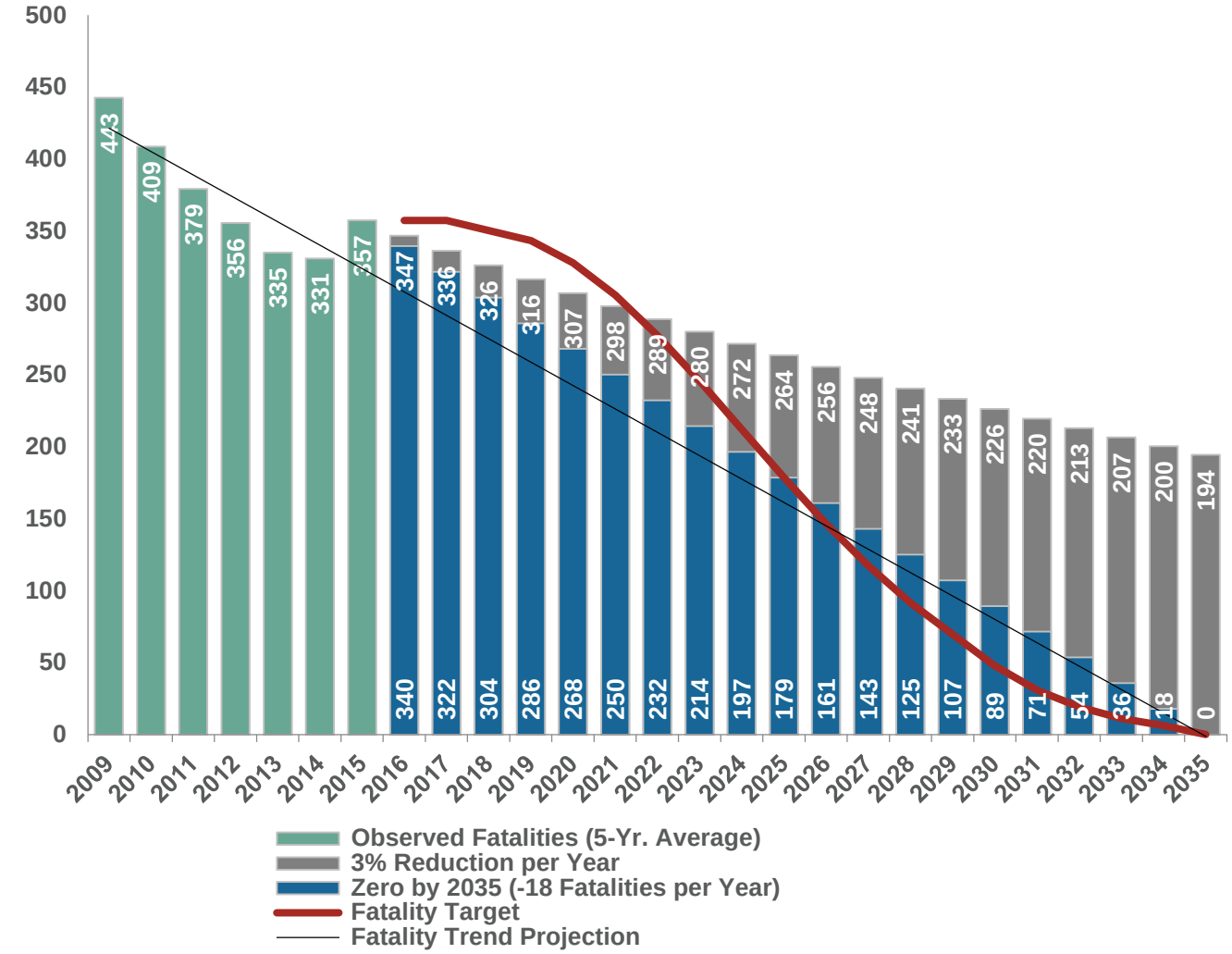


Figure G.2 Fatality Rate Target

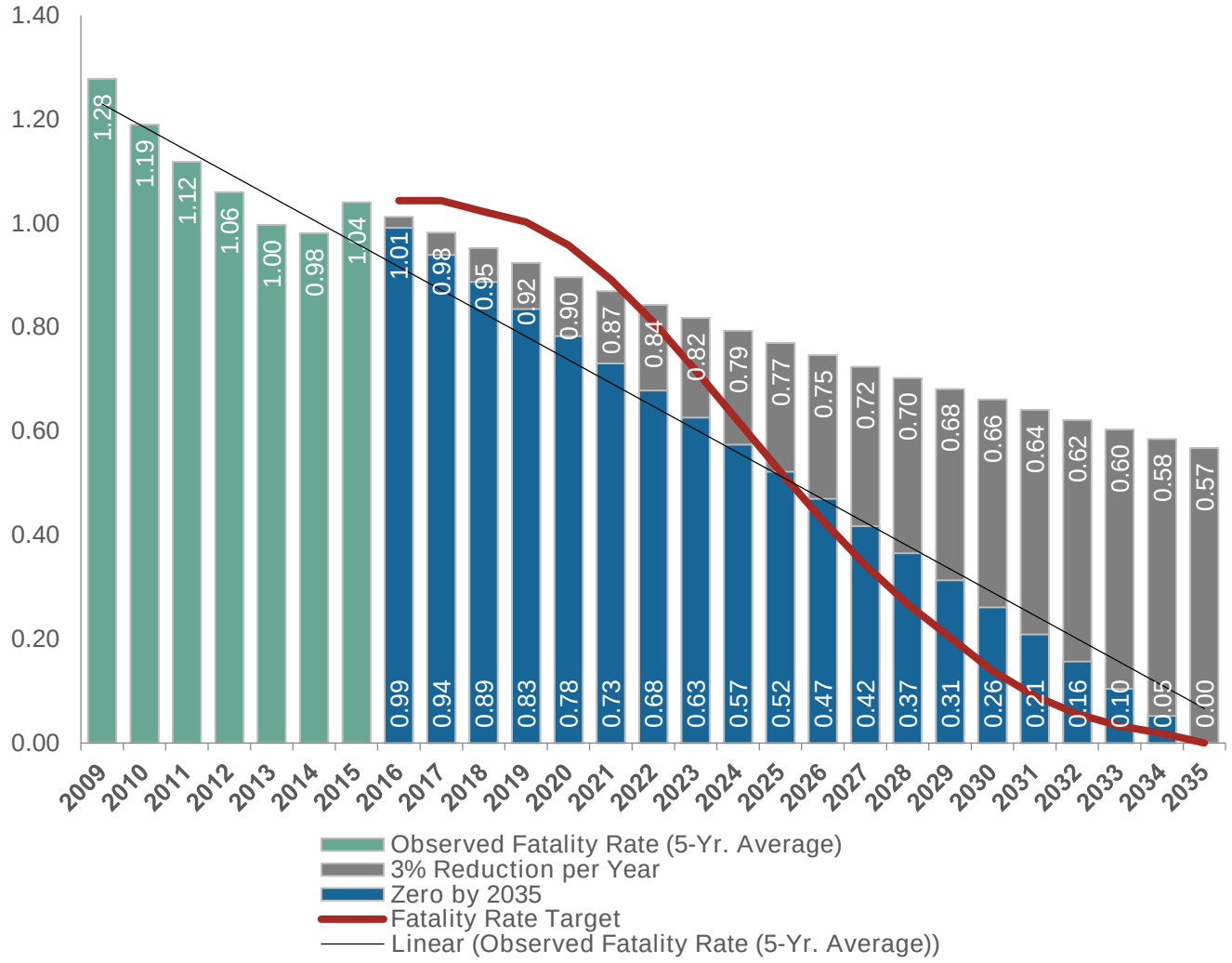


Figure G.3 Serious Injury Target

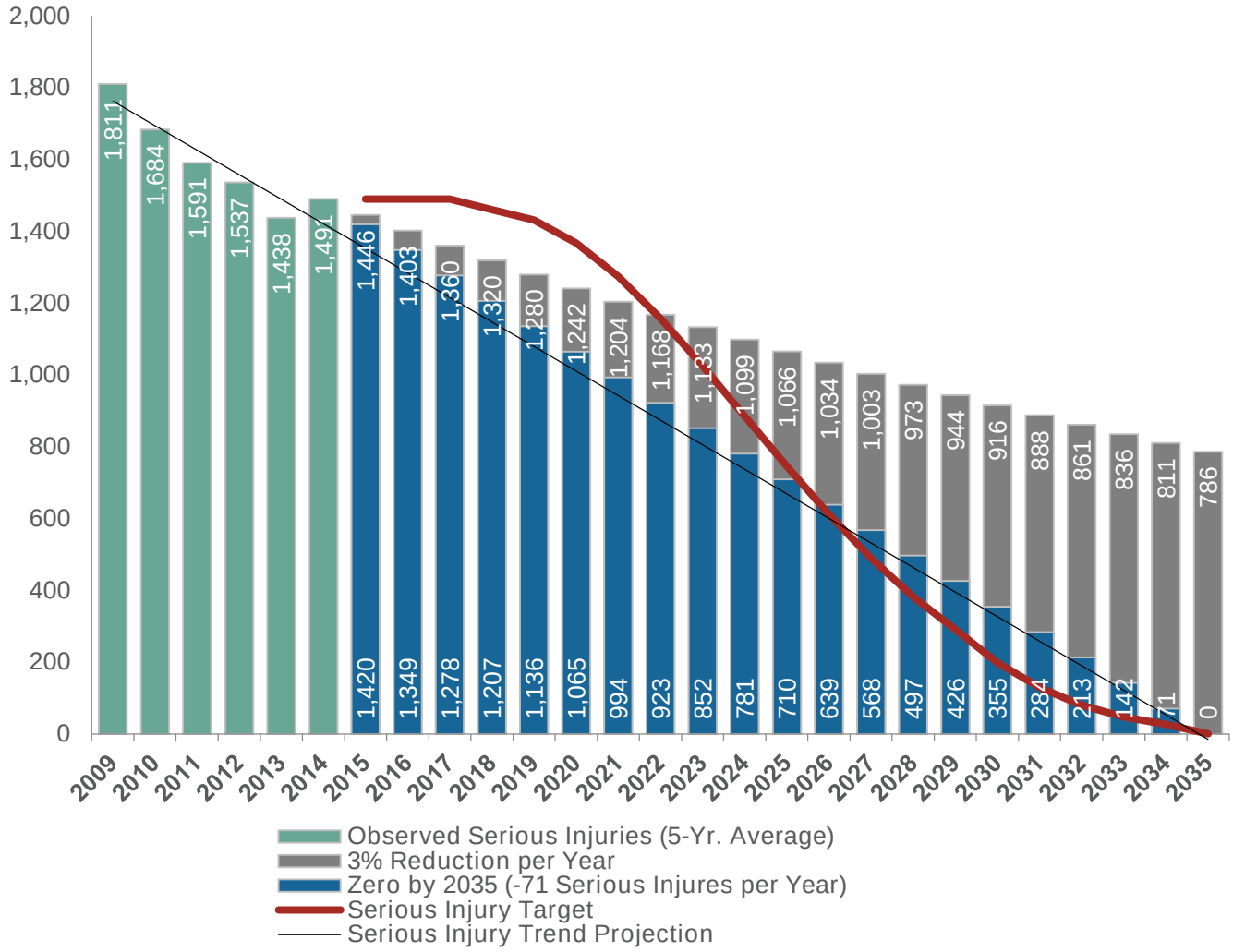


Figure G.4 Serious Injury Rate Target

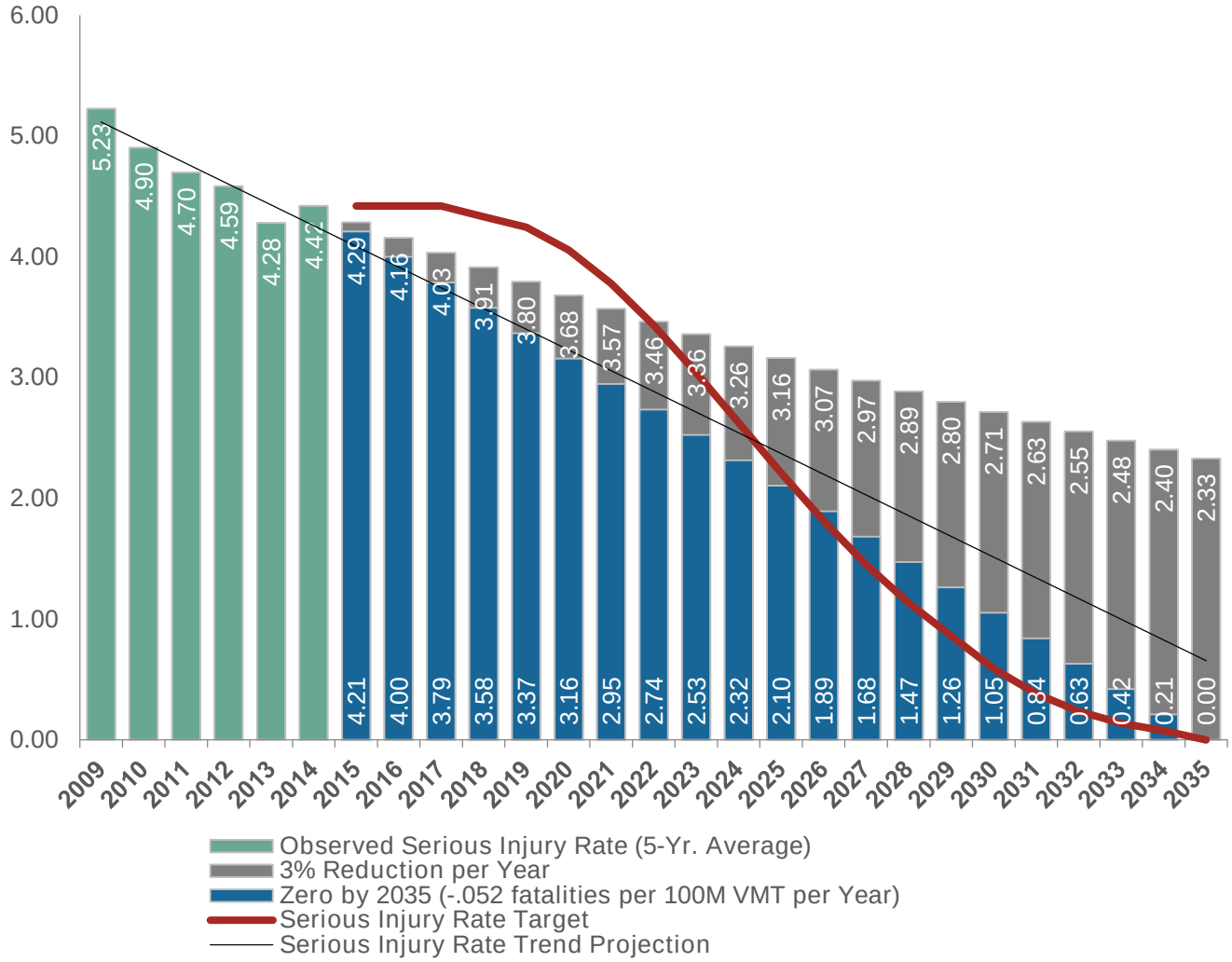
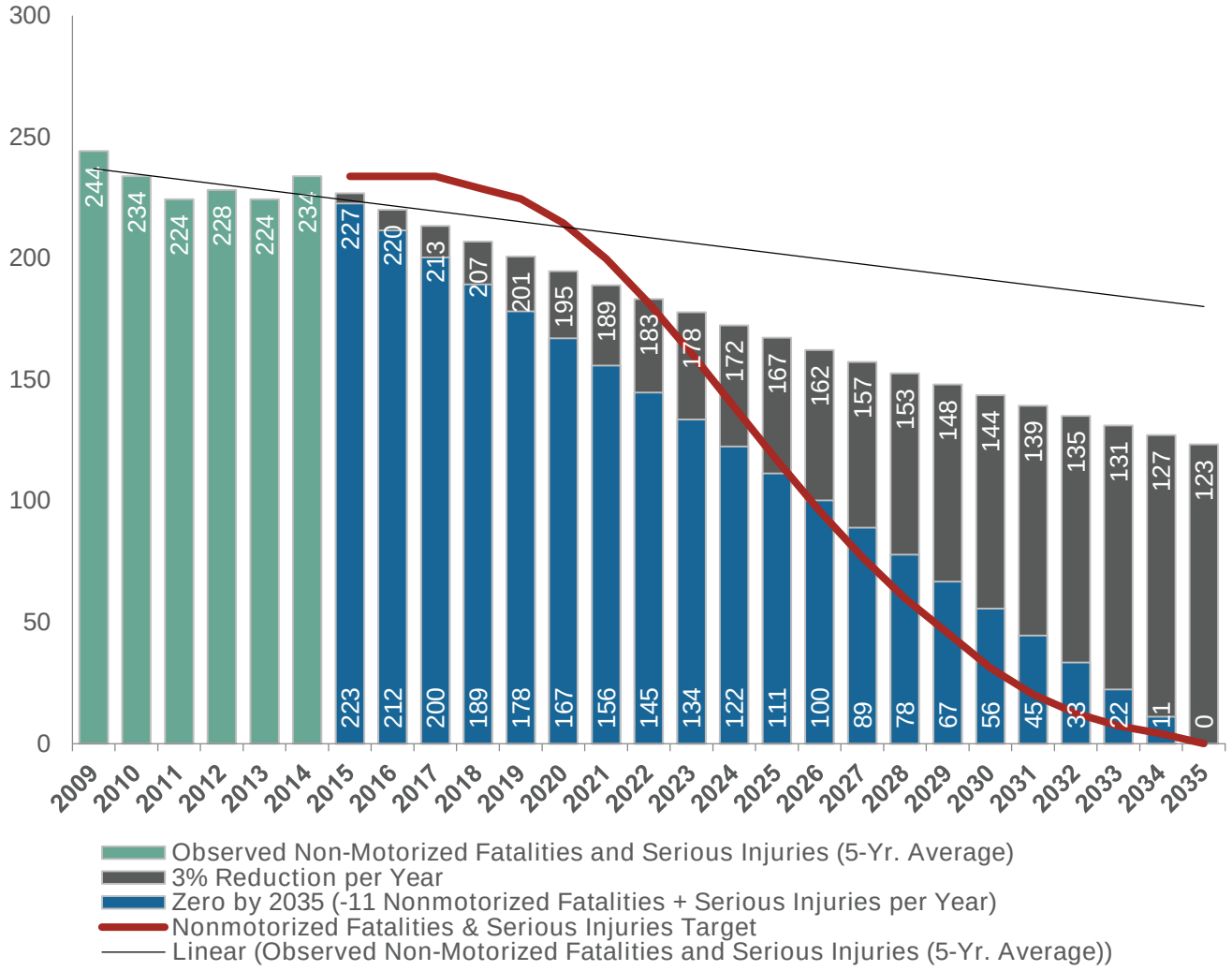


Figure G.5 Combined Non-Motorized Fatalities and Serious Injury Target



Central Lane MPO
Metropolitan Transportation Improvement Program
FFY 2015 to FFY 2018

Annual Listing of Obligated Projects

End of Year – Federal Fiscal Year 2016

January 2018

LANE COUNCIL OF GOVERNMENTS – 859 WILLAMETTE STREET, SUITE 500, EUGENE, OREGON 97401-2910
PHONE: 541.682.4283 EMAIL: mpo@lcog.org WEB: www.thempo.org

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Purpose of this Report

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

This report addresses project obligations for Federal Fiscal Year 2016 (FFY16). This is the third year of the Central Lane MPO's Metropolitan Transportation Improvement Program (MTIP) (FFY15-18) – 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 October 2017. Lane Transit District provided information concerning transit grant awards by Federal Transit Administration (FTA) December 2017. 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

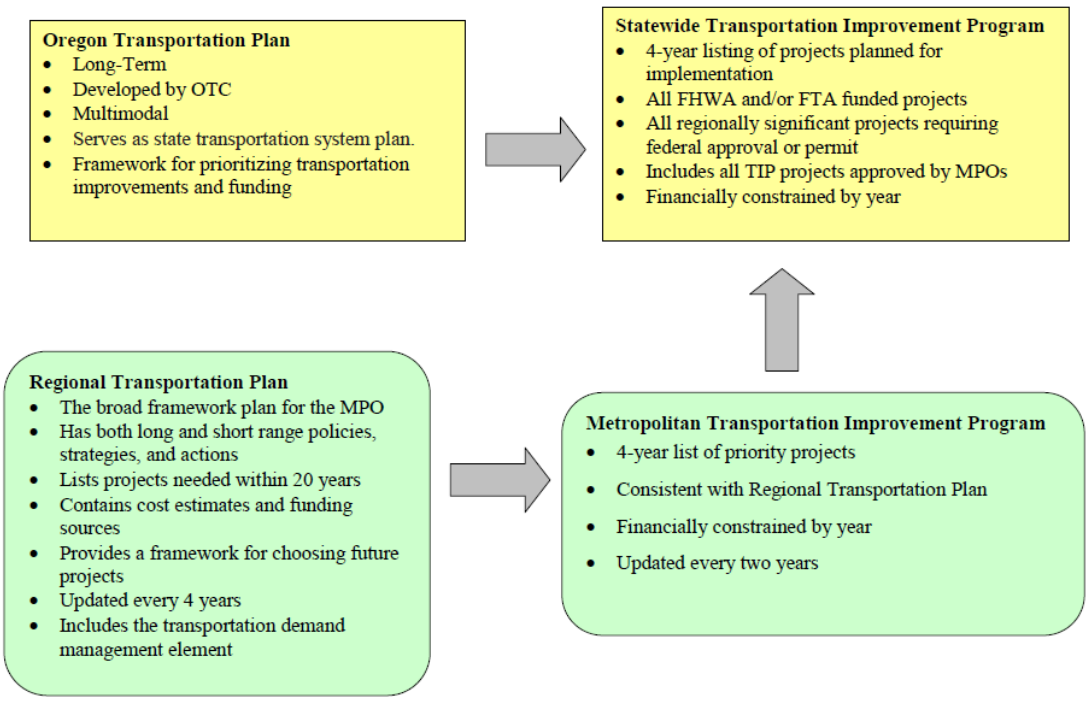
LCOG is designated as the Metropolitan Planning Organization (MPO) for the Eugene-Springfield urbanized area located in central Lane County. This area includes the Eugene-Springfield metropolitan area and the City of Coburg. The MPO serves as a forum for cooperative transportation decision making within 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, followed by Fixing America's Surface Transportation (FAST) Act in 2015, each 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[1].

The Central Lane MPO's current MTIP covers FFY15-18 and was effective October 2, 2014 with the approval by USDOT of the Air Quality Conformity Determination. The MTIP can be viewed at http://thempo.org/DocumentCenter/View/3594; the air quality conformity is available at http://thempo.org/DocumentCenter/View/390

The following tables and charts provide a summary of funds programmed in the Central Lane FFY15-18 MTIP as of October 5, 2017.

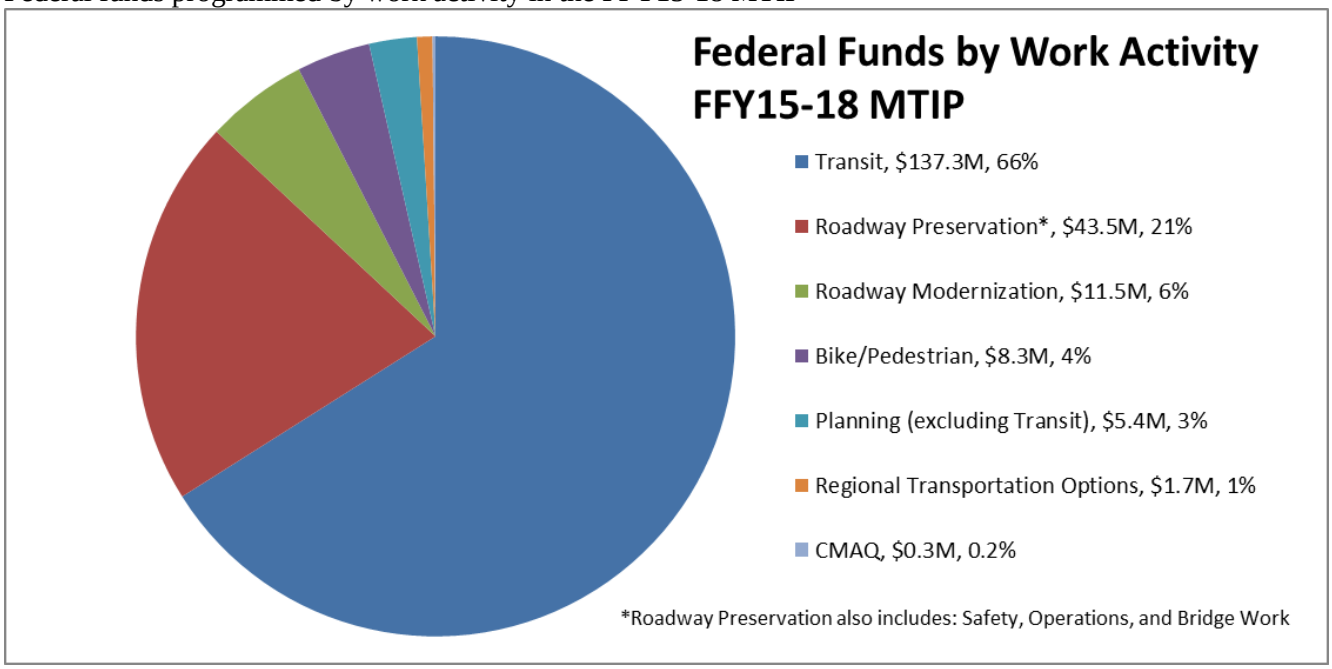
Table 1: Federal funds programmed by agency in the FFY15-18 MTIP

Agency	FFY15		FFY16		FFY17		FFY18	
	Federal $	Other $	Federal $	Other $	Federal $	Other $	Federal $	Other $
Coburg	$174,543	$88,957	$0	$0	$871,039	$104,072	$628,000	$71,877
Eugene	$1,337,454	$206,314	$1,843,838	$293,669	$1,929,335	$1,721,320	$4,600,072	$615,054
Lane Co.	$995,801	$175,024	$0	$4,458	$459,007	$135,432	$1,755,445	$250,918
LCOG	$35,892	$4,108	$0	$0	$3,602,467	$427,318	$0	$0
LTD	$100,505,667	$24,868,035	$2,208,266	$252,746	$28,569,170	$10,264,219	$8,184,360	$1,751,065
ODOT	$7,473,877	$7,716,685	$2,698,236	$18,416,451	$5,563,756	$97,527	$25,467,034	$2,773,610
Springfield	$1,128,576	$3,329,171	$0	$334,192	$5,535,000	$2,180,669	$2,411,347	$280,117
Willamalane	$0	$0	$0	$0	$0	$238,175	$0	$0
TOTAL:	$111,651,809	$36,388,294	$6,750,339	$19,301,515	$46,529,775	$15,168,732	$43,046,257	$5,742,642
Overall TOTAL:	$148,040,103		$26,051,855		$61,698,507		$48,788,899	

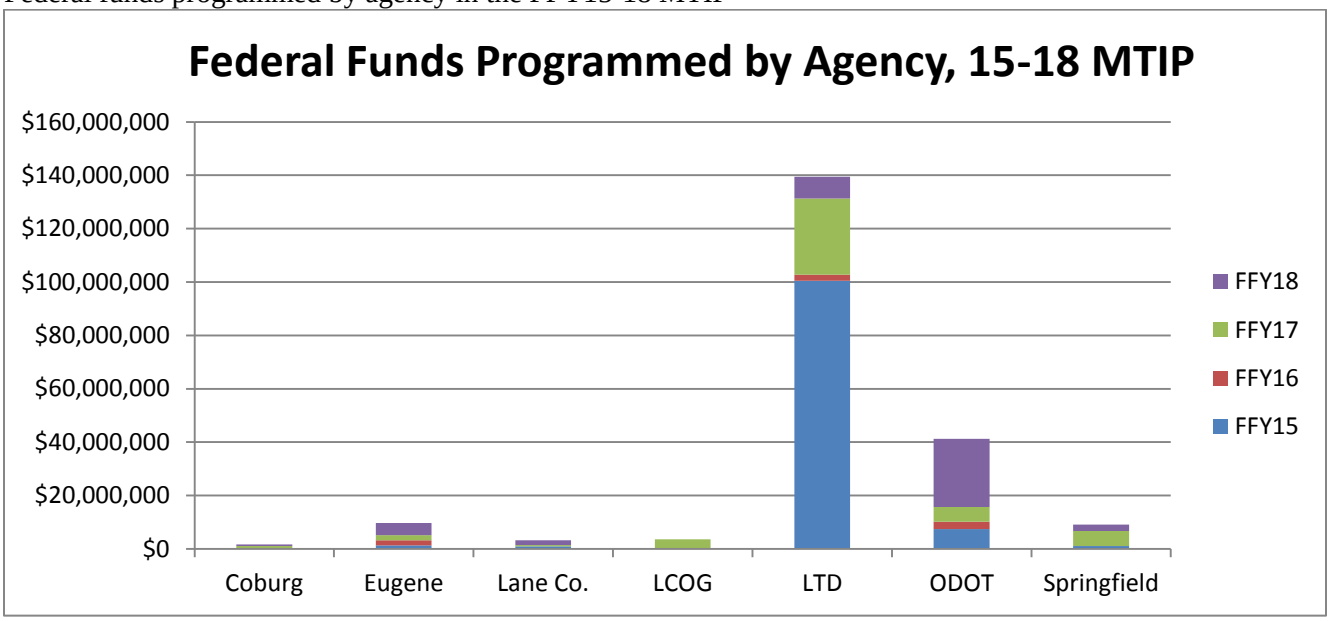
Agency	Total FFY15-18		
	Federal $	Other $	All Funds
Coburg	$1,673,582	$264,907	$1,938,488
Eugene	$9,710,698	$2,836,356	$12,547,055
Lane Co.	$3,210,253	$565,832	$3,776,085
LCOG	$3,638,359	$431,426	$4,069,786
LTD	$139,467,462	$37,136,065	$176,603,527
ODOT	$41,202,903	$29,004,273	$70,207,176
Springfield	$9,074,923	$6,124,149	$15,199,072
Willamalane	$0	$238,175	$238,175
Overall TOTAL:	$207,978,180	$76,601,183	**$284,579,363**

[1] 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.

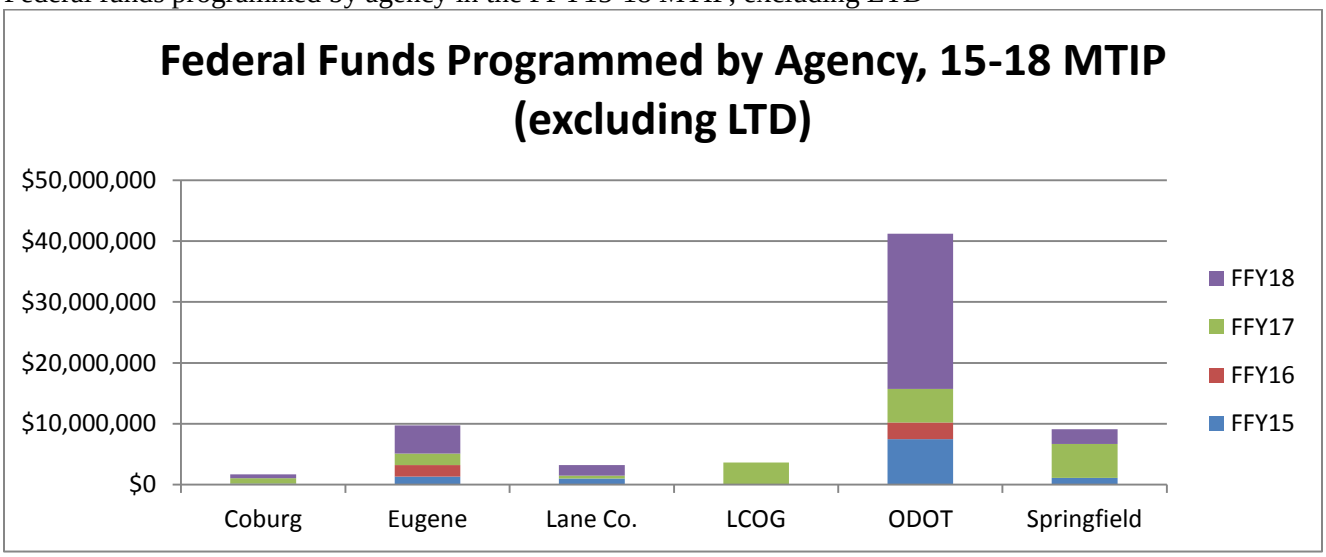
Graph 1
Federal funds programmed by work activity in the FFY15-18 MTIP



Graph 2
Federal funds programmed by agency in the FFY15-18 MTIP



Graph 3
Federal funds programmed by agency in the FFY15-18 MTIP, excluding LTD



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 a population in excess of 200,000, the MPO receives formula funds from United State Department of Transportation (USDOT). There are several programs under the FAST Act transportation bill that distribute federal funds directly to the MPO:

- Surface Transportation Block Grant funds (STBG) are provided to the MPO based on a population-based formula set by the Federal Government in the Transportation Bill. The MPO receives approximately $4.6 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 STBG funds but are provided by the *Federal Transit Administration.* The amount received by the MPO is about the same as the STBG 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 MAP-21 legislation eliminated this program funding, but required 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.

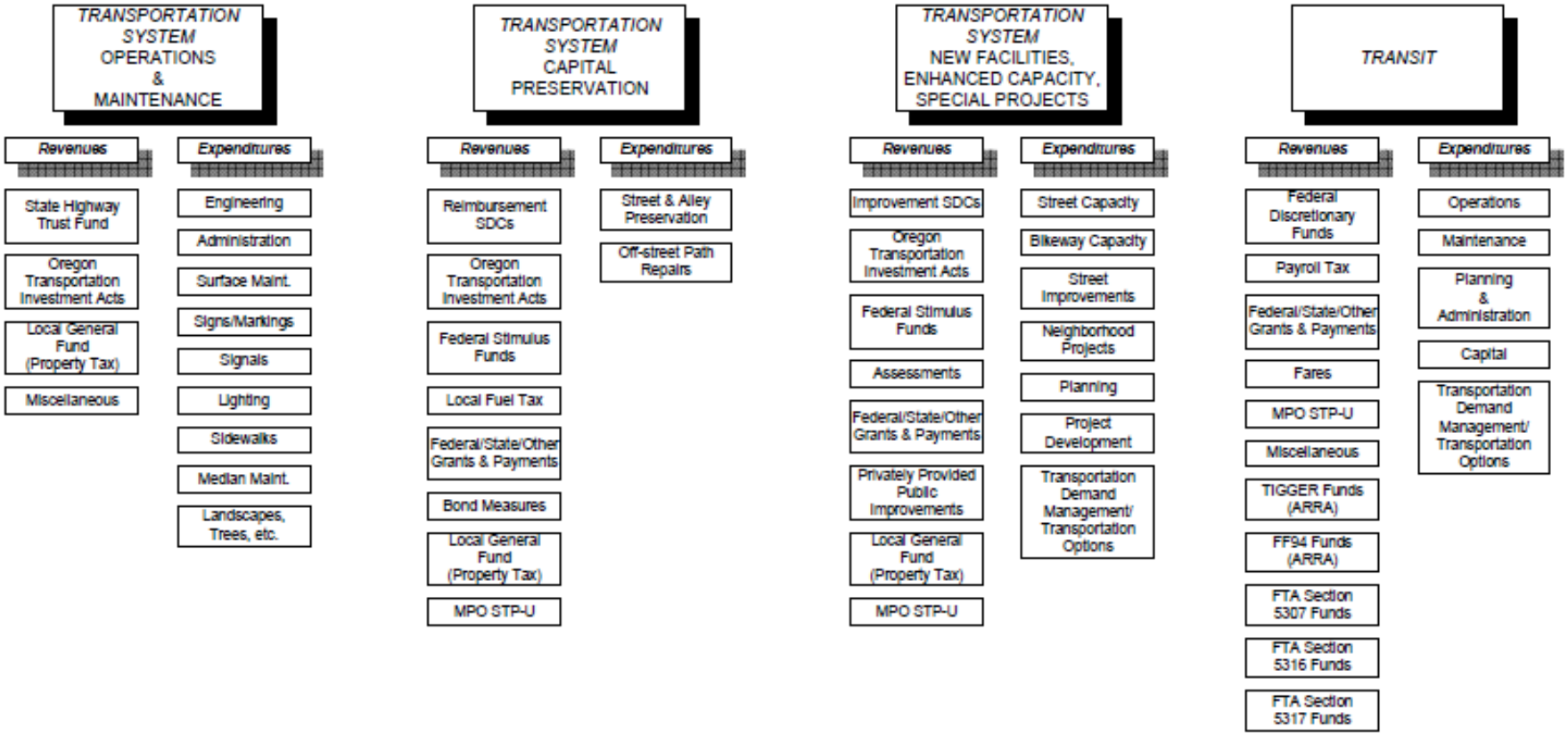
The State also uses its federal funds as well as state funds for transportation projects within the MPO area. Some are used on the state highway system; others are grants awarded for specific projects subject to the originating source program's rules. These projects are listed in the MTIP. The State 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 $285 million of projects contained in the Central Lane FFY15-18 MTIP, approximately $77 million (27 percent) is provided through state and local sources.

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 FFY16. All projects programmed in the MTIP with at least one phase in FFY16 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 FFY16. 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://thempo.org/371/Metropolitan-Transportation-Improvement-. (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 October 5, 2017.

Project "phases"

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

- Planning (PL)
- Preliminary Engineering/design (PE)
- Right of Way Acquisition (RW)
- Utility Relocation (UR)
- Construction (CN); and
- Other (OT)

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

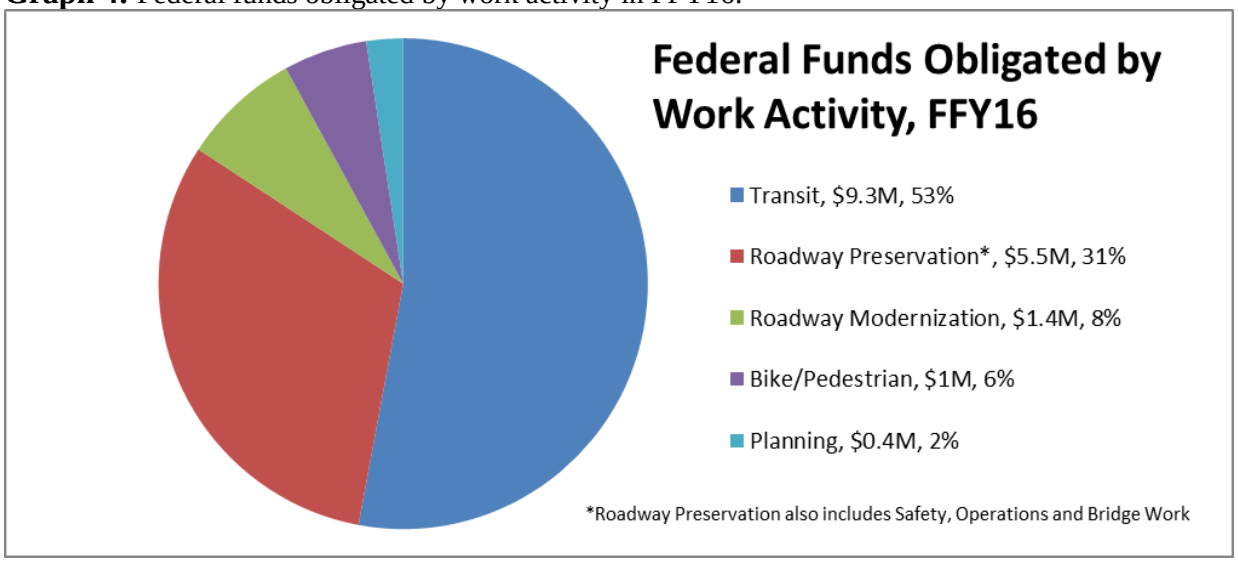
The MTIP contains projects that are funded from a variety of sources. Fund *types* relate to funds provided through current and past transportation bills, special programs, earmarks from other Federal bills, State programs, etc. Appendix A provides a brief explanation of federal funding sources and fund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

Obligation of federal funds within CLMPO in FFY16

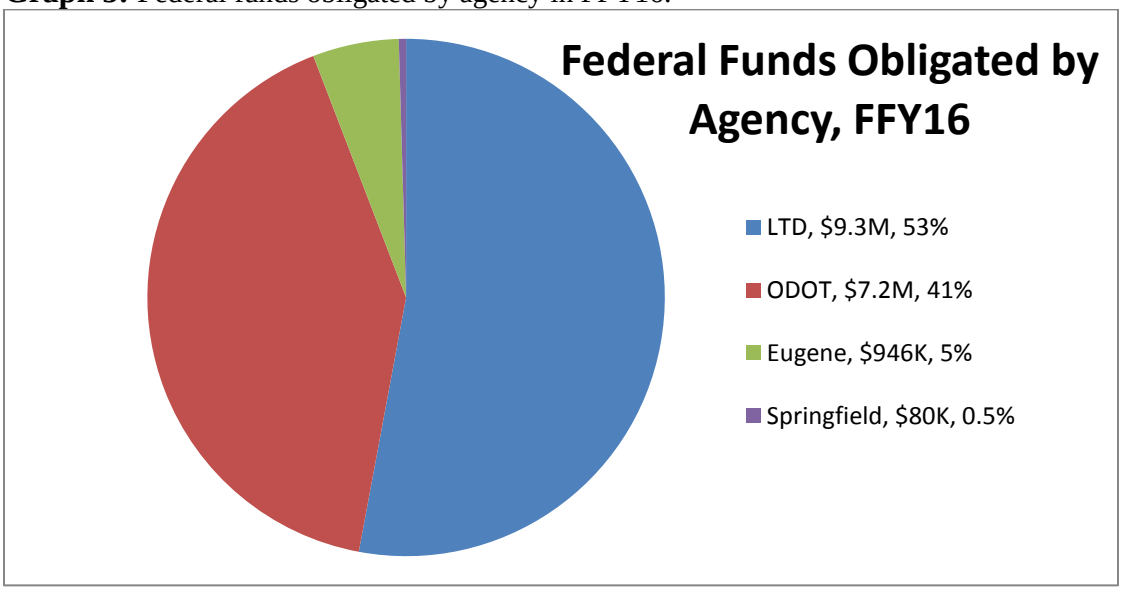
Summary of Projects

A total of $17.6 million in federal funds were obligated in federal fiscal year 2016 on transportation projects. Of this, $9.3 million (53%) was for transit; $5.5 million (31%) was for roadway preservation; $1.4 million (8%) was for roadway modernization, $1 million (6%) was for bike/pedestrian projects; and $425K (2%) was for planning.

Graph 4: Federal funds obligated by work activity in FFY16:

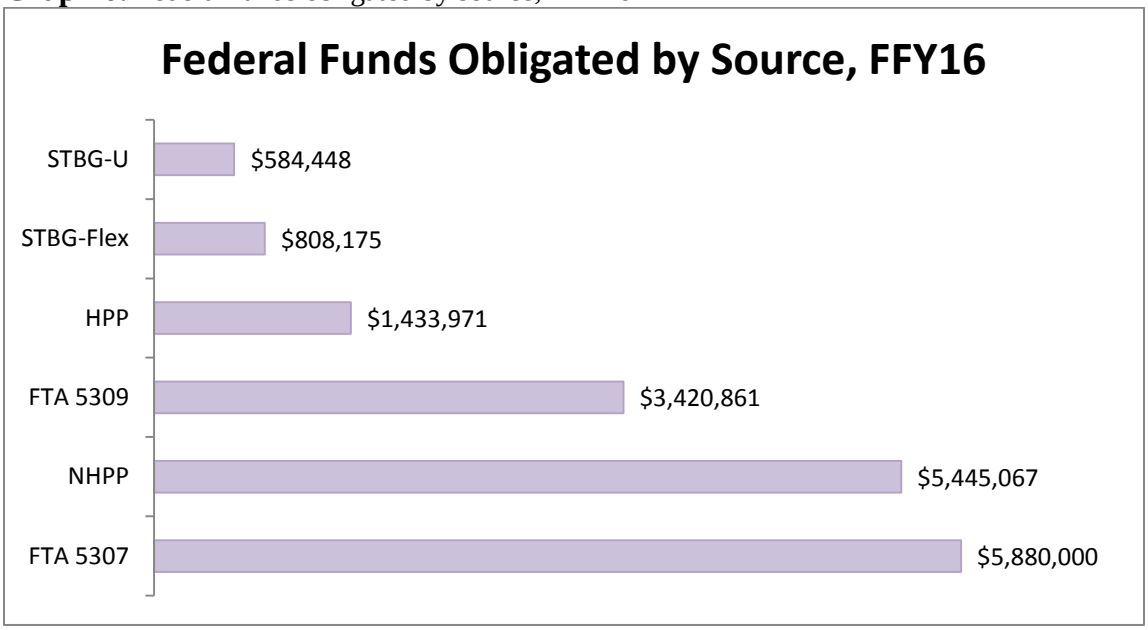


Graph 5: Federal funds obligated by agency in FFY16:



The following table provides an overview of the different federal funding sources that were obligated in FFY16. The largest source of federal funds obligated in FFY16 is from the FTA 5307 fund, which comprise approximately 33 percent of federal funds obligated.

Graph 6: Federal funds obligated by source, FFY16



Project details:

The following pages provide further details of the programmed projects for which federal funds were obligated in FFY16 within the Central Lane MPO.

FFY 2016 Projects By Juristication	STIP Key	Project Type	Phase	Federal Fund Source	Federal Funds Obligated FFY 2016	FFY 2016 Total Cost	Total Project Federal Funds*	Total Project Cost*
Central Lane Metropolitan Planning Organization					**$0.00**	**$0.00**	**$0.00**	**$0.00**
NA					--	--	--	--
Coburg					**$0.00**	**$0.00**	**$0.00**	**$0.00**
NA					--	--	--	--
Eugene					**$946,001.08**	**$1,065,205.60**	**$2,384,479.86**	**$2,731,857.78**
FERN RIDGE PATH: GREENHILL RD - TERRY ST (UNIT 2)	16636	Bike/Ped	CN	HPP (Q920)	$59,892.55	$29,576.95	$193,676.18	$242,095.25
FERN RIDGE PATH - CHAMBERS TO ARTHUR STREETS	17160	Bike/Ped	CN	STBG-Flex	$64,448.89	$71,825.35	$538,809.23	$600,478.59
NORTH BANK PATH REHAB: DEFAZIO BRIDGE-LEISURE LANE	17161	Bike/Ped	CN	STBG-U	$79,801.54	$88,935.18	$581,692.59	$648,380.20
SOUTH BANK PATH: KNICKERBOCKER BRIDGE TO WALNUT ST	18792	Bike/Ped	PE, CN	STBG-Flex, STBG-U	$741,858.10	$874,868.12	$1,070,301.86	$1,240,903.74
Lane County					**$0.00**	**$0.00**	**$0.00**	**$0.00**
NA					--	--	--	--
Lane Transit District					**$9,300,861.00**	**$11,569,395.00**	**$9,300,861.00**	**$11,569,395.00**
BUS SUPPORT EQUIPMENT AND FACILITIES - 2016	19268	Transit	OT	5307	$1,680,000.00	$2,100,000.00	$1,680,000.00	$2,100,000.00
PREVENTIVE MAINTENANCE 2016	19375	Transit	OT	5307	$4,200,000.00	$5,250,000.00	$4,200,000.00	$5,250,000.00
ADA PARATRANSIT VEHICLES AND CAMERAS	19485	Transit	OT	5309	$1,064,145.00	$1,273,500.00	$1,064,145.00	$1,273,500.00
LTD BUS REPLACEMENT PROGRAM 2017	19967	Transit	OT	5309	$2,356,716.00	$2,945,895.00	$2,356,716.00	$2,945,895.00
Oregon Department of Transportation					**$7,246,012.91**	**$7,974,184.34**	**$28,395,541.12**	**$31,605,893.80**
OR569: DELTA HWY O'XING BR #09358	16034	Bridge	CN	STBG-Flex	$1,867.59	$2,081.34	$548,640.05	$611,433.81
I-5: COBURG INTCHG RIGHT OF WAY PROTECTIVE PURCH	18472	Modern	RW	HPP (LY20)	$1,374,078.00	$1,520,000.00	$1,374,078.00	$1,520,000.00
OR569: SCS CANAL & UPRR BRIDGE REPAIR	18576	Bridge	PE	NHPP	$103,584.31	$115,440.00	$1,047,149.00	$1,167,000.00
I-105 WILLAMETTE R CONNS & 1ST TO 7TH AVE VIADUCTS	18577	Bridge	PE	NHPP	$2,984,940.08	$3,236,760.00	$16,205,324.37	$18,031,800.00
OR126: CORNERSTONE DR. TO W. 11TH ST.	19743	Preserv	PE	NHPP	$2,356,543.07	$2,626,260.00	$8,547,233.84	$9,525,503.00
FRANKLIN BLVD FACILITY PLAN & NEPA DOCUMENTATION	19746	Planning	PL	STBG-U	$424,999.86	$473,643.00	$673,115.86	$750,156.99
Springfield					**$79,646.71**	**$88,762.64**	**$1,749,393.76**	**$2,042,183.17**
GLENWOOD CONNECTOR PATH	16760	Bike/Ped	PE, RW, CN	STBG-U	$28,092.24	$31,307.53	$359,524.00	$485,762.25
GATEWAY ST PRESERVATION: HARLOW RD - I-5 XING	18822	Preserv	PE	STBG-U	$51,554.47	$57,455.11	$1,389,869.76	$1,556,420.92
Willamalane					**$0.00**	**$0.00**	**$0.00**	**$0.00**
NA					--	--	--	--
Grand Total					**$17,572,521.70**	**$20,697,547.58**	**$41,830,275.74**	**$47,949,329.75**

**Includes previous and future estimated funds*

Eugene:

FERN RIDGE PATH: GREENHILL RD - TERRY ST (UNIT 2)
Key: 16636
REPAIR OF FAILING CONCRETE SECTIONS & DAMAGED LIGHTING & OTHER ENHANCEMENTS ON PATH

FERN RIDGE PATH - CHAMBERS TO ARTHUR STREETS
Key: 17160
PATH REHABILITATION AND REALIGNMENT, INCLUDING INSTALLATION OF PATH LIGHTING

NORTH BANK PATH REHAB: DEFAZIO BRIDGE-LEISURE LANE
Key: 17161
PATH REHAB-SURFACE OVERLAY OR REPLACEMENT, LIGHTING, MINOR ALIGNMENT CORRECTION ETC

SOUTH BANK PATH: KNICKERBOCKER BRIDGE TO WALNUT ST
Key: 18792
REHABILITATION OF THE SOUTH BANK PATH SEGMENT

Lane Transit District:

BUS SUPPORT EQUIPMENT AND FACILITIES – 2016
Key: 19268
Equipment purchases and facilities improvements in support of transit operations

PREVENTIVE MAINTENANCE 2016
Key: 19375
Preventive maintenance

ADA PARATRANSIT VEHICLES AND CAMERAS
Key: 19485
Program funds awarded by the Federal Transit Administration under its Ladders of Opportunity Initiative. This project will purchase 8 medium size light duty buses, 3 low-floor minivans, and security cameras for 26 vehicles.

LTD BUS REPLACEMENT PROGRAM 2017
Key: 19967
60ft Hybrid/Diesel Buss Replacement Program (qty 3 vehicles). 2013 lapsing funds.

Oregon Department of Transportation:

OR569: DELTA HWY O'XING BR #09358:
Key: 16034
DECK OVERLAY; REPAIR SPALLED RAIL PARAPETS; BRIDGE #09358

I-5: COBURG INTCHG RIGHT OF WAY PROTECTIVE PURCH
Key: 18472
RW PROTECTIVE PURCHASE ON VAN DUYN RD APPROX 1320 FROM I-5 NB OFF-RAMP

OR569: SCS CANAL & UPRR BRIDGE REPAIR
Key: 18576
RAIL; SEISMIC; DECK OVERLAY; JOINTS; CONCRETE REPAIR; SPOT PAINT; BR #09460

I-105 WILLAMETTE R CONNS & 1ST TO 7TH AVE VIADUCTS
Key: 18577
Deck overlay; joints; bridge rail; concrete repairs (#08966, 08966R, 09600E and 09600W); remove bridge #09572 and replace with embankment.

OR126: CORNERSTONE DR. TO W. 11TH ST.
Key: 19743
3R preservation, miscellaneous safety improvements

FRANKLIN BLVD FACILITY PLAN & NEPA DOCUMENTATION
Key: 19746
Prepare design concepts and NEPA documentation westbound from I-5 to Alder Street

Springfield:

GLENWOOD CONNECTOR PATH
Key: 16760
CONSTRUCT BIKE AND PEDESTRIAN IMPROVEMENTS ALONG THE GLENWOOD RIVERFRONT PARKPATH

GATEWAY ST PRESERVATION: HARLOW RD - I-5 XING
Key: 18822
RESURFACE GATEWAY STREET BETWEEN BELTLINE ROAD AND HARLOW ROAD

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 Block Grant (STBG) Program, 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:

STBG-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.
STBG, M240 L240, H240, L250	Funds allocated by ODOT through various programs to local Agencies.
STBG-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 fright 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 (ACP1) 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 (HPP, 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 (PL) – 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) – 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 (OT) – Transit projects usually fall into this category

Central Lane MPO
Metropolitan Transportation Improvement Program
FFY 2015 to FFY 2018

Annual Listing of Obligated Projects

End of Year – Federal Fiscal Year 2017

January 2018

LANE COUNCIL OF GOVERNMENTS – 859 WILLAMETTE STREET, SUITE 500, EUGENE, OREGON 97401-2910
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Purpose of this Report

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

This report addresses project obligations for Federal Fiscal Year 2017 (FFY17). This is the third year of the Central Lane MPO's Metropolitan Transportation Improvement Program (MTIP) (FFY15-18) – 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 October 2017. Lane Transit District provided information concerning transit grant awards by Federal Transit Administration (FTA) December 2017. 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

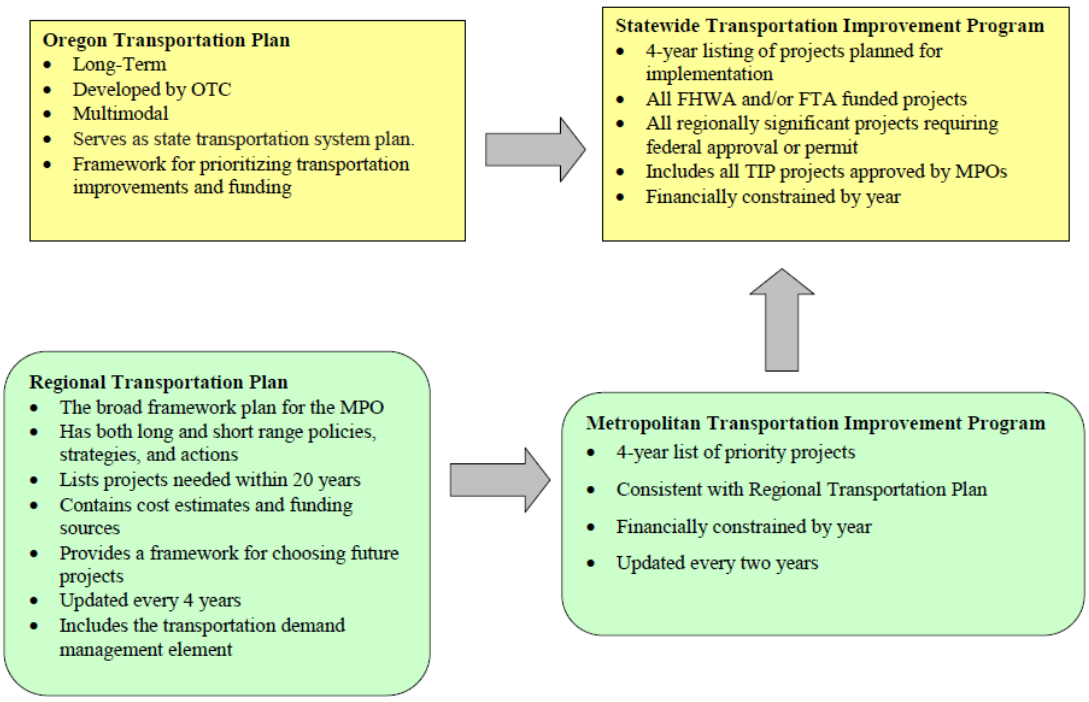
LCOG is designated as the Metropolitan Planning Organization (MPO) for the Eugene-Springfield urbanized area located in central Lane County. This area includes the Eugene-Springfield metropolitan area and the City of Coburg. The MPO serves as a forum for cooperative transportation decision making within 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, followed by Fixing America's Surface Transportation (FAST) Act in 2015, each 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[1].

The Central Lane MPO's current MTIP covers FFY15-18 and was effective October 2, 2014 with the approval by USDOT of the Air Quality Conformity Determination. The MTIP can be viewed at http://thempo.org/DocumentCenter/View/3594; the air quality conformity is available at http://thempo.org/DocumentCenter/View/390

The following tables and charts provide a summary of funds programmed in the Central Lane FFY15-18 MTIP as of October 5, 2017.

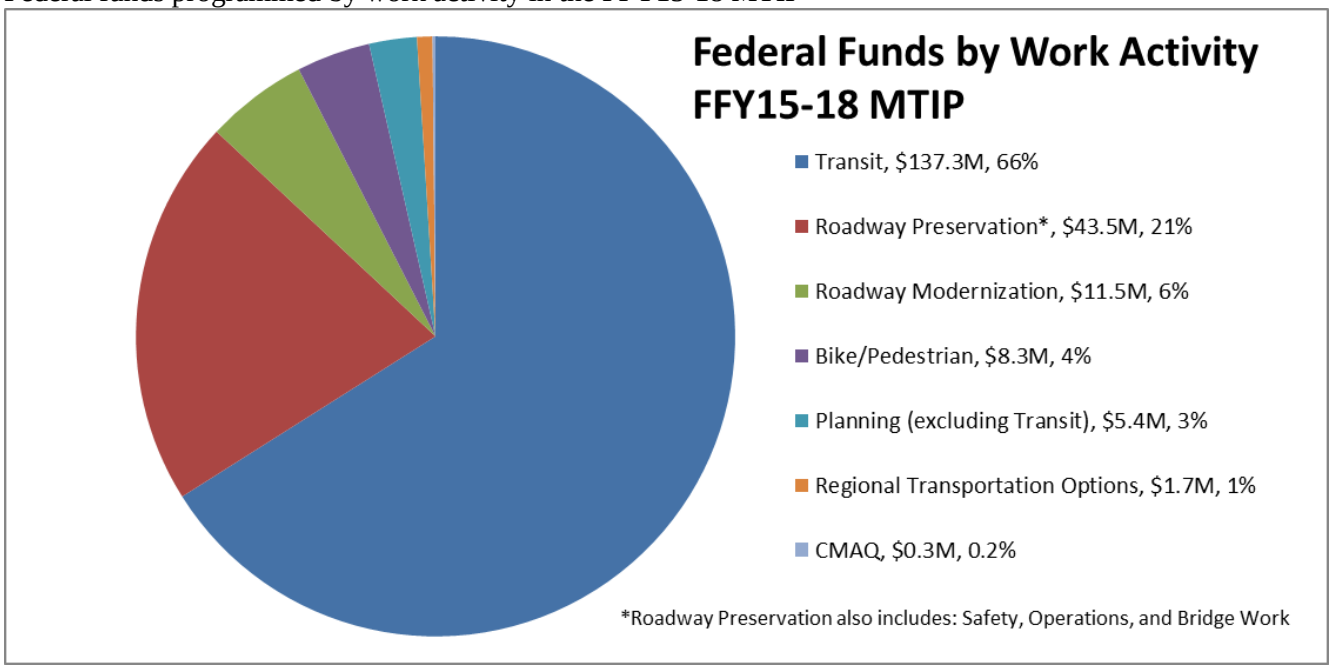
Table 1: Federal funds programmed by agency in the FFY15-18 MTIP

Agency	FFY15		FFY16		FFY17		FFY18	
	Federal $	Other $	Federal $	Other $	Federal $	Other $	Federal $	Other $
Coburg	$174,543	$88,957	$0	$0	$871,039	$104,072	$628,000	$71,877
Eugene	$1,337,454	$206,314	$1,843,838	$293,669	$1,929,335	$1,721,320	$4,600,072	$615,054
Lane Co.	$995,801	$175,024	$0	$4,458	$459,007	$135,432	$1,755,445	$250,918
LCOG	$35,892	$4,108	$0	$0	$3,602,467	$427,318	$0	$0
LTD	$100,505,667	$24,868,035	$2,208,266	$252,746	$28,569,170	$10,264,219	$8,184,360	$1,751,065
ODOT	$7,473,877	$7,716,685	$2,698,236	$18,416,451	$5,563,756	$97,527	$25,467,034	$2,773,610
Springfield	$1,128,576	$3,329,171	$0	$334,192	$5,535,000	$2,180,669	$2,411,347	$280,117
Willamalane	$0	$0	$0	$0	$0	$238,175	$0	$0
TOTAL:	$111,651,809	$36,388,294	$6,750,339	$19,301,515	$46,529,775	$15,168,732	$43,046,257	$5,742,642
Overall TOTAL:	$148,040,103		$26,051,855		$61,698,507		$48,788,899	

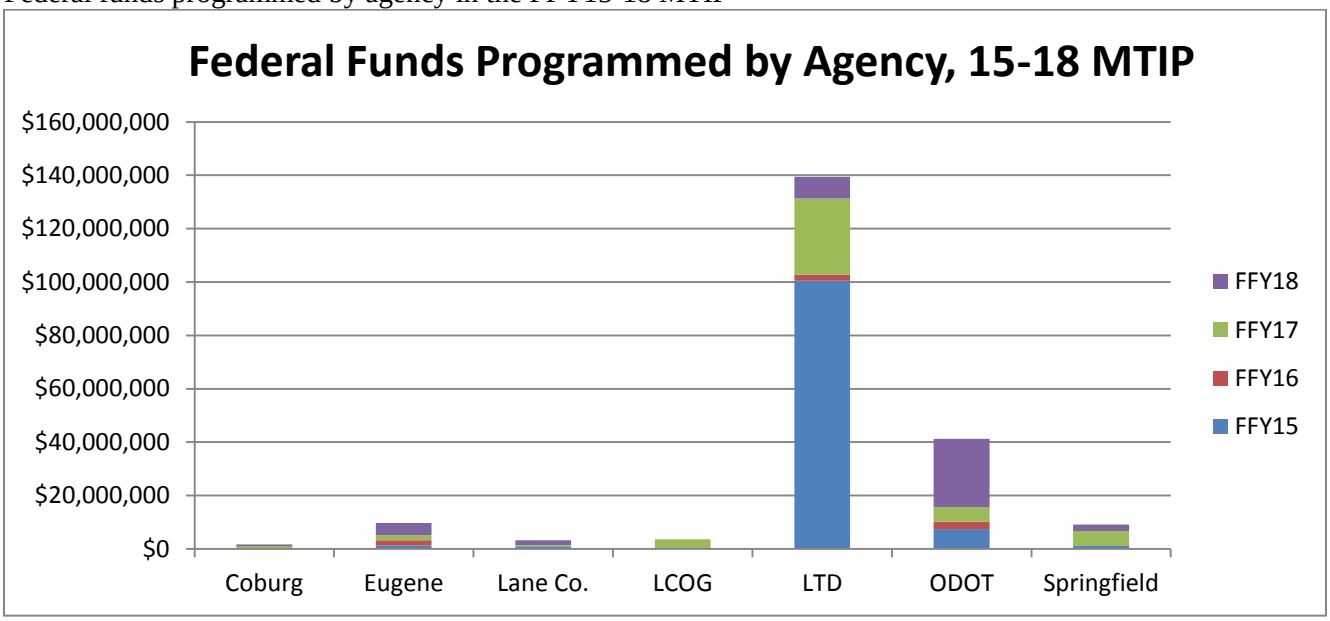
Agency	Total FFY15-18		
	Federal $	Other $	All Funds
Coburg	$1,673,582	$264,907	$1,938,488
Eugene	$9,710,698	$2,836,356	$12,547,055
Lane Co.	$3,210,253	$565,832	$3,776,085
LCOG	$3,638,359	$431,426	$4,069,786
LTD	$139,467,462	$37,136,065	$176,603,527
ODOT	$41,202,903	$29,004,273	$70,207,176
Springfield	$9,074,923	$6,124,149	$15,199,072
Willamalane	$0	$238,175	$238,175
Overall TOTAL:	$207,978,180	$76,601,183	**$284,579,363**

[1] 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.

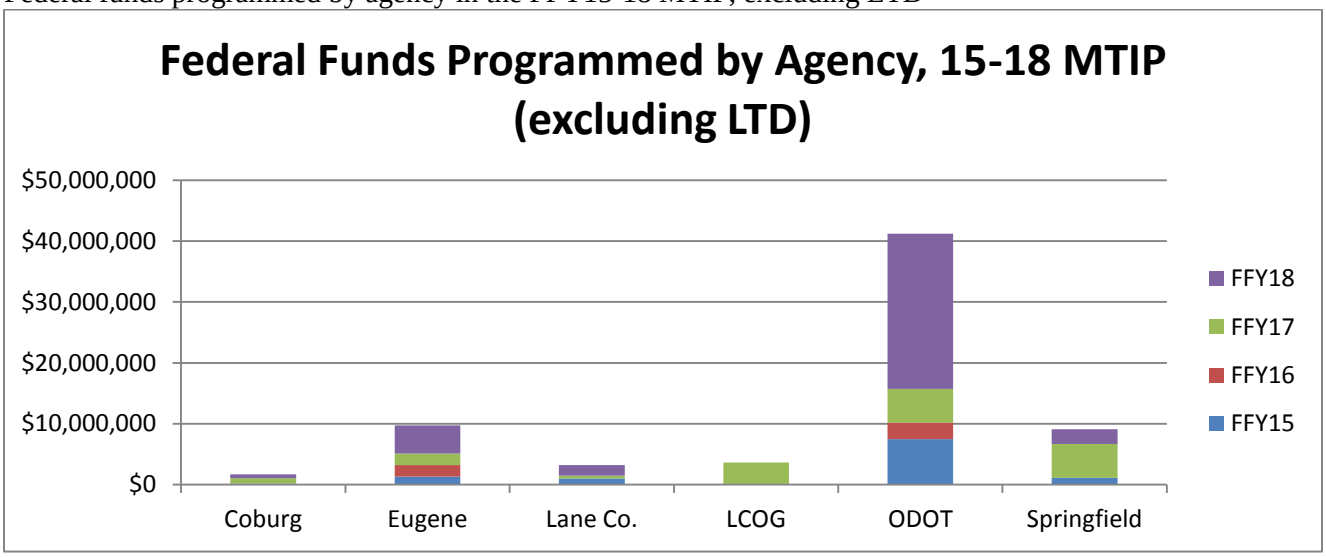
Graph 1
Federal funds programmed by work activity in the FFY15-18 MTIP



Graph 2
Federal funds programmed by agency in the FFY15-18 MTIP



Graph 3
Federal funds programmed by agency in the FFY15-18 MTIP, excluding LTD



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 a population in excess of 200,000, the MPO receives formula funds from United State Department of Transportation (USDOT). There are several programs under the FAST Act transportation bill that distribute federal funds directly to the MPO:

- Surface Transportation Block Grant funds (STBG) are provided to the MPO based on a population-based formula set by the Federal Government in the Transportation Bill. The MPO receives approximately $4.6 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 STBG funds but are provided by the *Federal Transit Administration.* The amount received by the MPO is about the same as the STBG 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 MAP-21 legislation eliminated this program funding, but required 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.

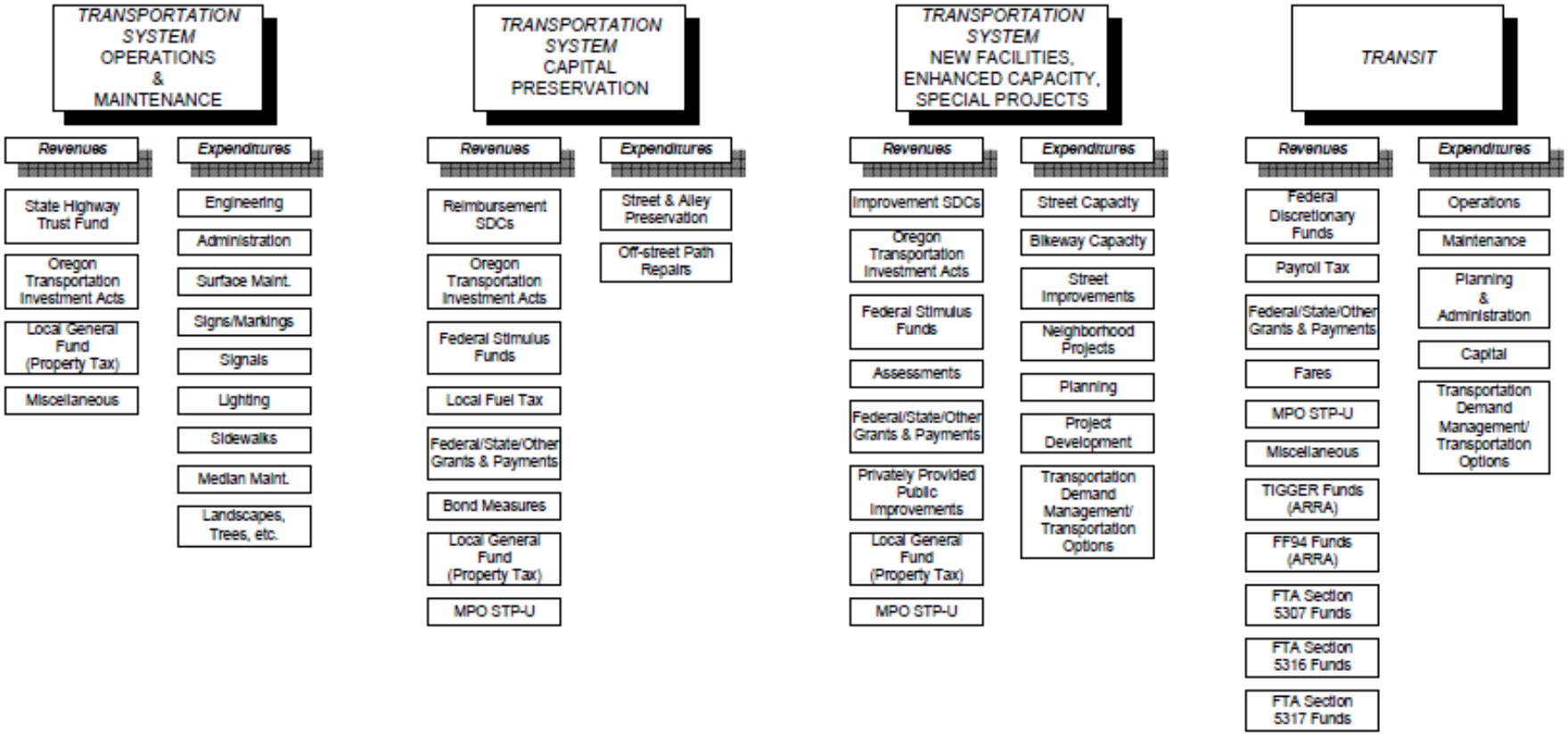
The State also uses its federal funds as well as state funds for transportation projects within the MPO area. Some are used on the state highway system; others are grants awarded for specific projects subject to the originating source program's rules. These projects are listed in the MTIP. The State 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 $285 million of projects contained in the Central Lane FFY15-18 MTIP, approximately $77 million (27 percent) is provided through state and local sources.

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 FFY17. All projects programmed in the MTIP with at least one phase in FFY17 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 FFY17. 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://thempo.org/371/Metropolitan-Transportation-Improvement-. (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 October 5, 2017.

Project "phases"

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

- Planning (PL)
- Preliminary Engineering/design (PE)
- Right of Way Acquisition (RW)
- Utility Relocation (UR)
- Construction (CN); and
- Other (OT)

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

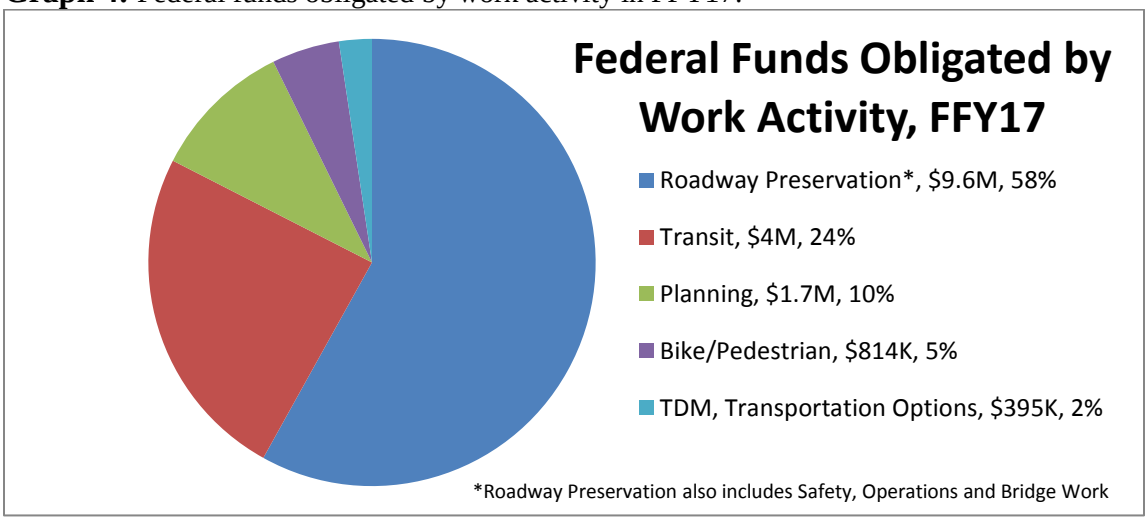
The MTIP contains projects that are funded from a variety of sources. Fund *types* relate to funds provided through current and past transportation bills, special programs, earmarks from other Federal bills, State programs, etc. Appendix A provides a brief explanation of federal funding sources and fund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

Obligation of federal funds within CLMPO in FFY17

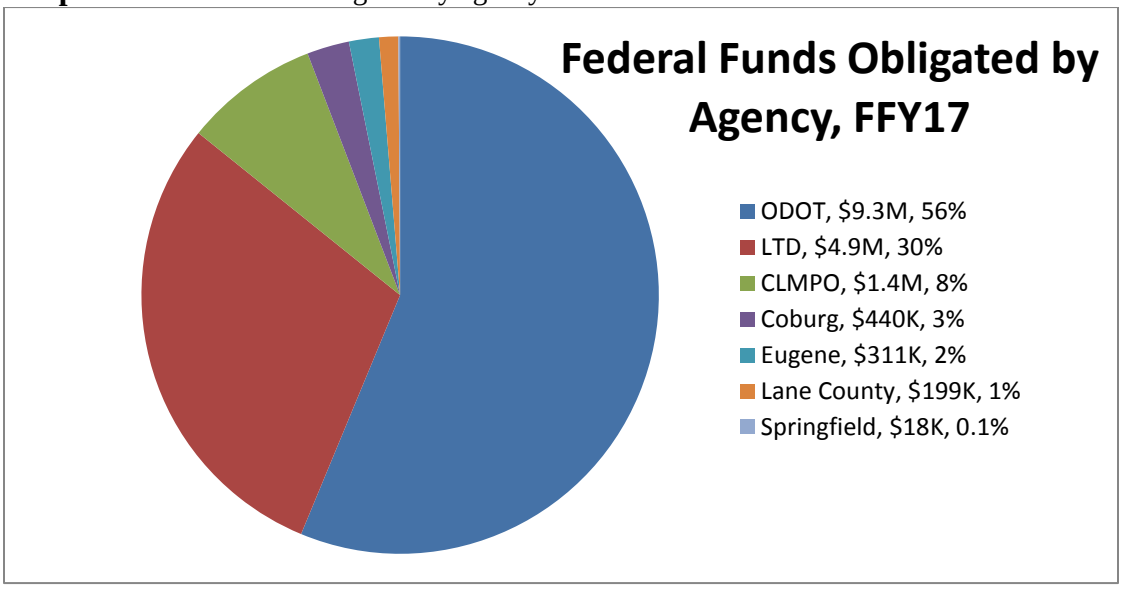
Summary of Projects

A total of $16.9 million in federal funds were obligated in federal fiscal year 2017 on transportation projects within the Central Lane MPO. Of this, $9.6 million (58%) was for roadway preservation; $4 million (24%) was for transit; $1.7 million (10%) was for planning; $814K (5%) was for bike/pedestrian projects; and $395K (2%) was for transportation demand management/transportation options.

Graph 4: Federal funds obligated by work activity in FFY17:

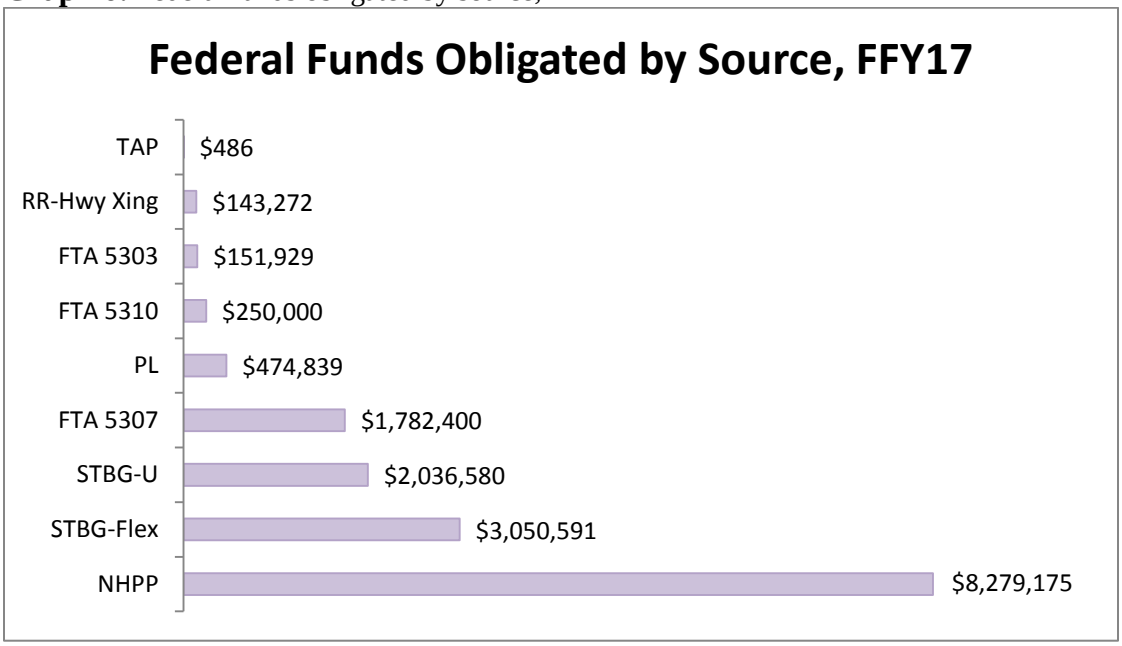


Graph 5: Federal funds obligated by agency in FFY17:



The following graph provides an overview of the different federal funding sources that were obligated in FFY17. The largest source of federal funds obligated in FFY17 is from the National Highway Performance Program (NHPP) fund, which comprise approximately 50 percent of federal funds obligated.

Graph 6: Federal funds obligated by source, FFY17



Project details:

The following pages provide further details of the programmed projects for which federal funds were obligated in FFY17 within the Central Lane MPO.

FFY 2017 Projects By Juristication	STIP Key	Project Type	Phase	Federal Fund Source	Federal Funds Obligated FFY 2017	FFY 2017 Total Cost	Total Project Federal Funds*	Total Project Cost*
Central Lane Metropolitan Planning Organization					**$1,396,119.84**	**$1,570,983.50**	**$1,674,525.79**	**$1,881,182.49**
CENTRAL LANE MPO PLANNING SFY18	20759+	Planning	PL	STBG-U, 5303, PL	$1,246,767.84	$1,389,466.00	$1,493,832.29	$1,664,807.81
REGIONAL BICYCLE COUNTERS	19104	Bike/Ped	CN	STBG-U	$149,352.00	$181,517.50	$180,693.50	$216,374.68
Coburg					**$439,515.98**	**$489,820.56**	**$1,119,891.70**	**$1,313,110.52**
COBURG LOOP PATH (SEGMENTS 1 & 2)	16839	Bike/Ped	CN	STBG-U	$404,566.14	$450,870.56	$565,183.14	$629,870.56
COBURG LP PATH SEG 3 COBURG BOTTM LOOP-N COBURG RD	18857	Bike/Ped	PE	STBG-U	$34,949.84	$38,950.00	$554,708.56	$683,239.96
Eugene					**$311,318.27**	**$283,550.03**	**$3,126,767.45**	**$3,486,628.89**
18TH AVE: JOSH ST-BERTELSEN ST PRESERVATION	18781	Preserv	CN	STBG-U	$60,832.27	$4,394.79	$670,939.10	$747,731.09
SOUTH WILLAMETTE STREET ENHANCEMENT	19773	Preserv + B/P	PE	STBG-U	$250,000.34	$278,614.00	$2,000,000.34	$2,228,909.33
SRTS IMPROVEMENTS FOR BETHEL AND 4J SCHOOL DIST	16257	Bike/Ped	CN	TAP	$485.66	$541.24	$455,828.01	$509,988.47
Lane County					**$198,698.79**	**$213,586.94**	**$2,992,820.66**	**$3,443,558.55**
PRAIRIE RD/E ENID RD PRES/SIDEWALK REHAB	19914	Preserv + B/P	PE	STBG-U	$129,941.60	$144,814.00	$1,342,729.60	$1,546,411.00
SOUTH 2ND ST PAVEMENT PRESERVATION (SPRINGFIELD)	19913	Preserv + B/P	PE	STBG-U	$64,605.60	$72,000.00	$607,262.13	$681,766.00
RIVER RD/MAXWELL RD PAVEMENT PRESERVATION	18798	Preserv + B/P	CN	STBG-U	$4,151.59	($3,227.06)	$1,042,828.93	$1,215,381.55
Lane Transit District					**$4,906,708.00**	**$5,806,282.00**	**$4,906,708.69**	**$5,806,282.34**
VEHICLE PURCHASE 2013	17336	Transit	OT	5307	$1,782,400.00	$2,228,000.00	$1,782,400.00	$2,228,000.00
LTD ACCESSIBLE SERVICES VEHICLES 2015	19456	Transit	OT	5310	$250,000.00	$312,500.00	$250,000.00	$312,500.00
EUGENE TRANSPORTATION OPTIONS PROGRAM (FFY17)	19898	OP-TDM	OT	STBG-Flex	$94,571.00	$105,395.00	$94,570.93	$105,395.00
P2P REGIONAL TRANSP OPTIONS PLANNING-2017	19950	OP-TDM	PL	STBG-U	$300,000.00	$334,336.00	$300,000.00	$334,336.34
LTD-5310 E&D TRANSIT CAPITAL STP TRANSFER (17-19)	21072	Transit	OT	STBG-Flex	$2,029,737.00	$2,262,051.00	$2,029,737.76	$2,262,051.00
RIVER ROAD TRANSIT COMMUNITY IMPLEMENTATION PLAN	20988	Planning	PL	5307	$450,000.00	$564,000.00	$450,000.00	$564,000.00
Oregon Department of Transportation					**$9,348,730.23**	**$10,407,043.81**	**$22,097,998.62**	**$24,753,484.22**
OR126: CORNERSTONE DR. TO W. 11TH ST.	19743	Preserv	PE	NHPP	$7,669,223.10	$8,547,000.00	$8,547,233.84	$9,525,503.00
OR126E @ MP9 SLIDE REPAIR ROCKFALL CORRECTION	18644	Safety	PE, RW	STBG-Flex	$129,480.39	$144,300.00	$775,267.00	$864,000.00
OR569: TERRY ST-PACIFIC HWY	20121	Preserv	PE	NHPP	$609,952.24	$679,764.00	$8,554,243.55	$9,533,315.00
OR58: GOSHEN-PHEASANT LANE	20504	Preserv	PE	STBG-Flex	$796,802.40	$888,000.00	$2,809,092.76	$3,130,606.00
GREENHILL ROAD RAIL XING SAFETY PROJECT (EUGENE)	16075	Safety	PE	Rail Hwy Xing	$143,272.10	$147,979.81	$1,412,161.47	$1,700,060.22
Springfield					**$18,180.88**	**$23,163.02**	**$1,389,869.76**	**$1,556,420.92**
GATEWAY ST PRESERVATION: HARLOW RD-I-5 XING	18822	Preserv	CN	STBG-U	$18,180.88	$23,163.02	$1,389,869.76	$1,556,420.92
Willamalane					**$0.00**	**$0.00**	**$0.00**	**$0.00**
NA					--	--	--	--
Grand Total					**$16,619,271.99**	**$18,794,429.86**	**$37,308,582.67**	**$42,240,667.93**

**Includes previous and future estimated funds*

Central Lane MPO:

CENTRAL LANE MPO PLANNING SFY18
Key: 20759, 20761, 20762, 20763, 20764, 20765
Central Lane MPO planning funds for Federal fiscal year 2017. Projects will be selected in the future through the MPO process.

REGIONAL BICYCLE COUNTERS
Key: 19104
PURCHASE & INSTALL 10 AUTOMATIC BIKE COUNTERS THROUGHOUT THE CENTRAL LANE MPO REGION

Coburg:

COBURG LOOP PATH (SEGMENTS 1 & 2)
Key: 16839
CONSTRUCT SHARED-USE PATH BETWEEN SARAH LANE AND PEARL ST/COBURG INDUSTRIAL WAY

COBURG LP PATH SEG 3 COBURG BOTTM LOOP-N COBURG RD
Key: 18857
CONSTRUCT MULTIUSE PATH WITH ASSOCIATED INTERSECTION IMPROVEMENTS

Eugene:

18TH AVE: JOSH ST-BERTELSEN ST PRESERVATION
Key: 18781
PAVEMENT PRES ON 18TH AVE FROM JOSH TO BERTELSEN ST WITH POTENTIAL BIKE/PED IMPROVEMENTS

SOUTH WILLAMETTE STREET ENHANCEMENT
Key: 19773
Pavement preservation, ADA improvements, streetscape/bike/pedestrian enhancements

SRTS IMPROVEMENTS FOR BETHEL AND 4J SCHOOL DIST
Key: 16257
CONST CROSSWALKS ABD SIDEWALKS; INSTALL STUTTER FLASHER, SIGNS, PAVEMENT MARKINGS ETC

Lane County:

PRAIRIE RD/E ENID RD PRES/SIDEWALK REHAB
Key: 19914
Pavement preservation, sidewalk rehabilitation

SOUTH 2ND ST PAVEMENT PRESERVATION (SPRINGFIELD)
Key: 19913
Preventative maintenance, enhanced bicycle and pedestrian amenities, ADA standards

RIVER RD/MAXWELL RD PAVEMENT PRESERVATION
Key: 18798

PRESERVATION OF RIVER ROAD FROM ROSEWOOD AVEN

I-105 WILLAMETTE R CONNS & 1ST TO 7TH AVE VIADUCTS
Key: 18577
Deck overlay; joints; bridge rail; concrete repairs (#08966, 08966R, 09600E and 09600W); remove bridge #09572 and replace with embankment.

OR126: CORNERSTONE DR. TO W. 11TH ST.
Key: 19743
3R preservation, miscellaneous safety improvements

FRANKLIN BLVD FACILITY PLAN & NEPA DOCUMENTATION
Key: 19746
Prepare design concepts and NEPA documentation westbound from I-5 to Alder Street

Lane Transit District:

VEHICLE PURCHASE 2013
Key: 17336
PURCHASE BUSES AND OTHER VEHICLES. MAY INCLUDE DEBT ISSUANCE COSTS AND INTEREST PAYMENTS

LTD ACCESSIBLE SERVICES VEHICLES 2015
Key: 19456
Federal 5310 funds to purchase approximately five gasoline fueled Accessible Services vehicles per year

EUGENE TRANSPORTATION OPTIONS PROGRAM (FFY17)
Key: 19898
P2P funding to promote & encourage the use of alternative transportation options in Lane County during Federal fiscal year 2017 (FFY17)

P2P REGIONAL TRANSP OPTIONS PLANNING-2017
Key: 19950
Fund Central Lane MPO's Transportation Demand Management Program, Point2point

LTD-5310 E&D TRANSIT CAPITAL STP TRANSFER (17-19)
Key: 21072
VEHICLE PURCHASE, CONTRACTED SERVICE, MOBILITY MANAGEMENT AND PREVENTIVE MAINTENANCE

RIVER ROAD TRANSIT COMMUNITY IMPLEMENTATION PLAN
Key: 20988
Identifying opportunities and enabling the pursuit of transit-oriented-development. This is a collaborative effort between the City of Eugene and LTD.

Oregon Department of Transportation:

OR126: CORNERSTONE DR. TO W. 11TH ST.
Key: 19743
3R preservation, miscellaneous safety improvements

OR126E @ MP9 SLIDE REPAIR ROCKFALL CORRECTION
Key: 18644
SLIDE CORRECTION

OR569: TERRY ST-PACIFIC HWY
Key: 20121
Remove raveling surface and inlay or overlay travel lanes, and ramps as needed.

OR58: GOSHEN-PHEASANT LANE
Key: 20504
Grind existing surfacing and inlay the travel lanes. (Single Lift Inlay + Localized Asphalt/Concrete Pavement Repair) Update ADA as required.

GREENHILL ROAD RAIL XING SAFETY PROJECT (EUGENE)
Key: 16075
INSTALL AUTOMATIC GATES AND SIGNALS; REMOVE FLASHING SIGNAL & STOP SIGNS

Springfield:

GATEWAY ST PRESERVATION: HARLOW RD-I-5 XING
Key: 18822
RESURFACE GATEWAY STREET BETWEEN BELTLINE ROAD AND HARLOW ROAD

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 Block Grant (STBG) Program, 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:

STBG-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.
STBG, M240 L240, H240, L250	Funds allocated by ODOT through various programs to local Agencies.
STBG-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 fright movement on the NHS, and be consistent with metropolitan and statewide planning requirements

Transportation Alternatives Program (TAP, 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 (ACP1) 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 (HPP, 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 (PL) – 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) – 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 (OT) – Transit projects usually fall into this category.

Summary of Administrative Amendments to FFY 18-21 Metropolitan Transportation Improvement Program (MTIP)

The following administrative MTIP amendments were approved by the Transportation Planning Committee (TPC) at their meeting on December 14, 2017.

Key #21231: OR126: Florecen-Eugene Highway (ODOT)

Add new HB2017 project, $3M. Description: Prepare an alternative analysis and other environmental documentation as needed to comply with the requirements of the National Environmental Policy Act (NEPA) to develop a concept for widening OR126W from two to four lanes between Eugene and Veneta. Includes developing a preliminary design (30%) for the preferred alternative.

Key #21243: OR126B: 35th St – 40th St Springfield (ODOT)

Add new STBG-Flex project, $305K. Description: Design and construct ADA compliant curb ramps and pedestrian signals per the Americans with Disabilities Act.

Key #19743: OR126: Cornerstone Drive to W. 11th (ODOT)

Reduce the project limit and rename project “OR126: Cornerstone Drive to Terry Street”, accordingly. Move $150K from CN into PE ($85K) and RW ($65). Decreasing length in an effort to provide new surface and spot improvements within programmed budget.

MEETING NOTICE

MEETING:	**METROPOLITAN POLICY COMMITTEE**
DATE:	**Thursday, January 4, 2018**
TIME:	**11:30 AM - 1:30 PM**
LOCATION:	**City of Eugene, Bascom Tykeson Room**
CONTACT PERSON:	**Paul Thompson, 541-682-4405**

A G E N D A

1. **WELCOME & INTRODUCTIONS**
2. **CALL TO ORDER**
3. **APPROVE November 2, 2017 MEETING MINUTES**
4. **ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS**
5. **COMMENTS FROM THE AUDIENCE** (*Anyone wishing to comment is asked to sign up on the public comment sheet provided at the meeting. A limit of 3 minutes per person is requested.*)
6. **ELECTION OF CHAIR AND VICE-CHAIR FOR 2018; APPOINT OMPOC MEMBERS** (10 mins)
   Staff Contact & Presenter: Brenda Wilson, LCOG
   Action Requested: Election of MPC officers. Appointment of Oregon MPO Consortium members.

7. **OTC CONTINUOUS IMPROVEMENT ADVISORY COMMITTEE** (10 mins)
   Staff Contact & Presenter: Paul Thompson, LCOG
   Action Requested: Discuss local representative to Continuous Improvement Advisory Committee

8. **METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES**
   a. Safety Performance Measures Targets (20 mins)
      Staff Contact and Presenter: Ellen Currier, LCOG
      Action Requested: Conduct Public Hearing on Safety PM Targets, provide feedback to staff

   b. West Eugene EmX Ridership Report (20 mins)
      Staff Contact: Ellen Currier, LCOG
      Presenter: Tom Schwetz, LTD
      Action Requested: Information and discussion only. *(Note: No packet materials.)*

   c. MPO Obligation Reports (15 Mins)

-OVER-

Staff Contact and Presenter: Dan Callister, LCOG
Action Requested: Information and discussion only.

d. Follow-up and Next Steps (15 mins)

1) ODOT Update
2) Springfield Main Street Safety Update
3) Rail Update
4) OMPOC Update
5) LaneACT Update
6) MTIP Administrative Amendments (attachment included)
7) Next Steps/ Agenda Build

UPCOMING MEETINGS (*note change in Springfield location*):

February 1	City of Springfield Justice Center, 2nd floor Meeting Room
March 1	City of Springfield Justice Center, 2nd floor Meeting Room
April 5	Eugene Library Bascom Tykeson Room
May 3	City of Springfield Justice Center, 2nd floor Meeting Room
June 7	Eugene Library Bascom Tykeson Room
July 5	Coburg City Hall Meeting Room
August 2	City of Springfield Justice Center, 2nd floor Meeting Room
September 6	Eugene Library Bascom Tykeson Room
October 4	City of Springfield Justice Center, 2nd floor Meeting Room
November 1	Eugene Library Bascom Tykeson Room
December 6	City of Springfield Justice Center, 2nd floor Meeting Room

Eugene Public Library: The library is located at 100 W 10th Avenue (between Olive & Charnelton)
Bus: Take the bus to the LTD Downtown Station. From there walk one block west, crossing Olive Street, to the Eugene Public Library. The entrance faces 10th Avenue.
Bicycles: There are covered bicycle racks on the North side of the Library, by the front entrance.
Parking: Library Parking Level: 64 spaces below the library at 75 cents/hour (2-hour max)

- Broadway Place (westside corners of Charnelton & Broadway), Overpark (westside corners of 10th & Oak), or Parcade (NW corner of 8th & Willamette) at $1.00 cents/hour.
- On-Street Metered Parking at $1.00/hour, or free with 2-hour maximum west of Lincoln.

PLEASE NOTE:

LCOG is now posting meetings on its website at http://www.lcog.org/346/Metropolitan-Policy-Committee. These postings will include the agenda, minutes and attachments. If you no longer want to receive your meeting announcement in paper format, please contact David Phillips, 541-682-6295 or dphillips@lcog.org.

This meeting will be broadcast live, and rebroadcast on Metro Television, Comcast cable channel 21, at 1:30 PM on Mondays, 7:00 PM on Tuesdays, and 11:00 AM on Sundays for the rest of the month. A webcast will also be archived for future viewing on the LCOG website. Get details through links at http://www.lcog.org/346/Metropolitan-Policy-Committee.

MINUTES

Metropolitan Policy Committee
Springfield City Hall—Library Meeting Room—225 Fifth Street
Springfield, Oregon

November 2, 2017
11:30 a.m.

PRESENT: Christine Lundberg, Chair; Hillary Wylie (City of Springfield); Lucy Vinis, Alan Zelenka (City of Eugene); Sid Leiken, Pat Farr (Lane County); Patti Gianone (City of Coburg); Frannie Brindle (Oregon Department of Transportation), Gary Gillespie, Kate Reid (Lane Transit District); members; Petra Schuetz for Steve Mokrohisky (Lane County), Emma Newman for Gino Grimaldi (City of Springfield), Sarah Medary for Jon Ruiz (City of Eugene); Aurora Jackson (Lane Transit District); Jeff Kernen for Thomas Boydell (City of Coburg); *ex officio* members.

Brenda Wilson, Ellen Currier, Dan Callister, Kelly Clarke (Lane Council of Governments); Rob Inerfeld (City of Eugene); David Reesor, Alex Cuyler (Lane County); Bill Johnston, Amy Joyce (Oregon Department of Transportation); Tom Schwetz, Kelly Hoell, Theresa Brand (Lane Transit District); Carleen Reilly (River Road), Rob Zako (Better Eugene-Springfield Transportation); guests.

WELCOME AND INTRODUCTIONS

Ms. Lundberg welcomed everyone to the Metropolitan Policy Committee (MPC) meeting. Those in attendance introduced themselves.

CALL TO ORDER

Ms. Lundberg called the meeting to order.

APPROVE October 5, 2017 MEETING MINUTES

Mr. Gillespie, seconded by Mr. Zelenka, moved to approve the October 5, 2017, meeting minutes as submitted. The motion passed unanimously, 10:0.

ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

There were no adjustments or announcements.

COMMENTS FROM THE AUDIENCE

Rob Zako, Eugene, representing Better Eugene-Springfield Transit (BEST), applauded the City of Eugene's Vision Zero efforts and recent issuance of a draft Vision Zero plan for public review. He noted there would be a public open house to discuss the plan November 13 from 3:30 p.m. to 6:30 p.m. He commended the Vision Zero activities in all jurisdictions.

METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

Oregon House Bill 2597 - Operating Motor Vehicle While Using Electronic Device

Amy Joyce, Oregon Department of Transportation (ODOT) Legislative Liaison, distributed copies of House Bill 2597, the enacted legislation related to distracted driving. She said the bill was an update to the 2009 distracted driving law and became effective October 1, 2017. She said the bill was prompted by a significant increase in car crashes with serious injuries and fatalities. Crashes without any apparent cause were hypothesized to have resulted from distracted driving. She said a task force established to address the problem on a number of fronts developed legislation to strengthen the law to aid enforcement efforts. She stressed that the updated law prohibited the use of electronic devices of any kind while driving. She expected that the law would be tested and clarified through future litigation.

Ms. Joyce listed key provisions of the law:

- illegal to drive while holding or using an electronic device (cell phone, tablet, GPS, I-pod, etc.)
- exceptions and affirmative defenses (hands-free if 18 years or older, built-in device, single or one-touch device, 911 calls, parked at side of road or parking lot, built-in CBs, law enforcement and first responders in official role, ham radio operators over 18 years of age)
- increase in classification of offenses and greatly increased fines

Ms. Joyce described the other distracted driving education and outreach activities being implemented by the state. She said early reports indicated increased enforcement activity.

Mr. Zelenka asked if bus and truck drivers could use cell phones or CBs. Ms. Joyce said CBs could be used if permanently installed in the vehicle; use of cell phones and electronic log books while driving was prohibited.

Mr. Zelenka asked if there was data on other activities that resulted in distracted data, such as eating food. Ms. Joyce said ODOT maintained data on crashes caused by distraction and, as a subset, crashes caused by cell phone use. She said the task force considered a second bill on general distraction, but could not craft one. She said the State of Washington had a program that was being watched closely.

Mr. Gillespie commended legislators for enacting a bill that would also impact their own activities.

Mr. Farr noted that legislators were exempt from driving laws during legislative sessions.

Mr. Johnston remarked that some cities and states were beginning to focus on pedestrians' use of cell phones while crossing streets. Ms. Lundberg agreed that distracted pedestrians created concerns and expressed interest in any efforts to address that legislatively.

Mr. Johnston and Ms. Reid suggested that distractions across modes, including pedestrian and bicycle, could be discussed at Eugene's Vision Zero open house.

Ms. Lundberg determined there was interest among MPC members in having the state consider distractions in other modes of transportation.

Federal Transportation Performance Measures

Ms. Clarke stated that performance measures were a strategic approach to using system information to make investment and policy decisions to achieve transportation system performance goals and to assure

accountability. She said two previous federal transportation packages had laid the groundwork for national performance goals and performance- and outcome-based transportation program requirements. She said now states, MPOs and public transportation providers had to establish targets to meet the measures, include them in plans and report progress. The four areas of measurement were safety; pavement and bridge condition; system performance (freight and CMAQ); and transit asset management. She said federal rulemaking would define applicability of measures, the data required and target due dates. States needed to establish targets one year from the date of the final rule, with MPOs having 180 days after the states set their targets to establish their own targets. She said based on the state's timeline, the MPO would need to establish its safety targets by February 27, 2018 and pavement, bridge and system performance targets by November 16, 2018. Transit providers would need to establish transit asset management targets by October 1, 2018.

Ms. Clarke provided an overview of the measures and reporting timelines in each category and said the Transportation Planning Committee (TPC) would present recommendations on safety targets to the MPC in December 2017, with adoption at the January 2018 meeting.

Ms. Vinis asked if the performance measures would apply to both state and federal highways. Ms. Clarke said measures would apply to interstate and non-highway interstate systems. She said each measure would have its own geography. Ms. Brindle added that non-highway typically related to arterials within the city on which freight traveled.

Mr. Zelenka asked if the legislation included model or suggested performance measures that could be adopted or if states and MPOs would need to develop their own. Ms. Clarke replied that there was considerable guidance from the Federal Highways Administration (FHWA) on how to address measures via targets. Once targets were established by the MPO, it would be required to report annually on progress. She said there were no implications at this point if the MPO did not meet its targets and there were options for adjusting targets if they were unrealistic.

Report from Oregon Transportation Commission (OTC) Annual Workshop

Mr. Leiken said the OTC had posed three scenarios to all Area Commissions on Transportation (ACTs):

- more funds to Enhance and less to Fix-It
- more funds to Fix-It and less to Enhance
- few funds to Enhance and most to Fix-It (Enhance funds only to projects identified in the legislation)

Ms. Brindle said the third scenario was discarded and the OTC would discuss the remaining two at its November meeting and make a decision in December.

Mr. Leiken said that Interstate 5 (I-5) received the most interest because it was the major north-south corridor. Lane County had discussed Fix-It, fatalities occurring in the county, what transportation meant to each community, non-highway issues such as bicycle and pedestrian, economic development, freight, rail, safety and transload facilities. He said it was interesting to hear the perspectives of ACTs across the state and the consistent voice they represented about the importance of Fix-It funds. Enhance funds were more significant to the Portland Metro area. He felt the OTC was committed to hearing from the local level about transportation needs and believed ACTs continued to have a viable presence.

Ms. Brindle explained that Fix-It funds related to preservation of pavement and bridges and projects were data driven; Enhance funds related to projects that added to the system; and Safety projects were data

driven based upon hot spots or corridors with serious and fatal injuries. She said there was little discretion with Fix-It and Safety funds because they were data driven, but it might be possible to use leverage funds and add a non-highway element to projects where possible. She said ODOT was interested in encouraging the combining of several elements in a project.

Mr. Leiken agreed that leveraging funds was an opportunity to be creative with match requirements since the county no longer had a significant amount of road funds.

Ms. Wylie was pleased that the OTC valued the ACTs and local efforts to identify and prioritize needs as it would strengthen and improve the system.

Ms. Brindle said as a result of ODOT's recent Americans with Disabilities Act (ADA) settlement agreement, Fix-It projects that updated pavement also had to address curbs and signals.

Ms. Lundberg thanked Mr. Leiken and others who attended the OTC meeting and represented the Central Lane MPO.

Update on ODOT 2021-2024 STIP Development and Overview of Funding Categories

Mr. Johnston distributed and reviewed a handout entitled *2021-2014 STIP Funding Allocation-Fall 2017.* He described the funding categories of Fit-It, Enhance Highway, Safety, Non-Highway, Local Programs and Other Functions and possible scenarios for allocating funds among those categories. He reviewed the State Highway Leverage Program and the Safety Leverage Program and provided examples of how those funds could be used to incorporate additional elements into Fit-It projects. He said ODOT proposed giving ACTs a significant role in selecting opportunities to add those elements. ODOT would provide additional details on the two STIP funding scenarios still under consideration by the OTC at the OTC's November meeting, with a final decision expected at the December meeting. He concluded the presentation with an overview of the Local Programs category.

Ms. Brindle announced that there would be an open house for the 2021-2024 STIP and public comments would be accepted through November 7, 2017, and those would be considered in making a recommendation to the OTC.

In response to questions from Ms. Gianone, Mr. Johnston said active transportation referred to bicycle and pedestrian facilities and on the funding charts, grey represented funding preset by formula and other colors were areas in which the OTC would be making decisions.

Update on Mid-Willamette Valley Intermodal Facility and TransLoad Facilities

Mr. Reesor explained that an intermodal facility involved rail and trucking and the transport of exports and imports. He said a majority of Western Oregon exports were agriculture products and exports totaled more than 38,000 containers annually; imports totaled 9,000 per year. Benefits of an intermodal facility included fewer trucks on I-5, reduced transportation costs and reduced greenhouse gas emissions. Economic development opportunities included connection to the Port of Coos Bay, Goshen industrial development and the potential to expand and enhance existing transfer facilities. Mr. Reesor said because of problems with the Port of Portland, the legislature funded a 2016 feasibility study of an intermodal transfer facility in the Willamette Valley.

Mr. Cuyler said possible locations and partnerships in Linn and Lane counties were Albany/Millersburg, Lebanon and Goshen. He said the Goshen site had good access to I-5 and Highway 58 and existed on the

Central Oregon Pacific Line. The challenge from a transload facility perspective for Goshen was crossing through the Union Pacific yard was costly and shippers tried to avoid that expense. A relatively new transload facility had been sited at Greenhill Road and West 11th Avenue to avoid that cost for shipments directly to the Port of Coos Bay. He identified on a map the locations of the two Class I railroads in the state – Union Pacific and BNSF – as well as several short lines serving the Eugene area. He said an option to consider was bolstering access to short lines.

Mr. Leiken said that agriculture businesses in Oregon made significant use of the ports of Tacoma and Oakland because at Oakland it was easier to cross to the East Coast for shipment to Europe and Tacoma shipped to Asia.

Mr. Cuyler said HB 2017 included a $25 million earmark for a mid-Willamette intermodal facility, with little clarifying language. The funds were included in the Connect*Oregon* process and ODOT's rules for dedicated project funding required pre-proposals be submitted by December 15, 2017; a small amount of the funds set aside for the project would be used by ODOT to assure that proposals selected to advance in the process were sound. ODOT would establish a due date for actual project plans with applicants receiving resources to more fully develop their applications. He said that having $25 million in state funds dedicated to an intermodal facility project could provide an opportunity to leverage federal INFRA funds to enhance the project.

Mr. Cuyler said next steps included continuing to meet with Linn County officials and Port of Coos Bay representatives, consideration of existing facilities needs, developing a Connect*Oregon* pre-proposal and applying for INFRA grant funds. He said elements of a Lane County project were beginning to come into focus and invited input from the MPC.

Mr. Gillespie asked if any funding would be available for local rail yards. Mr. Cuyler said that would depend on whether a proposal included a request for funds to make improvements to local yards.

Ms. Gianone asked if Lane County would be competing with Linn County or partner on a proposal. Mr. Leiken said Linn County was far ahead in planning for a project. He said the dysfunction at the Port of Portland's Terminal 6 had forced local producers to seek other options, such as Oakland and Tacoma. An intermodal or transload facility could offer another option. Ultimately it would become a political decision about whether a Goshen, Albany/Millersberg or Lebanon site was most viable.

Ms. Reid asked if the impact of congestion on the Greenhill Road/West 11th Avenue facility had been considered. Mr. Cuyler said the location of the site had been discussed, although an advantage of the site was its ability to serve the Port of Coos Bay, which had great potential for being very competitive. The feasibility study did not make it clear that a transmodal facility was a viable solution.

In response to a question from Ms. Lundberg, Mr. Cuyler said Lane County was taking the lead on the project.

Follow-up and Next Steps

- **ODOT Update**—Ms. Brindle announced that Robert Van Brocklin was the new OTC member. She said ODOT was preparing for HB 2017 earmark projects; the legislature allocated 39 additional positions to ODOT and the agency would use a 70 percent outsourcing model with the first positions being filled in the Portland area. Positions would include contract management and procurement. She said ODOT would have the opportunity to obtain 111 more positions when the legislature convened in January 2018.

She said the 2018-2021 STIP had been amended to include early HB 2017 projects, including several in Lane County, and ODOT was looking at a number of efficiencies to get project under way faster.

- **Springfield Main Street Safety Update**—Mr. Johnston said he was working with Springfield staff and consultants to refine the scope of work, incorporate transit and develop a strategy for evaluating impacts. The revised scope of work would be presented to the City Council.

- **Rail Update**—Covered earlier in the meeting.

- **OMPOC Update**—Ms. Lundberg said there was some resistance to the state retaining 50 percent of the Safe Routes to Schools (SRTS) funds.

  Ms. Brindle noted that SRTS funds would be $10 million a year initially and increase to $15 million a year in 2021, which was a significant amount of money.

  Mr. Inerfeld said the SRTS rules advisory committee, of which he was a member, would be discussing the split of funds and he would keep the MPC apprised of those discussions.

  Ms. Jackson said she was on the rules advisory committee for transit. The committee was on an aggressive schedule and hoped to clarify the questions many transit providers had. She said LTD would be the qualified entity for transit funds in Lane County and in discussions to determine options for allocation and use of funds within the county.

  Ms. Wilson said MPOs had to develop a four-year list of STIP projects and OMPOC was discussing a statewide STIP platform to standardize those lists. She said ODOT was willing to contribute funds to establish a platform.

- **Lane ACT Update**—Ms. Brindle said the LaneACT was scheduled to meet on November 8, 2017. Mr. Johnston said a topic of discussion would be critical Oregon aviation grants.

- **MTIP Administrative Amendments**—There were no questions.

- **Other/Next Steps**—Ms. Wilson noted that in the future MPC meeting held in Springfield would be at the Justice Center

Ms. Lundberg adjourned the meeting at 1:35 p.m.

(Recorded by Lynn Taylor)

Subject: MPC 8.a Federal Safety Performance Measures

Staff Contact: Ellen Currier, Lane Council of Governments

Action Requested: Conduct Public Hearing, provide feedback to staff

Background

Last year the MPO adopted a regional safety plan that included the five required federal safety performance measures. These performance measures are the primary mechanism for the MPO to track safety performance over time. As part of the federal requirements for performance based planning the MPO is required to establish targets for each of the five safety measures.

1. Number of roadway facilities
2. Number of roadway severe injuries
3. Roadway fatalities per vehicle miles traveled
4. Roadway severe injuries per vehicles miles traveled
5. Combined non-motorized fatalities and non-motorized severe injuries

Discussion

MPOs must establish targets for the five safety performance measures on public roads within the MPO planning area by February 2018. MPOs have two options when establishing targets.

1. Agreeing to support the state target; or
2. Establishing specific numeric targets for each performance measure

There are currently no funding repercussions for MPOs that do not meet safety targets. MPOs are not included in the assessment of whether or not the state met or made significant progress towards meeting its targets. However, MPOs are required to incorporate their performance measures and targets into the planning process.

The state targets were adopted as part of the Oregon Transportation Safety Action Plan. The plan adopted annual targets based on a five-year rolling average. These targets are listed in the following table. Additional information from the TSAP about methodology can be found in Attachment A

Table 1 TSAP Performance Targets *Five-Year Average (ODOT Table 7.5)*

Base Period	Fatalities (People) (2011-2015)	Fatality Rate (People per 100 Million VMT) (2011-2015)	Serious Injury (People) (2010-2014)	Serious Injury Rate (People per 100 Million VMT) (2010-2014)	Nonmotorized Fatalities and Serious Injuries (People) (2010-2014)
Baseline	357	1.04	1,491	4.42	234
2013-2017	357	0.94	1,491	4.42	234
2014-2018	350	0.89	1,461	4.33	229
2015-2019	343	0.83	1,432	4.24	225
2016-2020	328	0.78	1,368	4.06	215
2017-2021	306	0.73	1,274	3.78	200

If the MPO chooses to support ODOT's targets, the MPO will

- work with ODOT and other partners to address areas of concern in the Central Lane MPO area;
- include the performance measures and state targets in the RTP;
- integrate the goals, objectives, performance measures and targets into MPO safety plans and processes;
- Include a description in the MTIP of the anticipated effect of the TIP toward achieving the targets.

ODOT will be responsible for calculating these data and reporting to FHWA.

If the MPO chooses to establish their own targets, the MPO must do follow all of the above requirements with the additional requirements below.

- Establish targets for each performance measure in coordination with the ODOT Performance Measure Coordinator
- Follow guidelines and best practices to appropriately set different targets for the MPO area;
- Report targets to ODOT on an annual basis.

The MPO can set internal targets that are not reported to the state or track additional measures such as speed or alcohol related injuries/fatalities. The MPO safety plan includes the following additional measures.

1. Speed involved severe and fatal crashes
2. Driving Under the Influence of Intoxicants (DUII) involved severe and fatal crashes
3. Severe and Fatal Crashes by Road Classification

4. People walking involved severe and fatal crashes
5. People bicycling involved severe and fatal crashes

MPO staff has been working towards improving safety outcomes since the adoption of Regional Safety Plan and the creation of the Safe Lane Coalition. The Safe Lane Coalition coordinator is a full-time position that works to amplify safety efforts across the region. Safety implementation has focused on programming and outreach about driving under the influence/distracted driving and speed reader sign deployment around school zones. Over the next year, the MPO will be working on incorporating safety outcomes into funding applications and long range plans.

At the November Transportation Planning Committee recommended that MPC support the state targets. This will allow the MPO to continue to monitor progress with the regionally adopted performance measures and support the state's goals in the statewide safety action plan. TPC also recommended that MPO discuss developing specific regional targets for vulnerable users and in particular bicycle and pedestrian safety goals. These proposed targets could be adopted outside of the framework of federal performance measures. Finally, TPC recommended that MPC review the process of supporting the state targets on an annual basis.

Attachments:

1. ODOT TSAP Targets and methodology

Action Requested: Conduct Public Hearing, provide feedback to staff

G TSAP PERFORMANCE MEASURE OPTIONAL TREND FORECASTS

G. TSAP PERFORMANCE MEASURE OPTIONAL TREND FORECASTS

Several optional trend forecasts were considered for each of the five performance measures:

- Number of roadway fatalities;
- Number of roadway serious injuries;
- Roadway fatalities per vehicle miles traveled (i.e., fatality rate);
- Roadway serious injuries per vehicle miles traveled (i.e., serious injury rate); and
- Combined nonmotorized fatalities and nonmotorized serious injuries.

The forecasts are shown in Figures G.1 to G.5. The trend forecasting options were:

- **Straight line to zero by 2035.** In this forecast a straight line reduction in fatalities was assumed between the most recent five year average and an average of zero fatalities in the five year period between 2031 and 2035. This is shown in blue bars in the figure.
- **3-percent reduction per year.** Historically, the Highway Safety Office has set a target of a 3-percent reduction in fatalities per year in its annual Transportation Safety Performance Plan. In the figure, the 3- percent reduction per year is forecast for the 20-year duration of the plan. This trend is forecast in the grey bars in the figure.
- **Trend-line.** The black line is a straight-line trend forecast from historic crash trends for the 20 year duration of the plan. It is based on the data shown in the green bars (2009 to 2015 for fatalities and 2009 to 2014 for the other performance measures).
- **S-Curve.** The S-Curve forecast (shown in Orange) was developed assuming the five-year average number of crashes may be relatively flat in the near future; start to decline in a few years in recognition of different programs of the plan being implemented and potential benefits of connected and/or automated vehicles; and flatten out again in the in the future as it becomes more difficult to address the remaining fatalities.

The PAC found strengths and weaknesses in each of these trend forecasts. For example, the trend-line forecast and the straight-line to zero forecast show that, with focus and effort, zero can be achieved.

However, recognizing the recent increase in fatalities, the PAC believes it is possible in the near future the five-year average number of fatalities may remain flat until programs and projects in this TSAP are well underway. The PAC also agreed in future years of the plan, the reductions will be more difficult to achieve because of smaller numbers; therefore, the rate of reduction would flatten out. Finally, the 3-percent per year forecast has put Oregon on a path to success; however, in order to reach zero fatalities, the PAC agreed it was necessary to have more aggressive targets.

Figure G.1 Fatality Target

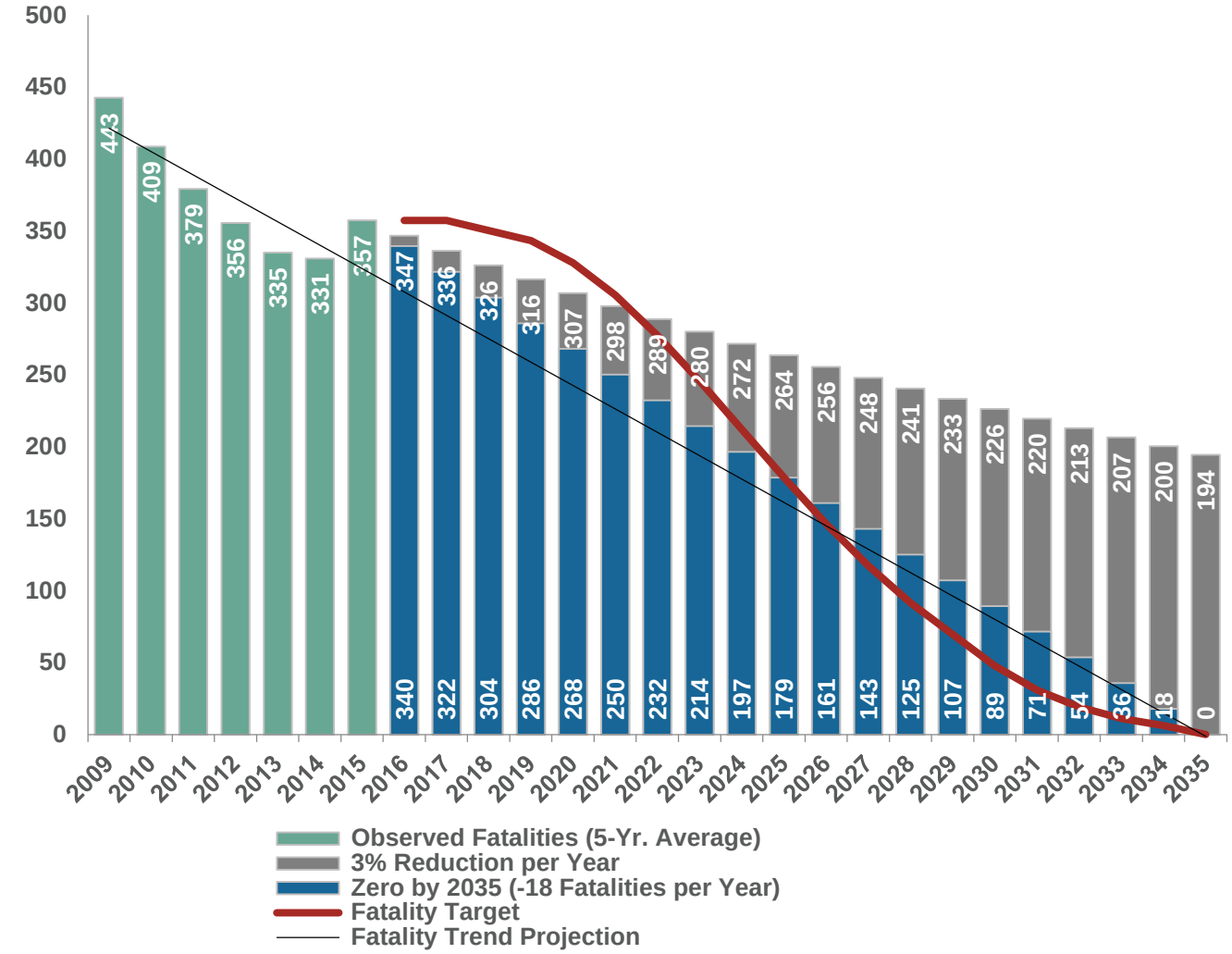


Figure G.2 Fatality Rate Target

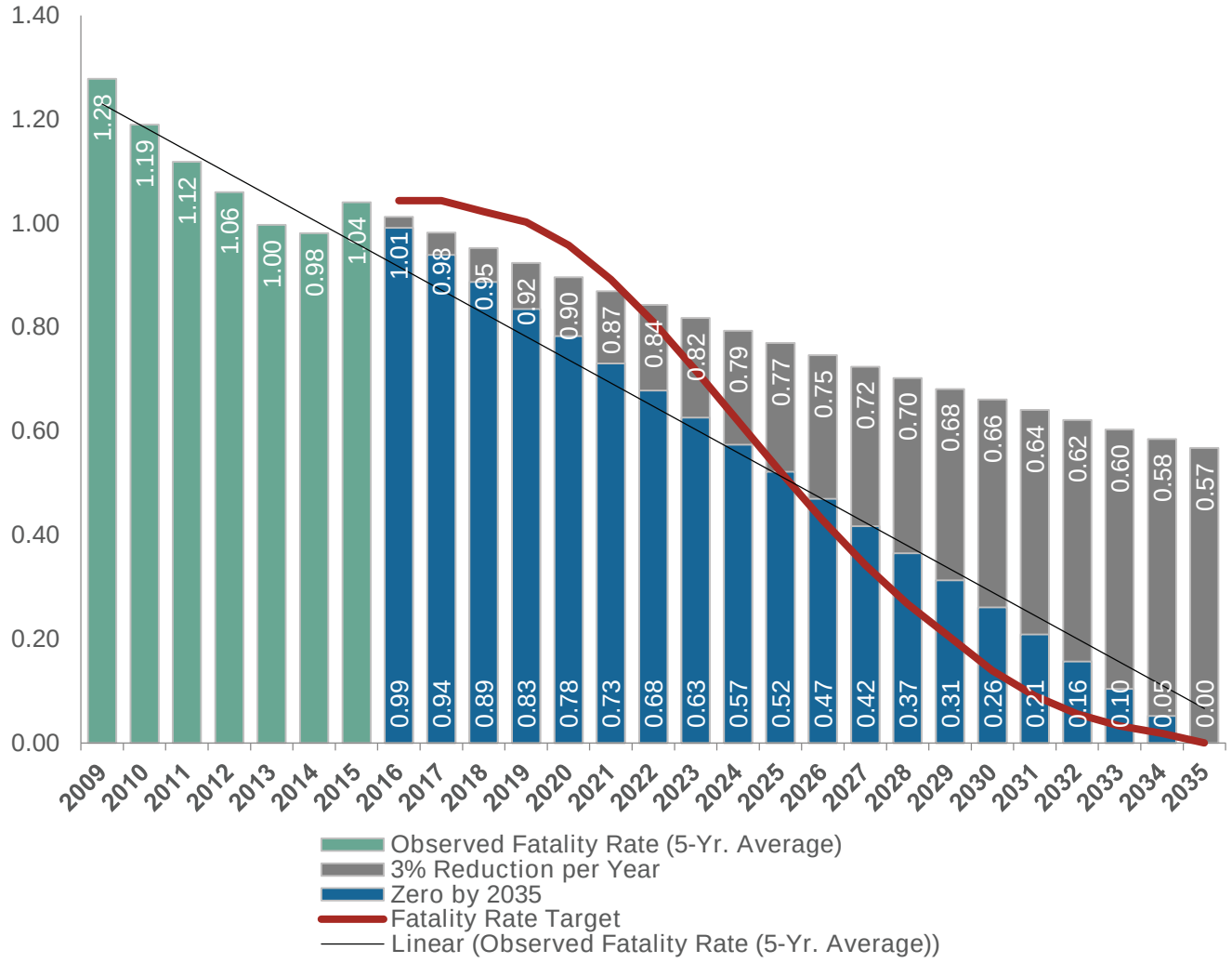


Figure G.3 Serious Injury Target

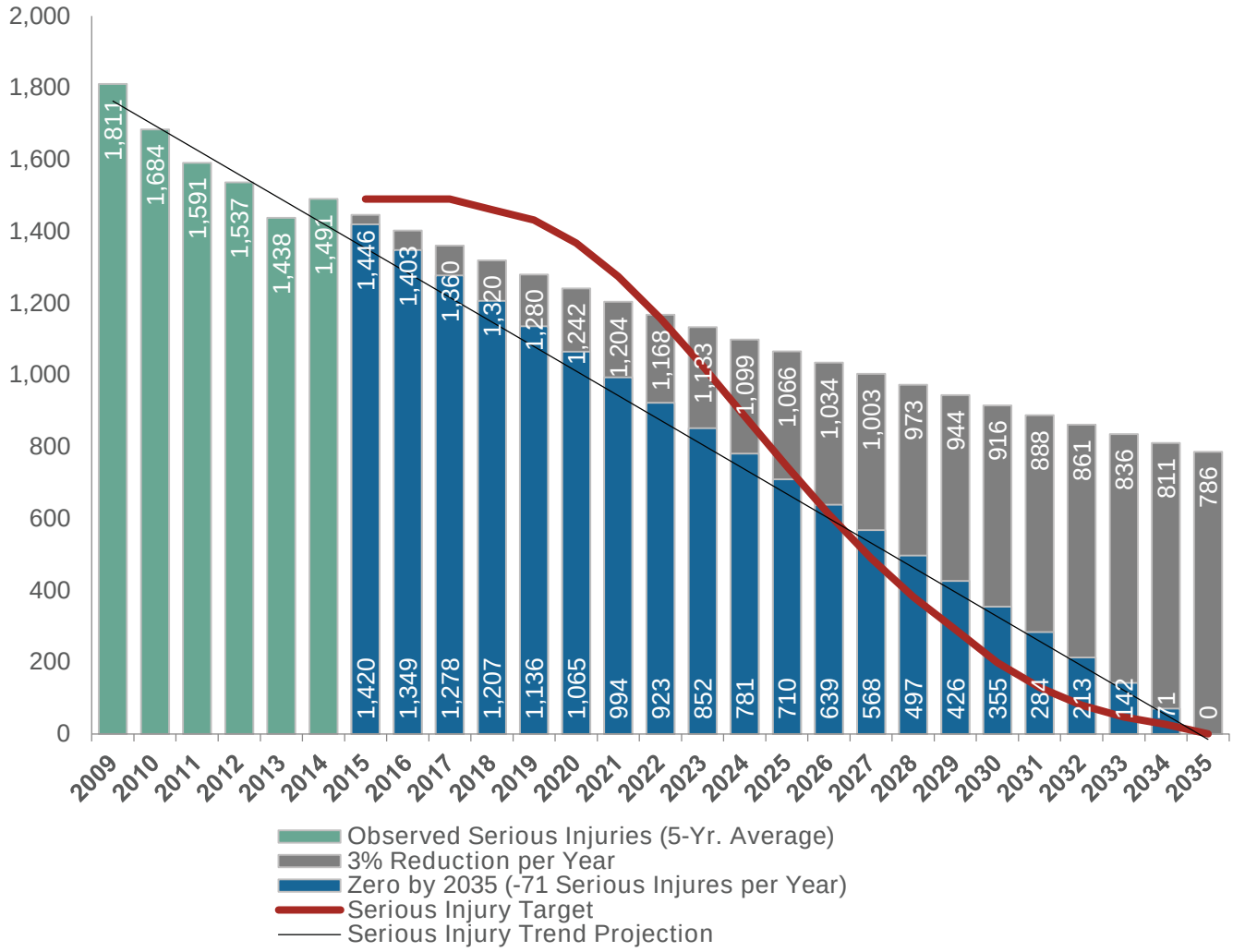


Figure G.4 Serious Injury Rate Target

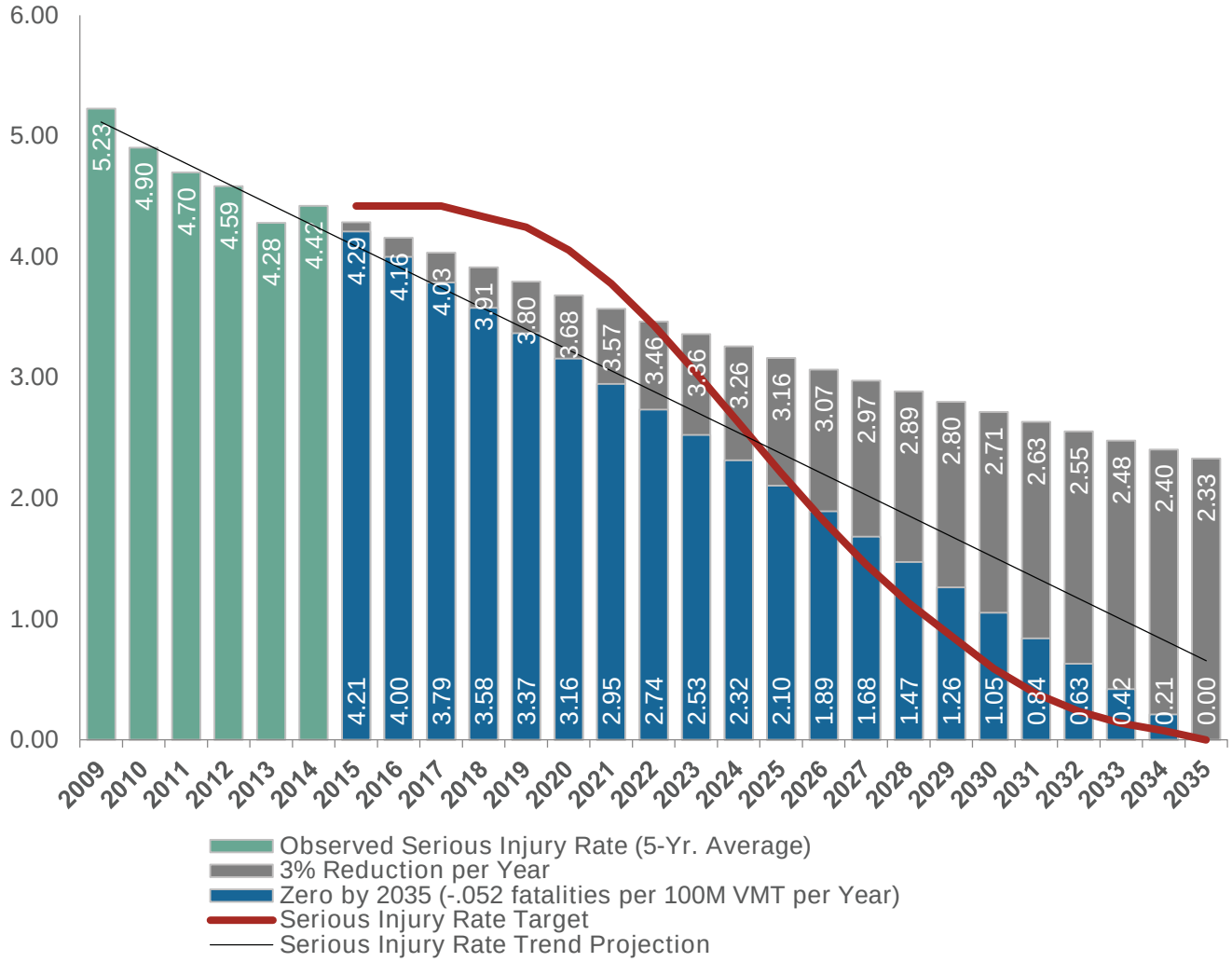
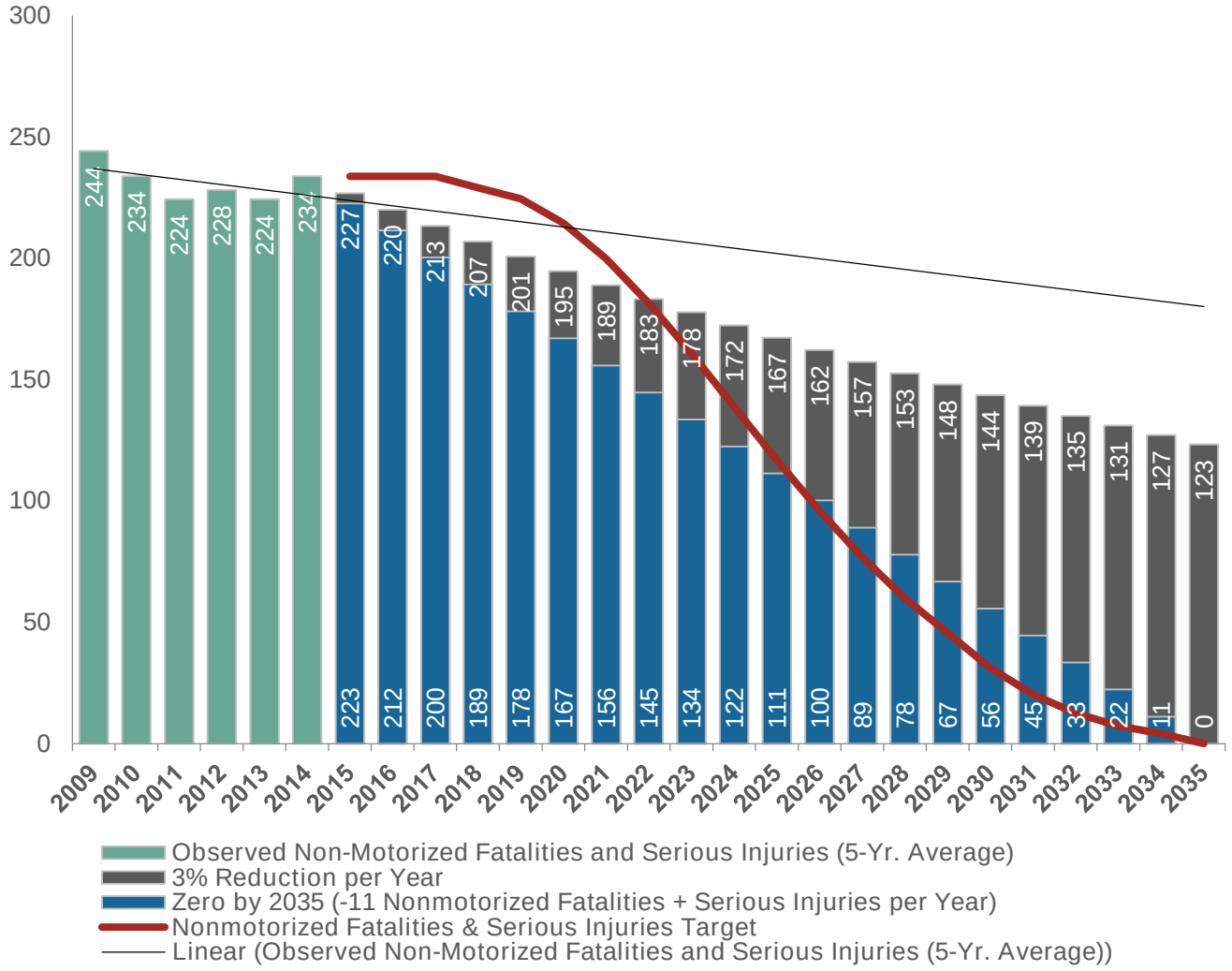


Figure G.5 Combined Non-Motorized Fatalities and Serious Injury Target



Central Lane MPO
Metropolitan Transportation Improvement Program
FFY 2015 to FFY 2018

Annual Listing of Obligated Projects

End of Year – Federal Fiscal Year 2016

January 2018

LANE COUNCIL OF GOVERNMENTS – 859 WILLAMETTE STREET, SUITE 500, EUGENE, OREGON 97401-2910
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Purpose of this Report

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

This report addresses project obligations for Federal Fiscal Year 2016 (FFY16). This is the third year of the Central Lane MPO's Metropolitan Transportation Improvement Program (MTIP) (FFY15-18) – 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 October 2017. Lane Transit District provided information concerning transit grant awards by Federal Transit Administration (FTA) December 2017. 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

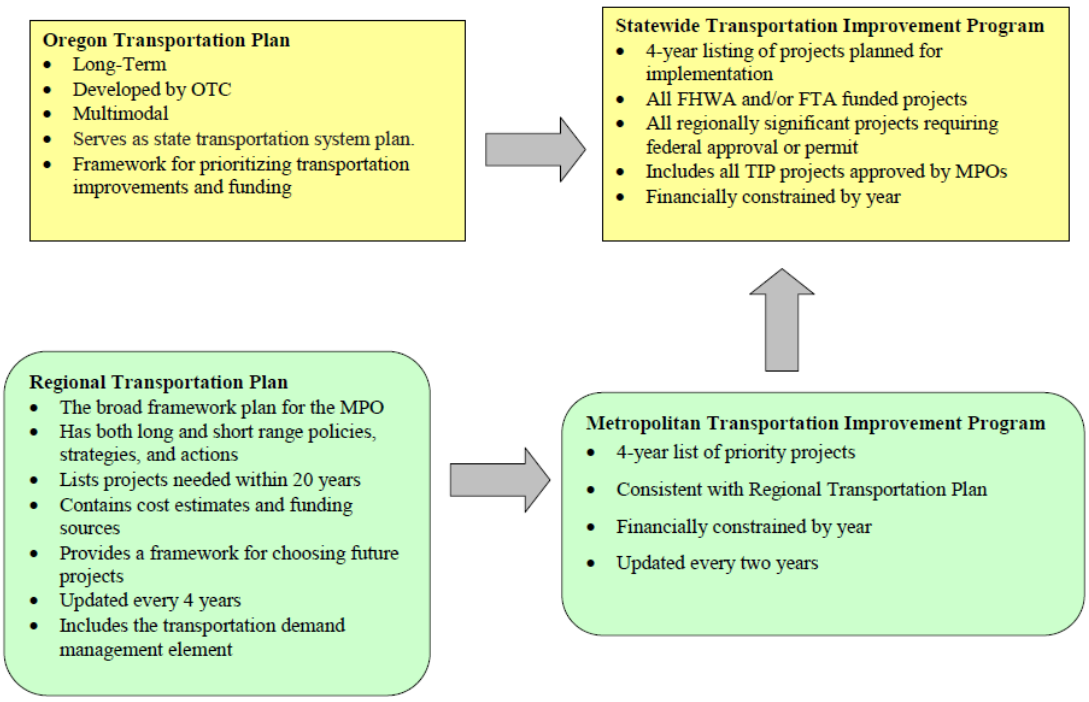
LCOG is designated as the Metropolitan Planning Organization (MPO) for the Eugene-Springfield urbanized area located in central Lane County. This area includes the Eugene-Springfield metropolitan area and the City of Coburg. The MPO serves as a forum for cooperative transportation decision making within 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, followed by Fixing America's Surface Transportation (FAST) Act in 2015, each 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[1].

The Central Lane MPO's current MTIP covers FFY15-18 and was effective October 2, 2014 with the approval by USDOT of the Air Quality Conformity Determination. The MTIP can be viewed at http://thempo.org/DocumentCenter/View/3594; the air quality conformity is available at http://thempo.org/DocumentCenter/View/390

The following tables and charts provide a summary of funds programmed in the Central Lane FFY15-18 MTIP as of October 5, 2017.

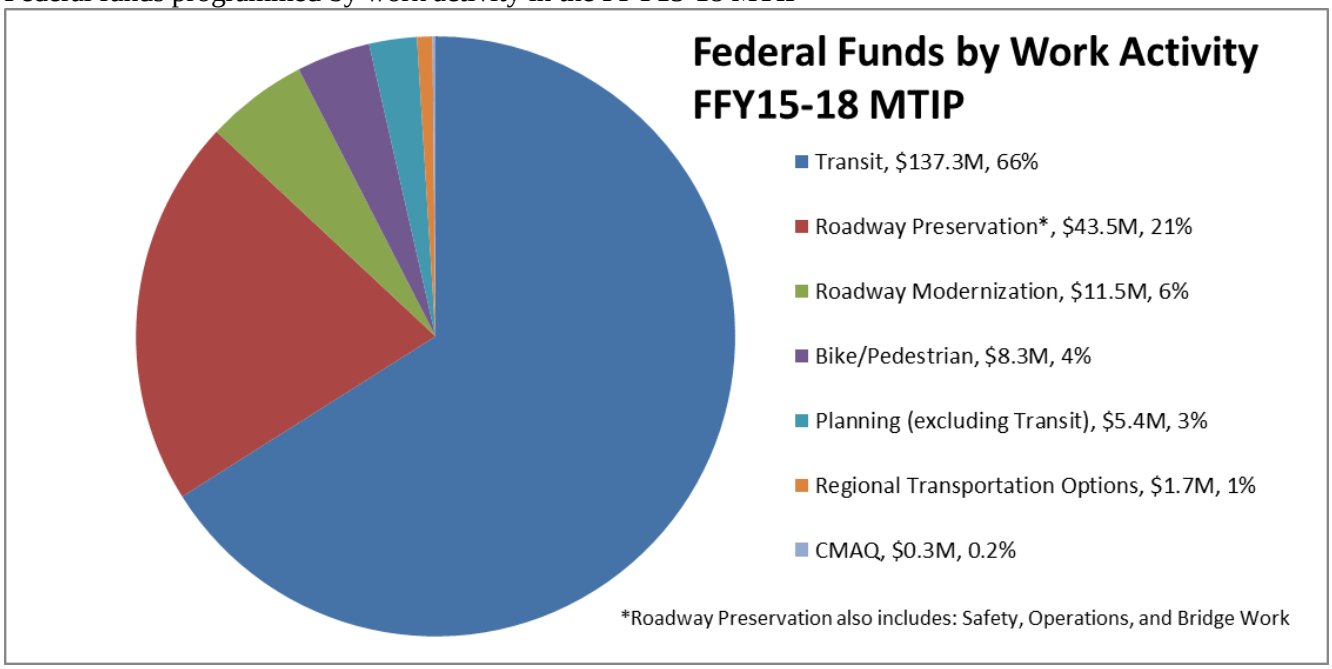
Table 1: Federal funds programmed by agency in the FFY15-18 MTIP

Agency	FFY15		FFY16		FFY17		FFY18	
	Federal $	Other $	Federal $	Other $	Federal $	Other $	Federal $	Other $
Coburg	$174,543	$88,957	$0	$0	$871,039	$104,072	$628,000	$71,877
Eugene	$1,337,454	$206,314	$1,843,838	$293,669	$1,929,335	$1,721,320	$4,600,072	$615,054
Lane Co.	$995,801	$175,024	$0	$4,458	$459,007	$135,432	$1,755,445	$250,918
LCOG	$35,892	$4,108	$0	$0	$3,602,467	$427,318	$0	$0
LTD	$100,505,667	$24,868,035	$2,208,266	$252,746	$28,569,170	$10,264,219	$8,184,360	$1,751,065
ODOT	$7,473,877	$7,716,685	$2,698,236	$18,416,451	$5,563,756	$97,527	$25,467,034	$2,773,610
Springfield	$1,128,576	$3,329,171	$0	$334,192	$5,535,000	$2,180,669	$2,411,347	$280,117
Willamalane	$0	$0	$0	$0	$0	$238,175	$0	$0
TOTAL:	$111,651,809	$36,388,294	$6,750,339	$19,301,515	$46,529,775	$15,168,732	$43,046,257	$5,742,642
Overall TOTAL:	$148,040,103		$26,051,855		$61,698,507		$48,788,899	

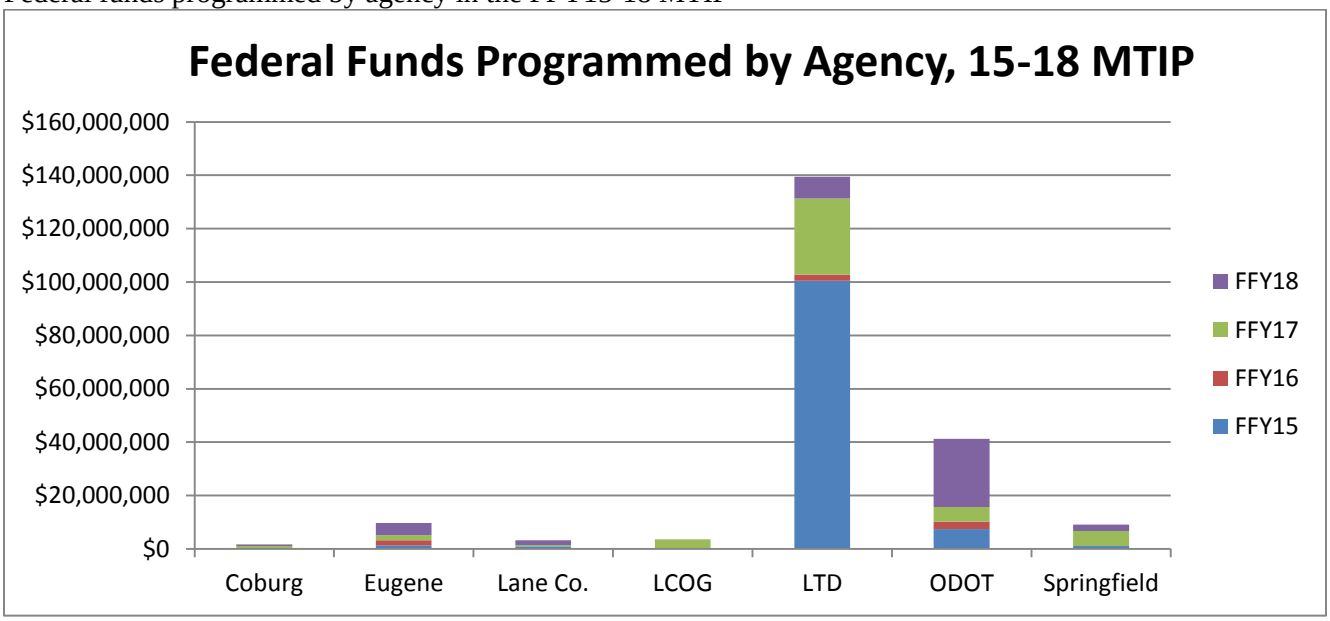
Agency	Total FFY15-18		
	Federal $	Other $	All Funds
Coburg	$1,673,582	$264,907	$1,938,488
Eugene	$9,710,698	$2,836,356	$12,547,055
Lane Co.	$3,210,253	$565,832	$3,776,085
LCOG	$3,638,359	$431,426	$4,069,786
LTD	$139,467,462	$37,136,065	$176,603,527
ODOT	$41,202,903	$29,004,273	$70,207,176
Springfield	$9,074,923	$6,124,149	$15,199,072
Willamalane	$0	$238,175	$238,175
Overall TOTAL:	$207,978,180	$76,601,183	**$284,579,363**

[1] 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.

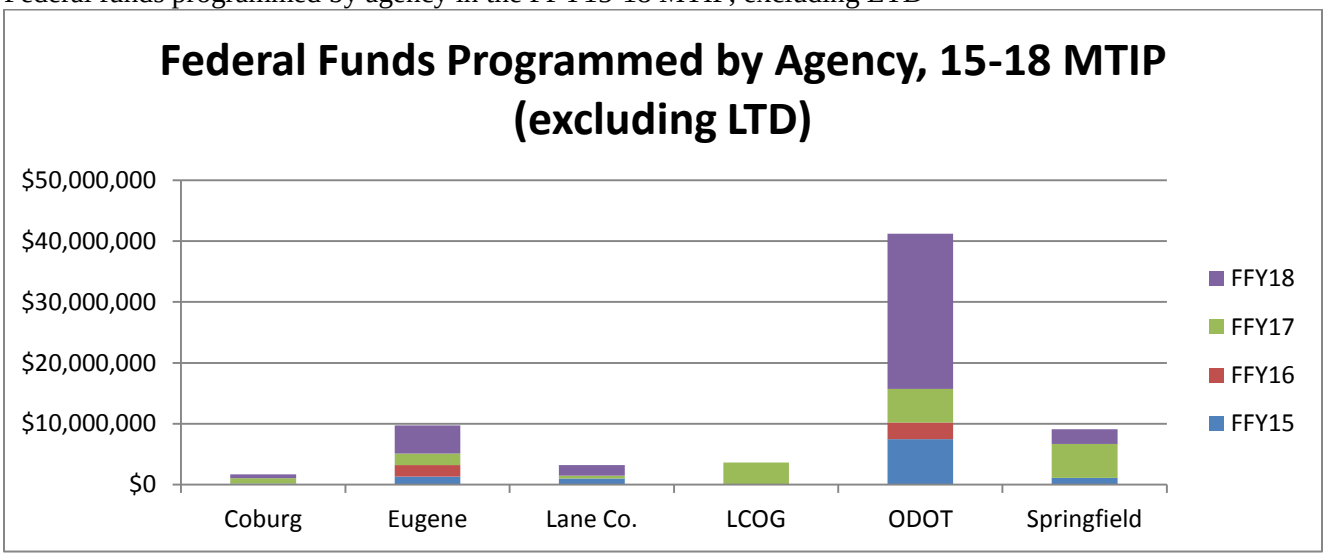
Graph 1
Federal funds programmed by work activity in the FFY15-18 MTIP



Graph 2
Federal funds programmed by agency in the FFY15-18 MTIP



Graph 3
Federal funds programmed by agency in the FFY15-18 MTIP, excluding LTD



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 a population in excess of 200,000, the MPO receives formula funds from United State Department of Transportation (USDOT). There are several programs under the FAST Act transportation bill that distribute federal funds directly to the MPO:

- Surface Transportation Block Grant funds (STBG) are provided to the MPO based on a population-based formula set by the Federal Government in the Transportation Bill. The MPO receives approximately $4.6 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 STBG funds but are provided by the *Federal Transit Administration.* The amount received by the MPO is about the same as the STBG 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 MAP-21 legislation eliminated this program funding, but required 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.

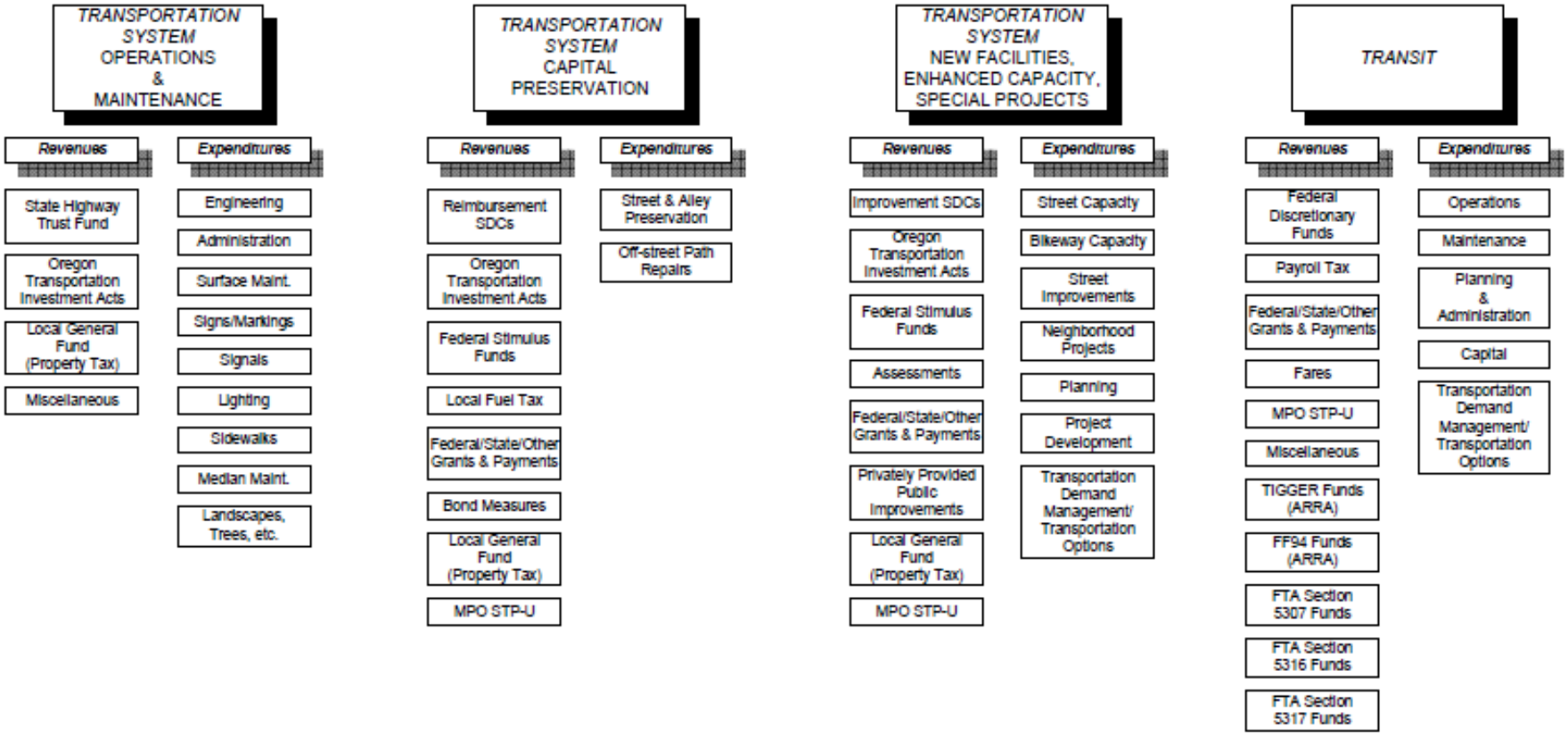
The State also uses its federal funds as well as state funds for transportation projects within the MPO area. Some are used on the state highway system; others are grants awarded for specific projects subject to the originating source program's rules. These projects are listed in the MTIP. The State 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 $285 million of projects contained in the Central Lane FFY15-18 MTIP, approximately $77 million (27 percent) is provided through state and local sources.

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 FFY16. All projects programmed in the MTIP with at least one phase in FFY16 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 FFY16. 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://thempo.org/371/Metropolitan-Transportation-Improvement-. (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 October 5, 2017.

Project "phases"

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

- Planning (PL)
- Preliminary Engineering/design (PE)
- Right of Way Acquisition (RW)
- Utility Relocation (UR)
- Construction (CN); and
- Other (OT)

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

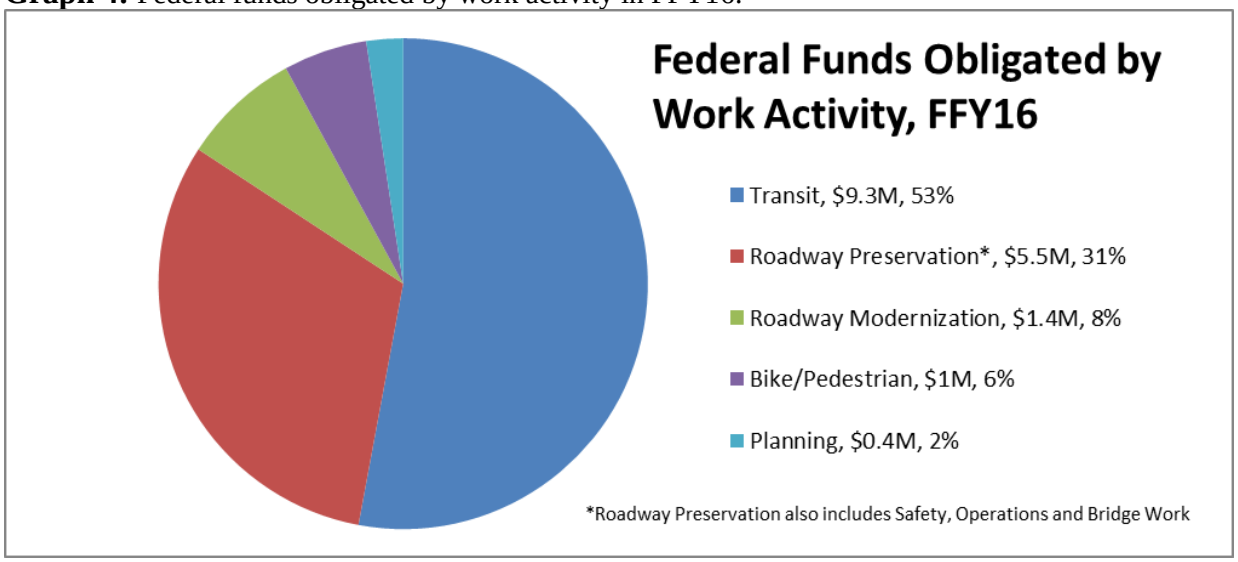
The MTIP contains projects that are funded from a variety of sources. Fund *types* relate to funds provided through current and past transportation bills, special programs, earmarks from other Federal bills, State programs, etc. Appendix A provides a brief explanation of federal funding sources and fund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

Obligation of federal funds within CLMPO in FFY16

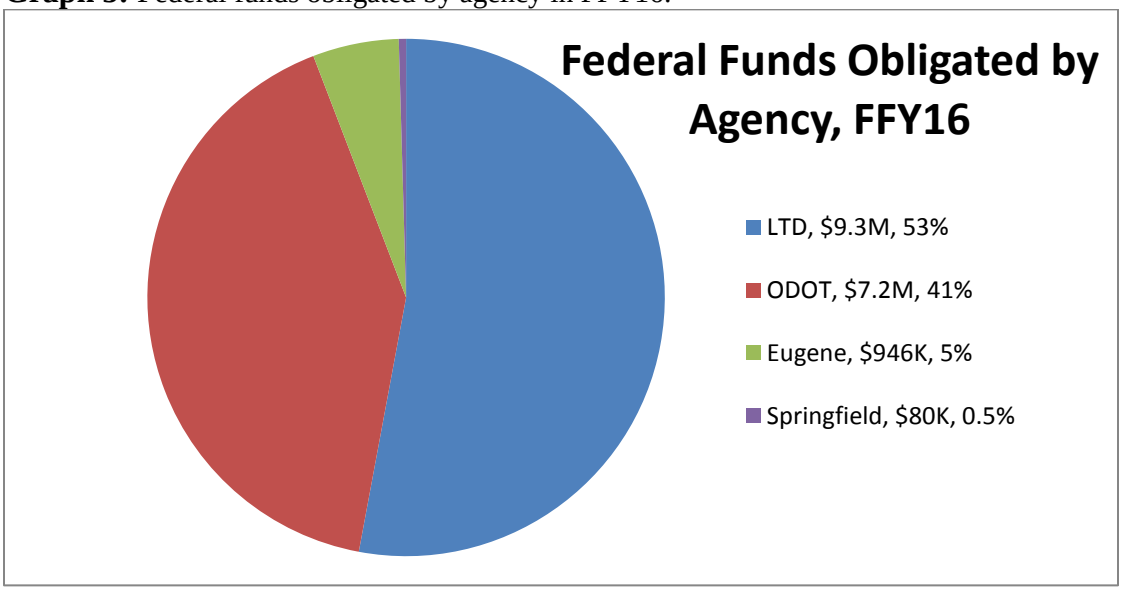
Summary of Projects

A total of $17.6 million in federal funds were obligated in federal fiscal year 2016 on transportation projects. Of this, $9.3 million (53%) was for transit; $5.5 million (31%) was for roadway preservation; $1.4 million (8%) was for roadway modernization, $1 million (6%) was for bike/pedestrian projects; and $425K (2%) was for planning.

Graph 4: Federal funds obligated by work activity in FFY16:

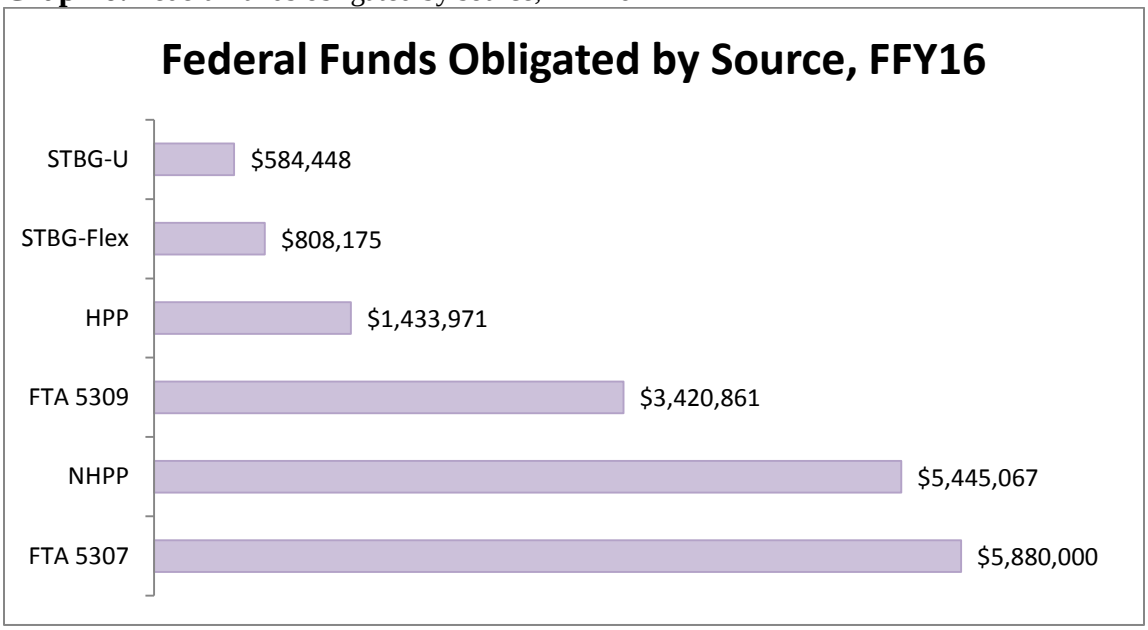


Graph 5: Federal funds obligated by agency in FFY16:



The following table provides an overview of the different federal funding sources that were obligated in FFY16. The largest source of federal funds obligated in FFY16 is from the FTA 5307 fund, which comprise approximately 33 percent of federal funds obligated.

Graph 6: Federal funds obligated by source, FFY16



Project details:

The following pages provide further details of the programmed projects for which federal funds were obligated in FFY16 within the Central Lane MPO.

FFY 2016 Projects By Juristication	STIP Key	Project Type	Phase	Federal Fund Source	Federal Funds Obligated FFY 2016	FFY 2016 Total Cost	Total Project Federal Funds*	Total Project Cost*
Central Lane Metropolitan Planning Organization					**$0.00**	**$0.00**	**$0.00**	**$0.00**
NA					--	--	--	--
Coburg					**$0.00**	**$0.00**	**$0.00**	**$0.00**
NA					--	--	--	--
Eugene					**$946,001.08**	**$1,065,205.60**	**$2,384,479.86**	**$2,731,857.78**
FERN RIDGE PATH: GREENHILL RD - TERRY ST (UNIT 2)	16636	Bike/Ped	CN	HPP (Q920)	$59,892.55	$29,576.95	$193,676.18	$242,095.25
FERN RIDGE PATH - CHAMBERS TO ARTHUR STREETS	17160	Bike/Ped	CN	STBG-Flex	$64,448.89	$71,825.35	$538,809.23	$600,478.59
NORTH BANK PATH REHAB: DEFAZIO BRIDGE-LEISURE LANE	17161	Bike/Ped	CN	STBG-U	$79,801.54	$88,935.18	$581,692.59	$648,380.20
SOUTH BANK PATH: KNICKERBOCKER BRIDGE TO WALNUT ST	18792	Bike/Ped	PE, CN	STBG-Flex, STBG-U	$741,858.10	$874,868.12	$1,070,301.86	$1,240,903.74
Lane County					**$0.00**	**$0.00**	**$0.00**	**$0.00**
NA					--	--	--	--
Lane Transit District					**$9,300,861.00**	**$11,569,395.00**	**$9,300,861.00**	**$11,569,395.00**
BUS SUPPORT EQUIPMENT AND FACILITIES - 2016	19268	Transit	OT	5307	$1,680,000.00	$2,100,000.00	$1,680,000.00	$2,100,000.00
PREVENTIVE MAINTENANCE 2016	19375	Transit	OT	5307	$4,200,000.00	$5,250,000.00	$4,200,000.00	$5,250,000.00
ADA PARATRANSIT VEHICLES AND CAMERAS	19485	Transit	OT	5309	$1,064,145.00	$1,273,500.00	$1,064,145.00	$1,273,500.00
LTD BUS REPLACEMENT PROGRAM 2017	19967	Transit	OT	5309	$2,356,716.00	$2,945,895.00	$2,356,716.00	$2,945,895.00
Oregon Department of Transportation					**$7,246,012.91**	**$7,974,184.34**	**$28,395,541.12**	**$31,605,893.80**
OR569: DELTA HWY O'XING BR #09358	16034	Bridge	CN	STBG-Flex	$1,867.59	$2,081.34	$548,640.05	$611,433.81
I-5: COBURG INTCHG RIGHT OF WAY PROTECTIVE PURCH	18472	Modern	RW	HPP (LY20)	$1,374,078.00	$1,520,000.00	$1,374,078.00	$1,520,000.00
OR569: SCS CANAL & UPRR BRIDGE REPAIR	18576	Bridge	PE	NHPP	$103,584.31	$115,440.00	$1,047,149.00	$1,167,000.00
I-105 WILLAMETTE R CONNS & 1ST TO 7TH AVE VIADUCTS	18577	Bridge	PE	NHPP	$2,984,940.08	$3,236,760.00	$16,205,324.37	$18,031,800.00
OR126: CORNERSTONE DR. TO W. 11TH ST.	19743	Preserv	PE	NHPP	$2,356,543.07	$2,626,260.00	$8,547,233.84	$9,525,503.00
FRANKLIN BLVD FACILITY PLAN & NEPA DOCUMENTATION	19746	Planning	PL	STBG-U	$424,999.86	$473,643.00	$673,115.86	$750,156.99
Springfield					**$79,646.71**	**$88,762.64**	**$1,749,393.76**	**$2,042,183.17**
GLENWOOD CONNECTOR PATH	16760	Bike/Ped	PE, RW, CN	STBG-U	$28,092.24	$31,307.53	$359,524.00	$485,762.25
GATEWAY ST PRESERVATION: HARLOW RD - I-5 XING	18822	Preserv	PE	STBG-U	$51,554.47	$57,455.11	$1,389,869.76	$1,556,420.92
Willamalane					**$0.00**	**$0.00**	**$0.00**	**$0.00**
NA					--	--	--	--
Grand Total					**$17,572,521.70**	**$20,697,547.58**	**$41,830,275.74**	**$47,949,329.75**

**Includes previous and future estimated funds*

Eugene:

FERN RIDGE PATH: GREENHILL RD - TERRY ST (UNIT 2)
Key: 16636
REPAIR OF FAILING CONCRETE SECTIONS & DAMAGED LIGHTING & OTHER ENHANCEMENTS ON PATH

FERN RIDGE PATH - CHAMBERS TO ARTHUR STREETS
Key: 17160
PATH REHABILITATION AND REALIGNMENT, INCLUDING INSTALLATION OF PATH LIGHTING

NORTH BANK PATH REHAB: DEFAZIO BRIDGE-LEISURE LANE
Key: 17161
PATH REHAB-SURFACE OVERLAY OR REPLACEMENT, LIGHTING, MINOR ALIGNMENT CORRECTION ETC

SOUTH BANK PATH: KNICKERBOCKER BRIDGE TO WALNUT ST
Key: 18792
REHABILITATION OF THE SOUTH BANK PATH SEGMENT

Lane Transit District:

BUS SUPPORT EQUIPMENT AND FACILITIES – 2016
Key: 19268
Equipment purchases and facilities improvements in support of transit operations

PREVENTIVE MAINTENANCE 2016
Key: 19375
Preventive maintenance

ADA PARATRANSIT VEHICLES AND CAMERAS
Key: 19485
Program funds awarded by the Federal Transit Administration under its Ladders of Opportunity Initiative. This project will purchase 8 medium size light duty buses, 3 low-floor minivans, and security cameras for 26 vehicles.

LTD BUS REPLACEMENT PROGRAM 2017
Key: 19967
60ft Hybrid/Diesel Buss Replacement Program (qty 3 vehicles). 2013 lapsing funds.

Oregon Department of Transportation:

OR569: DELTA HWY O'XING BR #09358:
Key: 16034
DECK OVERLAY; REPAIR SPALLED RAIL PARAPETS; BRIDGE #09358

I-5: COBURG INTCHG RIGHT OF WAY PROTECTIVE PURCH
Key: 18472
RW PROTECTIVE PURCHASE ON VAN DUYN RD APPROX 1320 FROM I-5 NB OFF-RAMP

OR569: SCS CANAL & UPRR BRIDGE REPAIR
Key: 18576
RAIL; SEISMIC; DECK OVERLAY; JOINTS; CONCRETE REPAIR; SPOT PAINT; BR #09460

I-105 WILLAMETTE R CONNS & 1ST TO 7TH AVE VIADUCTS
Key: 18577
Deck overlay; joints; bridge rail; concrete repairs (#08966, 08966R, 09600E and 09600W); remove bridge #09572 and replace with embankment.

OR126: CORNERSTONE DR. TO W. 11TH ST.
Key: 19743
3R preservation, miscellaneous safety improvements

FRANKLIN BLVD FACILITY PLAN & NEPA DOCUMENTATION
Key: 19746
Prepare design concepts and NEPA documentation westbound from I-5 to Alder Street

Springfield:

GLENWOOD CONNECTOR PATH
Key: 16760
CONSTRUCT BIKE AND PEDESTRIAN IMPROVEMENTS ALONG THE GLENWOOD RIVERFRONT PARKPATH

GATEWAY ST PRESERVATION: HARLOW RD - I-5 XING
Key: 18822
RESURFACE GATEWAY STREET BETWEEN BELTLINE ROAD AND HARLOW ROAD

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 Block Grant (STBG) Program, 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:

STBG-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.
STBG, M240 L240, H240, L250	Funds allocated by ODOT through various programs to local Agencies.
STBG-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 fright 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 (ACP1) 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 (HPP, 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 (PL) – 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) – 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 (OT) – Transit projects usually fall into this category

Central Lane MPO
Metropolitan Transportation Improvement Program
FFY 2015 to FFY 2018

Annual Listing of Obligated Projects

End of Year – Federal Fiscal Year 2017

January 2018

LANE COUNCIL OF GOVERNMENTS – 859 WILLAMETTE STREET, SUITE 500, EUGENE, OREGON 97401-2910
PHONE: 541.682.4283 EMAIL: mpo@lcog.org WEB: www.thempo.org

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Purpose of this Report

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

This report addresses project obligations for Federal Fiscal Year 2017 (FFY17). This is the third year of the Central Lane MPO's Metropolitan Transportation Improvement Program (MTIP) (FFY15-18) – 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 October 2017. Lane Transit District provided information concerning transit grant awards by Federal Transit Administration (FTA) December 2017. 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

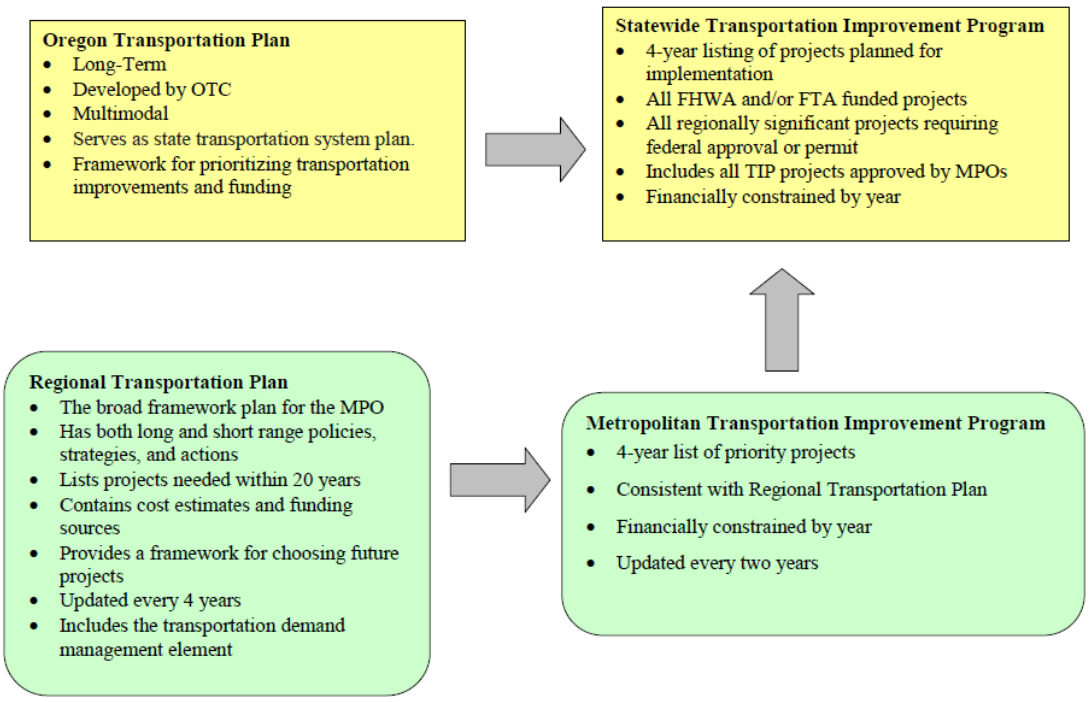
LCOG is designated as the Metropolitan Planning Organization (MPO) for the Eugene-Springfield urbanized area located in central Lane County. This area includes the Eugene-Springfield metropolitan area and the City of Coburg. The MPO serves as a forum for cooperative transportation decision making within 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, followed by Fixing America's Surface Transportation (FAST) Act in 2015, each 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[1].

The Central Lane MPO's current MTIP covers FFY15-18 and was effective October 2, 2014 with the approval by USDOT of the Air Quality Conformity Determination. The MTIP can be viewed at http://thempo.org/DocumentCenter/View/3594; the air quality conformity is available at http://thempo.org/DocumentCenter/View/390

The following tables and charts provide a summary of funds programmed in the Central Lane FFY15-18 MTIP as of October 5, 2017.

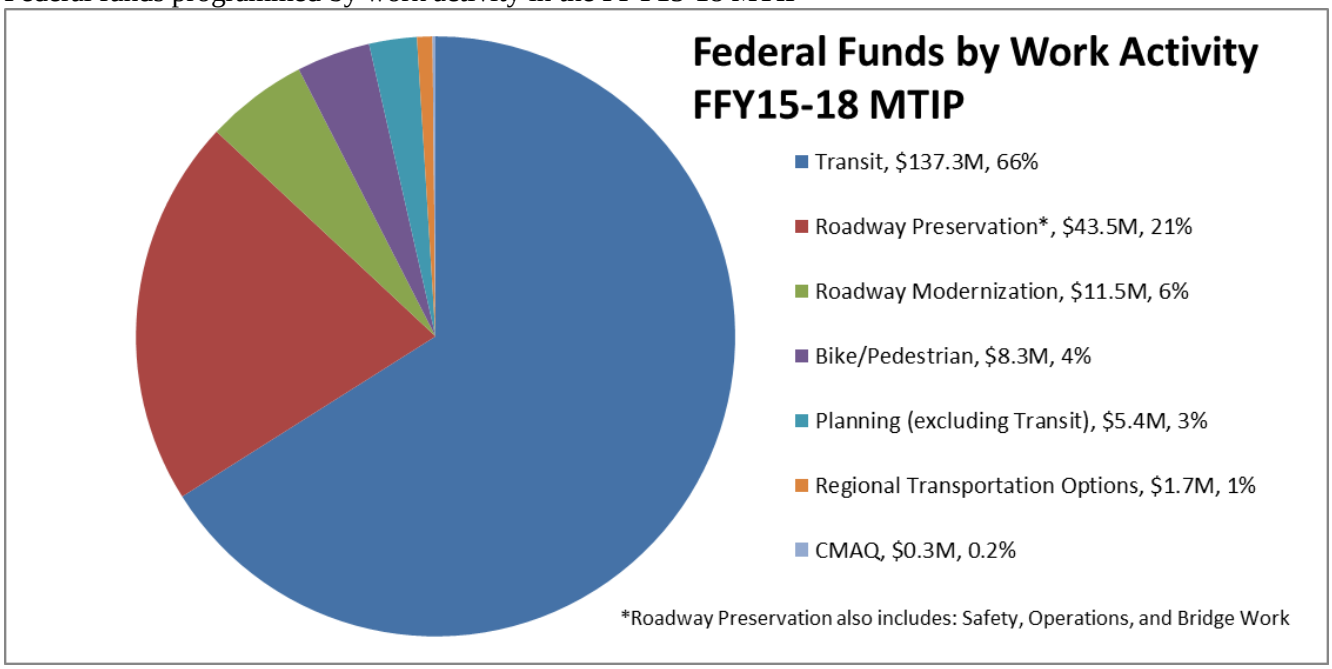
Table 1: Federal funds programmed by agency in the FFY15-18 MTIP

Agency	FFY15		FFY16		FFY17		FFY18	
	Federal $	Other $	Federal $	Other $	Federal $	Other $	Federal $	Other $
Coburg	$174,543	$88,957	$0	$0	$871,039	$104,072	$628,000	$71,877
Eugene	$1,337,454	$206,314	$1,843,838	$293,669	$1,929,335	$1,721,320	$4,600,072	$615,054
Lane Co.	$995,801	$175,024	$0	$4,458	$459,007	$135,432	$1,755,445	$250,918
LCOG	$35,892	$4,108	$0	$0	$3,602,467	$427,318	$0	$0
LTD	$100,505,667	$24,868,035	$2,208,266	$252,746	$28,569,170	$10,264,219	$8,184,360	$1,751,065
ODOT	$7,473,877	$7,716,685	$2,698,236	$18,416,451	$5,563,756	$97,527	$25,467,034	$2,773,610
Springfield	$1,128,576	$3,329,171	$0	$334,192	$5,535,000	$2,180,669	$2,411,347	$280,117
Willamalane	$0	$0	$0	$0	$0	$238,175	$0	$0
TOTAL:	$111,651,809	$36,388,294	$6,750,339	$19,301,515	$46,529,775	$15,168,732	$43,046,257	$5,742,642
Overall TOTAL:	$148,040,103		$26,051,855		$61,698,507		$48,788,899	

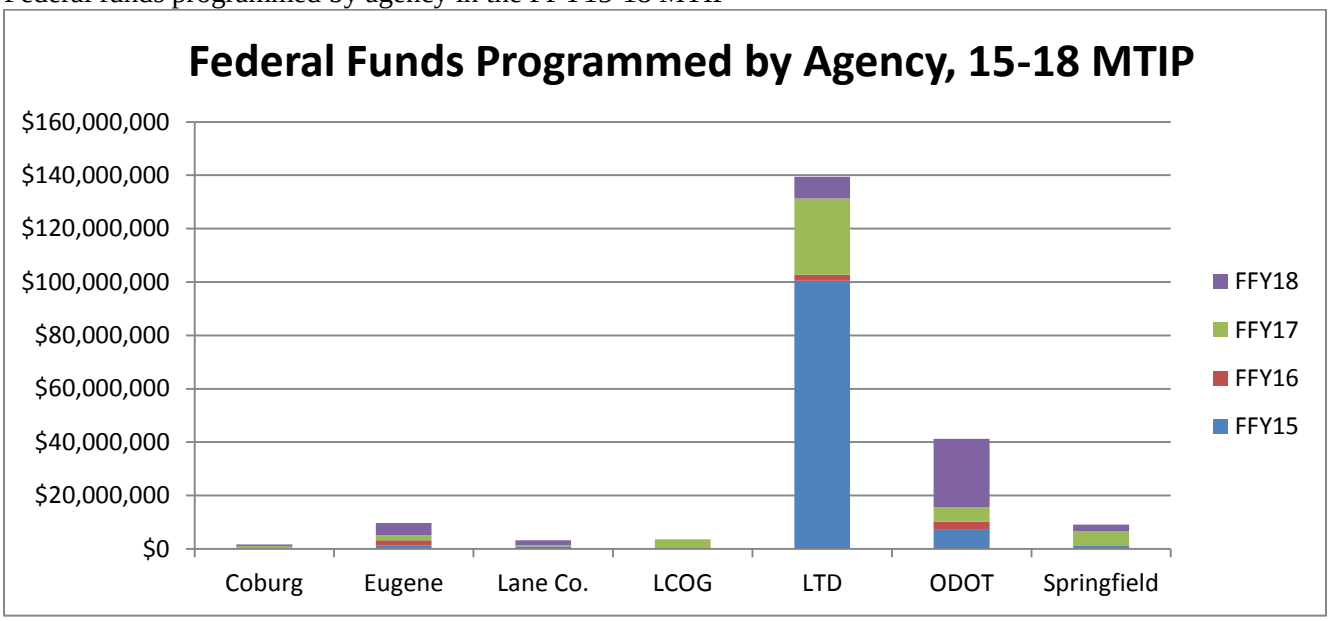
Agency	Total FFY15-18		
	Federal $	Other $	All Funds
Coburg	$1,673,582	$264,907	$1,938,488
Eugene	$9,710,698	$2,836,356	$12,547,055
Lane Co.	$3,210,253	$565,832	$3,776,085
LCOG	$3,638,359	$431,426	$4,069,786
LTD	$139,467,462	$37,136,065	$176,603,527
ODOT	$41,202,903	$29,004,273	$70,207,176
Springfield	$9,074,923	$6,124,149	$15,199,072
Willamalane	$0	$238,175	$238,175
Overall TOTAL:	$207,978,180	$76,601,183	**$284,579,363**

[1] 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.

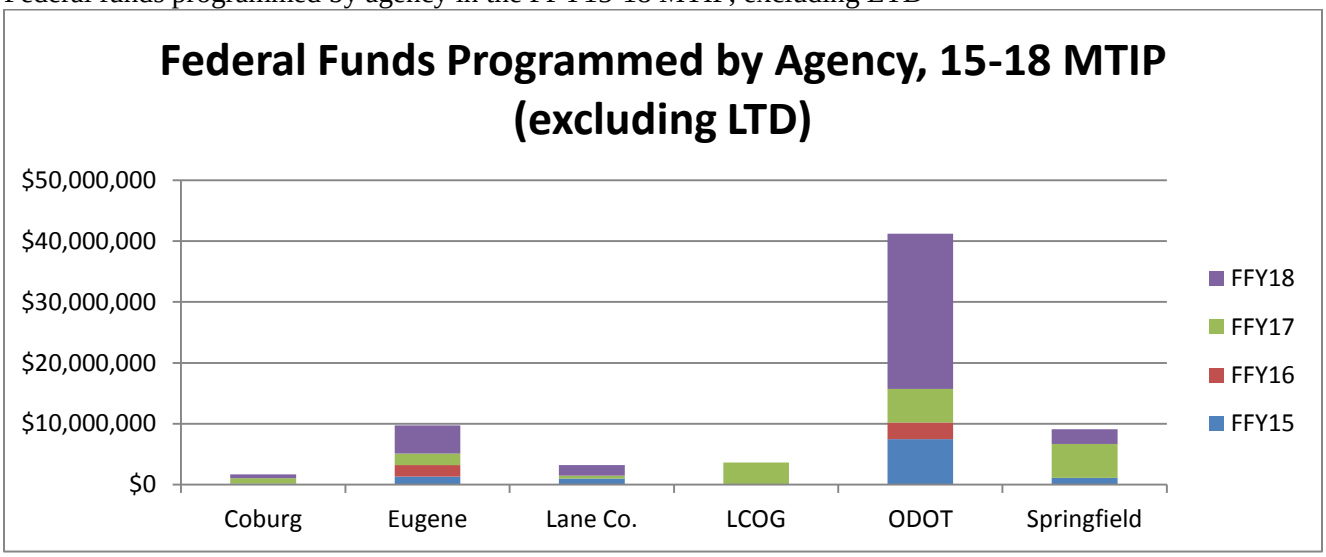
Graph 1
Federal funds programmed by work activity in the FFY15-18 MTIP



Graph 2
Federal funds programmed by agency in the FFY15-18 MTIP



Graph 3
Federal funds programmed by agency in the FFY15-18 MTIP, excluding LTD



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 a population in excess of 200,000, the MPO receives formula funds from United State Department of Transportation (USDOT). There are several programs under the FAST Act transportation bill that distribute federal funds directly to the MPO:

- Surface Transportation Block Grant funds (STBG) are provided to the MPO based on a population-based formula set by the Federal Government in the Transportation Bill. The MPO receives approximately $4.6 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 STBG funds but are provided by the *Federal Transit Administration.* The amount received by the MPO is about the same as the STBG 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 MAP-21 legislation eliminated this program funding, but required 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.

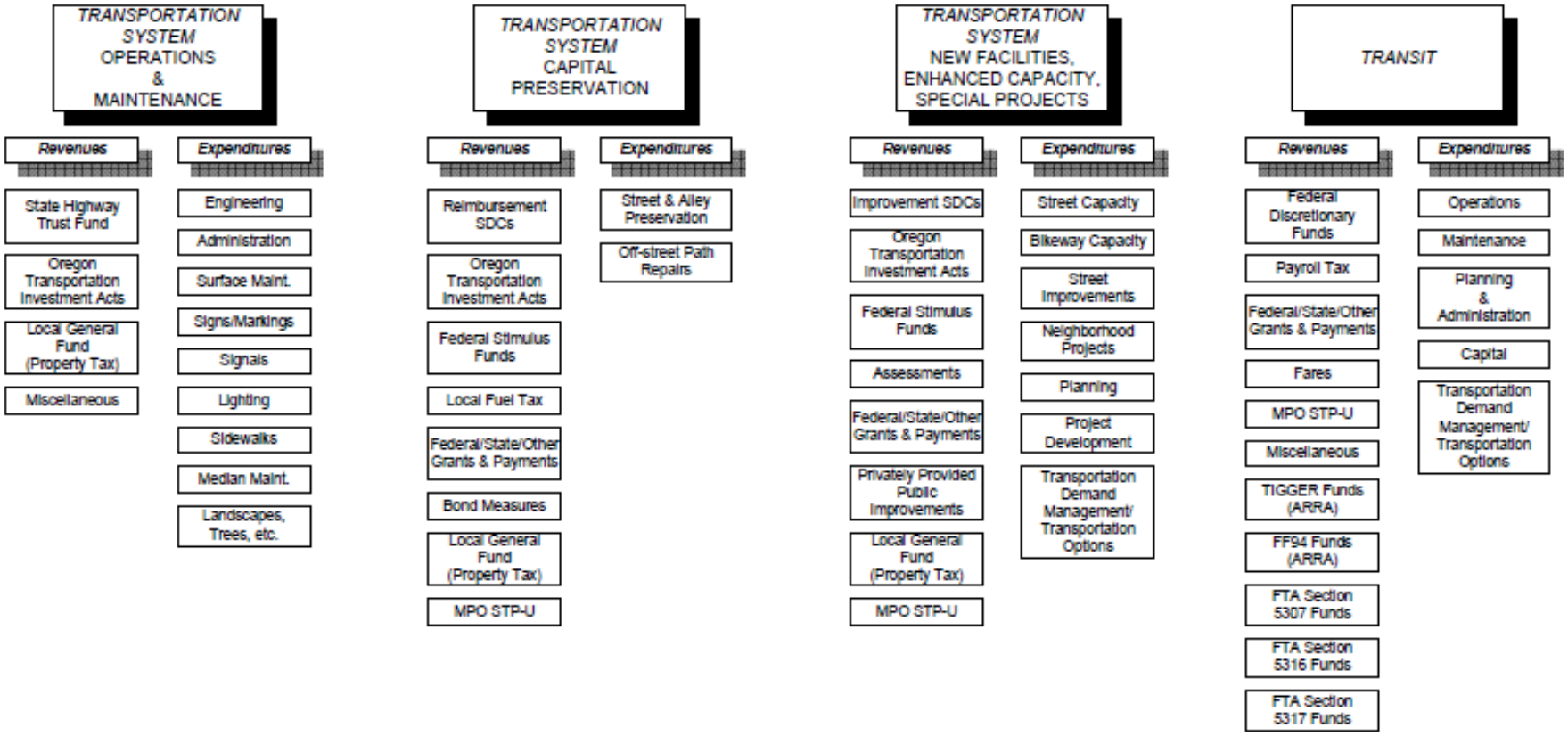
The State also uses its federal funds as well as state funds for transportation projects within the MPO area. Some are used on the state highway system; others are grants awarded for specific projects subject to the originating source program's rules. These projects are listed in the MTIP. The State 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 $285 million of projects contained in the Central Lane FFY15-18 MTIP, approximately $77 million (27 percent) is provided through state and local sources.

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 FFY17. All projects programmed in the MTIP with at least one phase in FFY17 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 FFY17. 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://thempo.org/371/Metropolitan-Transportation-Improvement-. (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 October 5, 2017.

Project "phases"

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

- Planning (PL)
- Preliminary Engineering/design (PE)
- Right of Way Acquisition (RW)
- Utility Relocation (UR)
- Construction (CN); and
- Other (OT)

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

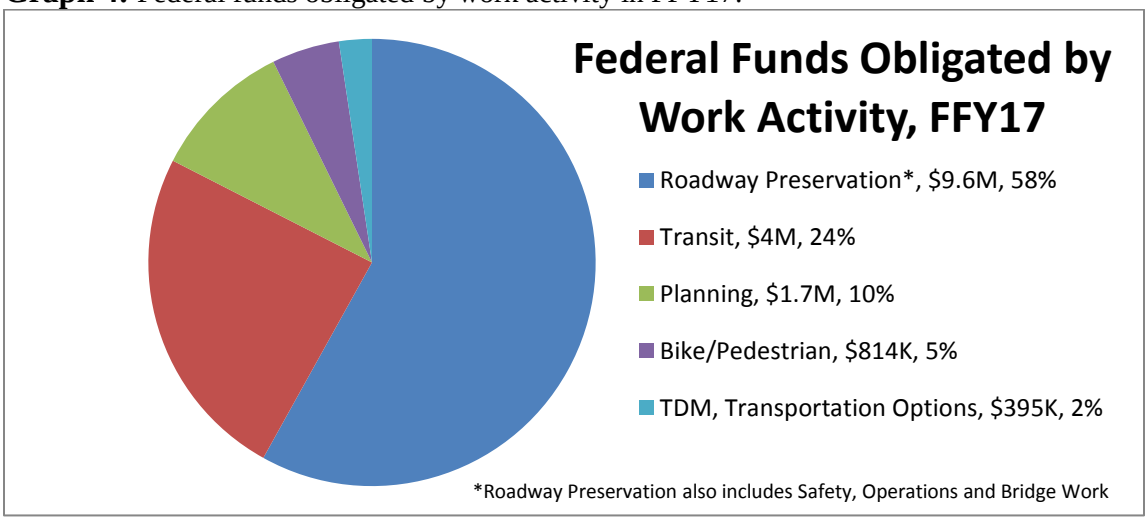
The MTIP contains projects that are funded from a variety of sources. Fund *types* relate to funds provided through current and past transportation bills, special programs, earmarks from other Federal bills, State programs, etc. Appendix A provides a brief explanation of federal funding sources and fund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

Obligation of federal funds within CLMPO in FFY17

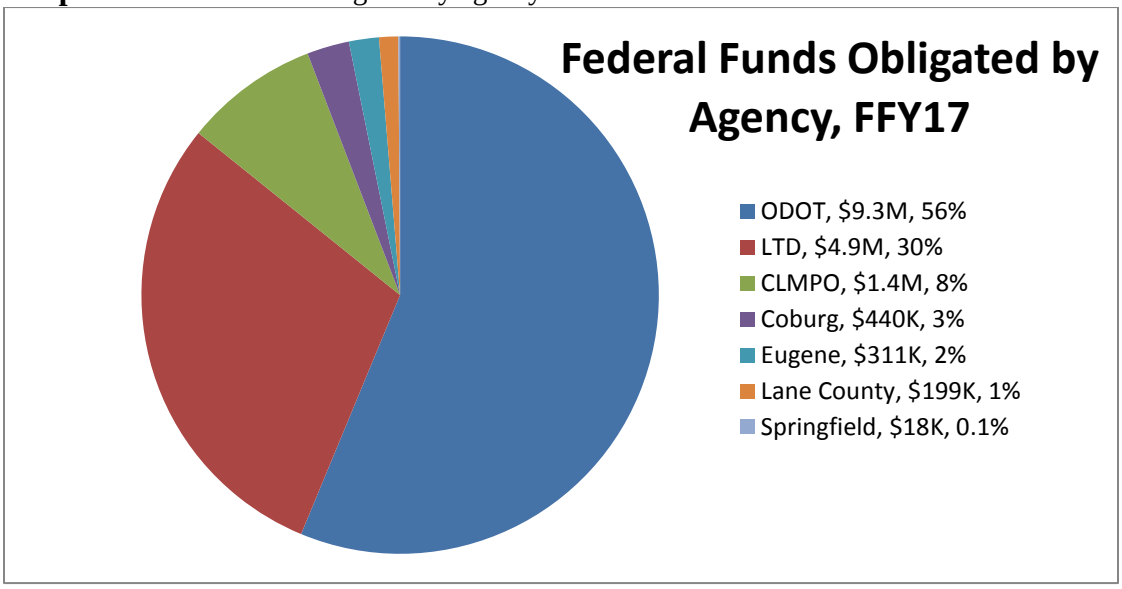
Summary of Projects

A total of $16.9 million in federal funds were obligated in federal fiscal year 2017 on transportation projects within the Central Lane MPO. Of this, $9.6 million (58%) was for roadway preservation; $4 million (24%) was for transit; $1.7 million (10%) was for planning; $814K (5%) was for bike/pedestrian projects; and $395K (2%) was for transportation demand management/transportation options.

Graph 4: Federal funds obligated by work activity in FFY17:

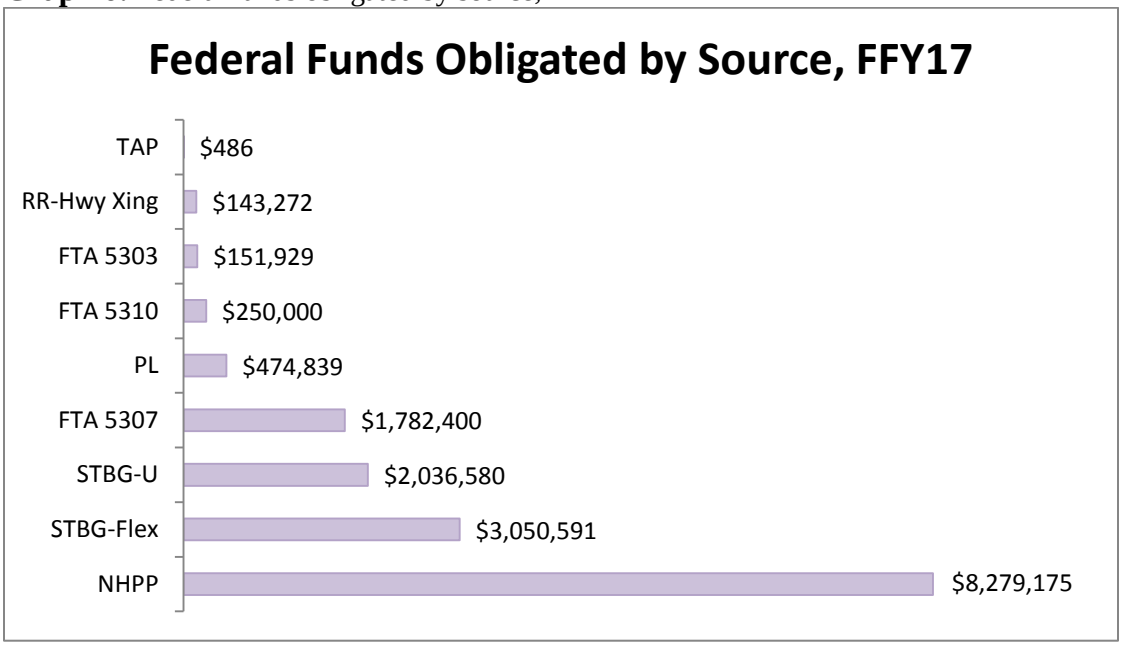


Graph 5: Federal funds obligated by agency in FFY17:



The following graph provides an overview of the different federal funding sources that were obligated in FFY17. The largest source of federal funds obligated in FFY17 is from the National Highway Performance Program (NHPP) fund, which comprise approximately 50 percent of federal funds obligated.

Graph 6: Federal funds obligated by source, FFY17



Project details:

The following pages provide further details of the programmed projects for which federal funds were obligated in FFY17 within the Central Lane MPO.

FFY 2017 Projects By Juristication	STIP Key	Project Type	Phase	Federal Fund Source	Federal Funds Obligated FFY 2017	FFY 2017 Total Cost	Total Project Federal Funds*	Total Project Cost*
Central Lane Metropolitan Planning Organization					**$1,396,119.84**	**$1,570,983.50**	**$1,674,525.79**	**$1,881,182.49**
CENTRAL LANE MPO PLANNING SFY18	20759+	Planning	PL	STBG-U, 5303, PL	$1,246,767.84	$1,389,466.00	$1,493,832.29	$1,664,807.81
REGIONAL BICYCLE COUNTERS	19104	Bike/Ped	CN	STBG-U	$149,352.00	$181,517.50	$180,693.50	$216,374.68
Coburg					**$439,515.98**	**$489,820.56**	**$1,119,891.70**	**$1,313,110.52**
COBURG LOOP PATH (SEGMENTS 1 & 2)	16839	Bike/Ped	CN	STBG-U	$404,566.14	$450,870.56	$565,183.14	$629,870.56
COBURG LP PATH SEG 3 COBURG BOTTM LOOP-N COBURG RD	18857	Bike/Ped	PE	STBG-U	$34,949.84	$38,950.00	$554,708.56	$683,239.96
Eugene					**$311,318.27**	**$283,550.03**	**$3,126,767.45**	**$3,486,628.89**
18TH AVE: JOSH ST-BERTELSEN ST PRESERVATION	18781	Preserv	CN	STBG-U	$60,832.27	$4,394.79	$670,939.10	$747,731.09
SOUTH WILLAMETTE STREET ENHANCEMENT	19773	Preserv + B/P	PE	STBG-U	$250,000.34	$278,614.00	$2,000,000.34	$2,228,909.33
SRTS IMPROVEMENTS FOR BETHEL AND 4J SCHOOL DIST	16257	Bike/Ped	CN	TAP	$485.66	$541.24	$455,828.01	$509,988.47
Lane County					**$198,698.79**	**$213,586.94**	**$2,992,820.66**	**$3,443,558.55**
PRAIRIE RD/E ENID RD PRES/SIDEWALK REHAB	19914	Preserv + B/P	PE	STBG-U	$129,941.60	$144,814.00	$1,342,729.60	$1,546,411.00
SOUTH 2ND ST PAVEMENT PRESERVATION (SPRINGFIELD)	19913	Preserv + B/P	PE	STBG-U	$64,605.60	$72,000.00	$607,262.13	$681,766.00
RIVER RD/MAXWELL RD PAVEMENT PRESERVATION	18798	Preserv + B/P	CN	STBG-U	$4,151.59	($3,227.06)	$1,042,828.93	$1,215,381.55
Lane Transit District					**$4,906,708.00**	**$5,806,282.00**	**$4,906,708.69**	**$5,806,282.34**
VEHICLE PURCHASE 2013	17336	Transit	OT	5307	$1,782,400.00	$2,228,000.00	$1,782,400.00	$2,228,000.00
LTD ACCESSIBLE SERVICES VEHICLES 2015	19456	Transit	OT	5310	$250,000.00	$312,500.00	$250,000.00	$312,500.00
EUGENE TRANSPORTATION OPTIONS PROGRAM (FFY17)	19898	OP-TDM	OT	STBG-Flex	$94,571.00	$105,395.00	$94,570.93	$105,395.00
P2P REGIONAL TRANSP OPTIONS PLANNING-2017	19950	OP-TDM	PL	STBG-U	$300,000.00	$334,336.00	$300,000.00	$334,336.34
LTD-5310 E&D TRANSIT CAPITAL STP TRANSFER (17-19)	21072	Transit	OT	STBG-Flex	$2,029,737.00	$2,262,051.00	$2,029,737.76	$2,262,051.00
RIVER ROAD TRANSIT COMMUNITY IMPLEMENTATION PLAN	20988	Planning	PL	5307	$450,000.00	$564,000.00	$450,000.00	$564,000.00
Oregon Department of Transportation					**$9,348,730.23**	**$10,407,043.81**	**$22,097,998.62**	**$24,753,484.22**
OR126: CORNERSTONE DR. TO W. 11TH ST.	19743	Preserv	PE	NHPP	$7,669,223.10	$8,547,000.00	$8,547,233.84	$9,525,503.00
OR126E @ MP9 SLIDE REPAIR ROCKFALL CORRECTION	18644	Safety	PE, RW	STBG-Flex	$129,480.39	$144,300.00	$775,267.00	$864,000.00
OR569: TERRY ST-PACIFIC HWY	20121	Preserv	PE	NHPP	$609,952.24	$679,764.00	$8,554,243.55	$9,533,315.00
OR58: GOSHEN-PHEASANT LANE	20504	Preserv	PE	STBG-Flex	$796,802.40	$888,000.00	$2,809,092.76	$3,130,606.00
GREENHILL ROAD RAIL XING SAFETY PROJECT (EUGENE)	16075	Safety	PE	Rail Hwy Xing	$143,272.10	$147,979.81	$1,412,161.47	$1,700,060.22
Springfield					**$18,180.88**	**$23,163.02**	**$1,389,869.76**	**$1,556,420.92**
GATEWAY ST PRESERVATION: HARLOW RD-I-5 XING	18822	Preserv	CN	STBG-U	$18,180.88	$23,163.02	$1,389,869.76	$1,556,420.92
Willamalane					**$0.00**	**$0.00**	**$0.00**	**$0.00**
NA					--	--	--	--
Grand Total					**$16,619,271.99**	**$18,794,429.86**	**$37,308,582.67**	**$42,240,667.93**

**Includes previous and future estimated funds*

Central Lane MPO:

CENTRAL LANE MPO PLANNING SFY18
Key: 20759, 20761, 20762, 20763, 20764, 20765
Central Lane MPO planning funds for Federal fiscal year 2017. Projects will be selected in the future through the MPO process.

REGIONAL BICYCLE COUNTERS
Key: 19104
PURCHASE & INSTALL 10 AUTOMATIC BIKE COUNTERS THROUGHOUT THE CENTRAL LANE MPO REGION

Coburg:

COBURG LOOP PATH (SEGMENTS 1 & 2)
Key: 16839
CONSTRUCT SHARED-USE PATH BETWEEN SARAH LANE AND PEARL ST/COBURG INDUSTRIAL WAY

COBURG LP PATH SEG 3 COBURG BOTTM LOOP-N COBURG RD
Key: 18857
CONSTRUCT MULTIUSE PATH WITH ASSOCIATED INTERSECTION IMPROVEMENTS

Eugene:

18TH AVE: JOSH ST-BERTELSEN ST PRESERVATION
Key: 18781
PAVEMENT PRES ON 18TH AVE FROM JOSH TO BERTELSEN ST WITH POTENTIAL BIKE/PED IMPROVEMENTS

SOUTH WILLAMETTE STREET ENHANCEMENT
Key: 19773
Pavement preservation, ADA improvements, streetscape/bike/pedestrian enhancements

SRTS IMPROVEMENTS FOR BETHEL AND 4J SCHOOL DIST
Key: 16257
CONST CROSSWALKS ABD SIDEWALKS; INSTALL STUTTER FLASHER, SIGNS, PAVEMENT MARKINGS ETC

Lane County:

PRAIRIE RD/E ENID RD PRES/SIDEWALK REHAB
Key: 19914
Pavement preservation, sidewalk rehabilitation

SOUTH 2ND ST PAVEMENT PRESERVATION (SPRINGFIELD)
Key: 19913
Preventative maintenance, enhanced bicycle and pedestrian amenities, ADA standards

RIVER RD/MAXWELL RD PAVEMENT PRESERVATION
Key: 18798

PRESERVATION OF RIVER ROAD FROM ROSEWOOD AVEN

I-105 WILLAMETTE R CONNS & 1ST TO 7TH AVE VIADUCTS
Key: 18577
Deck overlay; joints; bridge rail; concrete repairs (#08966, 08966R, 09600E and 09600W); remove bridge #09572 and replace with embankment.

OR126: CORNERSTONE DR. TO W. 11TH ST.
Key: 19743
3R preservation, miscellaneous safety improvements

FRANKLIN BLVD FACILITY PLAN & NEPA DOCUMENTATION
Key: 19746
Prepare design concepts and NEPA documentation westbound from I-5 to Alder Street

Lane Transit District:

VEHICLE PURCHASE 2013
Key: 17336
PURCHASE BUSES AND OTHER VEHICLES. MAY INCLUDE DEBT ISSUANCE COSTS AND INTEREST PAYMENTS

LTD ACCESSIBLE SERVICES VEHICLES 2015
Key: 19456
Federal 5310 funds to purchase approximately five gasoline fueled Accessible Services vehicles per year

EUGENE TRANSPORTATION OPTIONS PROGRAM (FFY17)
Key: 19898
P2P funding to promote & encourage the use of alternative transportation options in Lane County during Federal fiscal year 2017 (FFY17)

P2P REGIONAL TRANSP OPTIONS PLANNING-2017
Key: 19950
Fund Central Lane MPO's Transportation Demand Management Program, Point2point

LTD-5310 E&D TRANSIT CAPITAL STP TRANSFER (17-19)
Key: 21072
VEHICLE PURCHASE, CONTRACTED SERVICE, MOBILITY MANAGEMENT AND PREVENTIVE MAINTENANCE

RIVER ROAD TRANSIT COMMUNITY IMPLEMENTATION PLAN
Key: 20988
Identifying opportunities and enabling the pursuit of transit-oriented-development. This is a collaborative effort between the City of Eugene and LTD.

Oregon Department of Transportation:

OR126: CORNERSTONE DR. TO W. 11TH ST.
Key: 19743
3R preservation, miscellaneous safety improvements

OR126E @ MP9 SLIDE REPAIR ROCKFALL CORRECTION
Key: 18644
SLIDE CORRECTION

OR569: TERRY ST-PACIFIC HWY
Key: 20121
Remove raveling surface and inlay or overlay travel lanes, and ramps as needed.

OR58: GOSHEN-PHEASANT LANE
Key: 20504
Grind existing surfacing and inlay the travel lanes. (Single Lift Inlay + Localized Asphalt/Concrete Pavement Repair) Update ADA as required.

GREENHILL ROAD RAIL XING SAFETY PROJECT (EUGENE)
Key: 16075
INSTALL AUTOMATIC GATES AND SIGNALS; REMOVE FLASHING SIGNAL & STOP SIGNS

Springfield:

GATEWAY ST PRESERVATION: HARLOW RD-I-5 XING
Key: 18822
RESURFACE GATEWAY STREET BETWEEN BELTLINE ROAD AND HARLOW ROAD

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 Block Grant (STBG) Program, 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:

STBG-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.
STBG, M240 L240, H240, L250	Funds allocated by ODOT through various programs to local Agencies.
STBG-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 fright movement on the NHS, and be consistent with metropolitan and statewide planning requirements

Transportation Alternatives Program (TAP, 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 (ACP1) 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 (HPP, 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 (PL) – 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) – 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 (OT) – Transit projects usually fall into this category.

Summary of Administrative Amendments to FFY 18-21 Metropolitan Transportation Improvement Program (MTIP)

The following administrative MTIP amendments were approved by the Transportation Planning Committee (TPC) at their meeting on December 14, 2017.

Key #21231: OR126: Florecen-Eugene Highway (ODOT)

Add new HB2017 project, $3M. Description: Prepare an alternative analysis and other environmental documentation as needed to comply with the requirements of the National Environmental Policy Act (NEPA) to develop a concept for widening OR126W from two to four lanes between Eugene and Veneta. Includes developing a preliminary design (30%) for the preferred alternative.

Key #21243: OR126B: 35th St – 40th St Springfield (ODOT)

Add new STBG-Flex project, $305K. Description: Design and construct ADA compliant curb ramps and pedestrian signals per the Americans with Disabilities Act.

Key #19743: OR126: Cornerstone Drive to W. 11th (ODOT)

Reduce the project limit and rename project “OR126: Cornerstone Drive to Terry Street”, accordingly. Move $150K from CN into PE ($85K) and RW ($65). Decreasing length in an effort to provide new surface and spot improvements within programmed budget.