



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

Annual Listing of Obligated Projects

End of Year – Federal Fiscal Year 2008

December 31, 2008



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## Purpose of this Report

The SAFETEA-LU Transportation Bill enacted by US Congress in 2005 requires the Central Lane Metropolitan Planning Organization (MPO) to publish for public review an annual listing of projects for which federal funds have been obligated (23 CFR 450.332). This provision is intended to increase the transparency of government spending on transportation projects and strategies in the MPO area to State and local officials, and to the public at large.

This report fulfills this requirement for the end of Federal Fiscal Year 2008. This is the first year of the MPO's Metropolitan Transportation Improvement Program (MTIP) (FFY08-11) which was effective January 16, 2008, with the approval by USDOT of the Air Quality Conformity Determination for the MPO area. The MTIP contains a list of projects which have been identified as ready for implementation within the period covered by the program. These projects are drawn from the MPO's Regional Transportation Plan (RTP) or in some cases, from local Capital Improvement Programs if consistent with the goals and objectives of the RTP. The projects must have identified and committed or reasonably certain funding.

## Cooperative Process

Data concerning obligation of project phases were received from Oregon Dept. of Transportation at the end of December 2008. Lane Transit District provided information concerning transit grant awards by Federal Transit Administration (FTA) throughout 2008. Other local partner agencies (City of Eugene, City of Springfield, City of Coburg, Lane County, and Willamalane Parks and Recreation District), reviewed this document and provided updates and corrections as needed.

## Project Listing

The adopted MTIP can be viewed at [http://www.themppo.org/prog\\_proj/tip.cfm](http://www.themppo.org/prog_proj/tip.cfm).

As amendments are approved, the adopted project list is amended: the amended project list can be found on this same web page, along with an amendment log. (Paper copies can be provided upon request). It should be noted that project schedules and costs shown in the MTIP often change. The final cost of a phase is usually not known for some time, sometimes even more than a year after the work has been completed. Thus, the details shown in the MTIP are subject to change as time goes by and circumstances change. In this End of Year report, final costs, when known, are listed in place of the programmed amounts.

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

**All** projects that are programmed in the MTIP with at least one phase in FFY08 are shown in this report; projects that *are not* federally funded are also shown. All types of projects are shown here – roadway, bridge, safety, bicycle/pedestrian, transit, transportation demand management/transportation options (TDM/TO), planning, etc. Each project is shown as it appears in the project listing of the MTIP for FFY08: the name and location, identifying Key Number, description, project phase, the amount of federal dollars programmed for these phase(s) identified by the fund code/source of these federal dollars, and the total estimated cost for the FFY08 phase(s). Note that most projects span several years and federal funds available for past and future years of each project are shown.

The projects are grouped by the type of project, and then by the lead agency for each project.

All data reflect the most up to date status of each project, as disclosed to the MPO as of December 31, 2008.

## **Project “phases”**

A transportation project generally has multiple stages:

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

## **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. The following provides brief explanation for Federal funding sources that are shown in this report:

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

STP-U, L230	Funds provided to the MPO based on a formula set by the Federal Government in the Transportation Bill. The MPO receives approximately \$3 M per year, subject to Congressional budgeting and has established a process by which these funds are programmed for eligible projects within the MPO’s region. Recipients include the MPO, Eugene, Springfield, Coburg, Lane Co. and LTD. The awarding of these funds and the process used are approved by the MPO policy board.
STP-L	Funds allocated by ODOT to projects within the Eugene/Springfield area, prior to 2003 when the MPO was designated as a Transportation Management Area (TMA)..
STP, L240, L250	Funds allocated by ODOT through various programs to local agencies.
STP-Safety, H210, LS30	Funds allocated by ODOT to safety projects.
STP-ENHANC, L220	Funds allocated by ODOT for environmental programs such as pedestrian and bicycle activities and mitigation of water pollution due to highway runoff. Enhancement projects must have a direct relationship to the intermodal transportation system and go beyond what is customarily provided as environmental mitigation.
STP-RR	Funds allocated by ODOT Rail Division.

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

National Highway System (NHS, H050, L050)

Interstate Maintenance (IM, H010)

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

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

<http://www.oregon.gov/ODOT/TS/saferoutes.shtml>

FTA Section 5307 funds are distributed on a statutory formula basis to support capital, certain operating, and planning expenditures for publicly owned transit systems. When used for capital or planning projects, Section 5307 funds have a funding ratio of 80 percent federal and 20 percent local; when used for operating, the maximum federal percentage is 50 percent. The MPO policy board approved LTD as a direct recipient of these funds.

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

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

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

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

FTA Section 5317 funds are for the *New Freedoms Program*. These formula grants encourage services and facility improvements to address the transportation needs of persons with



disabilities that go beyond the Americans with Disabilities Act. The MPO policy board approved LTD as a direct recipient for these funds.

FTA Section 5339 funds are discretionary funds from the SAFETEA-LU Transportation Bill that fund transit *Alternatives Analysis* projects.

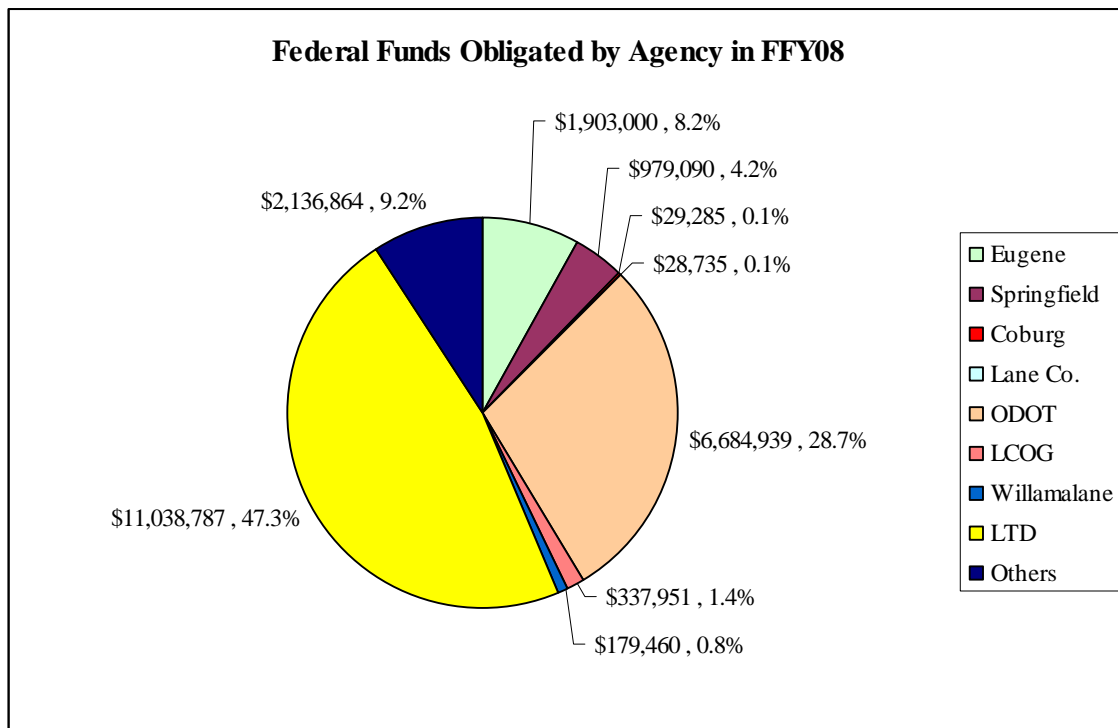
FAA Funds from the Federal Aviation Administration

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

OTIA funds are provided by the Oregon Transportation Investment Act – a group of three special funding programs (I, II, III) passed by the Oregon Legislature in 2001, 2003 and 2005. These funds were applied to projects to increase lane capacity and improve interchanges, repair and replace bridges, and preserve road pavement. OTIA III was focused on bridge repair and replacement.

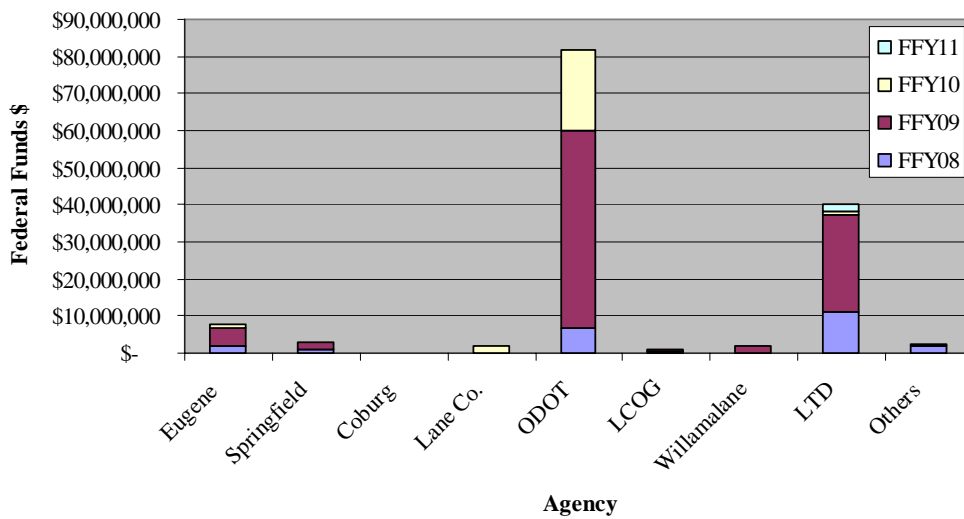
Connect Oregon funds are provided through Oregon legislature’s authorizations in 2005 and 2007 for the Oregon Multimodal Transportation Fund which invests in air, rail, marine and transit infrastructure.

**Distribution of federal funds within the MPO**

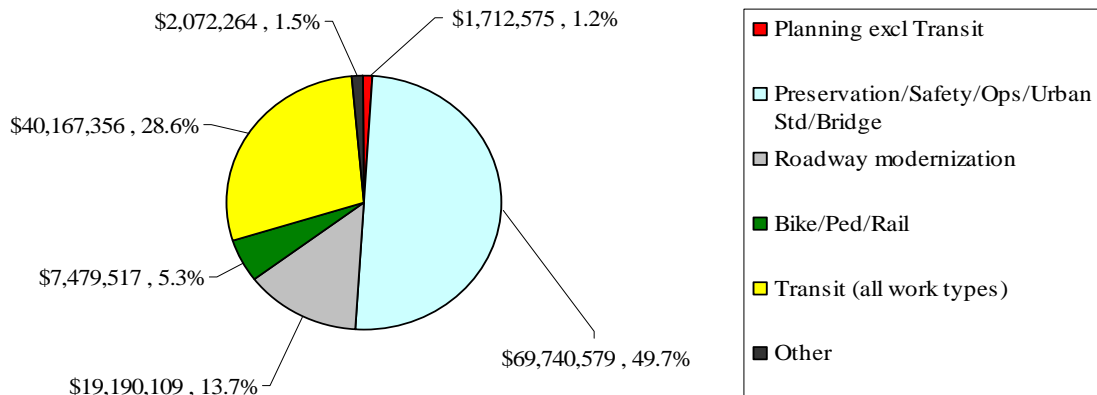


### Federal Funds Available by Agency over all years of the FFY08-11 MTIP

Jurisdiction	Federal \$				Federal \$	All Funds
	FFY08	FFY09	FFY10	FFY11	Total FFY08-11	Total FFY08-11
Eugene	\$ 1,903,000	\$ 4,883,675	\$ 844,000		\$ 7,630,675	\$ 22,471,455
Springfield	\$ 979,090	\$ 1,762,000	\$ 400,000		\$ 3,141,090	\$ 6,746,720
Coburg	\$ 29,285	\$ 15,000	\$ 90,000		\$ 134,285	\$ 149,655
Lane Co.	\$ 28,735	\$ 60,528	\$ 1,928,830		\$ 2,018,093	\$ 3,110,480
ODOT	\$ 6,684,939	\$ 53,091,442	\$ 21,863,531		\$ 81,639,912	\$ 243,020,719
LCOG	\$ 337,951	\$ 770,932			\$ 1,108,883	\$ 1,235,800
Willamalane	\$ 179,460	\$ 1,974,060			\$ 2,153,520	\$ 2,400,000
LTD	\$ 11,038,787	\$ 26,395,011	\$ 1,026,779	\$ 1,706,779	\$ 40,167,356	\$ 51,978,216
Others	\$ 2,136,864	\$ 231,722			\$ 2,368,586	\$ 2,710,066
<b>TOTAL</b>	<b>\$ 23,318,111</b>	<b>\$ 89,184,370</b>	<b>\$ 26,153,140</b>	<b>\$ 1,706,779</b>	<b>\$ 140,362,400</b>	<b>\$ 333,823,110</b>



### Federal Funds Available by Work Activity over all years of the FFY08-11 MTIP:



# Projects with Obligations made in FFY08

## Planning Projects:

### LCOG:

#### **Central Lane MPO UPWP Funding, Lane Council of Governments, Key 15269**

Fund MPO Work Program Activities

Federal Funds Expended: \$337,951 *STP-U funds*  
Total Project Cost: \$376,631  
Status: Complete

### Lane County:

#### **Regional Transportation Planning, Lane County, Key 15270**

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

Federal Funds Expended: \$28,735 *STP-U funds*  
Total Project Cost: \$30,024  
Status: Complete

### City of Coburg:

#### **Regional Transportation Planning, City of Coburg, Key 15271**

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

Federal Funds Expended: \$14,285 *STP-U funds*  
Total Project Cost: \$15,920  
Status: Complete

#### **I5 @ Coburg Interchange Area Planning (City of Coburg), Key 15276**

Planning support for City participation in the interchange access management planning (IAMP) process.

Federal Funds Obligated: \$15,000 *STP-U funds*  
Total Project Cost: \$16,717  
Status: In progress

**City of Eugene:**

**Regional Transportation Planning, City of Eugene, Key 15273**

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

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

**W.11th Transportation Corridor Study, City of Eugene, Key 15262**

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

Federal Funds Obligated: \$100,000 *STP-U funds*  
Total Project Cost: \$111,445  
Status: In progress

**City of Springfield:**

**Regional Transportation Planning, City of Springfield, Key 15272**

Allow Springfield Public Works and Development Services staff to participate and actively collaborate with federal, state, and metro area agencies and governments to form and implement regional transportation plans.

Federal Funds Expended: \$45,144 *STP-U funds*  
Total Project Cost: \$50,311  
Status: Complete

**OR126B/Franklin Blvd-concept planning, City of Springfield, Key 15263**

Conduct a concept level planning alternatives and public involvement process for Highway 126 (Franklin Boulevard) in Springfield. The process will create and evaluate streetscape alternatives for Highway 126 from McVay Highway to the western city limits. A public involvement process will include the Springfield Economic Development Agency (SEDA) in the decision-making of alternatives culminating in approval by the Springfield City Council and the Oregon Department of Transportation (ODOT)

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

**Arterial and Collector Planning, City of Springfield, Key 15265**

Identify and correct deficiencies in arterial and collector infrastructure. In particular, inventory the system, network gaps, RW issues, infrastructure conditions, and develop a list of needed projects and planning level cost estimates. Develop a policy framework to guide investment and management decisions.

Federal Funds Obligated: \$85,000 *STP-U funds*  
Total Project Cost: \$94,729  
Status: In progress

**Springfield Bicycle and Pedestrian Plan, City of Springfield, Key 15275**

Develop a bike/ped plan to refine the existing TSP policies in order to manage non-auto modes. Identify deficiencies in bike and ped infrastructure within Springfield. Inventory the system, network gaps, RW issues, infrastructure conditions, and develop a list of needed projects and planning level cost estimates. Develop a policy framework to guide investment and management decisions.

Federal Funds Obligated: \$20,000 *STP-U funds*  
Total Project Cost: \$22,289  
Status: In progress

**Lane Transit District:**

**LTD Regional Transportation Planning, Key 15268**

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

Federal Funds Expended: \$20,714 *STP-U funds*  
Total Project Cost: \$23,085  
Status: Complete

**Bus Rapid Transit Corridor Study, Lane Transit District, Key 14605**

Alternatives analysis for BRT corridors including environmental review

Federal Funds Obligated: \$745,000 *FTA 5339 funds*  
Total Project Cost: \$931,250  
Status: In progress

**Technical Analysis for West Eugene Transit Alternatives, Lane Transit District, Key 15715**

Conduct analysis of range of transit alternatives in West Eugene including transit ridership data, bus travel time variability in mixed-traffic operations, and highway system user benefits of transit alternatives.

Federal Funds Obligated: \$300,000 *FTA 5339 funds*  
Total Project Cost: \$375,000  
Status: In progress

## Roadway Projects

### Lane County:

#### **Irving Rd at NW Expressway & UP Railroad Crossing , Lane County, Key 15393**

Improve safety conditions at railroad crossing, upgrade crossing signal, add center median; add bike/ped facilities

Bike components:           yes  
Ped components:           yes

FFY08 Phases:           Preliminary Engineering  
Federal Funds Obligated: \$0  
Total Cost:               \$159,064  
Status:                    Ongoing

Prior years Federal obligations:   \$0  
Future year Federal \$ available:   \$1,202,830                               *STP-RR, STP-U funds*

### City of Eugene:

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

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

Bike components:           yes  
Pedestrian components:   yes

FFY08 Phase:               Right of Way acquisition  
Federal Funds Obligated: \$0  
Total Cost:                 \$500,000  
Status:                     Construction in FFY09

Prior years Federal obligations:   \$10,000                               *STP-U funds*  
Future year Federal \$ available:   \$685,000                               *STP-U funds*

#### **North Game Farm Rd: Old Coburg Rd to I-5, City of Eugene, Key 15224**

Upgrade Game Farm Road (minor arterial) to a two lane urban facility (east of Old Coburg Road to the vicinity of Interstate 5). Typical section would match County improvements to the west and existing improvements by Springfield to the east including two travel lanes, 12' center turn lane, and 5' bike lanes. Sidewalks, curbs and gutters will be constructed on the both sides with road drainage captured in a roadside ditch on the east side of the street.

Bike components:           yes  
Ped components:           yes

FFY08 Phase:               Construction  
Federal Funds Obligated: \$319,000                               *STP-U funds*  
Total Cost:                 \$1,000,000  
Status:                     Construction completed.  
Prior year Federal obligations:   \$0  
Future year Federal \$ available:   \$0

**Roosevelt Blvd:Beltline Hwy-Chambers Connector, City of Eugene, Key 15407**

Rehabilitate pavement; replace striping and pavement legends; install ADA ramps

Bike components: yes – new eastbound bike lane from Maple-Bertelsen; new green bike lane transitioning from westbound bike lane at Maple to the shared use path on north side of Roosevelt.

Ped components: yes

FFY08 Phases: Preliminary Engineering, Construction

Federal Funds Obligated: \$1,367,000 *STP-U funds*

Total Cost: \$2,734,000

Status: Construction completed.

Prior year Federal obligations: \$0

Future year Federal \$ available: \$0

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

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

Bike components: yes – traffic calming (speed cushions), 12’ wide (cf 10’) lanes, signage

Ped components: yes – continuous curbside sidewalks on both sides.

FFY08 Phases: Preliminary Engineering

Federal Funds Obligated: \$0

Total Cost: \$1,368,000

Status: Construction in FFY09

Prior years Federal obligations: \$0

Future year Federal \$ available: \$0

**City of Springfield:**

**69th Street: Thurston Rd to B St., City of Springfield, Key 13426**

Reconstruction and urban standards. Structural overlay and reconstruction of pavement, with an intersection operational improvement at Thurston Rd. No new lanes will be added except possibly a turn lane at 69th/Thurston intersection. Upgrade includes multi-use path/sidewalks/bike lanes, curbs and gutters, drainage improvements for a channel (drainage funds), street lighting.

Bike components: yes

Ped components: yes

FFY08 Phases: Construction

Federal Funds Obligated: \$778,946 *STP-U, STP-L funds*

Total Cost: \$1,160,000

Status: Construction completed

Prior years Federal obligations: \$152,054

*STP-U funds*

Future year Federal \$ available: \$0

**Gateway/Beltline: International Way-Postal Way, City of Springfield, Key 14305**

Improve intersections and realign Gateway Rd. Design and local right of way purchase.

Bike components: no  
Ped components: no

FFY08 Phases: Preliminary Engineering, Right of Way Acquisition  
Federal Funds Obligated: \$0  
Total Cost: \$2,500,000  
Status: Ongoing

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

**Pioneer Parkway:Hayden Bridge to Q St., City of Springfield, Key 13424**

Pavement Preservation.

Bike components: yes  
Ped components: no

FFY08 Phases: Preliminary Engineering  
Federal Funds Obligated: \$0  
Total Cost: \$54,218  
Status: Ongoing

Prior years Federal obligations: \$0  
Future year Federal \$ available: \$400,000

STP-U funds

**Marcola Rd Xing Safety Project (RX1246),ODOT Rail/Union Pacific, Key 15371**

Place Train Activated Flashing Lights and Auto Gate Signals to the Railroad Crossing; located about 0.1 miles east of N.31st St, Springfield.

Bike components: no  
Ped components: no

FFY08 Phases: Construction  
Federal Funds Obligated: \$0  
Total Cost: \$100,000  
Status: Completed

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

**Oregon Department of Transportation:**

**OR222 (Springfield-Creswell Hwy):Spfld CL to Jasper Bridge, ODOT, Key 12581**

Safety project; Springfield south city limits to Jasper Bridge; widen shoulders and remove objects in the clear zone without realigning curves and profiles.

Bike components: no  
Ped components: no

FFY08 Phases: Construction  
Federal Funds Obligated: \$2,034,179  
Total Cost: \$2,267,000

STP



Status: Complete

Prior years Federal obligations: \$864,100 *H250, STP*  
Future year Federal \$ available: \$0

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

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

Bike components: no  
Ped components: no

FFY08 Phases: Right of Way Acquisition, Utility Relocation  
Federal Funds Obligated: \$0  
Total Cost: \$2,911,000  
Status: Construction in FFY09

Prior years Federal obligations: \$554,531 *L050*  
Future year Federal \$ available: \$973,714 *L050*

**OR569: Beltline Hwy @ Coburg Road (Clearing & Grubbing), ODOT, Key 16329**

Clearing and Grubbing work prior to the interchange improvements at Beltline Hwy and Coburg Rd (Key 12836)

Bike components: no  
Ped components: no

FFY08 Phases: Construction  
Federal Funds Obligated: \$0  
Total Cost: \$100,000  
Status: Construction in FFY09 (Key 16329)

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

**I-5: Willamette River- Martin Creek, ODOT, Key 14848**

Pavement preservation

Bike components: no  
Ped components: no

FFY08 Phases: Preliminary Engineering  
Federal Funds Obligated: \$637,240 *Interstate Maintenance*  
Total Cost: \$691,000  
Status: Construction in FFY10

Prior years Federal obligations: \$0  
Future year Federal \$ available: \$15,105,636 *Interstate Maintenance*

**I-5: Lane County Interstate Sign replacement, ODOT, Key 15574**

Sign replacement. Replace all non-standard and/or unserviceable signs on I-5 and all major, missing or non-standard signs on the ramps to the terminals with the cross road.

Bike components: no  
Ped components: no

FFY08 Phases: Preliminary Engineering, Construction  
Federal Funds Obligated: \$3,817,908 *Interstate Maintenance*  
Total Cost: \$4,280,000  
Status: Ongoing

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

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

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

Bike components: no  
Ped components: yes

FFY08 Phases: Right of Way Acquisition  
Federal Funds Obligated: \$0  
Total Cost: \$443,000  
Status: Construction in FFY09

Prior years Federal obligations: \$412,758 *STP, H240*  
Future year Federal \$ available: \$1,563,097 *STP, L240*

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

Install closed circuit cameras at various locations in the Eugene area

Bike components: no  
Ped components: no

FFY08 Phases: Preliminary Engineering  
Federal Funds Obligated: \$57,427 *STP, L240*  
Total Cost: \$64,000  
Status: Construction in FFY09

Prior years Federal obligations: \$0  
Future year Federal \$ available: \$538,828 *STP, L240*

## Alternative Mode Projects

### City of Eugene:

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

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

Bike components: yes  
Ped components: yes

FFY08 Phase: Right of Way acquisition  
Federal Funds Obligated: \$27,000 *SAFETEA-LU earmark*  
Total Cost: \$30,090  
Status: Construction in FFY09

Prior years Federal obligations: \$535,000 *SAFETEA-LU earmark*  
Future year Federal \$ available: \$3,318,000 *SAFETEA-LU earmark, L220*

#### **Monroe Middle School: Bike/Skateboard Improvements, Eugene 4J School District, Key 15746**

Construct bike cage roof and install secure skateboard and rain gear storage facilities

Bike components: yes  
Ped components: yes

FFY08 Phase: Preliminary Engineering  
Federal Funds Obligated: \$10,000 *Safe Routes to School*  
Total Cost: \$10,000  
Status: Construction in FFY09

Prior years Federal obligations: \$0  
Future year Federal \$ available: \$72,022 *Safe Routes to School*

### City of Springfield:

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

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

Bike components: yes  
Ped components: yes

FFY08 Phase: Preliminary Engineering  
Federal Funds Obligated: \$54,600 *Safe Routes to School*  
Total Cost: \$58,900  
Status: Construction in FFY09

Prior years Federal obligations: \$0  
Future year Federal \$ available: \$159,700 *Safe Routes to School*

## Lane Transit District:

### **Transportation Demand Management, Lane Transit District, Key 13684**

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

Bike components: yes  
Ped components: yes

Federal Funds Obligated: \$100,498 *STP*  
Total Project Cost: \$112,000  
Status: Complete

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

### **Regional TDM Program - Commuter Solutions, Lane Transit District, Key 15267**

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

Bike components: yes  
Ped components: yes

Federal Funds Obligated: \$340,000 *STP-U funds*  
Total Project Cost: \$378,915  
Status: Complete

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

### **Job Access/Reverse Commute (JARC), Lane Transit District, Keys 14713, 14714, 15218**

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

Bike components: no  
Ped components: no

Federal Funds Obligated: \$425,065 *FTA 5316 funds*  
Total Project Cost: \$850,130  
Status: Ongoing

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

**Bus Rolling Stock-2007/2009, Lane Transit District, Key 14457**

Purchase articulated and other buses

Bike components: yes  
Ped components: no

Federal Funds Obligated: \$3,728,853 *FTA 5307 funds, STP*  
Total Project Cost: \$4,575,031  
Status: Ongoing

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

**LTD Buses, Lane Transit District, Key 15572**

Replacement buses

Bike components: yes  
Ped components: no

Federal Funds Obligated: \$550,624 *SAFETEA-LU Earmark*  
Total Project Cost: \$688,280  
Status: Complete

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

**LTD Mass Transit Vehicles, Lane Transit District, Key 15563**

Purchase new replacement buses

Bike components: yes  
Ped components: no

Federal Funds Obligated: \$491,889 *STP*  
Total Project Cost: \$548,188  
Status: Complete

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

**LTD 5310 (STP) Veh Purchase – 2008, Lane Transit District, Key 15732**

Vehicle Purchase - 2 new buses for rural services

Bike components: no  
Ped components: no

Federal Funds Obligated: \$136,390 *STP*  
Total Project Cost: \$152,000  
Status: Complete

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

**LTD Vehicles and Preventative Maintenance, Lane Transit District, Key 15564**

LTD Vehicles and Preventative Maintenance. New RideSource vehicles needed due to increased demand and integration of medicaid medical trips; vehicle preventative maintenance for RideSource, Oakridge, Florence and South Lane services.

Bike components: no  
Ped components: no

Federal Funds Obligated: \$568,229 *STP*  
Total Project Cost: \$633,265  
Status: Complete

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

**LTD Operations, Lane Transit District, Key 15565**

LTD operations. Funds Volunteer Escort Program; Mental health/transportation program (through White Bird Clinic); South Lane Wheels rural to metro services for non-emergency critical need medical treatment; Pearl Buck and Head Start pre-school transportation

Bike components: no  
Ped components: no

Federal Funds Obligated: \$271,525 *FTA 5310 funds*  
Total Project Cost: \$302,602  
Status: Complete

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

**River Road Station Land Acquisition, Lane Transit District, Key 15677**

River Road Station land acquisition, financing costs, and related improvements.  
(Note the River Rd Transit Station already exists on this site and the land is currently leased).

Bike components: no  
Ped components: no

Federal Funds Obligated: \$1,760,000 *FTA 5307 funds*  
Total Project Cost: \$2,200,000  
Status: Complete

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

## Other Projects

### **Transportation Collection Facility, University of Oregon, Key 15144**

Expansion of Museum of Natural and Cultural History to support transportation enhancement activities throughout the State; repository of artifacts

Bike components: no

Ped components: no

FFY08 Phase: Construction

Federal Funds Obligated: \$2,072,264

*SAFETEA-LU earmark*

Total Cost: \$2,309,444

Status: Construction complete

Prior years Federal obligations: \$427,736

*SAFETEA-LU earmark*

Future year Federal \$ available: \$0