



***Central Lane MPO  
Metropolitan Transportation Improvement Program***

Annual Listing of Obligated Projects

End of Year – Federal Fiscal Year 2010

December 31, 2010

## Table of Contents

Purpose of this Report .....	1
Background.....	1
About the Central Lane MPO .....	1
Metropolitan Transportation Improvement Program (MTIP).....	2
Other Transportation Funding Mechanisms .....	5
Highlights of FFY2010 .....	9
Report preparation and key terms .....	10
Project Listing.....	10
Project “phases” .....	10
Project “obligations” .....	11
Funding Sources .....	11
Distribution of federal funds within the MPO .....	12
Summary of Projects.....	12
Planning Projects:.....	14
Roadway Projects .....	17
Alternative Mode Projects .....	23
APPENDIX A. Explanation of fund sources and codes .....	31
APPENDIX B. Explanation of transportation project phases.....	34
APPENDIX C. Map of Regional Projects Obligated in FFY10.....	35

---

## **Purpose of this Report**

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

This report addresses project obligations for Federal Fiscal Year 2010 (FFY10). This is the first year of the Central Lane MPO's Metropolitan Transportation Improvement Program (MTIP) (FFY10-13) – the four-year program within which all federally funded transportation projects are included.

### ***What are "project obligations"?***

You might think of this as setting up a checking account for a specific purpose and then making an initial deposit. In order to begin work on any phase of a transportation project, the funds specified for the project must be obligated. This means that the money is set aside in a separate account for that particular piece of work, and subsequent bills are paid from that account. The project expenses may be bills from a design consultant, a construction contractor, or payroll costs for local or state employees working on the project.

### ***Do project obligations mean the work is underway?***

This is not always the case. Project accounts are set up to enable the work. It may take a while, for example, to select and hire a design consultant, and have work actually start.

### ***Cooperative Process***

Data concerning obligation of project phases were received from Oregon Dept. of Transportation at the end of December 2010. Lane Transit District provided information concerning transit grant awards by Federal Transit Administration (FTA) throughout 2010. Other local partner agencies (City of Eugene, City of Springfield, City of Coburg, Lane County, and Willamalane Parks and Recreation District), reviewed this document and provided updates and corrections as needed.

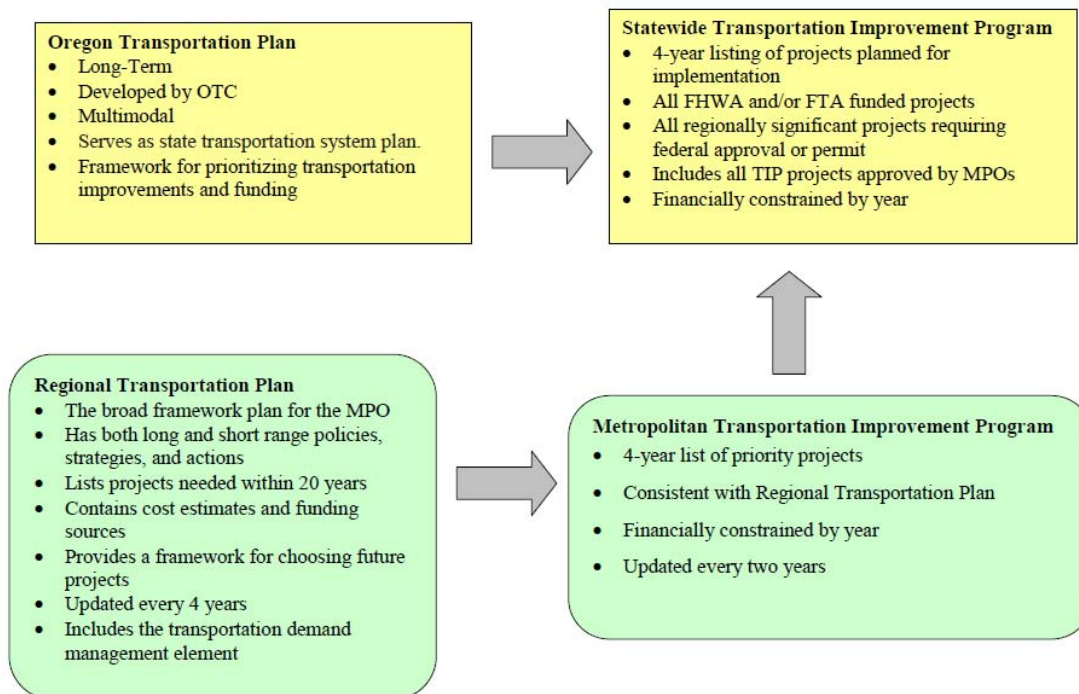
## **Background**

### ***About the Central Lane MPO***

LCOG is designated as the Metropolitan Planning Organization (MPO) for the Eugene-Springfield urbanized area located in central Lane County. This area includes the Eugene-Springfield metropolitan area and the City of Coburg. The MPO serves as a forum for cooperative transportation decision making within the region. In this role, the MPO is responsible for preparation of the Regional Transportation Plan (RTP) which includes a project list that contributes to the implementation of the plan. As part of this work, the MPO performs a number of different functions, including:

- Performing strategic analyses and technical modeling of the transportation system.
- Establishing a fair and impartial setting for regional decision making that includes federal, state, and local agencies dealing with transportation issues;
- Prioritizing transportation projects and developing the Metropolitan Transportation Improvement Program (MTIP) which lists the projects that will be undertaken in the near-term.
- Allocating state and federal funds for capital needs.
- Preparing financial analysis and project programming;
- Ensuring compliance with state and federal standards; and
- Providing opportunities for public involvement.

Over the years, state and federal laws have given MPOs an increasingly important role in financing transportation improvements. At the federal level, the 1991 Intermodal Surface Transportation Efficiency Act and its successor, the Transportation Equity Act for the 21st Century, empowered metropolitan planning organizations to determine the mix of transportation projects best suited to meet their region's needs. Congress reaffirmed the MPOs' role in transportation financing in 2005 with the passage of the SAFETEA-LU. The following diagram outlines the basic steps for MPO transportation planning in the Central Lane area:



### **Metropolitan Transportation Improvement Program (MTIP)**

The MTIP is a short range plan that implements the MPO's regional transportation plan. It sets forth the MPO's investment priorities for transit and transit-related improvements, highways and roadways, bicycle and pedestrian, and other surface transportation improvements.

The MTIP must contain all transportation projects within the MPO area that receive federal funds or that are subject to a federally required action such as a review for impacts on air quality or that require NEPA action. Other projects may also be included as deemed necessary. In order for a project to receive federal funds, the project must be listed in the MTIP.

The projects have been identified by the MPO partner agencies as ready for implementation within the period covered by the program. They are drawn from the MPO's Regional Transportation Plan (RTP). Other projects (such as those from local Capital Improvement Programs (CIPs)) that are consistent with the goals and policies of the RTP may also be included if they are not road capacity-enhancing projects, and if they are funded from sources that were not anticipated in the revenue assessments of the RTP. Projects must be identified in the MTIP by "owner" agency and by implementation year for each phase of the project.

The MTIP must be financially constrained by year (meaning that the amount of dollars programmed must not exceed the amount of dollars known or estimated to be available). All projects must have identified and committed funding or, if not programmed to start within two years, reasonably certain funding within the MTIP period.

The MTIP must cover at least four years. As with all Oregon MPOs, the Central Lane MPO prepares and adopts an MTIP every two years in order to coordinate with the State's Transportation Improvement Program (STIP) programming cycle<sup>1</sup>.

The Central Lane MPO's current MTIP covers FFY10-13 and approved locally by the MPC on August 12, 2010. The MTIP can be viewed at [http://www.thempo.org/prog\\_proj/tip.cfm](http://www.thempo.org/prog_proj/tip.cfm); the air quality conformity is available at [http://www.thempo.org/prog\\_proj/air\\_quality.cfm](http://www.thempo.org/prog_proj/air_quality.cfm).

The following tables and charts provide a summary of funds programmed in the Central Lane FFY10-13 MTIP.

### Federal Funds Available by Agency over all years of the FFY10-13 MTIP as of December 28, 2010

Table I depicts federal funds programmed by work activity, as of December 28, 2010:

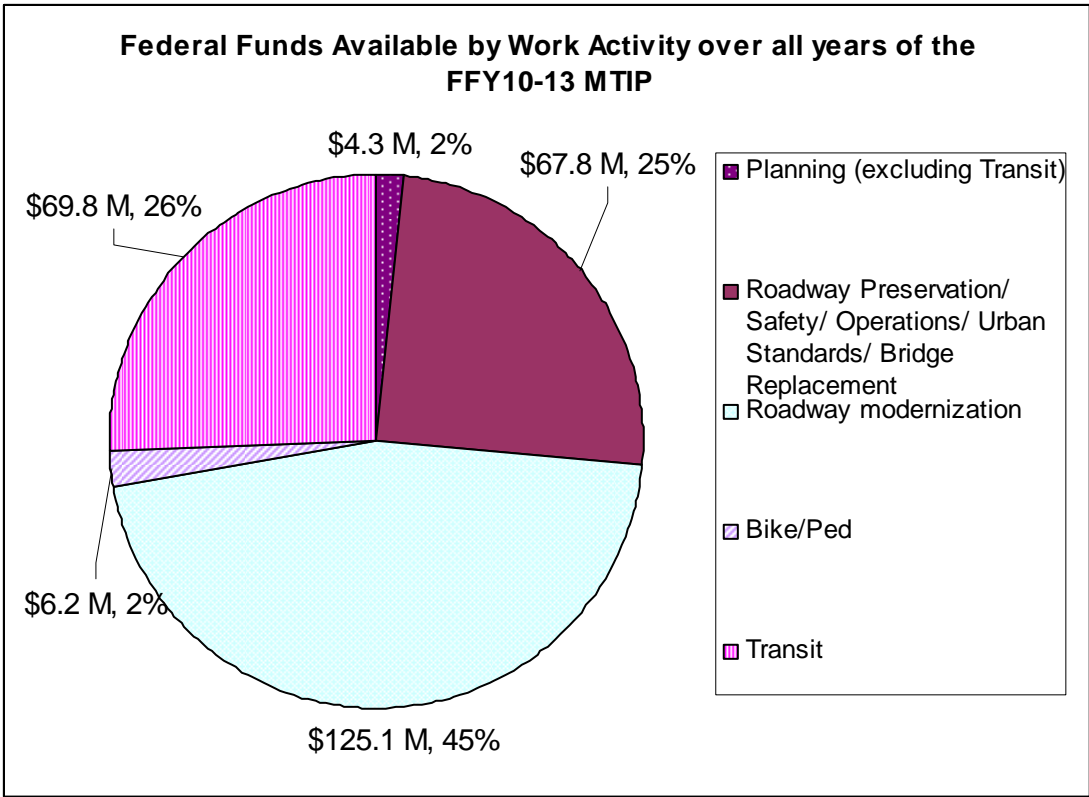
**Table I**

Jurisdiction	FFY10	FFY11	FFY12	FFY13	Total FFY10-13		All Funds
	Federal \$	Federal \$	Federal \$	Federal \$	Federal \$	Other \$	
Eugene	\$1,833,744.00	\$1,447,770.00	\$743,070.00	\$40,000.00	\$4,064,584.00	\$4,488,612.00	\$8,553,196.00
Springfield	\$2,513,678.00	\$1,432,218.00	\$197,027.50	\$40,000.00	\$4,182,923.50	\$2,574,667.50	\$6,757,591.00
Coburg	\$15,000.00	\$15,000.00	\$15,000.00	\$15,000.00	\$60,000.00	\$6,868.00	\$66,868.00
Lane Co.	\$1,038,065.00	\$1,423,987.00	\$170,359.00	\$1,057,795.00	\$3,690,206.00	\$645,537.00	\$4,335,743.00
ODOT	\$30,937,131.00	\$27,723,446.00	\$3,808,844.00	\$3,146,341.00	\$65,615,762.00	\$113,976,695.00	\$179,592,457.00
LCOG	\$450,000.00	\$450,000.00	\$450,000.00	\$450,000.00	\$1,800,000.00	\$206,020.00	\$2,006,020.00
Willamalane	\$1,938,005.00				\$1,938,005.00	\$221,468.00	\$2,159,473.00
LTD	\$12,982,709.00	\$14,210,792.00	\$6,903,039.00	\$7,408,039.00	\$41,504,579.00	\$28,307,624.00	\$69,812,203.00
Others					\$0.00	\$0.00	\$0.00
<b>TOTAL</b>	<b>\$51,708,332.00</b>	<b>\$46,703,213.00</b>	<b>\$12,287,339.50</b>	<b>\$12,157,175.00</b>	<b>\$122,856,059.50</b>	<b>\$150,427,491.50</b>	<b>\$273,283,551.00</b>
<b>Overall TOTAL</b>	<b>\$88,467,973.00</b>	<b>\$73,149,048.00</b>	<b>\$85,879,671.00</b>	<b>\$25,786,859.00</b>			

### Graph I

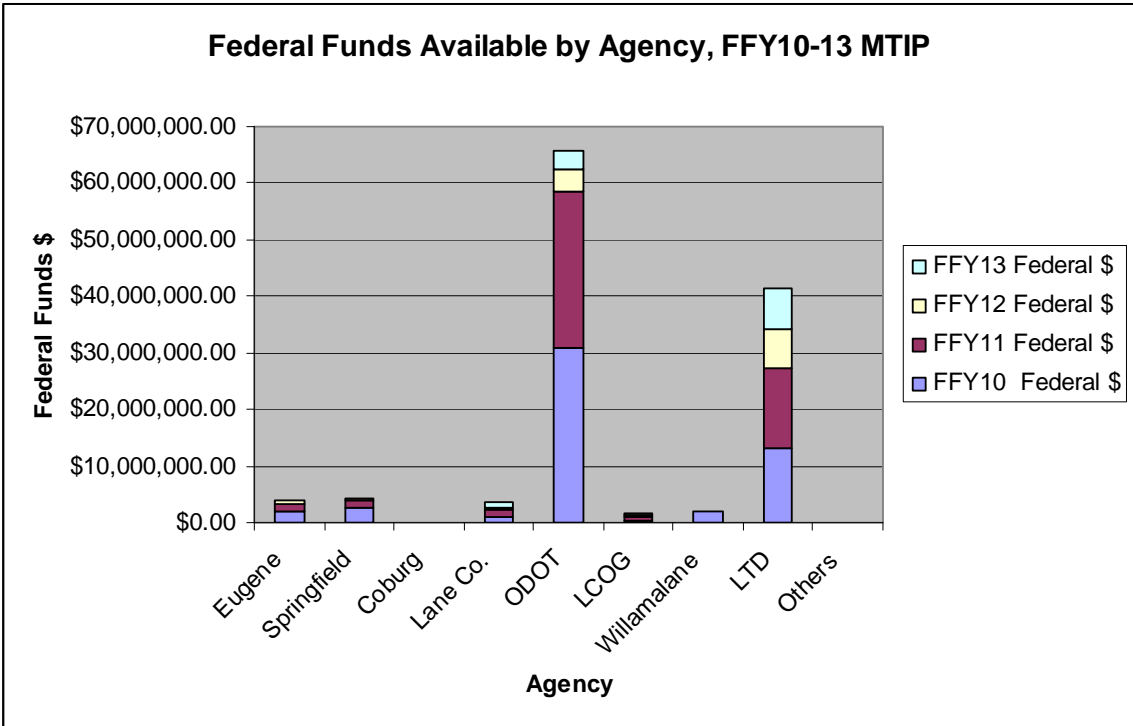
Graph I depicts federal funds programmed by work activity, as of December 28, 2010:

<sup>1</sup> The Statewide Transportation Improvement Program (STIP) contains all the projects that exist in MTIP's within the State, as well as all state and federally funded projects outside MPOs. A project within an MPO must be in the MTIP before it can be entered into the STIP.



**Graph 2**

Graph 2 depicts federal funds programmed by agency, as of December 28, 2010:



---

## ***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 I provides an overview of major transportation funding sources and expenditure types.

As a designated urban area with over 200,000 population, the MPO receives formula funds from USDOT. There are four programs under the SAFETEA-LU transportation bill that distribute federal funds directly to the MPO:

- Surface Transportation Program (Urban) funds (STP-U) are provided to the MPO based on a population-based formula set by the Federal Government in the Transportation Bill. The MPO receives approximately \$3 M per year in these *Federal Highway Administration* funds, subject to Congressional budgeting and has established a process by which these funds are programmed by MPC for eligible projects within the MPO's region.
- Section 5307 Urbanized Area (5307) are analogous to STP-U funds but are provided by the *Federal Transit Administration*. The amount received by the MPO is about the same as the STP-U allocation. In March 2003, MPC designated LTD as the direct recipient of these funds thus permitting LTD to manage their allocation and expenditure, subject to the program rules.
- Job Access and Reverse Commute Program (5316) provides approximately \$150,000 per year in Federal Transit Administration funds. In November 2006, MPC designated LTD as the direct recipient. LTD thus manages the allocation and expenditure of these funds.
- New Freedom Program (5317) provides approximately \$75,000 per year in FTA funds. In November 2006, MPC designated LTD as the direct recipient.

The State also uses its federal funds as well as state funds for transportation projects within the MPO area. Some are used on the state highway system; others are grants awarded for specific projects subject to the originating source program's rules. These projects are listed in the MTIP. The State also funds projects outside the MPO area within Lane County. These are listed in the STIP, but since they are outside the MPO area, are **not** included in the MTIP.

Local governments also have Capital Improvement Programs and Operations budgets which fund transportation improvements and operations. These funds are obtained from bonds, system development charges, and other sources of local revenue. While local funds must be used for matching federal funds, they are also expended for local operations and improvements which are not included in the MTIP.

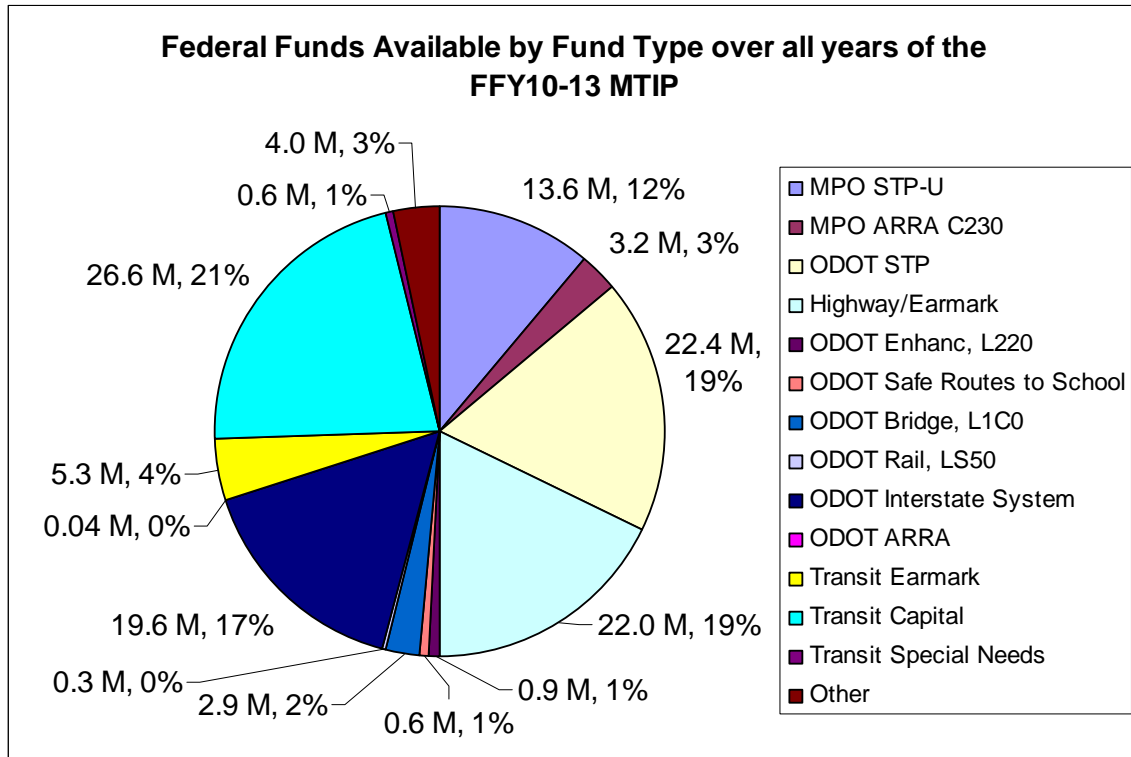
Lane Transit District similarly has sources of local funds that are not included in the MTIP. Since LTD has a payroll tax, LTD receives revenue from all transportation projects that employ private contractors.

The MTIP therefore represents only a portion of transportation funding in this area. Of the \$273.2 million of projects contained in the Central Lane FFY10-13 MTIP, approximately \$150.4 million is provided through state and local sources. Graph 4 provides an overview of the different state funding.

Appendix A provides an explanation of federal funding sources, which are the primary focus of this report. In addition, the following graph (Graph 3) provides an overview of the different federal funding sources. The largest source of federal funds in the FFY10-13 MTIP is from

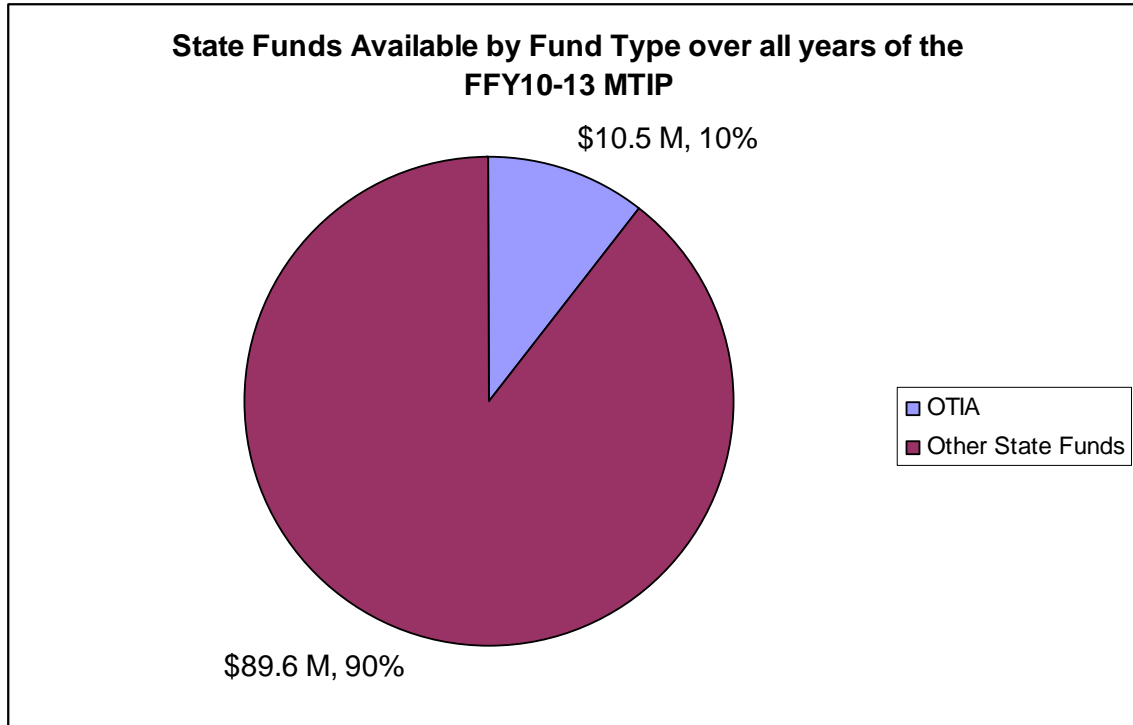
federal earmarks, which comprise approximately 21% of federal funds. The STP-U funds, over which the MPO has discretionary authority, account for approximately 12% of all federal funds in the FFY10-13 MTIP.

**Graph 3**

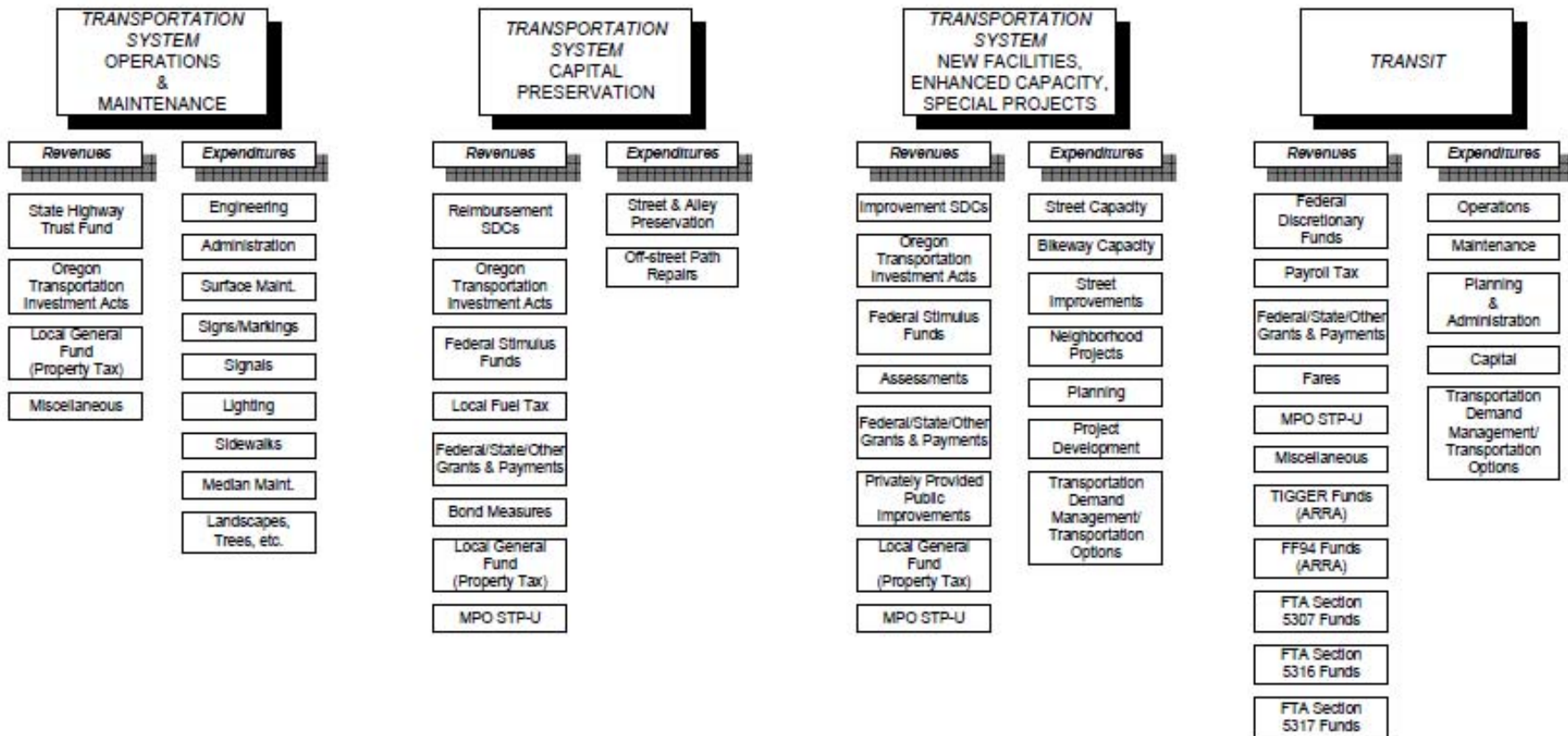




**Graph 4**



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



---

## Highlights of FFY2010

In addition to the fund sources typically available, Central Lane MPO received and distributed over \$3.2 million in projects funded by the federal economic stimulus legislation, known as the American Recovery and Reinvestment Act (ARRA). These funds are aimed at creating new jobs and maintaining existing jobs while working to preserve and improve the state's highways, transit systems, and bicycle/pedestrian infrastructure. The use of these funds is reflected in the FFY10-13 MTIP project list.

The following information highlights several significant construction activities within the Central Lane MPO during FFY10:

- Completed construction on and prepared to launch the extended EmX service to the Gateway area in January 2011. LTD is also adding three EmX stations in downtown Eugene to improve EmX service and travel time.



- Completed construction of the Delta Ponds Bike Path and Bridge which will complete a missing link in connecting Eugene neighborhoods to the Riverfront Path System.

- Continued work on the I-5/Willamette River Bridge Replacement in the Eugene/Springfield Metropolitan area. The project will help improve safety and maintain connectivity and mobility for all users of I-5.
- Continued work on the I-5 Beltline Interchange Project improvements. The project will help improve safety, ease congestion and improve traffic flow at this key interchange.



- Continued work on the first phase of the planned four-mile Middle Fork Loop Path connecting Clearwater Park and Dorris Ranch Living History Farm. The first phase included a 2.5 mile pathway from Clearwater Park in southeastern Springfield going west to the base of Quarry Butte.
- Completed construction of improvements to Beltline Highway at the Coburg Road Interchange.

- Completed numerous roadway preservation projects throughout the region.

---

## 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 FFY10. All projects programmed in the MTIP with at least one phase in FFY10 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 FFY10. Note that most projects span several years and federal funds available for past and future years of each project are shown.

The obligated project list also includes projects that were specifically identified as bicycle or pedestrian projects, as well as detailing which roadway projects include bicycle and/or pedestrian facilities as a part of the larger project.

### **Project listing**

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

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

All data reflect the most up to date status of each project, as disclosed to the MPO as of December 31, 2010.

### **Project “phases”**

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

- Planning (PLAN)
- Preliminary design (PE)
- Right of Way (RW)
- Utility Relocation (UR)
- Construction (CN or CONS); and
- Other

Appendix B provides a brief description of these project phases.

---

### **Project “obligations”**

Each stage of a project is monitored by the lead agency and/or by ODOT quality control engineers and other specialists. Once the stage nears completion, the next stage is authorized. In the case of federally funded projects, final authorization must be obtained from USDOT. Once authorization is obtained, the estimated cost of the phase is said to be “obligated”. This represents an agreement by the fund source agency to pay the bills up to the amount specified for that agency in the project prospectus and as reflected in the project listing in the MTIP.

Obligation of a phase indicates that the work is authorized to begin. It may take some time for the work to actually get underway.

For Federal Highway Administration (FHWA) projects, obligation occurs when a project agreement is executed and ODOT or the grantee requests that the funds be obligated. For Federal Transit Administration (FTA) projects, obligation occurs when the project proposal submitted by the grantee (in the Central Lane MPO, this is Lane Transit District) is approved by FTA.

### **Funding sources**

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

---

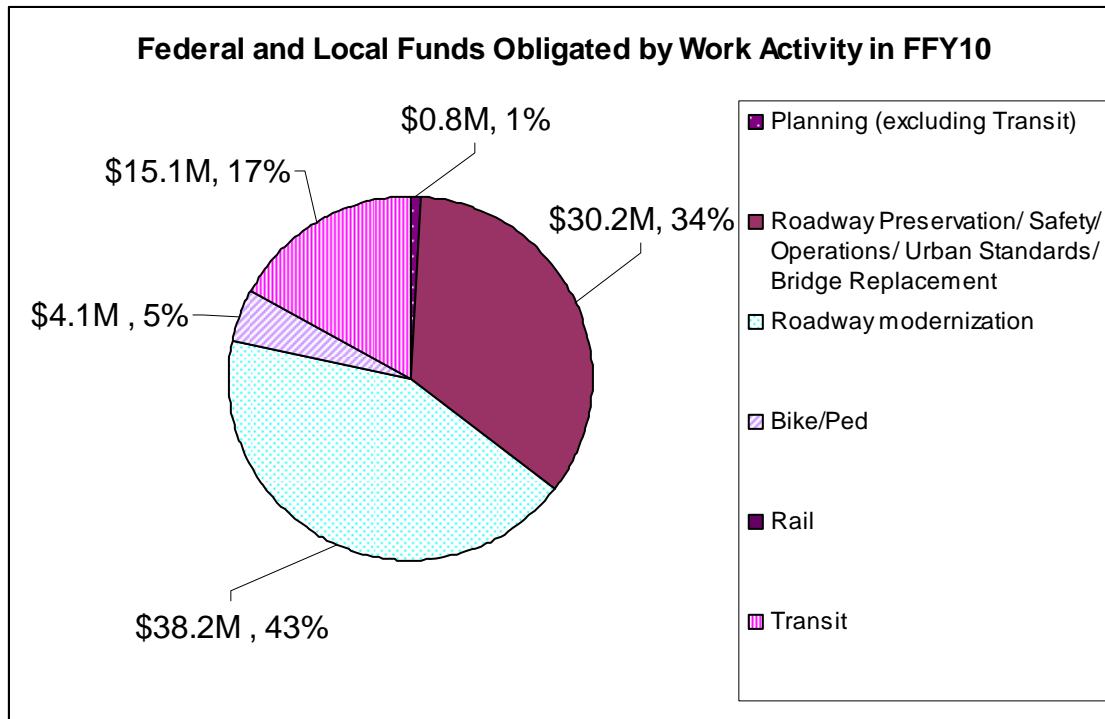
# Obligation of federal funds within the MPO in FFY10

## Summary of Projects

A total of \$88.4 million was obligated in 2010 on transportation projects. Of this, over \$38.2 million (43%) was for roadway modernization; \$30.2 million (34%) was for roadway preservation, safety and operations; \$15.1 million (17%) was for transit projects; \$4.1 million (5%) was for bicycle, pedestrian and rail; and \$0.8 million (1%) was for planning.

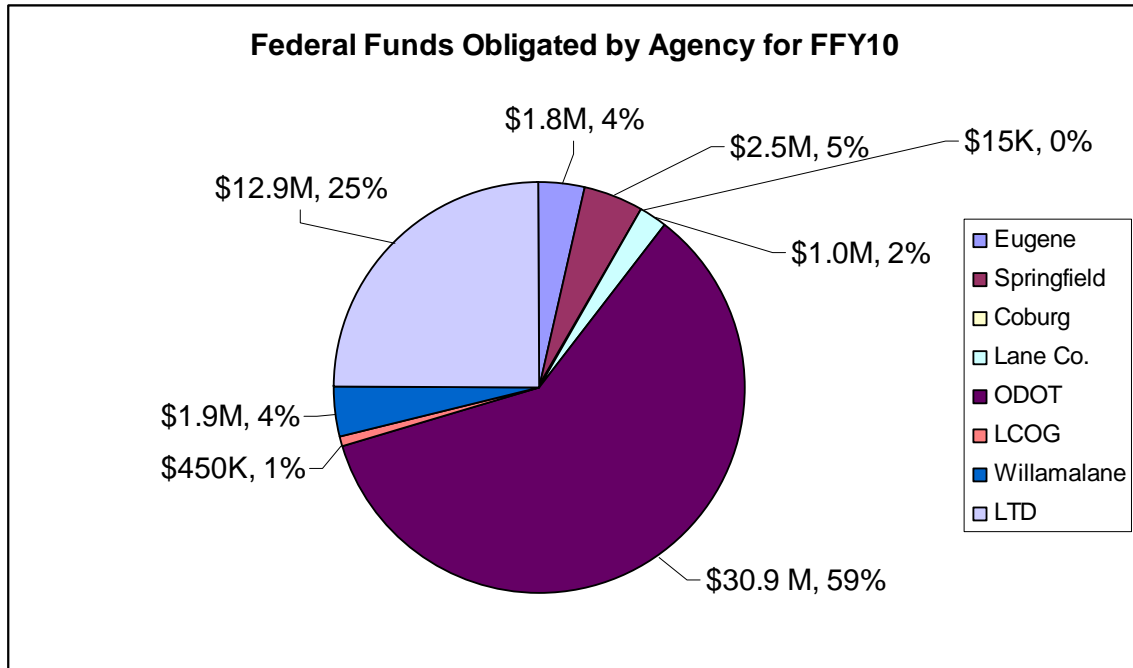
Graph 5 depicts federal funds obligated by type in FFY10:

**Graph 5**



Graph 6 depicts federal funds obligated by agency:

**Graph 6**



Appendix C contains a map depicting the location of the construction projects in the MTIP for FFY10.

---

**Project details:**

**Planning Projects:**

**LCOG:**

---

**Central Lane MPO UPWP Funding, Lane Council of Governments, Key 16644**

Fund MPO Work Program Activities

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

---

**Lane County:**

---

**Regional Transportation Planning, Lane County, Key 16647**

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

Federal Funds Expended: \$25,000 **STP-U**  
Total Project Cost: \$27,861  
Status: Complete

---

**City of Coburg:**

---

**Regional Transportation Planning, City of Coburg, Key 16648**

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

Federal Funds Expended: \$15,000 **STP-U**  
Total Project Cost: \$16,717  
Status: Complete

---

**City of Eugene:**

---

**Regional Transportation Planning, City of Eugene, Key 16645**

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: \$72,771 **STP-U**  
Total Project Cost: \$81,100  
Status: Underway

---



---

## **City of Springfield:**

---

### **Regional Transportation Planning, City of Springfield, Key 16646**

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

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

---

---

### **ORI26B/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 Expended: \$50,000 **STP-U**  
Total Project Cost: \$55,723

Prior years Federal obligations: \$195,030 (under Key 14519)  
Future years Federal obligations: (included as part of Key 13424 – City of Springfield project)  
Status: Underway

---

---

### **Springfield Transportation Plans Updates, City of Springfield, Key 17178**

Update transportation plans in support of the MPOs regional planning efforts.

Federal Funds Expended: \$105,000 **STP-U**  
Total Project Cost: \$117,018

Prior years Federal obligations: None  
Future years Federal obligations: None  
Status: Underway

---

## **Lane Transit District:**

---

### **LTD Regional Transportation Planning, Key 16649**

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: \$25,000 **STP-U**  
Total Project Cost: \$27,861

Prior years Federal obligations: None  
Future years Federal obligations: \$25,000 (per year under Key 17221, 17339, and 17340) **STP-U**  
Status: Complete

---

---

**West Eugene EmX Analysis, Key I6779**

West Eugene EmX Extension environmental analysis; EA/EIS preparation

Federal Funds Expended: \$475,000 **FTA 5339**  
Total Project Cost: \$1,593,750

Prior years Federal obligations: None  
Future years Federal obligations: \$800,000 **FTA 5307**  
Status: Underway

---

---

## Roadway Projects

### Lane County:

---

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

Pavement preservation

Bike components:           yes

Ped components:                 no

FFY10 Phases:                 Construction

Federal Funds Obligated: \$1,013,065           C230 and C200

Total Cost:                     \$1,251,688

Prior years Federal obligations:   \$40,000                 C230

Future year Federal \$ available:   \$0

Status:                             Completed in August, 2010

---

### City of Eugene:

---

#### **2010 Pavement Preservation Projects Garfield/High/Crescent/W.1st, Key 16427**

##### **(formerly High St: 3rd Ave - 17th Ave)**

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

Bike components:           yes - includes restriping of existing bike lanes.

Ped components:                 yes - includes upgrades to ADA ramps

FFY10 Phases:                 Construction

Federal Funds Obligated: \$0

Total Cost:                     \$2,236,000

Prior years Federal obligations:   \$53,000                 C230

Future year Federal \$ available:   \$0

Status:                             Complete

---

---

#### **11th Ave & 13th Ave Pavement Preservation (Eugene), Key 16866**

Pavement preservation on 11th Ave:Garfield-Tyinn & on 13th Ave : Alder – Washington

Bike components:           Partially

Ped components:                 No

FFY10 Phases:                 Construction

Federal Funds Obligated: \$691,000                 C230

Total Cost:                     \$1,086,000

Prior years Federal obligations:   \$0

Future year Federal \$ available:   \$0

Status:                             Complete

---

---

**Franklin Blvd Traffic Controller Upgrades (Eugene), Key 17381**

Improve 12 traffic control systems on Franklin Blvd

Bike components: no

Ped components: no

FFY10 Phases: Other

Federal Funds Obligated: \$40,375 **L680**

Total Cost: \$44,996

Prior years Federal obligations: \$0

Future year Federal \$ available: \$0

Status: Underway

---

**City of Springfield:**

---

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

Pavement Preservation, lighting and path intersection improvements on Pioneer Parkway, from Hayden to Q Street, and along Harlow/Hayden, from Gateway to 19th Street.

Construction phase now includes Springfield Key Number 15408 (Harlow/Hayden Bridge: Pheasant Blvd to 19th St (Springfield)) that was previously listed in the FFY08-11 MTIP Project List.

Bike components: yes

Ped components: no

FFY10 Phases: Construction

Federal Funds Obligated: \$2,162,369 **C230, STP-U**

Total Cost: \$2,899,218

Prior years Federal obligations: \$195,782 **C230**

Future year Federal \$ available: \$0

Status: Completed.

---

---

**Gateway/Beltline: Internatl. Way-Postal Way(Spfld), City of Springfield, Key 14305**

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

Bike components: yes

Ped components: yes

FFY10 Phases: Right-of-Way

Federal Funds Obligated: \$0

Total Cost: \$2,000,000

Prior years Federal obligations: \$0

Future year Federal \$ available: \$0

Status: Underway.

---

---

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

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

At 28th/Main St OR 126 Bus. Fifth St/Q St Mill St/Centennial St 28th St/Marcola Rd. Minor traffic signal modifications at Marcola Rd/Mohawk Blvd., Pioneer Parkway/Centennial Blvd, Beltline Rd/Gateway St.

Construction phase combined with Springfield Key Number 16606 (Springfield Street Lighting Replacement (Springfield) that was previously listed in the FFY08-11 MTIP Project List.

Bike components:	no	
Ped components:	no	
FFY10 Phases:	Construction	
Federal Funds Obligated:	\$225,000	<b><u>C230</u></b>
Total Cost:	\$235,000	
Prior years Federal obligations:	\$10,000	<b><u>C230</u></b>
Future year Federal \$ available:	\$0	
Status:	Complete	

---

**Oregon Department of Transportation:**

---

**15 @ Coburg Interchange, ODOT, Key 14649 and Key 17246**

Protective Right-of-Way purchases for I-5 @ Coburg project to widen Pearl Street from mile point 0.403 to mile point 0.635 with an additional eastbound lane to connect to the southbound I-5 ramp, sidewalks, bike lanes, and stormwater facilities; improving the Coburg Industrial Way North approach at its Pearl Street intersection with a dual turn lane; and closing the existing Roberts Road approach at Pearl Street and realign it with Coburg Industrial Way via an extension to the south of Pearl Street. The scope also includes right of way acquisitions and access right purchases on the west side of I-5 only

Bike components:	yes	
Ped components:	yes	
FFY10 Phases:	Right-of-Way	
Federal Funds Obligated:	\$2,422,710	<b><i>LY10</i></b>
Total Cost:	\$3,800,000	
Prior years Federal obligations:	\$0	
Future year Federal \$ available:	\$6,259,656	<b><i>LY10 and L050</i></b>
Status:	Right-of-Way funds obligated, with purchases to begin in Winter/Spring 2011. Construction estimated in 2012.	

---

---

**Region 2 Illumination Replacements and ITS Improvements, ODOT, Key 13794**

Illumination replacement work at I-5 @Glenwood, Beltline@River Rd, I-105; repair/replace 21 mast towers on I-105. Install Queue warning system for Delta Hwy/Beltline interchange including VMS sign, sensors.

Bike components: no

Ped components: no

FFY10 Phases: Construction

Federal Funds Obligated: \$1,613,794 **STP**

Total Cost: \$3,028,390

Prior years Federal obligations: \$0

Future year Federal \$ available: \$0

Status: Estimated completion in Winter/Spring 2011

---

**OR99: Enid Rd- Washington/ Jefferson Preservation-Safety (Eugene), ODOT, Key 14559**

Overlay; Safety improvements at Garfield, Fairfield and Royal. Improve signing and striping; realign lanes and provide dual right turns at Garfield; pavement preservation. Sidewalks.

Bridge deck/joints (#02138) -

Bike components: no

Ped components: yes

FFY10 Phases: Construction

Federal Funds Obligated: \$7,035,617 **L240, LS30, and LICO**

Total Cost: \$8,000,000

Prior years Federal obligations: \$0

Future year Federal \$ available: \$0

Status: Completion of the majority of the project is scheduled for the end of 2010. The bridge work near Roosevelt is scheduled for completion by June 2011.

---

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

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

Bike components: no

Ped components: no

FFY10 Phases: Construction

Federal Funds Obligated: \$12,302,880 **LY40**

Total Cost: \$13,711,000

Prior years Federal obligations: \$217,147 **LY40**

Future year Federal \$ available: \$0

Status: Complete.

---

**I5 @ Beltline Interchange: Unit 2, ODOT, Key I4314**

Phase 3 Interchange modernization - complete southbound freeway exit ramps, and northbound freeway entrance ramp; complete Harlow Road bike/ped flyover; build bicycle/pedestrian facility north of Beltline Hwy.

Bike components: yes

Ped components: yes

FFY10 Phases: Construction

Federal Funds Obligated: \$6,318,632

**L230 and L050**

Total Cost: \$24,508,966

Prior years Federal obligations: \$2,601,322

Future year Federal \$ available: \$0

Status: Underway, to be completed in Summer 2011.

---

**I-5@Beltline Interchange: Unit 3, ODOT, Key I6860**

Realignment of the I-5 southbound exit ramps to Beltline, widening of the Beltline bridge over I-5, and relocation of a southbound I-5 entrance ramp.

Bike components: no

Ped components: no

FFY10 Phases: Preliminary Engineering

Federal Funds Obligated: \$0

Total Cost: \$9,000,000

Prior years Federal obligations: \$0

Future year Federal \$ available: \$0

Status: Estimated bid date in Fall, 2012.

---

**OR569@Delta Highway ITS Improvements, ODOT, Key I6859**

Identify and install Intelligent Transportation systems in corridor.  
This project includes a study of ramp metering along Beltline Hwy.

Bike components: no

Ped components: no

FFY10 Phases: Preliminary Engineering

Federal Funds Obligated: \$0

Total Cost: \$500,000

Prior years Federal obligations: \$0

Future year Federal \$ available: \$0

Status: Underway.

---

---

**OR99: Roosevelt - Garfield (Eugene), ODOT, Key 17226**

Pavement Preservation

Bike components:

Ped components:

FFY10 Phases: Preliminary Engineering

Federal Funds Obligated: \$260,217 **L240**

Total Cost: \$290,000

Prior years Federal obligations: \$0

Future year Federal \$ available: \$4,226,283 **L240**

Status: Preliminary Engineering underway, with estimated construction let date in September, 2011.

---

**I-5: EUGENE - COTTAGE GROVE CABLE BARRIER, ODOT, Key 16123**

Install cable median barrier.

Bike components: no

Ped components: no

FFY10 Phases: Preliminary Engineering

Federal Funds Obligated: \$356,891 **LS30**

Total Cost: \$387,000

Prior years Federal obligations: \$0

Future year Federal \$ available: \$2,709,424 **LS30**

Status: Underway.



---

## Alternative Mode Projects

### City of Eugene:

---

#### **Eugene Schools SRTS, City of Eugene, Key I7040**

Improvements at 7 schools to include cross enhancements, signage and bike parking.

Bike components: yes

Ped components: yes

FFY10 Phase: Preliminary Engineering

Federal Funds Obligated: \$70,000 **SRTS**

Total Cost: \$70,000

Prior years Federal obligations: \$0

Future year Federal \$ available: \$425,000

Status: Construction to occur in FFY11.

---

#### **West Bank Path Extension, City of Eugene, Key I4763**

Project will extend West Bank shared use path under Randy Pape Beltline and west along Division Street to end at Beaver Street. The project will provide the Santa Clara neighborhood with access to the Riverbank Path system. A future Hunsaker Lane/Beaver Street project that is in the Regional Transportation Plan will bring Beaver and Hunsaker up to urban standards and provide further access for pedestrians and cyclists to the regional riverbank path system

Bike components: yes

Ped components: yes

FFY10 Phase: Right-of-Way and Construction

Federal Funds Obligated: \$1,457,000 **L220 and STP-U**

Total Cost: \$2,072,923

Prior years Federal obligations: \$403,000

Future year Federal \$ available: \$0

Status: Opening bids in late fall, 2010.

---

#### **North Bank Path: DeFazio Bridge to Leisure Lane, City of Eugene, Key I7161**

Preliminary engineering for a section of the North Bank Path rehabilitation

Bike components: yes

Ped components: yes

FFY10 Phase: Preliminary Engineering

Federal Funds Obligated: \$138,524 **STP - Readiness**

Total Cost: \$154,379

Prior years Federal obligations: \$0

Future year Federal \$ available: \$0

Status: Underway

---

---

**Fern Ridge Path - Chambers to Arthur Streets, City of Eugene, Key 17160**

Preliminary Engineering for constructing the path in new location

Bike components:       yes  
Ped components:        yes

FFY10 Phase:            Preliminary Engineering  
Federal Funds Obligated: \$55,074                                **STP - Readiness**  
Total Cost:              \$61,378

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

---

**Willamalane**

---

**Middle Fork Willamette River Loop Path: Dorris Ranch to Clearwater Park, Unit 1, Willamalane, Key 14655**

Construct a multi-use path along north bank of Middle Fork Willamette River from Dorris Ranch to Clearwater Park. Only minimal upgrades to the Doris Ranch to Quarry Creek section will be made.

This is Unit 1 of a planned project for a loop path along Middle Fork Willamette River and Springfield Mill race, with a bridge across the river to Mt Pisgah County Park.

Bike components:       yes  
Ped components:        yes

FFY10 Phase:            Preliminary Engineering and Construction  
Federal Funds Obligated: \$1,938,005                                **STP-U and LY10**  
Total Cost:              \$2,159,833

Prior years Federal obligations:   \$1,073,895                                **HY10**  
Future year Federal \$ available:   \$0  
Status:                                Underway.

---

---

**Lane Transit District:**

***Bus Rapid Transit***

---

**BRT Progressive Corridor Enhancement, Lane Transit District, Key 15571**

Implement elements of BRT on a corridor-signal priority, wider stop spacing, queue-jumpers

Implement elements of BRT on a corridor (such projects include adding signal priority,wider stop spacing,queue-jumpers, enhanced higher capacity vehicles). This project will purchase an articulated bus to add capacity.

Progressive Corridor Enhancement adds some elements of BRT along a corridor. Corridors are yet to be selected, but ultimately, each corridor will have transit signal priority, some wider stop spacing, more passenger shelters at stops, and some service changes. Service changes include establishing a feeder/trunk system corridor route separated from the neighborhood route, 15-minute corridor service during weekdays, and creating routes that span the metro area travel through downtown rather than starting and ending downtown. No new roadway will be constructed.

Bike components: no  
Ped components: no

Federal Funds Obligated: \$668,948 **FTA 5309**  
Total Project Cost: \$836,185

Prior years Federal obligations: \$564,147 (included in Key Number 14606) and \$1,238,793 (included in Key Number 14607)

Future year Federal \$ available: \$0  
Status: Underway

---

**Franklin Blvd: EmX Intersection Reconstruction (LTD), Lane Transit District, Key 16734**

Continue concrete EmX lanes through four intersections along Franklin Blvd.

Bike components:  
Ped components:

Federal Funds Obligated: \$240,000 **FTA 5307**  
Total Project Cost: \$300,000

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

---

---

## **Other Vehicle Purchases**

---

### **Bus Rolling Stock-2007/2009, Lane Transit District, Key I6330**

Purchase articulated and other buses

Bike components: yes

Ped components: no

Federal Funds Obligated: \$1,463,245

**FTA 5307**

Total Project Cost: \$1,829,056

Prior years Federal obligations: \$3,728,853 (under Key I4457)

Future year Federal \$ available: \$0

Status: Complete

---

### **LTD Mass Transit Vehicle Replacement, Lane Transit District, Key I6680**

Purchase new replacement buses

Bike components: yes

Ped components: no

Federal Funds Obligated: \$987,000

**STP**

Total Project Cost: \$1,100,000

Prior years Federal obligations: \$0

Future year Federal \$ available: \$0

Status: Complete

---

### **LTD Small Buses - 2009, Lane Transit District, Key I6650**

Purchase articulated and other buses

Bike components: yes

Ped components: no

Federal Funds Obligated: \$672,000

**FTA 5309**

Total Project Cost: \$840,000

Prior years Federal obligations: \$3,728,853 (under Key I4457)

Future year Federal \$ available: \$0

Status: Complete

---

---

## Equipment Purchases

### **Bus Support Equipment and Facilities, Lane Transit District, Key 15557**

Equipment purchases and facilities improvements in support of transit operations.

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

Bike components: no

Ped components: no

Federal Funds Obligated: \$2,560,000 **FTA 5307**

Total Project Cost: \$3,200,000

Prior years Federal obligations: \$1,600,000 (under Key 15216)

Future year Federal \$ available: \$5,360,800 (under Key 15558, 17337, and 17338)

Status: Complete

---

### **LTD-Transit Capital & Ops-STP Xfer (09/11), Lane Transit District, Key 17023**

Purchase service (operations), as well as capital improvements, including passenger shelters, preventative maintenance, and vehicle replacement.

Bike components: no

Ped components: no

Federal Funds Obligated: \$1,334,547 **STP**

Total Project Cost: \$1,487,292

Prior years Federal obligations: \$0

Future year Federal \$ available: \$415,033 (pending MTIP/STIP amendment approval)

Status: Underway

---

## Facility Improvements

### **Passenger Boarding Improvements, Lane Transit District, Key 15560**

Shelters, passenger information, and other passenger/station improvements.

Bike components: Yes

Ped components: Yes

Federal Funds Obligated: \$328,000 **FTA 5309**

Total Project Cost: \$410,000

Prior years Federal obligations: \$200,640 **FTA 5307**

Future year Federal \$ available: \$0

Status: Underway

---

**Univ of Oregon Transit Station Area Improvements, Lane Transit District, Key 17162**

Improvements to the University of Oregon Transit Station

Bike components: yes  
Ped components: yesFederal Funds Obligated: \$179,460 **STP**  
Total Project Cost: \$200,000Prior years Federal obligations: \$0  
Future year Federal \$ available: \$0  
Status: To be initiated soon.**Transportation Demand Management/Transportation Options****Transportation Demand Management, Lane Transit District, Key 14880**

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: yesFederal Funds Obligated: \$106,779 **STP**  
Total Project Cost: \$119,000Prior years Federal obligations: \$200,996 **STP**  
Future year Federal \$ available: \$106,779 (per year under Key 14881, 16228, and 16229) **STP**  
Status: This year's project funding is complete, with future years to be funded under separate key numbers.



---

**LTD - Carpool Incentive Program 2010, Lane Transit District, Key 17051**

Carpool Incentive Program

Bike components: no

Ped components: no

Federal Funds Obligated: \$55,000 **STP**

Total Project Cost: \$55,000

Prior years Federal obligations: \$0

Future year Federal \$ available: \$0

Status: Underway

**Other LTD Services or Activities**

---

**LTD Vanpool Contracting, Lane Transit District, Key 16735**

Capital cost of contracting for van pools

Bike components: no

Ped components: no

Federal Funds Obligated: \$81,700 **FTA 5307**

Total Project Cost: \$102,125

Prior years Federal obligations: \$0

Future year Federal \$ available: \$81,700 (per year under Key 17347, 17348, and 17349)

Status: Underway

---

**LTD Eligibility Determination Pilot (Innovation), Lane Transit District, Key 16862**

Develop and test a client screening and eligibility protocol for LTD's coordinated one-stop call center for special transportation.

Bike components: no

Ped components: no

Federal Funds Obligated: \$50,000 **STP**

Total Project Cost: \$55,723

Prior years Federal obligations: \$0

Future year Federal \$ available: \$0

Status: Underway



---

## APPENDIX A. Explanation of fund sources and codes

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

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

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

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

STP-U, L230, H230	Funds provided to the MPO based on a formula set by the Federal Government in the Transportation Bill. The MPO receives approximately \$3 M per year, subject to Congressional budgeting and has established a process by which these funds are programmed for eligible projects within the MPO's region. Recipients include the MPO, Eugene, Springfield, Coburg, Lane Co., Willamalane Parks District and LTD. The awarding of these funds and the process used are approved by the MPO policy board.
STP-L	Funds allocated by ODOT to projects within the Eugene/Springfield area, prior to 2003, the year in which the MPO was designated as a Transportation Management Area (TMA).

---

STP, L240, H240      Funds allocated by ODOT through various programs to local  
L250                    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, LIC0, 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, I17-STP, H660) are specific projects listed in the Federal Transportation Bill (the latest known as SAFETEA-LU). The money for each project is generally distributed over the life of the Bill, and is available each year once appropriated by Congress. During appropriation, the annual increment specified in the Transportation Bill is often decreased to a percentage that is typically in the range of 85% to 95%. Thus, the full amount of funding listed in the Transportation Bill is usually not obtained.

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

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

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

---

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

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

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

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

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

#### FAA Funds from the Federal Aviation Administration

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

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

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

---

## APPENDIX B. Explanation of transportation project phases

A transportation project generally has multiple stages, described as follows:

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

---

**APPENDIX C. Map of Regional Projects Obligated in FFY10**

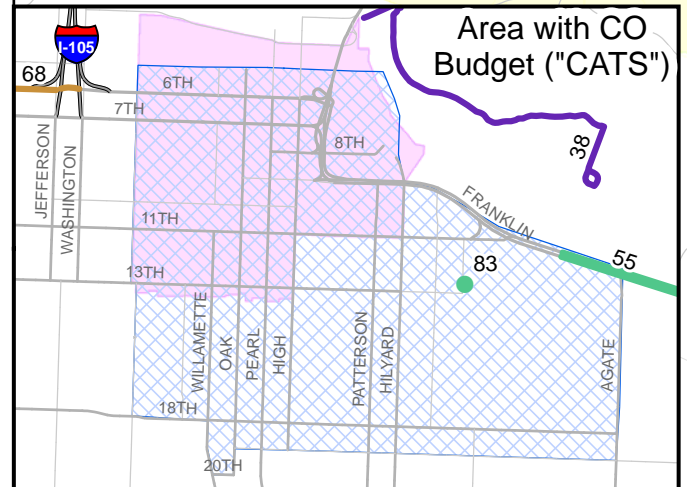
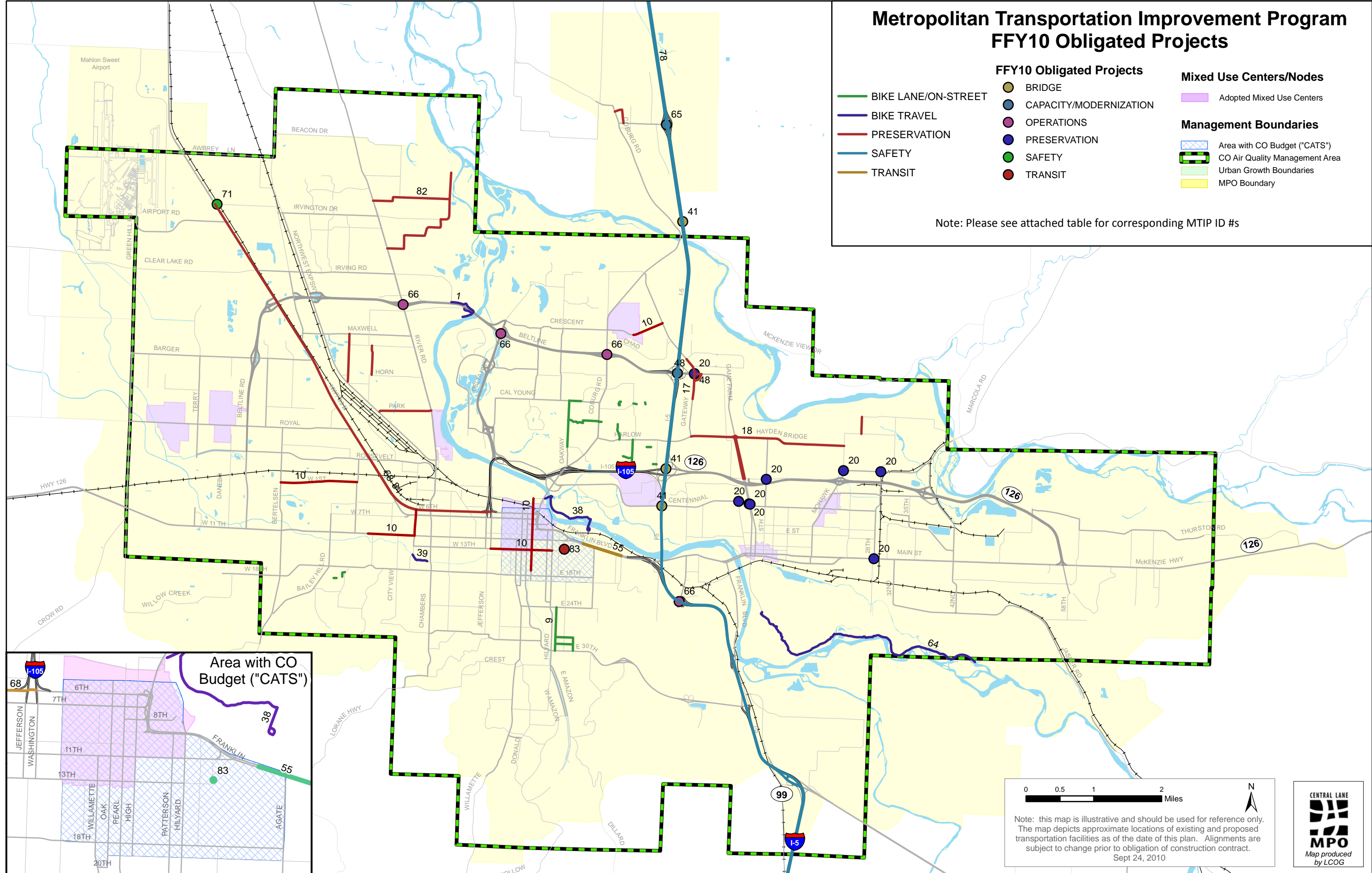
## MAP KEY

ID #	PROJECT	MODE	JURISDICTION
1	West Bank Path Extension	BIKE TRAVEL	Eugene
9	Eugene Schools SRTS	BIKE LANE/ON-STREET	Eugene
10	2010 Pavement Preservation Projects Garfield/High/Crescent/W 1st 11th Ave & 13th Ave Preservation	PRESERVATION	Eugene
17	Gateway/Beltline Internatl. Way-Postal Way Spfld	CAPACITY/MODERNIZATION	Springfield
18	Pioneer Parkway & Harlow/Hayden Bridge Rd Paving	PRESERVATION	Springfield
20	Traffic Signal Rehab & Street Light Repl Sprgfld	PRESERVATION	Springfield
21	Springfield Transportation Plans Updates	PLANNING	Springfield
22	Springfield Arterial and Collector Slurry Seal	PRESERVATION	Springfield
38	N Bank Path Rehab - DeFazio Bridge to Leisure Lane	BIKE TRAVEL	Eugene
39	Fern Ridge Path - Chambers to Arthur Streets	BIKE TRAVEL	Eugene
41	I-5: BRIDGE VERTICAL CLEAR IMPROVE LINN/LANE CO	BRIDGE	ODOT
48	I-5:BELTLINEUNIT2 & GATEWAYUNIT I SPRINGFIELD	CAPACITY/MODERNIZATION	ODOT
55	Franklin Blvd:Reconstruct BRT Traversable LnsEug	TRANSIT	Lane Transit District
64	MF Willamette Lp Path:Dorris Rnch-Clrwr pk,Unit I	BIKE TRAVEL	Willamalane
65	I-5 @ Coburg Interchange	CAPACITY/MODERNIZATION	ODOT
66	Region 2 Illumination Replacements	OPERATIONS	ODOT
68	OR99: Enid Rd - Washington/Jefferson Eugene	PRESERVATION	ODOT
69	I-5@Beltline Interchange-Unit3Eugene/Springfield	CAPACITY/MODERNIZATION	ODOT
71	Enid Rd Rail Xing RX1386 Safety Project Eugene	SAFETY	ODOT
78	I-5: EUGENE - COTTAGE GROVE CABLE BARRIER	SAFETY	ODOT
82	River Road Area, 23rd ST & Coburg Area Overlays	PRESERVATION	Lane County
83	Univ of Oregon Transit Station Area Improvements	TRANSIT	LTD
84	OR99: Roosevelt - Garfield (Eugene)	PRESERVATION	ODOT

# Metropolitan Transportation Improvement Program FFY10 Obligated Projects

- |  |  |  |
|--|--|--|
| <ul style="list-style-type: none"> <li><span style="color: green;">—</span> BIKE LANE/ON-STREET</li> <li><span style="color: purple;">—</span> BIKE TRAVEL</li> <li><span style="color: red;">—</span> PRESERVATION</li> <li><span style="color: blue;">—</span> SAFETY</li> <li><span style="color: brown;">—</span> TRANSIT</li> </ul> | <p><b>FFY10 Obligated Projects</b></p> <ul style="list-style-type: none"> <li><span style="color: yellow;">●</span> BRIDGE</li> <li><span style="color: blue;">●</span> CAPACITY/MODERNIZATION</li> <li><span style="color: purple;">●</span> OPERATIONS</li> <li><span style="color: blue;">●</span> PRESERVATION</li> <li><span style="color: green;">●</span> SAFETY</li> <li><span style="color: red;">●</span> TRANSIT</li> </ul> | <p><b>Mixed Use Centers/Nodes</b></p> <ul style="list-style-type: none"> <li><span style="background-color: #FFB6C1; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Adopted Mixed Use Centers</li> </ul> <p><b>Management Boundaries</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px dashed blue; display: inline-block; width: 15px; height: 10px;"></span> Area with CO Budget ("CATS")</li> <li><span style="border: 2px dashed green; display: inline-block; width: 15px; height: 10px;"></span> CO Air Quality Management Area</li> <li><span style="background-color: #FFFFE0; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Urban Growth Boundaries</li> <li><span style="background-color: #FFFFE0; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> MPO Boundary</li> </ul> |
|--|--|--|

Note: Please see attached table for corresponding MTIP ID #s



0 0.5 1 2 Miles

Note: this map is illustrative and should be used for reference only. The map depicts approximate locations of existing and proposed transportation facilities as of the date of this plan. Alignments are subject to change prior to obligation of construction contract.  
Sept 24, 2010

