



***Central Lane MPO
Metropolitan Transportation Improvement Program
FFY 2010 to FFY 2013***

Annual Listing of Obligated Projects

End of Year – Federal Fiscal Year 2011

December 31, 2011

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Purpose of this Report

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

This report addresses project obligations for Federal Fiscal Year 2011 (FFY11). This is the second 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 2011. Lane Transit District provided information concerning transit grant awards by Federal Transit Administration (FTA) throughout 2011. 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.

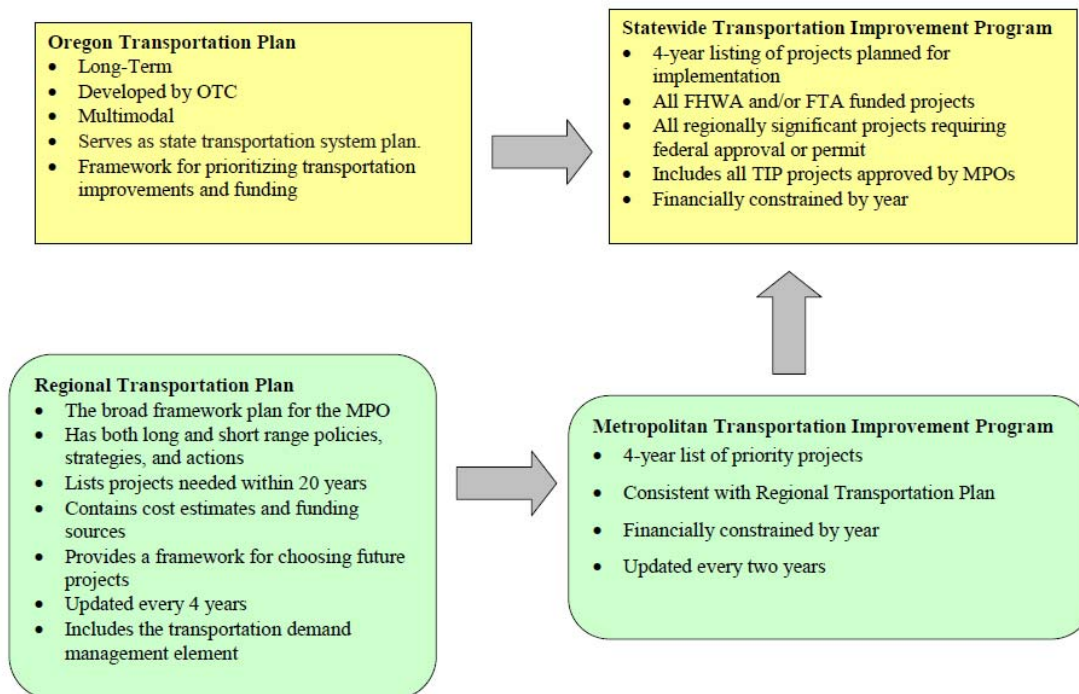
Background

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 cycle¹.

The Central Lane MPO's current MTIP covers FFY10-13 and was effective November 17, 2010 with the approval by USDOT of the Air Quality Conformity Determination. The MTIP can be viewed at <http://www.thempo.org/funding/mtip.cfm>; the air quality conformity is available at http://www.thempo.org/what_we_do/clean_air.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, 2011

Table 1 depicts federal funds programmed by work activity, as of December 28, 2011:

Table 1

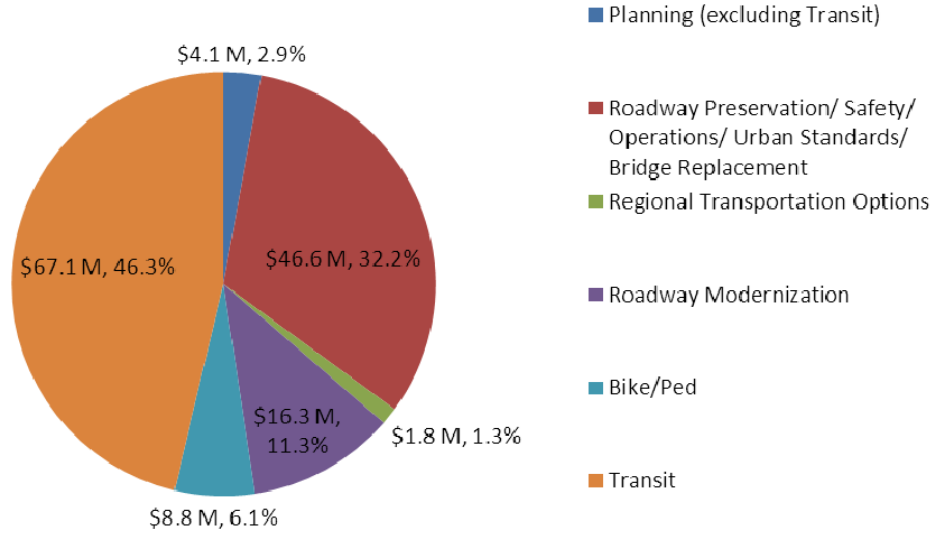
Jurisdiction	FFY10		FFY11		FFY12		FFY13		Total FFY10-13		
	Federal \$	Other \$	Federal \$	Other \$	Federal \$	Other \$	Federal \$	Other \$	Federal \$	Other \$	All Funds
Eugene	\$ 1,833,744	\$ 201,906	\$ 693,000	\$ 173,162	\$ 3,040,316	\$ 2,868,085	\$ 40,000	\$ 1,976,578	\$ 5,607,060	\$ 5,219,731	\$ 10,826,791
Springfield	\$ 2,513,678	\$ 2,029,379	\$ 40,000	\$ 39,578	\$ 1,589,246	\$ 608,333	\$ 440,000	\$ 50,360	\$ 4,582,924	\$ 2,727,650	\$ 7,310,573
Coburg	\$ 15,000	\$ 1,717	\$ 15,000	\$ 1,717	\$ 73,325	\$ 8,392	\$ 356,676	\$ 61,041	\$ 460,001	\$ 72,867	\$ 532,868
Lane Co.	\$ 1,038,065	\$ 286,484	\$ 1,227,830	\$ 196,031	\$ 439,461	\$ 50,297	\$ 1,176,395	\$ 134,640	\$ 3,881,751	\$ 667,452	\$ 4,549,203
ODOT	\$19,316,730	\$ 30,564,626	\$ 22,521,029	\$ 8,809,971	\$ 10,830,126	\$ 64,829,741	\$ 3,125,703	\$ 9,743,297	\$ 55,793,588	\$ 113,947,635	\$ 169,741,223
LCOG	\$ 450,000	\$ 51,505	\$ 749,000	\$ 85,728	\$ 524,000	\$ 59,975	\$ 450,000	\$ 51,505	\$ 2,173,000	\$ 248,713	\$ 2,421,713
Willamalane	\$ 1,483,005	\$ 169,737	\$ 53,838	\$ 6,162	\$ 2,001,162	\$ 704,838			\$ 3,538,005	\$ 880,737	\$ 4,418,742
LTD	\$11,648,162	\$ 1,929,212	\$ 20,523,920	\$ 4,345,343	\$ 26,676,645	\$ 25,067,359	\$10,098,039	\$ 2,388,881	\$ 68,946,766	\$ 33,730,795	\$ 102,677,561
Others									\$ -	\$ -	\$ -
TOTAL	\$38,298,384	\$ 35,234,566	\$ 45,823,617	\$13,657,692	\$ 45,174,281	\$ 94,197,020	\$15,686,813	\$14,406,302	\$ 144,983,095	\$ 157,495,580	\$ 302,478,674
Overall TOTAL	\$73,532,950	\$59,481,309	\$139,371,300	\$30,093,115							

Graph 1

Graph 1 depicts federal funds programmed by work activity, as of December 28, 2011:

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

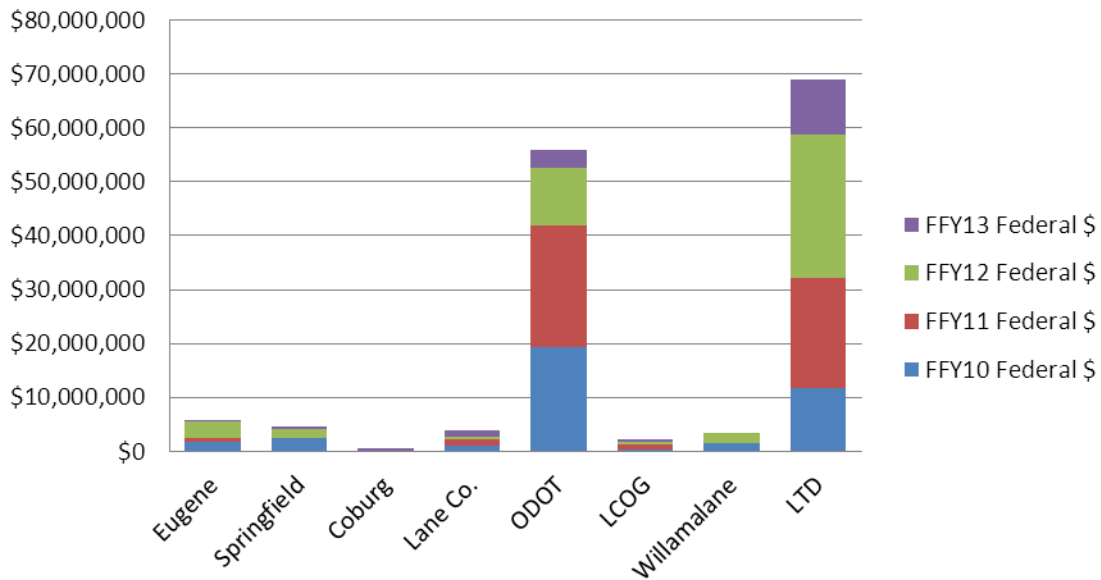
Federal Funds by Work Activity over all years of the FFY10-13 MTIP



Graph 2

Graph 2 depicts federal funds programmed by agency, as of December 28, 2011:

Federal Funds Available by Agency, FFY10-13 MTIP



Transportation Funding Mechanisms

Transportation projects within the MPO area are funded through a variety of different sources, including federal funds, but also including local and state funds. Chart 1 provides an overview of major transportation funding sources and expenditure types.

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

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

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

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

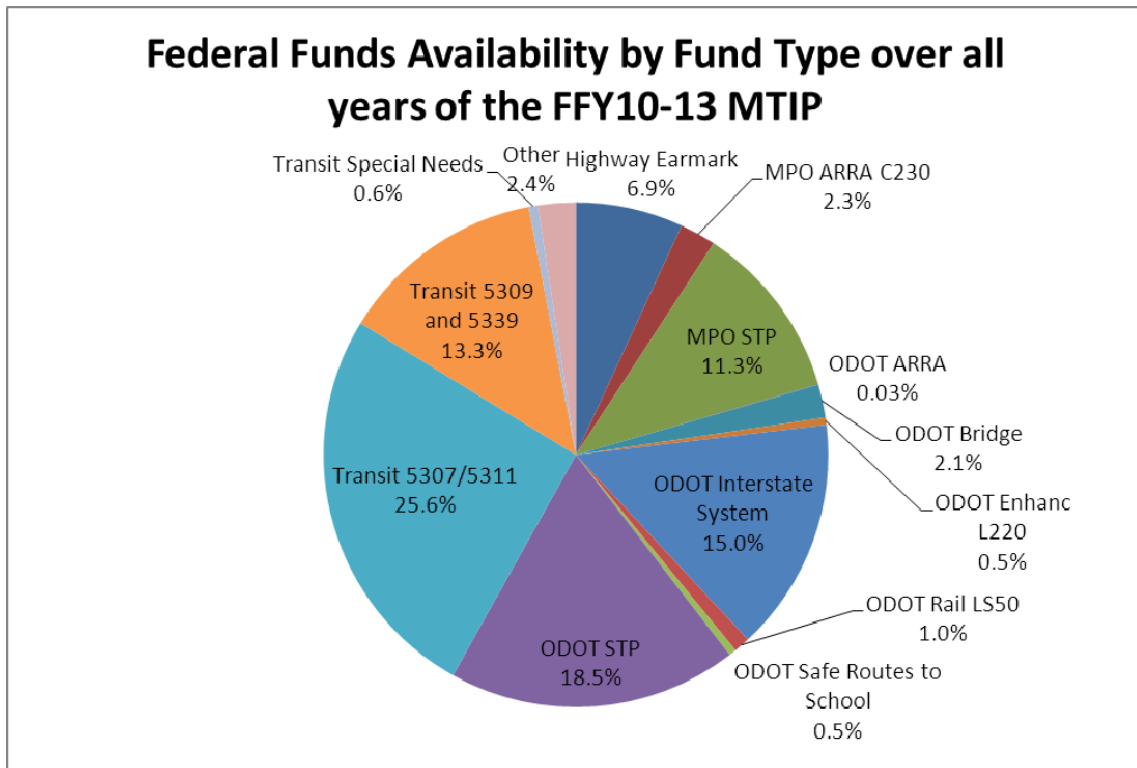
Lane Transit District similarly has sources of local funds that are not included in the MTIP. Since LTD has a payroll tax, LTD receives revenue from all transportation projects that employ private contractors.

The MTIP therefore represents only a portion of transportation funding in this area. Of the \$302.4 million of projects contained in the Central Lane FFY10-13 MTIP, approximately \$157.5 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 FTA

5307/5311 fund, which comprise approximately 25.6% of federal funds. The STP-U funds, over which the MPO has discretionary authority, account for approximately 11.3% of all federal funds in the FFY10-13 MTIP.

Graph 3



Graph 4

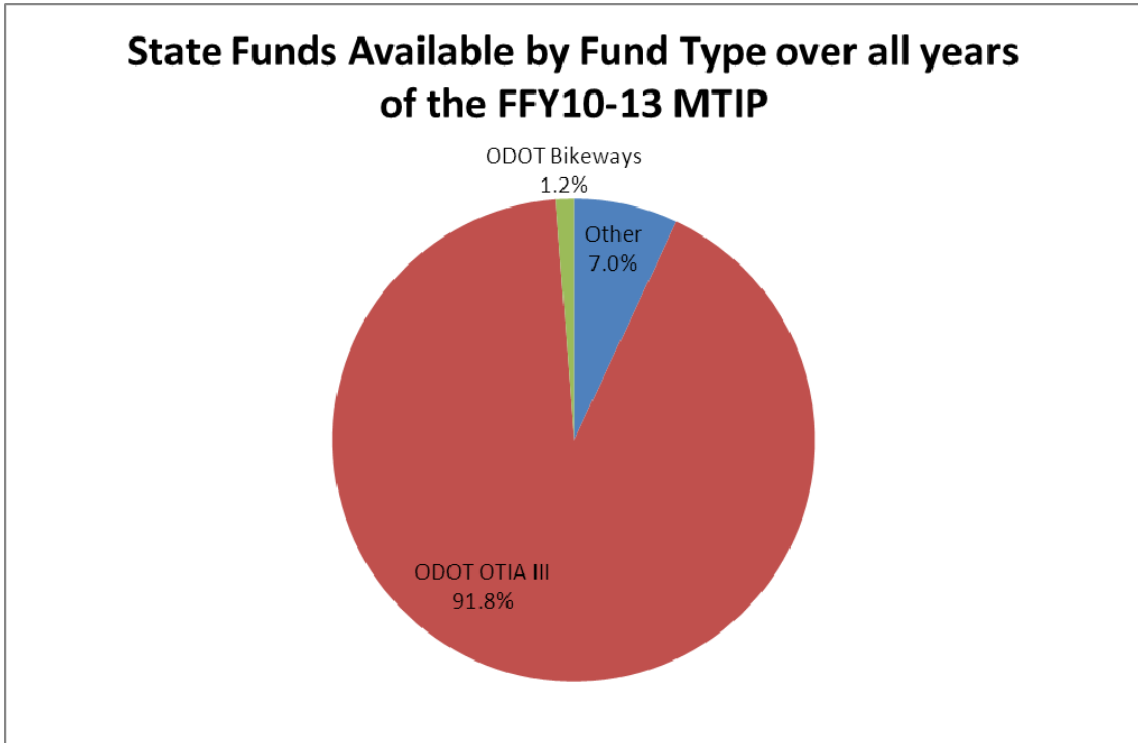
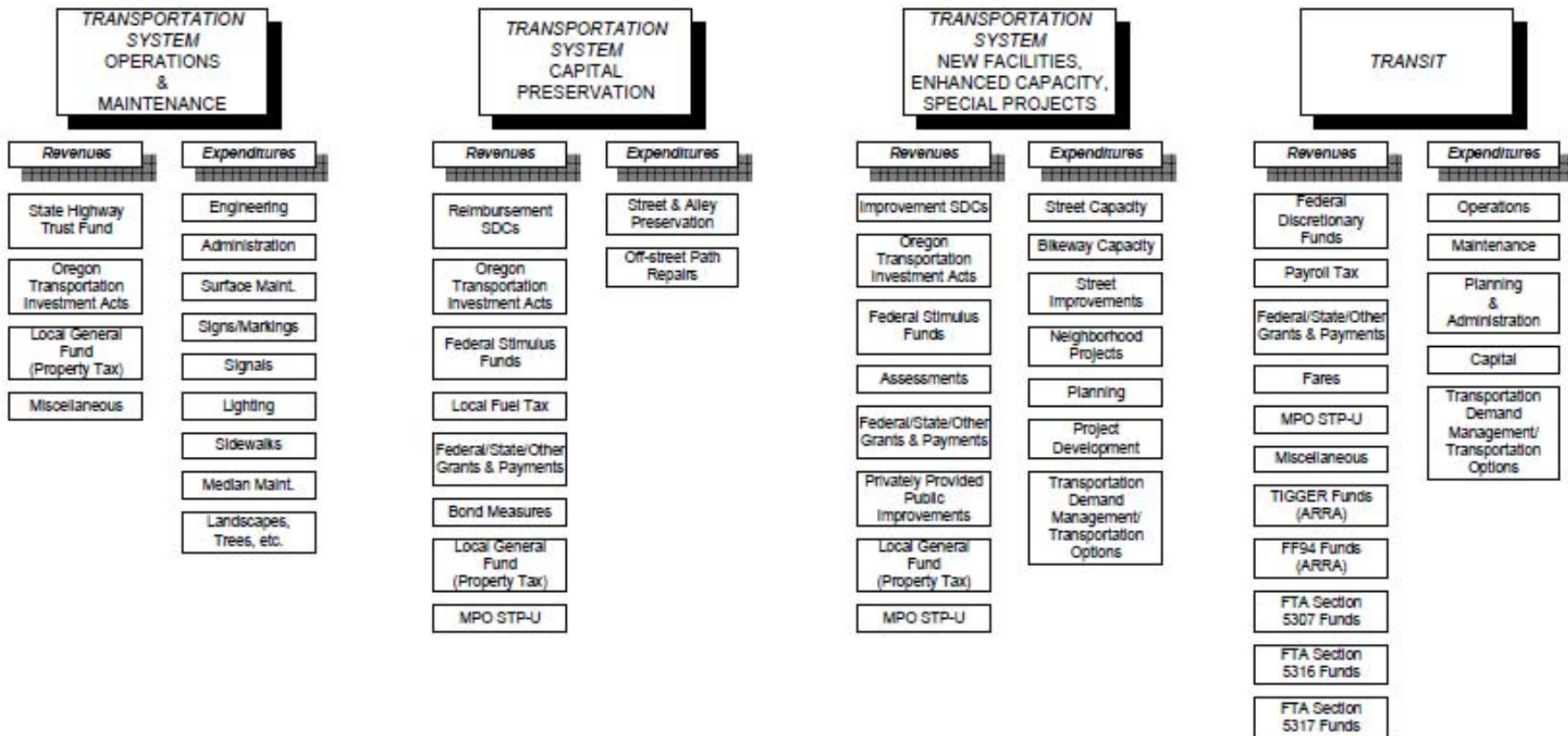


Chart 1: Overview of Major Transportation Funding Sources & Expenditure Types



Highlights of FFY2011

In July the MPC approved \$1.58 million in Supplemental FY11 Surface Transportation Program—Urban Funding for the following projects: Coburg Loop Path (\$400,000); Eugene North Bank bike path improvements (\$670,000); Lane County 30th Ave. pavement preservation (\$20,000); point2point Solutions Bike program study (\$90,000); and Springfield Franklin Boulevard NEPA work (\$400,000).

The following information highlights several significant construction activities within the Central Lane MPO during FFY11:

Project Name	Description	Primary Jurisdiction	Funding
West Bank Path Extension	Extend West Bank shared use path under Randy Pape Beltline and west along Division Street to end at Beaver Street, providing the Santa Clara neighborhood with access to the Riverbank Path system.	City of Eugene	Construction costs are approximately \$1.58 million, with funding coming from a federal transportation enhancement grant administered by the Oregon Department of Transportation
Alder Street/University District Improvement Project	Reconstruct Alder Street (Broadway to 18th Avenue) and 13th Avenue (Hilyard to Kincaid) combines standard pavement repair work and innovative streetscaping improvements, including a two-way “cycle track” on Alder between Franklin and 18th Avenue.	City of Eugene	The primary source of funding for the \$2 million project is the voter-approved bond measure to fix Eugene’s streets, plus a \$707,000 state Bicycle-Pedestrian Program grant, transportation SDCs, stormwater and wastewater funds, and local gas tax revenues.
Eugene Schools Safe Routes to Schools	Improvements at 7 schools to include cross enhancements, signage and bike parking.	City of Eugene	The City of Eugene, in partnership with The Eugene 4J School District, received a \$495,000 federal grant to build pedestrian safety improvements and bike facilities to encourage children to walk and bicycle to local schools.
LTD University Transit Station Renovation Project	Lane Transit District (LTD) renovated its UO transit facilities on Kincaid Street, north of East 13th Avenue.	Lane Transit District	LTD received \$2.1 million in ODOT Flexible Funds for construction.

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 FFY11. All projects programmed in the MTIP with at least one phase in FFY11 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 FFY11. 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, 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, 2011.

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:

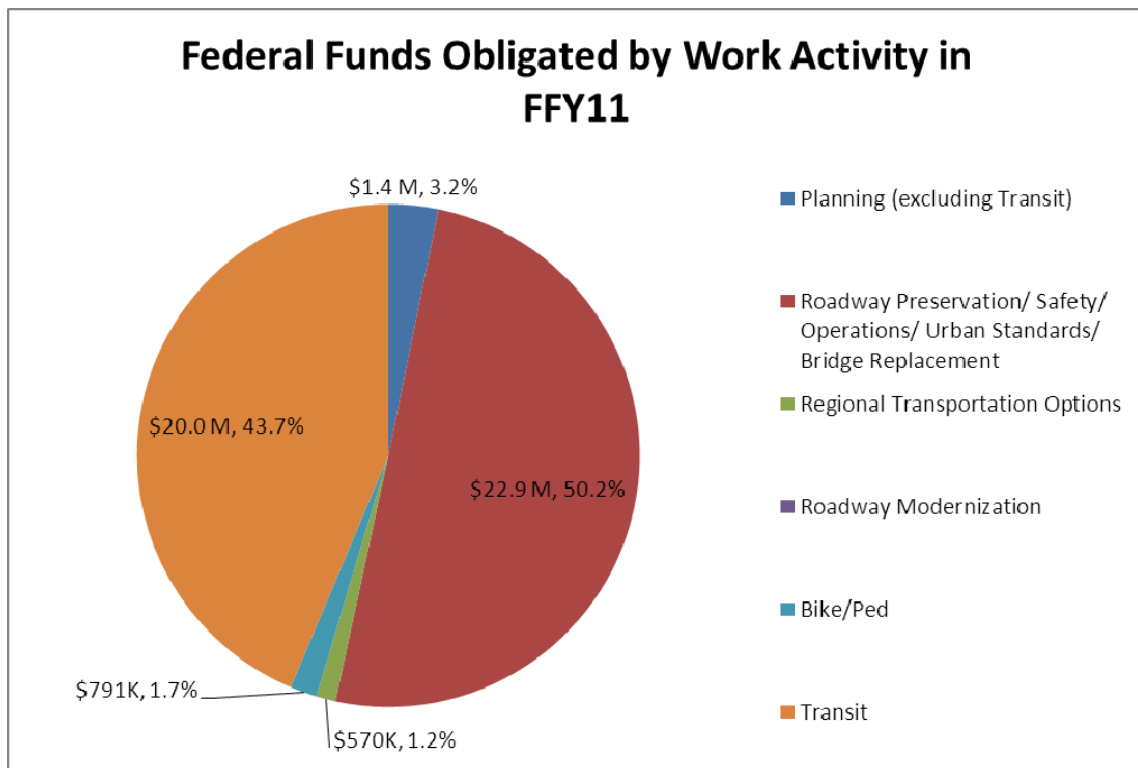
Obligation of federal funds within the MPO in FFY11

Summary of Projects

A total of \$45.8 million in federal funds were obligated in 2011 on transportation projects. Of this, over \$22.9 million (50.2%) was for roadway preservation, safety and operations; \$20.0 million (43.7%) was for transit projects; \$1.4 million (3.2%) was for planning; \$791,838 (1.7%) was for bicycle, pedestrian and rail; and \$570,779 (1.2%) was for transportation demand management projects. No federal funding was obligated for roadway modernization projects, though there was State funding obligated for this purpose.

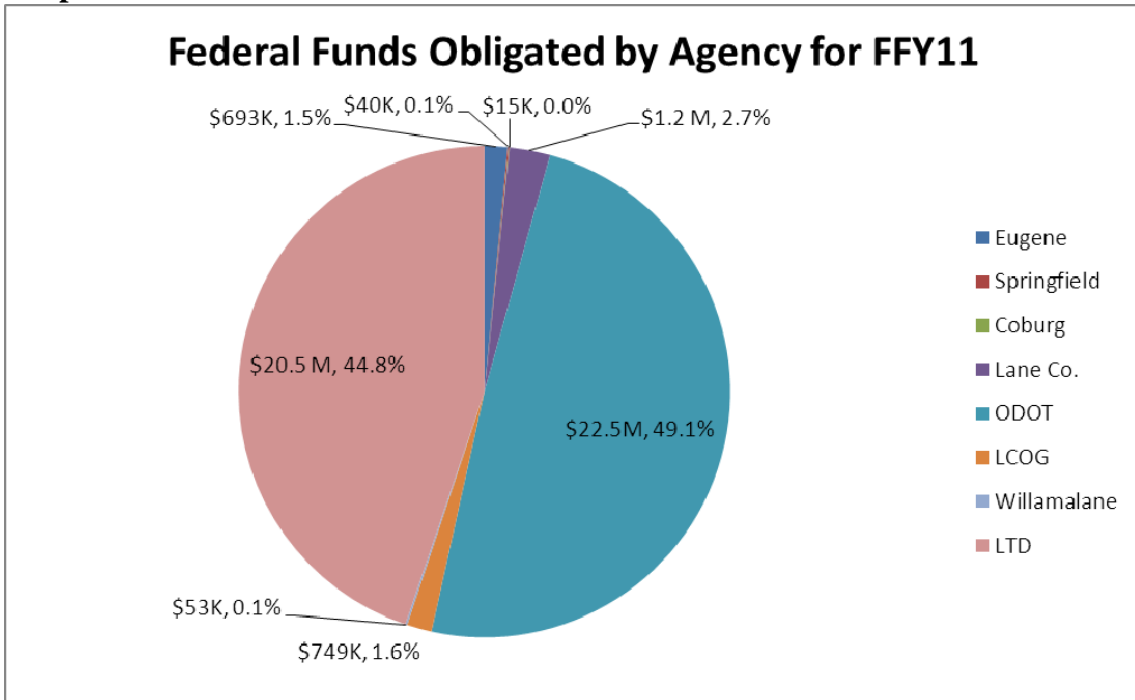
Graph 5 depicts federal funds obligated by type in FFY11:

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 FFY11.

Project details:

Planning Projects:

LCOG:

Central Lane MPO UPWP Funding, Lane Council of Governments, Key 17222

Fund MPO Work Program Activities

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

Regional Transportation Options Plan (RTOP), LCOG, Key 17540

Planning work for the development of a Regional Transportation Options Plan. The RTOP will help identify and assess appropriate transportation strategies to reduce reliance on single occupancy vehicle travel.

Federal Funds Expended: \$74,000 *STP-U*
Total Project Cost: \$82,470

Prior years Federal obligations: \$0
Future years Federal obligations: \$74,000
Status: Underway

Central Lane MPO TSP Funding, LCOG, Key 17590

Funding for the MPO's work program on the Eugene, Springfield, Coburg and Regional Transportation System Plans to support data and transportation modeling work. The work required of MPO staff in support of the local and regional state-required TSPs is in addition to the staff time already funded to maintain the data and modeling for the Regional Transportation Plan.

Federal Funds Expended: \$225,000 *STP-U*
Total Project Cost: \$250,753

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

Lane County:

Regional Transportation Planning, Lane County, Key 17220

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 17218

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 17219

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

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

City of Springfield:

Regional Transportation Planning, City of Springfield, Key 17223

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

Lane Transit District:

LTD Regional Transportation Planning, Lane Transit District, Key 17221

Allows 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
Status: Complete

ODOT

Oregon 126: Veneta-Eugene Facility Plan, ODOT, Key 17489

Planning-level analysis for the Oregon 126 corridor from Veneta to Eugene. The study area will be located just outside of the MPO area, with the eastern extent of the study area terminating at Green Hill Road.

Federal Funds Expended: \$449,547.30 *L240*

Total Project Cost: \$501,000

Prior years Federal obligations: \$0

Future years Federal obligations: \$0

Status: Underway.

Roadway Projects

ODOT:

OR69: Delta HWY Oxing Br #09358, ODOT, Key 16034

Deck overlay and repair on Bridge #09358.

FFY11 Phase: Preliminary Engineering

Federal Funds Expended: \$323,925

HPB

Total Project Cost: \$361,000

Prior years Federal obligations: \$0

Future years Federal obligations: \$1,496,696

Status: Complete

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

Pavement preservation

Portion of construction funds transferred to Key 14259 for paving work. Region 3 funding from Key 14983 & 14984 included in Construction phase.

FFY11 Phase: Construction

Federal Funds Expended: \$11,253,945

IM

Total Project Cost: \$13,552,990

Prior years Federal obligations: \$158,274

IM

Future years Federal obligations: \$0

Status: Complete

I-5@Beltline Interchange-Unit4Eugene/Springfield, ODOT, Key 16861

Construction of an eastbound Beltline auxiliary lane from Coburg Road to the I-5 exit ramp, and a sound wall along eastbound Beltline.

FFY11 Phase: Preliminary Engineering

Federal Funds Expended: \$0

Total Project Cost: \$5,000,000

Prior years Federal obligations: \$0

Future years Federal obligations: \$1,000,000

Status: Complete

OR225: McVay Hwy @ 30th Ave Eugene, ODOT, Key 16107

Rebuild signal

FFY11 Phase: Preliminary Engineering

Federal Funds Expended: \$302,390

L240

Total Project Cost: \$337,000

Prior years Federal obligations: \$0

Future years Federal obligations: \$1,028,306 *STP*

Status: Underway

OR126: Beltline HWY@ Greenhill Rd Eugene, ODOT, Key 16106

Rebuild signal located at the intersection of Highway 126 and Greenhill Road.

FFY11 Phase: Preliminary Engineering

Federal Funds Expended: \$367,893 *L240*

Total Project Cost: \$410,000

Prior years Federal obligations: \$0

Future years Federal obligations: \$898,197 *L240*

Status: Underway

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

Pavement Preservation

FFY11 Phase: Construction

Federal Funds Expended: \$4,170,959 *L240*

Total Project Cost: \$4,818,344

Prior years Federal obligations: \$260,217 *L240*

Future years Federal obligations: \$0

Status: Construction underway.

I-5 Coburg Interchange Protective Purchase, ODOT, Key 17246

Protective Right of Way Purchases

Construction phase is in ODOT Key 14649

FFY11 Phase: Right-of-Way

Federal Funds Expended: \$0

Total Project Cost: \$745,000

Prior years Federal obligations: \$0

Future years Federal obligations: \$0

Status: Underway.

Alternative Mode Projects

City of Eugene:

Eugene Schools SRTS, City of Eugene, Key 17040

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

FFY11 Phase: Preliminary Engineering and Construction
Federal Funds Expended: \$474,652 *SRTS*
Total Project Cost: \$534,652

Prior years Federal obligations: \$0
Future years Federal obligations: \$0
Status: Complete.

Safe Routes to School 4J Program, City of Eugene, Key 17361

Continuation and development of the local Safe Routes to School SRTS program. The Eugene SRTS program is a community approach to encouraging and enabling more people to walk and bike to school safely.

FFY11 Phase: Other
Federal Funds Expended: \$75,000 *STP-U*
Total Project Cost: \$83,584

Prior years Federal obligations: \$0
Future years Federal obligations: \$75,000 *STP-U*
Status: Complete.

Fern Ridge Path - Chambers to Arthur Streets, City of Eugene, Key 16636

Preliminary engineering and construction for a section of the Fern Ridge Path in order to move it away from the bank of the Amazon Creek. This will minimize the failing of the path due to bank failure such as slumping and allow for the creek to be enhanced to improve the waterway. The design will incorporate current path standards for lighting and sustainable concrete surfacing. The Preliminary Engineering phase will also ensure all the appropriate environmental clearances and appropriate land use permits.

FFY11 Phase: Preliminary Engineering
Federal Funds Expended: \$75,000 *H260*
Total Project Cost: \$87,000

Prior years Federal obligations: \$0
Future years Federal obligations: \$145,676 *H260*
Status: Complete

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, and add bike/pedestrian facilities

FFY11 Phase: Preliminary Engineering and Construction
Federal Funds Expended: \$1,067,955 *STP-U and STP-RR*
Total Project Cost: \$1,095,061

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

Willamalane:

MF Willamette Lp Path:Dorris Rnch-Clrwr pk,Unit2A, Willamalane, Key 17892

Construct a multi-use loop path along the north bank of Middle Fork Willamette River Dorris Ranch and Clearwater park.

FFY11 Phase: Preliminary Engineering	
Federal Funds Expended: \$53,838	<i><u>STP-U</u></i>
Total Project Cost: \$60,000	

Prior years Federal obligations:	\$0
Future years Federal obligations:	\$2,001,162
Status:	Complete

Other:

Monroe Middle School Covered Bike Shelter, Eugene 4J School District, Key 15746

Construct bike cage roof and install secure skateboard and rain gear storage facilities. Funded by Safe Routes to School federal program.

FFY11 Phase: Preliminary Engineering and Construction	
Federal Funds Expended: \$ 137,292	<i>SRTS</i>
Total Project Cost: \$147,292	

Prior years Federal obligations:	\$10,000	<i>SRTS</i>
Future years Federal obligations:	\$0	
Status:	Complete.	

ODOT

ENID ROAD RAIL X'ING SAFETY PROJECT (RX1386), ODOT, Key 15454

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

FFY11 Phase: Construction	
Federal Funds Expended: \$1,164,107	<i>LS50</i>
Total Project Cost: \$1,164,107	

Prior years Federal obligations:	\$0
Future years Federal obligations:	\$0
Status:	Complete.

South Bank Path Extension: Spfld Viaduct Spfld, ODOT, Key 16760

Construct approximately 1100' of bike/ped path "viaduct" to connect the South Bank

FFY11 Phase: Preliminary Engineering

Federal Funds Expended: \$76,270.50

STP-U

Total Project Cost: \$85,000

Prior years Federal obligations: \$0

Future years Federal obligations: \$200,000

STP-U

Status: Underway.

OR 126B (MAIN ST) PED IMPROV (SPRNGFLD) PHASE 1, ODOT, Key 17744

Construct mid-block crossing with pedestrian activated beacons at various locations along OR 126, including the following intersections (listed in order of priority): 41st, 43rd, 57th, 38th, 40th, Chapman, 48th Streets

FFY11 Phase: Preliminary Engineering

Federal Funds Expended: \$0

Total Project Cost: \$85,000

Prior years Federal obligations:

Future years Federal obligations:

Status: Underway.

Lane Transit District:***Other Vehicle Purchases***

LTD Replacement Buses, Lane Transit District, Key 15573

Purchase replacement buses

FFY11 Phase: Other

Federal Funds Expended: \$11,320,275

Total Project Cost: \$11,320,275

Prior years Federal obligations: \$0

Future years Federal obligations: \$0

Status: Complete

Equipment Purchases

Bus Support Equipment and Facilities, Lane Transit District, Key 15558

Equipment purchases and facilities improvements in support of transit operations.

FFY11 Phase: Other

Federal Funds Expended: \$800,431 *FTA 5307*

Total Project Cost: \$2,001,000

Prior years Federal obligations: \$2,560,000 (under Key 15557)

Future years Federal obligations: \$4,960,569 (under Key 15558, 17337 and 17338)

Status: On-going.

Facility Improvements

Passenger Boarding Improvements, Lane Transit District, Key 15561

Passenger Boarding Improvements include new shelter placements for new service, shelter replacements for shelters at high vandalism locations, improvements to accommodate ADA, and improvements to other stations and park and rides, including improvements to the station at Lane Community College.

FFY11 Phase: Other

Federal Funds Expended: \$49,045 *FTA 5307*

Total Project Cost: \$360,000

Prior years Federal obligations: \$328,000 (Under Key 15560) *FTA 5309*

Future years Federal obligations: \$264,000 (Under Key 17341 and 17342)

Status: This year's project funding is complete, with future years to be funded under separate key numbers.

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

Improvements to the University of Oregon Transit Station

FFY11 Phase: Other

Federal Funds Expended: \$ 2,279,460 *L240*

Total Project Cost: \$ 2,519,811

Prior years Federal obligations: \$179,460 *L240*

Future years Federal obligations: \$0

Status: Complete

Transportation Demand Management/Transportation Options

TDM Program and Projects LTD, Lane Transit District, Key 14881

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 point2point 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 point2point Solutions Program with committee members representing Lane Transit District, Lane County, LCOG, City of Eugene, City of Springfield, LRAPA, and ODOT.

FFY11 Phase: Other

Federal Funds Expended: \$96,101 *STP*

Total Project Cost: \$119,000

Prior years Federal obligations: \$106,779 (included in Key Number 14880)

Future years Federal obligations: \$106,779 (per year under Key 16228 and 16229)

Status: This year's project funding is complete, with future years to be funded under separate key numbers.

Regional TO/TDM Program - Point2point Solutions, Lane Transit District, Key 16724

FFY11 Phase: Other

Federal Funds Expended: \$248,000

STP-U

Total Project Cost: \$334,336

Prior years Federal obligations: \$248,000 (included in Key Number 16724)

Future years Federal obligations: \$600,000

Status: This year's project funding is complete.

Regional Safe Routes to School (LTD), Lane Transit District, Key 17350

This request is for the necessary funding to expand the current 4J School District based SRTS to a regional program and combine it with School Solutions, managed by Point2point Solutions.

FFY11 Phase: Other

Federal Funds Expended: \$25,000

STP-U

Total Project Cost: \$27,861

Prior years Federal obligations: \$0

Future years Federal obligations: \$75,000

STP-U

Status: This year's project funding is complete.

Other LTD Services or Activities

Preventative Maintenance LTD, Lane Transit District, Key 16298 and 17331

Preventative Maintenance

FFY11 Phase: Other

Federal Funds Expended: \$4,400,000

FTA 5307

Total Project Cost: \$5,500,000

Prior years Federal obligations: \$1,700,000

Future years Federal obligations: \$3,400,000

Status: On-going

LTD Preventative Maintenance, Lane Transit District, Key 17352

Fund preventative maintenance to preserve service.

STP-U funds were programmed to help reduce the impacts of service cuts caused by recessionary loss of payroll tax revenue. STP-U funding (\$500k/year) allows approximately 10,800 hours of service to be retained annually between FY 2011 and FY 2013.

FFY11 Phase: Other

Federal Funds Expended: \$500,000 ***STP-U***

Total Project Cost: \$560,098

Prior years Federal obligations: \$0

Future years Federal obligations: \$1,000,000 (Under Key 17353 and 17354) ***STP-U***

Status: This year's project funding is complete.

Job Access/Reverse Commute JARC, Lane Transit District, Key 15219

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

FFY11 Phase: Other

Federal Funds Expended: \$178,272 ***FTA 5316***

Total Project Cost: \$348,721

Prior years Federal obligations: \$0

Future years Federal obligations: \$340,642 ***FTA 5316***

Status: This year's project funding is complete.

New Freedoms, Lane Transit District, Key 15215

Provide transportation services and alternatives beyond ADA under 49 USC 5317

FFY11 Phase: Other

Federal Funds Expended: \$78,683 ***FTA 5317***

Total Project Cost: \$280,208

Prior years Federal obligations: \$0

Future years Federal obligations: \$154,843 ***FTA 5317***

Status: This year's project funding is complete.

APPENDIX A. Explanation of fund sources and codes

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 L250	Funds allocated by ODOT through various programs to local agencies.
STP-Safety, H210, LS30	Funds allocated by ODOT to safety projects.
STP-ENHANC, L220	Funds allocated by ODOT for environmental programs such as pedestrian and bicycle activities and mitigation of water pollution due to highway runoff. Enhancement projects must have a direct relationship to the intermodal transportation system and go beyond what is customarily provided as environmental mitigation.
STP-RR	Funds allocated by ODOT Rail Division

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

National Highway System (NHS, H050, L050)

Interstate Maintenance (IM, H010)

Federal Earmark Projects (H920, HY10, HY40, LY10, LY40, 117-STP, H660) are specific projects listed in the Federal Transportation Bill (the latest known as SAFETEA-LU). The

money for each project is generally distributed over the life of the Bill, and is available each year once appropriated by Congress. During appropriation, the annual increment specified in the Transportation Bill is often decreased to a percentage that is typically in the range of 85% to 95%. Thus, the full amount of funding listed in the Transportation Bill is usually not obtained.

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

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

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

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

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 FFY11

MTIP Projects on Map			
ID#	PROJECT	Jurisdiction	MODE
8	Monroe Middle School Covered Bike Shelter	Eugene 4J	Bike Travel
9	Eugene Schools SRTS	Eugene	Bike Travel
26	Irving Rd at NW Expressway & UP Railroad Crossing	Lane County	Safety
44	OR69: Delta HWY Oxing Br #09358	ODOT	Bridge
65	FFO - I-5@Beltline Interchange, Unit3	ODOT	Capacity/Modernization
70	I-5: Willamette River - Martin Creek	ODOT	Preservation
71	ENID ROAD RAIL XING SAFETY PROJECT (RX1386)	ODOT	Safety
73	South Bank Path Extension: Spfld Viaduct Spfld	ODOT	Bike Travel
74	I-5@Beltline Interchange-Unit4Eugene/Springfield	ODOT	Capacity/Modernization
76	OR225: McVay Hwy @ 30th Ave Eugene	ODOT	Operations
77	OR126: Beltline HWY @ Greenhill Rd Eugene	ODOT	Operations
79	Safe Routes to School 4J Program	Eugene	Bike Travel
83	University of Oregon Transit Station Area Improvements	LTD	Transit
84	OR99: Roosevelt - Garfield (Eugene)	ODOT	Preservation
87	I-5 Coburg Interchange Protective Purchase	ODOT	Capacity/Modernization
92	Oregon 126: Veneta-Eugene Facility Plan	ODOT	Planning
97	OR 126B (MAIN ST) PED IMPROV (SPRNGFLD) PHASE 1	ODOT	Pedestrian
99	MF Willamette Lp Path:Dorris Rnch-Clwtr pk,Unit2A	Willamalane	Bike Travel
100	Fern Ridge Path - Chambers to Arthur Streets	Eugene	Bike Travel

Metropolitan Transportation Improvement Program Completed Projects FFY10-13

MTIP 10-13 Projects

- | | |
|------------------------|------------------------|
| BIKE LANE/ON-STREET | BIKE LANE/ON-STREET |
| BRIDGE | BIKE TRAVEL |
| CAPACITY/MODERNIZATION | CAPACITY/MODERNIZATION |
| OPERATIONS | PEDESTRIAN |
| PEDESTRIAN | PLANNING |
| PRESERVATION | PRESERVATION |
| SAFETY | SAFETY |
| TRANSIT | TRANSIT |

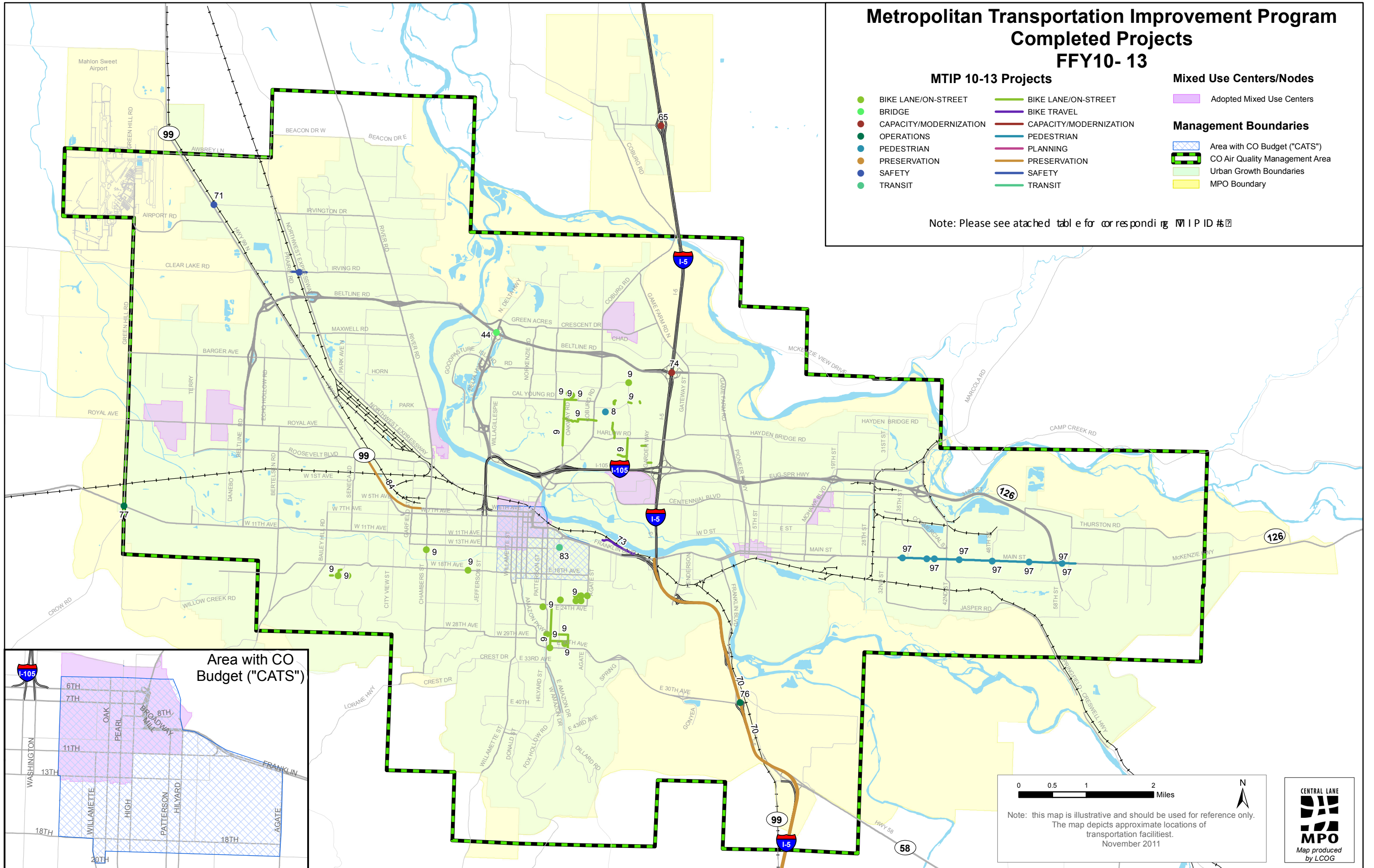
Mixed Use Centers/Nodes

- Adopted Mixed Use Centers

Management Boundaries

- Area with CO Budget ("CATS")
- CO Air Quality Management Area
- Urban Growth Boundaries
- MPO Boundary

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 transportation facilities.
November 2011

