



***Central Lane MPO
Metropolitan Transportation Improvement Program
FFY 2012 to FFY 2015***

Annual Listing of Obligated Projects

End of Year – Federal Fiscal Year 2012

December 31, 2012

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Purpose of this Report

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

This report addresses project obligations for Federal Fiscal Year 2012 (FFY12). This is the first year of the Central Lane MPO's Metropolitan Transportation Improvement Program (MTIP) (FFY12-15) – 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 2012. Lane Transit District provided information concerning transit grant awards by Federal Transit Administration (FTA) throughout 2012. 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

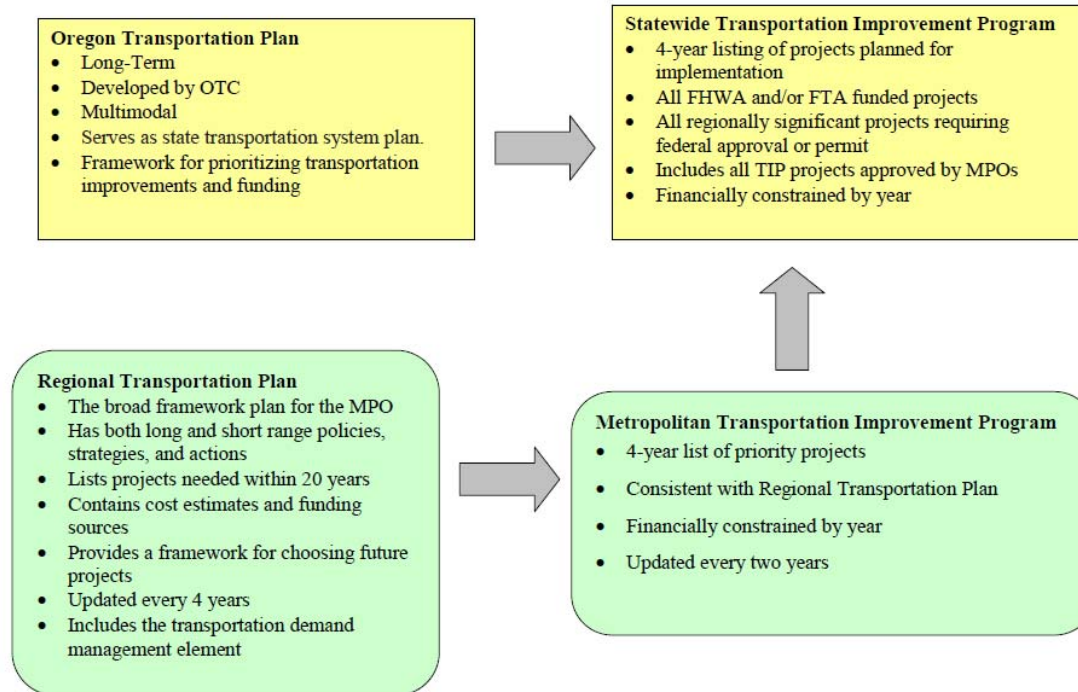
LCOG is designated as the Metropolitan Planning Organization (MPO) for the Eugene-Springfield urbanized area located in central Lane County. This area includes the Eugene-Springfield metropolitan area and the City of Coburg. The MPO serves as a forum for cooperative transportation decision making within 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. Congress in summer of 2012 adopted an update to the federal transportation program known as Moving Ahead for Progress in the 21st century, or MAP-21, again reaffirming the MPO's role in transportation financing.

The following diagram outlines the basic steps for MPO transportation planning in the Central Lane area:



Metropolitan Transportation Improvement Program (MTIP)

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

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

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

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

The MTIP must cover at least four years. As with all Oregon MPOs, the Central Lane MPO prepares and adopts an MTIP every two years in order to coordinate with the State’s Transportation Improvement Program (STIP) programming cycle¹.

The Central Lane MPO’s current MTIP covers FFY12-15 and was effective June 27, 2012 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 FFY12-15 MTIP.

Federal Funds Available by Agency over all years of the FFY12-15 MTIP
as of December 31, 2012

Table 1 depicts federal funds programmed by work activity, as of December 31, 2012:

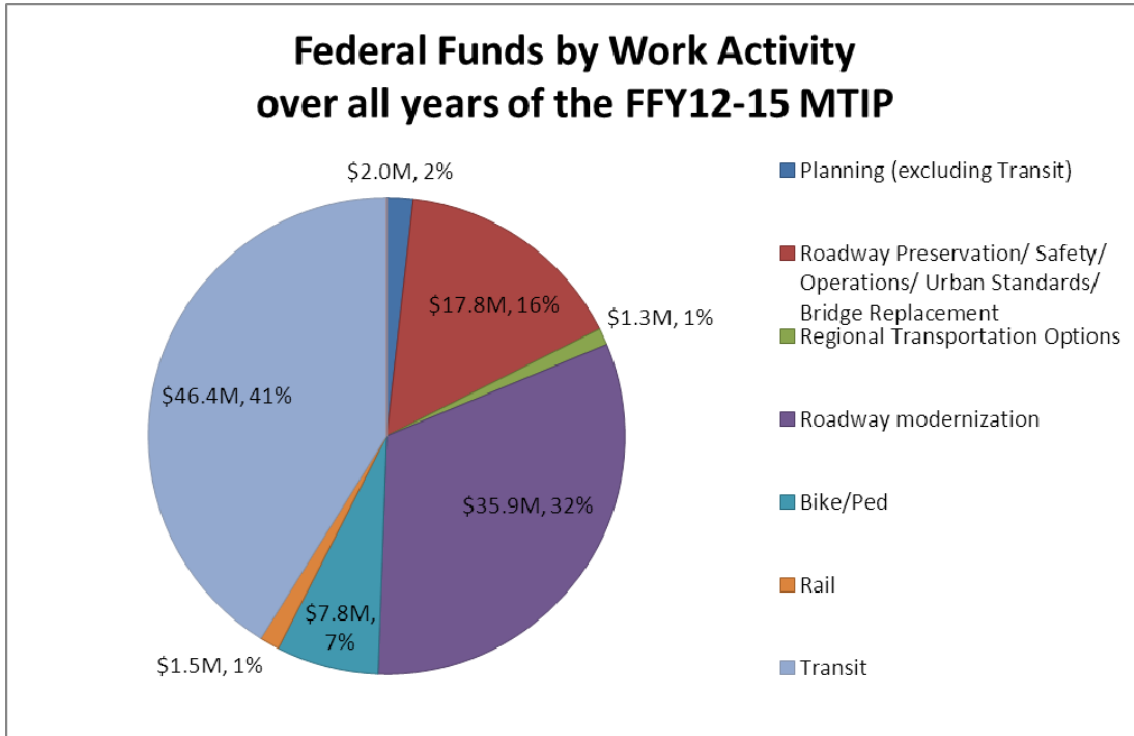
Table 1

Jurisdiction	FFY12		FFY13		FFY14		FFY15		Total FFY12-15		
	Federal \$	Other \$	Federal \$	Other \$	Federal \$	Other \$	Federal \$	Other \$	Federal \$	Other \$	All Funds
Eugene	\$2,218,570	\$1,870,155	\$861,746	\$1,858,882	\$0	\$2,390,000			\$3,080,316	\$6,119,037	\$9,199,353
Springfield	\$626,287	\$455,291	\$1,402,959	\$238,401					\$2,029,246	\$693,692	\$2,722,938
Coburg	\$82,298	\$9,419	\$347,703	\$60,014					\$430,001	\$69,433	\$499,434
Lane Co.	\$319,569	\$36,576	\$1,445,745	\$432,929					\$1,765,314	\$469,505	\$2,234,819
ODOT	\$18,874,168	\$4,238,493	\$10,474,500	\$70,145,913	\$24,227,100	\$2,772,900			\$53,575,768	\$77,157,306	\$130,733,074
LCOG	\$524,000	\$59,975	\$450,000	\$51,505					\$974,000	\$111,480	\$1,085,480
Willamalane	\$2,081,921	\$714,079	\$879,241	\$125,759					\$2,961,162	\$839,838	\$3,801,000
LTD	\$15,035,447	\$2,926,545	\$18,685,475	\$8,532,009	\$8,268,643	\$2,057,857	\$6,008,643	\$1,492,857	\$47,998,208	\$15,009,268	\$63,007,476
Others									\$0	\$0	\$0
TOTAL	\$39,762,260	\$10,310,533	\$34,547,369	\$81,445,412	\$32,495,743	\$7,220,757	\$6,008,643	\$1,492,857	\$112,814,015	\$100,469,559	\$213,283,574
Overall TOTAL	\$50,072,793		\$115,992,781		\$39,716,500		\$7,501,500				

Graph 1

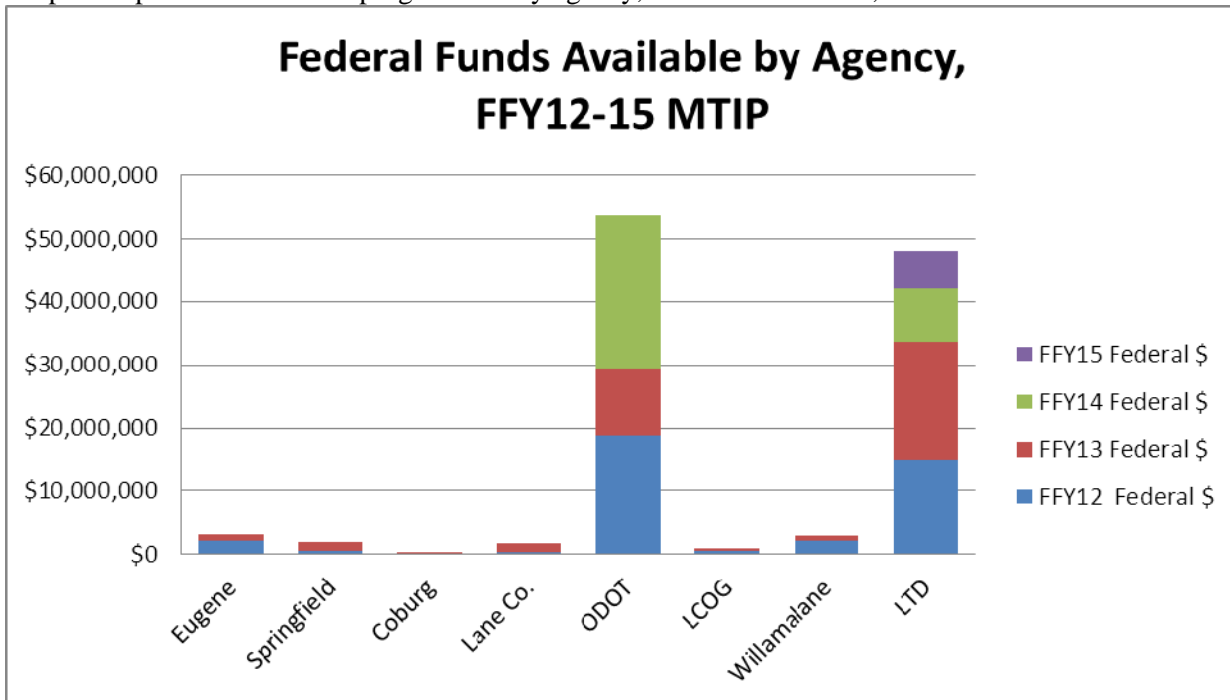
¹ The Statewide Transportation Improvement Program (STIP) contains all the projects that exist in MTIP’s within the State, as well as all state and federally funded projects outside MPOs. A project within an MPO must be in the MTIP before it can be entered into the STIP.

Graph 1 depicts federal funds programmed by work activity, as of December 31, 2012:



Graph 2

Graph 2 depicts federal funds programmed by agency, as of December 31, 2012:



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 several programs under the MAP-21 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.
- Section 5310 Program – Enhanced Mobility of Seniors and Individuals with Disabilities provides funds to: (1) Serve the special needs of transit-dependent populations beyond traditional public transportation service, where public transportation is insufficient, inappropriate, or unavailable; (2) projects that exceed the requirements of the Americans with Disabilities Act (ADA) act; (3) projects that improve access to fixed route service and decrease reliance on complementary paratransit; and (4) projects that are alternatives to public transportation. In December 2012, MPC designated LTD as the direct recipient. LTD thus manages the allocation and expenditure of these funds.
- Job Access and Reverse Commute Program (5316) provides approximately \$150,000 per year in Federal Transit Administration funds. In November 2006, MPC designated LTD as the direct recipient. LTD thus manages the allocation and expenditure of these funds. Note: The SAFETEA-LU Job Access and Reverse Commute (JARC) Program, (section 5316), was repealed by MAP-21; however, job access and reverse commute projects are eligible under the sections 5307 and 5311 programs.
- New Freedom Program (5317) provides approximately \$75,000 per year in FTA funds. In November 2006, MPC designated LTD as the direct recipient. Note: The new MAP-21 legislation eliminated this program funding, but requires funding for these activities under the urban formula program (see 5310 Program funds above).
- Transportation Alternatives Program. MAP-21 authorized new discretionary funding authority for designated urban area with over 200,000 population, in that a portion of the new Transportation Alternatives program funding will be directly suballocated to these areas, with the Central Lane MPO receiving approximately one-quarter million dollars per year.

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

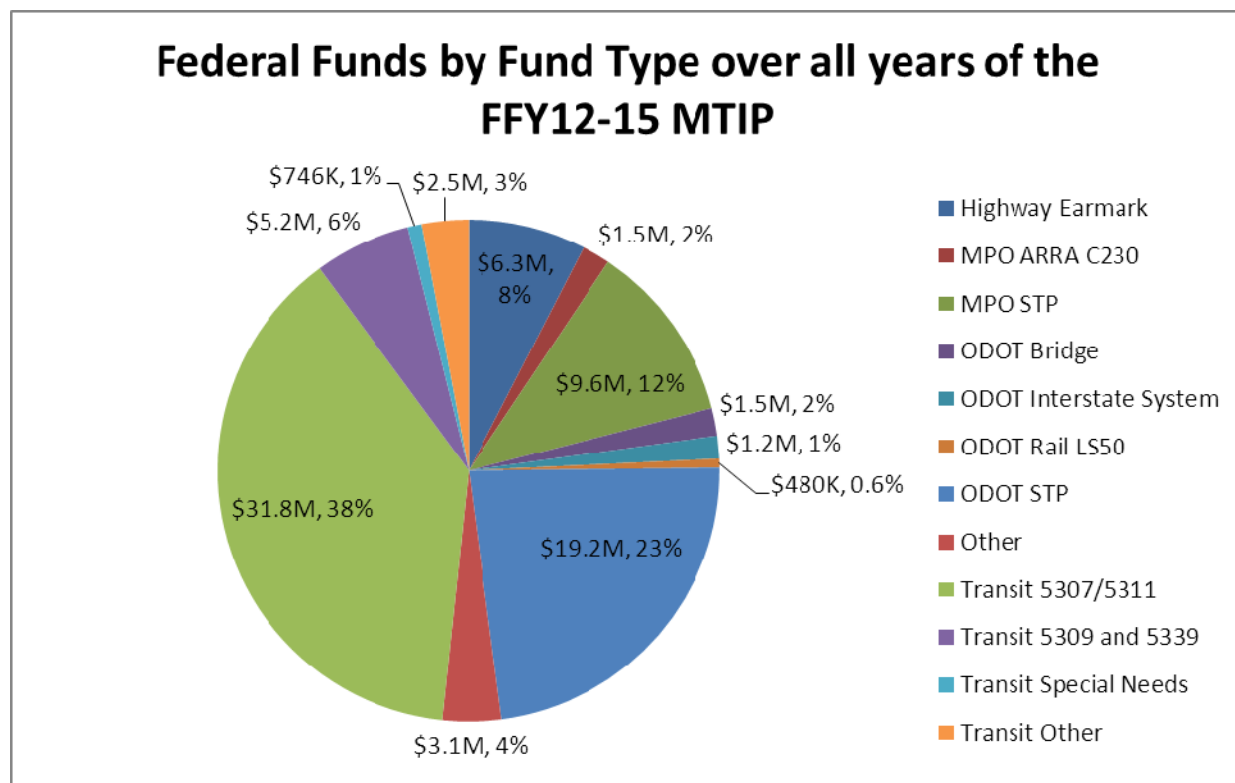
Local governments also have Capital Improvement Programs and Operations budgets which fund transportation improvements and operations. These funds are obtained from bonds, system development charges, and other sources of federal, state, and local revenue. While local funds must be used for matching federal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

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

The MTIP therefore represents only a portion of transportation funding in this area. Of the \$213 million of projects contained in the Central Lane FFY12-15 MTIP, approximately \$130 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 FFY12-15 MTIP is from FTA 5307/5311 fund, which comprise approximately 38% of federal funds. The STP-U funds, over which the MPO has discretionary authority, account for approximately 11% of all federal funds in the FFY12-15 MTIP.

Graph 3



Graph 4

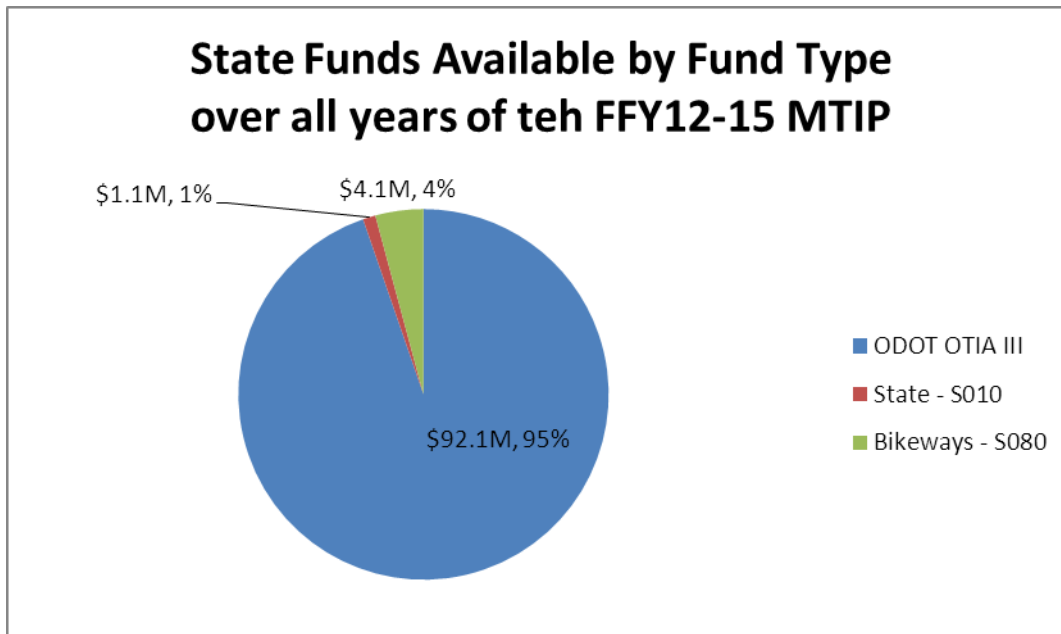
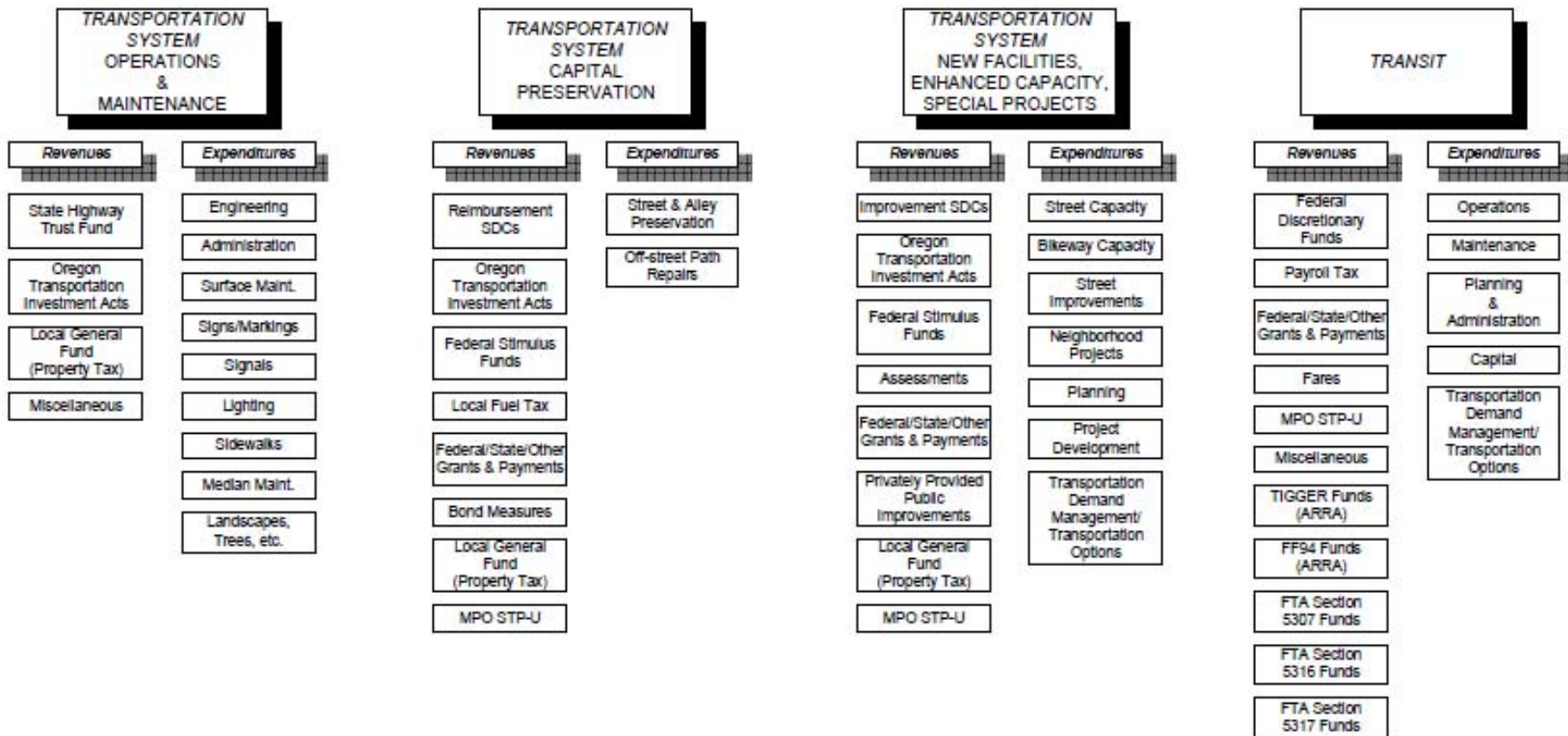


Chart 1: Overview of Major Transportation Funding Sources & Expenditure Types



Report preparation and key terms

The obligated project list is grouped by the type of project, and then by the lead agency for each project. The project name, project description, unique Key number (as assigned by ODOT), project phase, funding source, and the obligation amount are shown for each project within each type of work activity.

Each project is shown as it appears in the project list of the MTIP for FFY12. All projects programmed in the MTIP with at least one phase in FFY12 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 FFY12. 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, 2012.

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:

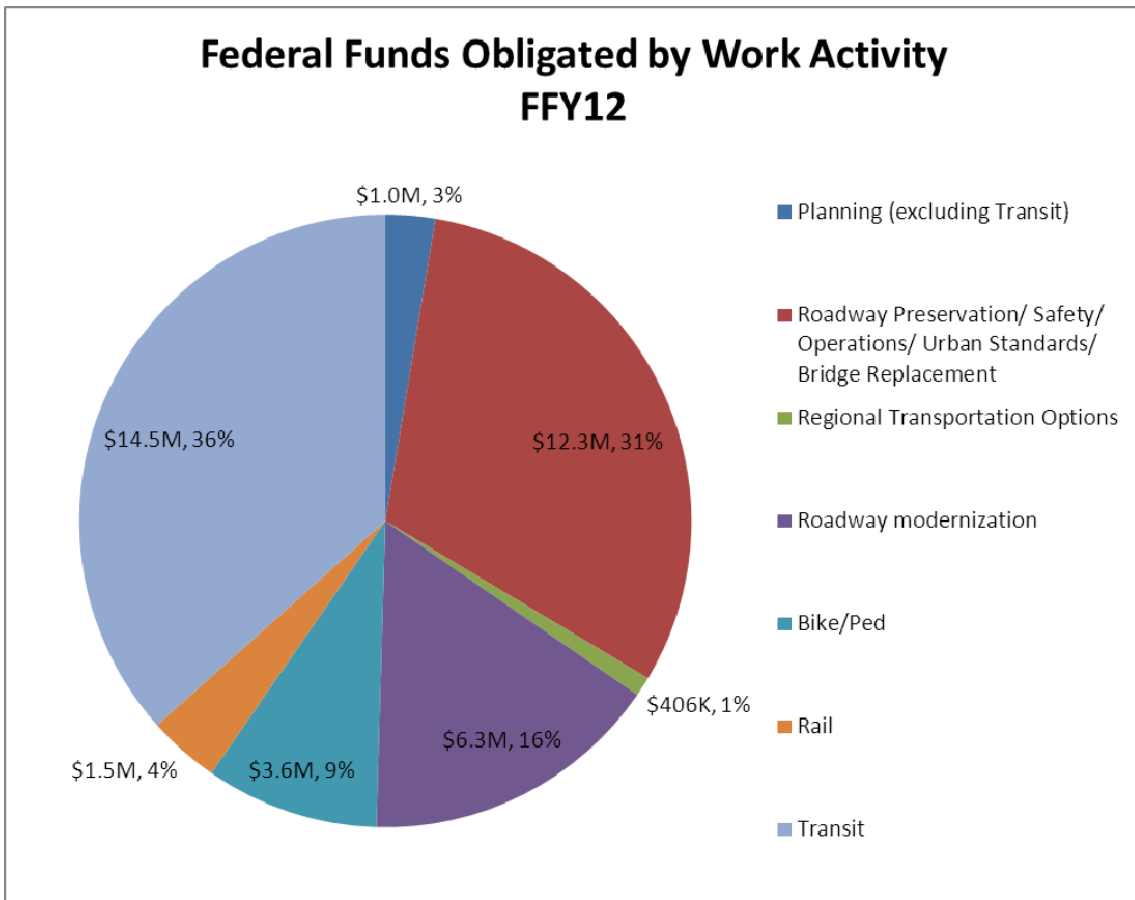
Obligation of federal funds within the MPO in FFY12

Summary of Projects

A total of \$39.7 million in federal funds were obligated in 2012 on transportation projects. Of this, over \$14.5 million (36.6%) was for transit; \$12.3 million (30.9%) was for roadway preservation, safety and operations; \$6.3 million (15.9%) was for roadway modernization; \$1.6 million (9.2 %) was for bicycle and pedestrian projects; \$1.5 million (3.8%) was for rail; and 1.0 million (2.6%) was for planning.

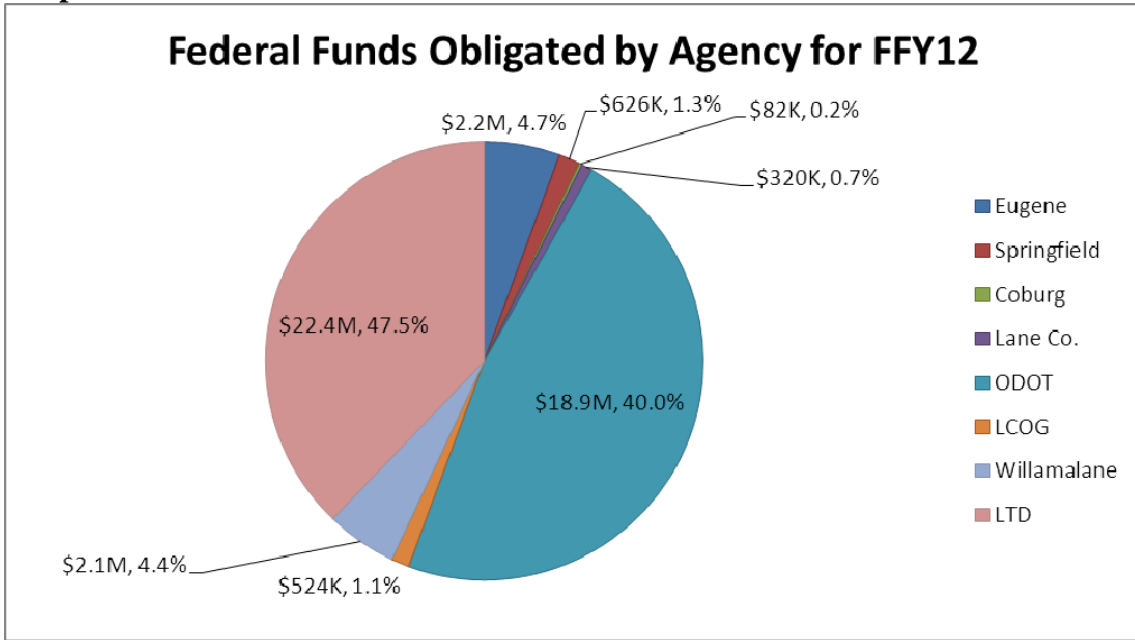
Graph 5 depicts federal funds obligated by type in FFY12:

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 FFY12.

Project details:

Planning Projects:

LCOG:

Central Lane MPO UPWP Funding, Lane Council of Governments, Key 17355

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

Lane County:

Regional Transportation Planning, Lane County, Key 17368

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 17371

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 17357

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 17363

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 17339

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

Roadway Projects

ODOT:

I-5 Cable Median Barrier (Lane County), ODOT, Key 16123

Install cable median barrier.

FFY12 Phase: Construction
Federal Funds Expended: \$ 3,740,113 LS30
Total Project Cost: \$ 3,812,760

Prior years Federal obligations: \$80,231
Future years Federal obligations: \$0
Status: Complete.

OR126: I-5 U'XING-OR126B (SPRINGFIELD) DEVELOPMENT, ODOT, Key 17815 and 17817

Pavement Preservation and Cable Median Barrier

FFY12 Phase: Preliminary Engineering and Construction
Federal Funds Expended: \$ 6,772,820 LS30
Total Project Cost: \$ 7,548,800

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

RX 1580 GREENHILL ROAD (EUGENE), ODOT, Key 16075

Install auto gates and signals/remove flashing signal and stop signs

FFY12 Phase: Preliminary Engineering
Federal Funds Expended: \$ 55,000 LS50
Total Project Cost: \$ 55,000

Prior years Federal obligations: \$0
Future years Federal obligations: \$425,000 LS50
Status: Complete.

OR99: Roosevelt Blvd-Garfield St-Bike/Ped (Eugene), ODOT, Key 18133

Construct sidewalks, curbs, gutters, or bicycle lanes

FFY12 Phase: Preliminary Engineering
Federal Funds Expended: \$ 142,671 STP
Total Project Cost: \$ 750,000

Prior years Federal obligations: \$0
Future years Federal obligations: \$ 1,957,329 STP
Status: Complete.

I-5 @ Coburg Interchange, ODOT, Key 14649

Improve Pearl Street and N Coburg Industrial Way to urban road standards to accommodate truck traffic and improve roadway safety and operations on the west side of I-5 as part of an ODOT-implemented project.

FFY12 Phase: Utility Relocate and Construction
Federal Funds Expended: \$6,308,517 LY10
Total Project Cost: \$6,916,101

Prior years Federal obligations: \$5,673,390
Future years Federal obligations: \$0
Status: Construction underway.

City of Eugene:

MLK Jr. Pavement Preservation, City of Eugene, Key 17359

Pavement preservation on Martin Luther King Jr. Boulevard from I-5 to Centennial Loop. Bike components: to be scoped. Pedestrian components: to be scoped. Both pedestrian and bicycle components will likely include crossing improvements.

FFY12 Phase: Preliminary Engineering and Construction
Federal Funds Expended: \$0
Total Project Cost: \$1,217,211.83

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

Coburg Rd: Beltline - Oakway Rd (Eugene), City of Eugene, Key 17360

Pavement preservation on Coburg Road from Randy Pape Beltline to 850 feet north of Cal Young Road.

Pedestrian and Bicycle components could be anywhere on Coburg Road. Bicycle components: need to be scoped out, but potential ideas include green colorant in bike lanes that have conflicts with vehicles, bicycle wayfinding signage, increase bike lane width to 6-feet. Pedestrian components: need be scoped, but possibilities include pedestrian crossing islands, sidewalk widening, visual countdown signals, and access management.

FFY12 Phase: Preliminary Engineering
Federal Funds Expended: \$89,770 *STP-U*
Total Project Cost: \$100,044

Prior years Federal obligations: \$0
Future years Federal obligations: \$628,070
Status: Complete

Jeppesen Acres Rd: Gilham Rd to Providence St., City of Eugene, Key 15541

Upgrade to a 2-lane neighborhood collector. Improvements include street lights, street trees, travel lanes, planting strips and sidewalk on both sides of the street. {Note that Preliminary Engineering phase also include public involvement and outreach.}

Bike components: Yes
Pedestrian components: Yes

FFY12 Phase: Preliminary Engineering
Federal Funds Expended: \$0
Total Project Cost: \$ 282,000

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

City of Springfield:

Thurston Road Overlay (Springfield), City of Springfield, Key 17030

The City of Springfield has determined that pavement repair and an overlay on Thurston Road is one of its top preservation priorities. The pavement structure on Thurston Road east of 69th Street is nearing failure. If preservation activities are not undertaken within the next two years, Springfield expects significant structural failures will occur resulting in complete reconstruction. (Note: The construction phase of this project was combined into A Street Preservation and Pedestrian Enhancement (Key Number 17365) to allow the projects to be bid concurrently.)

Bike components: Yes
Pedestrian components: Yes

FFY12 Phase: Preliminary Engineering
Federal Funds Expended: \$49,000 *STP-U*
Total Project Cost: \$84,000

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

A St/Thurston Rd Preserv and Ped Enhancement, City of Springfield, Key 17365

Pavement repair and overlay repairing curb and gutter to restore drainage replacing substandard handicap curb ramps to current standards and adding pedestrian-scale lighting on “A” Street between 5th Street and Mill Street and on Mill Street between Main Street and “B” Street in downtown Springfield.

In addition, the City of Springfield has determined that pavement repair and an overlay on Thurston Road is one of its top preservation priorities. The pavement structure on Thurston Road east of 69th Street is nearing failure. If preservation activities are not undertaken within the next two years, Springfield expects significant structural failures will occur resulting in complete reconstruction.

Bike components: Yes
Pedestrian components: Yes

FFY12 Phase: Preliminary Engineering
Federal Funds Expended: \$137,287 *STP-U*
Total Project Cost: \$153,000

Prior years Federal obligations: \$962,959
Future years Federal obligations: \$0
Status: Complete

Lane County:

30th Avenue: Spring Blvd - McVay Highway (Lane Co), Lane County, Key 17366

Overlay 2 miles of roadway. An annual pavement inspection identified signs of pavement distress and the overlay is a preventative measure to ensure that the roadway does not need to be replaced.

Bike Component: no
Pedestrian Component: no

FFY12 Phase: Preliminary Engineering
Federal Funds Expended: \$20,344 *STP-U*
Total Project Cost: \$22,673

Prior years Federal obligations: \$0
Future years Federal obligations: \$938,838
Status: Complete

Operations Projects

ODOT:

OR569@Delta Highway ITS Improvements, ODOT, Key 16859

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

FFY12 Phase: Construction
Federal Funds Expended: \$0
Total Project Cost: \$1,500,000 HB2001

Prior years Federal obligations: \$0
Future years Federal obligations: \$0
Status: Construction beginning.

Lane County:

Lane County Traffic Signal Upgrades, Lane County, Key 17031

Upgrades to various traffic signals throughout the MPO area

Preservation and modernization of traffic signal equipment on nine signals and 52 specialty sign replacements at 15 intersections. Signal replacements and upgrades include controllers, video processors, a signal pole and mast arm, pedestrian heads, signal heads, back plates, cabling and software upgrades. Opticom equipment will be added at 4 signals.

FFY12 Phase: Preliminary Engineering and Construction
Federal Funds Expended: \$196,160 *STP-U*
Total Project Cost: \$218,611

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

Alternative Mode Projects

City of Eugene:

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.

FFY12 Phase: Other
Federal Funds Expended: \$75,000 *STP-U*
Total Project Cost: \$83,584

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

North Bank Path: DeFazio Bridge to Leisure Lane, City of Eugene, Key 17161

Preliminary engineering for a section of the North Bank Path Ruth Bascom River Bank Path rehabilitation. The funding for this is from the STP – Readiness 2010 federal funds with a local match. The Path will be overlaid with concrete in sections where there is asphalt to provide a smoother, more sustainable surface. Some concrete will be replaced and the path will be realigned to straighten tight dangerous curves. The project will add path lighting where there is none, as well as add amenities such as benches, bike racks, trash cans and railings.

FFY12 Phase: Construction
Federal Funds Expended: \$443,000 *STP-U*
Total Project Cost: \$622,018

Prior years Federal obligations: \$138,524
Future years Federal obligations: \$0
Status: Complete

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

Preliminary engineering and construction for a section of the Fern Ridge Path in order to move it way 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.

FFY12 Phase: Construction
Federal Funds Expended: \$678,800 STP
Total Project Cost: \$756,500

Prior years Federal obligations: \$55,074
Future years Federal obligations: \$0
Status: Complete

Lane County:

Hyacinth St: Irvington Rd – Calla St (Eugene), Lane County, Key 17367

Lane County to install a sidewalk on the west side of Hyacinth Street. Bike lane striping to follow in a separate project.

Bike Component: yes

Ped Component: yes

FFY12 Phase: Preliminary Engineering

Federal Funds Expended: \$78,065

STP-U

Total Project Cost: \$87,000

Prior years Federal obligations: \$0

Future years Federal obligations: \$482,007

Status: Complete

City of Coburg:

Coburg Loop Path, City of Coburg, Key 16839

The Coburg Loop Path, Segments 1 and 2 is a 10 foot wide, concrete, shared use path. The southern terminus is the westside of the Pearl Street/Coburg Industrial Way intersection and the north terminus connects to Sarah Lane; a total distance of 2,177 feet of path or .9 acre of ROW. The proposed project will result in significant pedestrian and bicycle system improvements that will include construction of shared-use path segments, connection to bicycle boulevards, and safety improvements at a key intersection. Completion of these key elements will form the core of the broader planned system and will accommodate a variety of users including walkers, runners, bicyclists, tourists, school groups, and commuters.

The proposal includes riparian enhancement of 1,250 lineal feet of the Muddy Creek Irrigation Channel adjacent to the Coburg Industrial Way path (Segment 1), tree planting along the Sarah Lane Connector (Segment 2), and interpretive signage describing the history of Coburg.

FFY12 Phase: Preliminary Engineering

Federal Funds Expended: \$67,298

STP-U

Total Project Cost: \$75,000

Prior years Federal obligations: \$0

Future years Federal obligations: \$332,703

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.

This is Unit 2 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

FFY12 Phase: Construction
Federal Funds Expended: \$2,001,162 **STP-U** and STP-Enhance
Total Project Cost: \$2,706,000

Prior years Federal obligations: \$53,838
Future years Federal obligations: \$0
Status: Construction underway.

Middle Fk Willamette Rv Tr: Unit 3 (Spgfld), Willamalane, Key 18132

Construct a Multi-Use Path Through the Dorris Ranch Living History Farm

Bike components: yes
Ped components: yes

FFY12 Phase: Preliminary Engineering
Federal Funds Expended: \$80,759 **STP**
Total Project Cost: \$90,000

Prior years Federal obligations: \$0
Future years Federal obligations: \$ 1,005,000
Status: Complete.

ODOT:

OR 126B (MAIN ST) PED IMPROV (SPRNGFLD) PHASE 2, ODOT, Key 16840

Construct mid-block crossings with pedestrian activated beacons at various locations.

FFY12 Phase: Preliminary Engineering
Federal Funds Expended: \$0
Total Project Cost: \$30,000

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

Lane Transit District:

Equipment Purchases and Facility Improvements

RideSource Call Center System Improvements, LTD, Key 17964

RideSource Call Center System Improvements

FFY12 Phase: Other
Federal Funds Expended: \$1,088,000 FTA-5309
Total Project Cost: \$1,360,000

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

Bus Support Equipment and Facilities, LTD, Key 17337

Equipment purchases and facilities improvements in support of transit operations.

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

FFY12 Phase: Other
Federal Funds Expended: \$73,000 FTA-5307
Total Project Cost: \$73,000

Prior years Federal obligations: \$1,600,800 (under Key Number 15558) and \$2,560,000 (under Key Number 15557)
Future years Federal obligations: \$ 7,297,400 (under Key Number 17338, 18060, and 18061)
Status: Complete

Maintenance/Operations

LTD-Transit Capital & Ops-STP Xfer (09/11), LTD, Key 16923

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

FFY12 Phase: Other
Federal Funds Expended: \$415,033 L240
Total Project Cost: \$462,535

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

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

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

FFY12 Phase: Other
Federal Funds Expended: \$1,749,580 L240
Total Project Cost: \$1,949,827

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

Preventative Maintenance LTD, LTD, Key 17332

Preventative Maintenance

FFY12 Phase: Other
Federal Funds Expended: \$6,000,000 FTA-5307
Total Project Cost: \$8,750,000

Prior years Federal obligations: \$1,700,000 (FY12)
Future years Federal obligations: \$4,300,000 (FY13 and FY14) and \$4,200,000 (FY15)
Status: Complete

LTD Preventative Maintenance, LTD, Key 17353

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.

FFY12 Phase: Other
Federal Funds Expended: \$500,000 STP-U
Total Project Cost: \$560,098

Prior years Federal obligations: \$500,000 (FY11)
Future years Federal obligations: \$500,000 (FY13)
Status: Complete

LTD - TRANSIT CAPITAL-STP XFER (FY12), LTD, Key 17857

Preventative maintenance and purchase services

FFY12 Phase: Other
Federal Funds Expended: \$1,149,153 L240
Total Project Cost: \$1,280,679

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

LTD TRANSIT CAPITAL & PURCHASE SVC (2012), LTD, Key 18137

Vehicle repairs; PM; equipment; purchase svc.

FFY12 Phase: Other
Federal Funds Expended: \$681,395 STP
Total Project Cost: \$759,445

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

LTD Transit Capital-STP XFER (FY 11), LTD, Key 17851

Purchase Services (operations), as well as computer software, preventative maintenance.

FFY12 Phase: Other
Federal Funds Expended: \$1,160,173 L240
Total Project Cost: \$1,292,960

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

Transportation Demand Management/Transportation Options

TDM Program and Projects LTD, LTD, Key 16228

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.

FFY12 Phase: Other
Federal Funds Expended: \$106,779 STP
Total Project Cost: \$119,000

Prior years Federal obligations: \$106,779 (per year)
Future years Federal obligations: \$106,779 for FY13, then \$68,643
Status: Complete

Regional TO/TDM Program - Point2point Solutions, LTD, Key 16724

Point2Point Solutions is the region's TDM program responsible for implementing TDM strategies that compliment RTP goals and policies. The Transportation Demand Management work performed is regional in its scope of services and programs. The strategic plan for the TDM work performed through the 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.

FFY12 Phase: Other
Federal Funds Expended: \$300,000 STP-U
Total Project Cost: \$334,336

Prior years Federal obligations: \$300,000 (per year)
Future years Federal obligations: \$300,000 (per year)
Status: Complete

Other LTD Services or Activities

New Freedoms, LTD, Key 15215

Provide transportation services and alternatives beyond ADA under 49 USC 5317

FFY12 Phase: Other

Federal Funds Expended: \$77,222 FTA-5317

Total Project Cost: \$233,526

Prior years Federal obligations: \$78,683

Future years Federal obligations: \$77,621

Status: Underway

Job Access/Reverse Commute JARC LTD, Key 15219

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

FFY12 Phase: Other

Federal Funds Expended: \$340,642 FTA-5316

Total Project Cost: \$425,803

Prior years Federal obligations: \$178,272

Future years Federal obligations: \$0

Status: Complete

Regional Safe Routes to School (LTD), LTD, Key 17351

The Safe Routes to School (SRTS) program will promote alternative transportation, particularly walking and biking to school, to public school students and their families in the Eugene 4J, Bethel, and Springfield school districts. The program will provide bike and pedestrian safety education to students, develop walk/bike routes maps for local schools, promote Walk Buses/Bike Trains among students' families, and conduct promotional events including the October Walk and Bike to School Day, the May Bike Challenge, and more.

FFY12 Phase: Other

Federal Funds Expended: \$75,000 STP-U

Total Project Cost: \$83,584

Prior years Federal obligations: \$25,000

Future years Federal obligations: \$116,500

Status: Complete

APPENDIX A. Explanation of fund sources and codes

In 2012, Congress enacted a surface transportation law known as Moving Ahead for Progress in the 21st Century (MAP-21), providing federal transportation funding for two years. This legislation has many similarities and many significant changes from its predecessor, SAFETEA-LU, in the funding structure for transportation projects. Since this annual report covers projects that may have been obligated under either of these transportation bills, the differences between the funding are addressed in this summary.

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

National Highway Performance Program (NHPP). Repair and new construction of highways and bridges on National Highway System. This new program under MAP-21 consolidates several former formula programs under SAFETEA-LU, including the following:

- National Highway System (NHS, H050, L050)
- Interstate Maintenance (IM, H010)
- 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.

Federal Earmark Projects (H920, HY10, HY40, LY10, LY40, 117-STP, H660) are specific projects listed in the SAFETEA-LU Federal Transportation Bill (Note: the latest transportation bill, MAP-21, eliminated earmarks for specific projects). 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>. Under MAP-21, this program has been replaced by the Transportation Alternatives Program.

Transportation Alternative funds are allocated for safe streets projects, including bike, pedestrian, and complete streets infrastructure. A share of these funds goes directly to MPOs that serve areas with a population over 200,000, with the remainder distributed by states to local governments, school districts, or other local agencies through a competitive grant process.

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 ration of 80 percent federal and 20 percent local; when used for operations, the maximum federal percentage is 50 percent. The MPO policy board approved LTD as a direct recipient of these funds. LTD thus decides on which projects to spend these funds.

FTA Section 5309 funds (New Starts/Small Starts) is a federal competitive program for design, engineering, and construction of new fixed-guideway or Bus Rapid Transit (BRT) projects or extensions to existing systems.

Note: Under, SAFETEA-LU, Section 5309 funds were federal earmarked funds available for transit capital improvements. Under MAP-21, elements of this program have been replaced with the Bus and Bus Facilities formula program (section 5339) and by a new grant program to maintain public transportation systems in a state of good repair (FTA Section 5337), as well as other program areas that do not apply to the Central Lane MPO.

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

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. The SAFETEA-LU Job Access and Reverse Commute (JARC) Program, (section 5316), was repealed by MAP-21; however, job access and reverse commute projects are eligible under the sections 5307 and 5311 programs.

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 5337 funds (State of Good Repair) are formula funds for maintenance projects for existing fixed-guideway rail and bus systems, including vehicles, track, structures, communications, etc. This is a new program under MAP-21.

FTA Section 5339 funds are formula funds from the MAP-21 Transportation Bill that fund the purchase, rehabilitation, and repair of buses and bus facilities. LTD is the recipient of these funds in the MPO.

Transit-Oriented Development Planning Pilot Program. MAP-21 authorizes \$10 million per year in FYs 2013 and 2014 for a new discretionary pilot program for transit-oriented development (TOD) planning grants. Eligible activities include comprehensive planning in corridors with new rail, bus rapid transit, or core capacity improvement projects. The comprehensive plans should seek to enhance economic development, ridership, and other goals; facilitate multimodal connectivity and accessibility; increase access to transit hubs for pedestrian and bicycle traffic; enable mixed-use development; identify infrastructure needs associated with the project; and include private sector participation.

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, 2007, 2009 and 2011 for the Oregon Multimodal Transportation Fund which invests in air, rail, marine and transit infrastructure.

Oregon Jobs and Transportation Act identified funding for 37 specific highway projects across Oregon, and funding for 12 local governments in eastern Oregon.

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 FFY12

MTIP Projects on Map			
ID#	PROJECT	Jurisdiction	MODE
107	Jeppesen Acres Rd: Gilham Rd to Providence St.	Eugene	Capacity/Modernization
111	MLK Jr. Pavement Preservation	Eugene	Preservation
118	Thurston Road Overlay (Springfield)	Springfield	Preservation
120	A St/Thurston Rd Preserv and Ped Enhancement	Springfield	Preservation
124	30th Avenue: Spring Blvd - McVay Highway (Lane Co)	Lane County	Preservation
125	HYACINTH STREET: IRVINGTON ROAD - CALLA STREET	Lane County	Bike/Ped
126	Coburg Rd: Beltline - Oakway Rd (Eugene)	Eugene	Preservation
132	Lane County Traffic Signal Upgrades	Eugene	Bike/Ped
133	Fern Ridge Path - Chambers to Arthur Streets	Eugene	Bike/Ped
158	I-5 @ Coburg Interchange	ODOT	Modernization
165	OR569@Delta Highway ITS Improvements	ODOT	Operations
171	I-5 Cable Median Barrier (Lane County)	ODOT	Safety
189	MF Willamette Lp Path:Dorris Rnch-Clrwtr pk,Unit2A	Willamalane	Bike/Ped
191	Coburg Loop Path	Coburg	Bike/Ped
193	OR 126B (MAIN ST) PED IMPROV (SPRNGFLD) PHASE 2	ODOT	Bike/Ped
196	OR126:I-5 U'XING-OR126B (SPRINGFIELD) DEVELOPMENT	ODOT	Preservation
205	RX 1580 GREENHILL ROAD (EUGENE)	ODOT	Safety
208	RideSource Call Center System Improvements	LTD	Transit
215	Middle Fk Willamette Rv Tr: Unit 3 (Spgfld)	Willamalane	Bike/Ped
208	OR99: Roosevelt Blvd-Garfield St-Bike/Ped (Eugene)	ODOT	Bike/Ped

Metropolitan Transportation Improvement Program Completed Projects FFY12-15

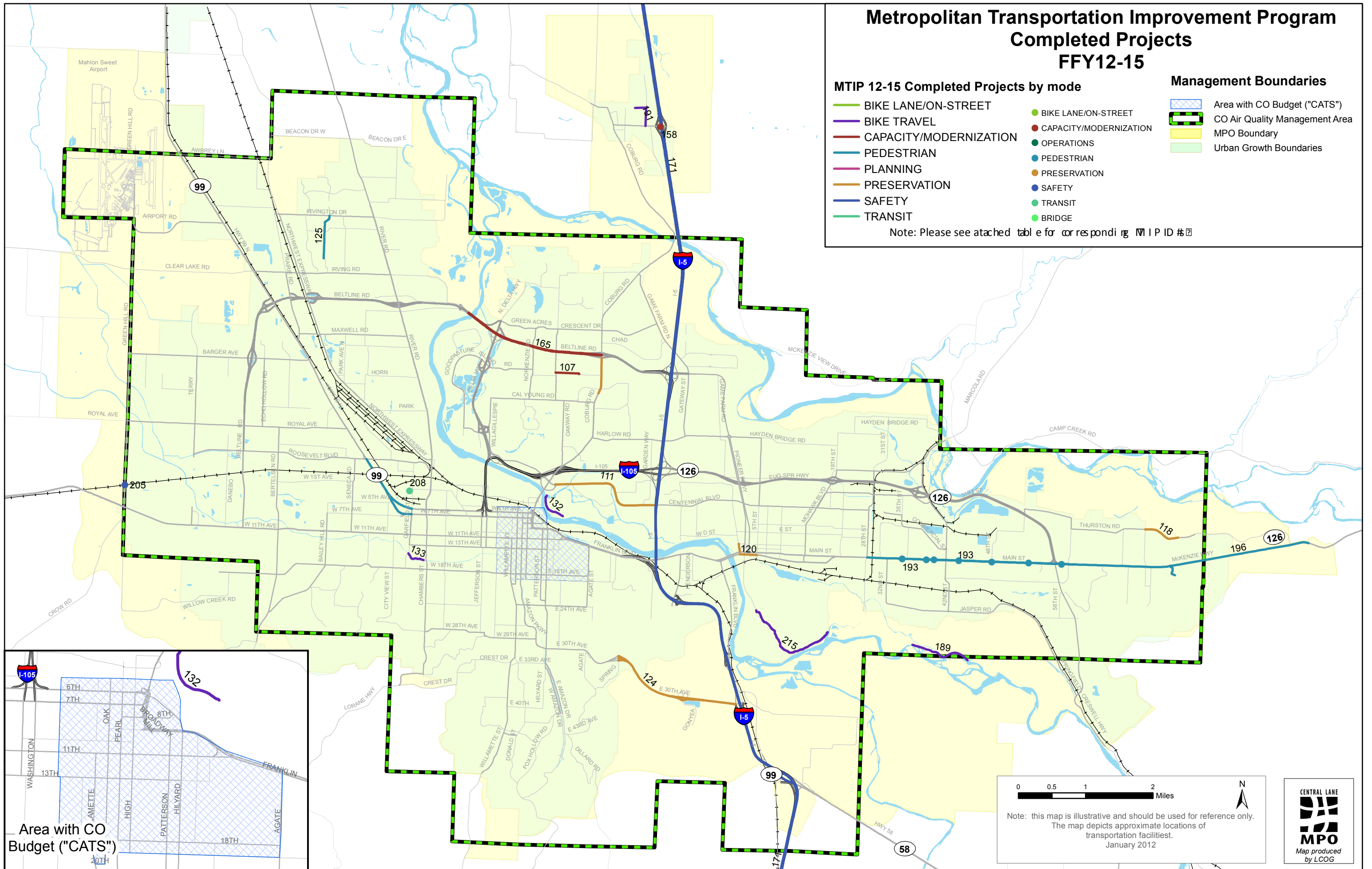
MTIP 12-15 Completed Projects by mode

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

Management Boundaries

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

Note: Please see attached table for corresponding MTIP ID #



0 0.5 1 2 Miles

N

Note: this map is illustrative and should be used for reference only.
The map depicts approximate locations of transportation facilities.
January 2012

