



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

Annual Listing of Obligated Projects

End of Year – Federal Fiscal Year 2017

January 2018

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Purpose of this Report

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

This report addresses project obligations for Federal Fiscal Year 2017 (FFY17). This is the third year of the Central Lane MPO's Metropolitan Transportation Improvement Program (MTIP) (FFY15-18) – the four-year program within which all federally funded transportation projects are included.

What are "project obligations"?

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

Do project obligations mean the work is underway?

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

Cooperative Process

Data concerning obligation of project phases were received from Oregon Department of Transportation October 2017. Lane Transit District provided information concerning transit grant awards by Federal Transit Administration (FTA) December 2017. Other local partner agencies (City of Eugene, City of Springfield, City of Coburg, Lane County, and Willamalane Park and Recreation District), worked in coordination to review the projects obligated in this document and provided updates and corrections as needed.

Background

About the Central Lane MPO

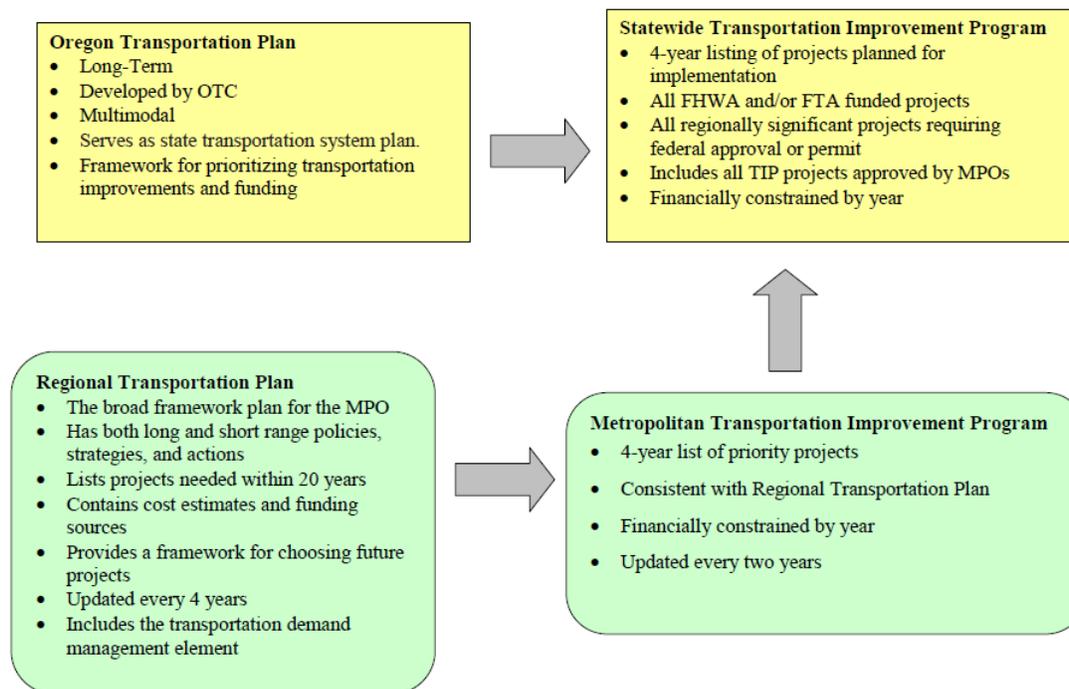
LCOG is designated as the Metropolitan Planning Organization (MPO) for the Eugene-Springfield urbanized area located in central Lane County. This area includes the Eugene-Springfield metropolitan area and the City of Coburg. The MPO serves as a forum for cooperative transportation decision making within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

- Performing strategic analyses and technical modeling of the transportation system.
- Establishing a fair and impartial setting for regional decision making that includes federal, state, and local agencies dealing with transportation issues;

- Prioritizing transportation projects and developing the Metropolitan Transportation Improvement Program (MTIP) which lists the projects that will be undertaken in the near-term.
- Allocating state and federal funds for capital needs.
- Preparing financial analysis and project programming;
- Ensuring compliance with state and federal standards; and
- Providing opportunities for public involvement.

Over the years, state and federal laws have given MPOs an increasingly important role in financing transportation improvements. At the federal level, the 1991 Intermodal Surface Transportation Efficiency Act and its successor, the Transportation Equity Act for the 21st Century, empowered metropolitan planning organizations to determine the mix of transportation projects best suited to meet their region's needs. Congress reaffirmed the MPOs' role in transportation financing in 2005 with the passage of the SAFETEA-LU. Congress in summer of 2012 adopted an update to the federal transportation program known as Moving Ahead for Progress in the 21st century, or MAP-21, followed by Fixing America's Surface Transportation (FAST) Act in 2015, each reaffirming the MPO's role in transportation financing.

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



Metropolitan Transportation Improvement Program (MTIP)

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

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

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

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

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

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

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

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

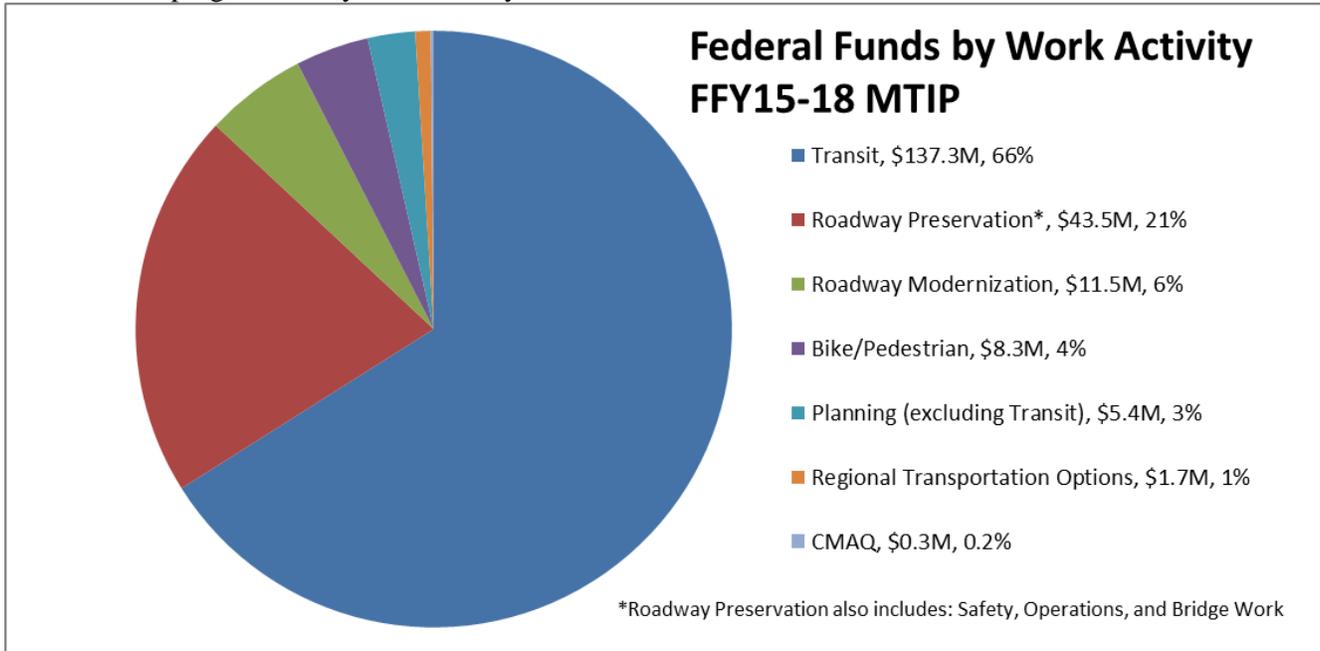
Agency	FFY15		FFY16		FFY17		FFY18	
	Federal \$	Other \$	Federal \$	Other \$	Federal \$	Other \$	Federal \$	Other \$
Coburg	\$174,543	\$88,957	\$0	\$0	\$871,039	\$104,072	\$628,000	\$71,877
Eugene	\$1,337,454	\$206,314	\$1,843,838	\$293,669	\$1,929,335	\$1,721,320	\$4,600,072	\$615,054
Lane Co.	\$995,801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

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

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

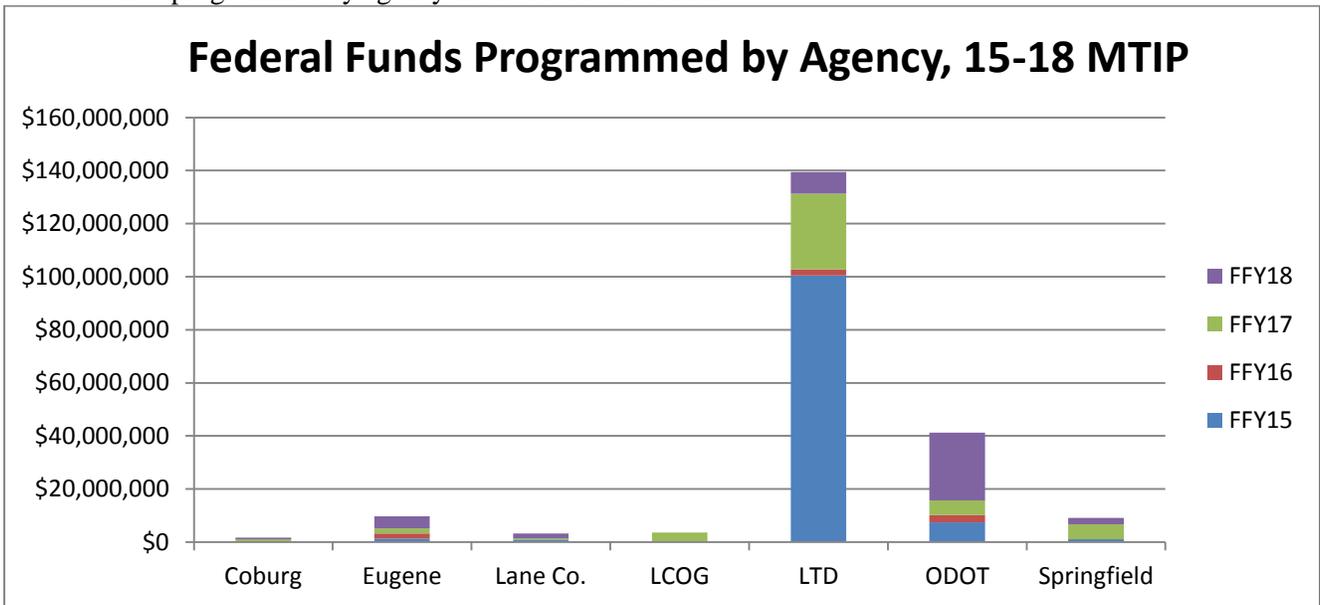
Graph 1

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



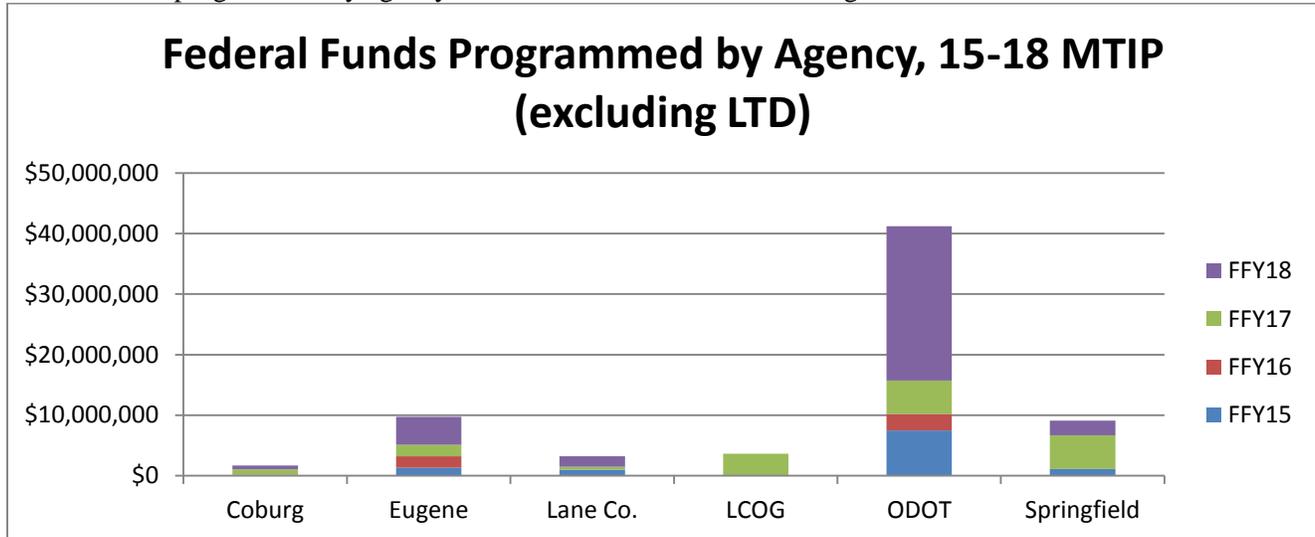
Graph 2

Federal funds programmed by agency in the FFY15-18 MTIP



Graph 3

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



Transportation Funding Mechanisms

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

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

- Surface Transportation Block Grant funds (STBG) are provided to the MPO based on a population-based formula set by the Federal Government in the Transportation Bill. The MPO receives approximately \$4.6 M per year in these *Federal Highway Administration* funds, subject to Congressional budgeting and has established a process by which these funds are programmed by MPC for eligible projects within the MPO’s region.
- Section 5307 Urbanized Area (5307) are analogous to STBG funds but are provided by the *Federal Transit Administration*. The amount received by the MPO is about the same as the STBG allocation. In March 2003, MPC designated LTD as the direct recipient of these funds thus permitting LTD to manage their allocation and expenditure, subject to the program rules.
- Section 5310 Program – Enhanced Mobility of Seniors and Individuals with Disabilities provides funds to: (1) Serve the special needs of transit-dependent populations beyond traditional public transportation service, where public transportation is insufficient, inappropriate, or unavailable; (2) projects that exceed the requirements of the Americans with Disabilities Act (ADA) act; (3) projects that improve access to fixed route service and decrease reliance on complementary paratransit; and (4) projects that are alternatives to public transportation. In December 2012, MPC designated LTD as the direct recipient. LTD thus manages the allocation and expenditure of these funds.
- Job Access and Reverse Commute Program (5316) provides approximately \$150,000 per year in Federal Transit Administration funds. In November 2006, MPC designated LTD as the direct recipient. LTD thus manages the allocation and expenditure of these funds. Note:

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

- New Freedom Program (5317) provides approximately \$75,000 per year in FTA funds. In November 2006, MPC designated LTD as the direct recipient. Note: The MAP-21 legislation eliminated this program funding, but required funding for these activities under the urban formula program (see 5310 Program funds above).
- Transportation Alternatives Program. MAP-21 authorized new discretionary funding authority for designated urban area with over 200,000 population, in that a portion of the new Transportation Alternatives program funding will be directly suballocated to these areas, with the Central Lane MPO receiving approximately one-quarter million dollars per year.

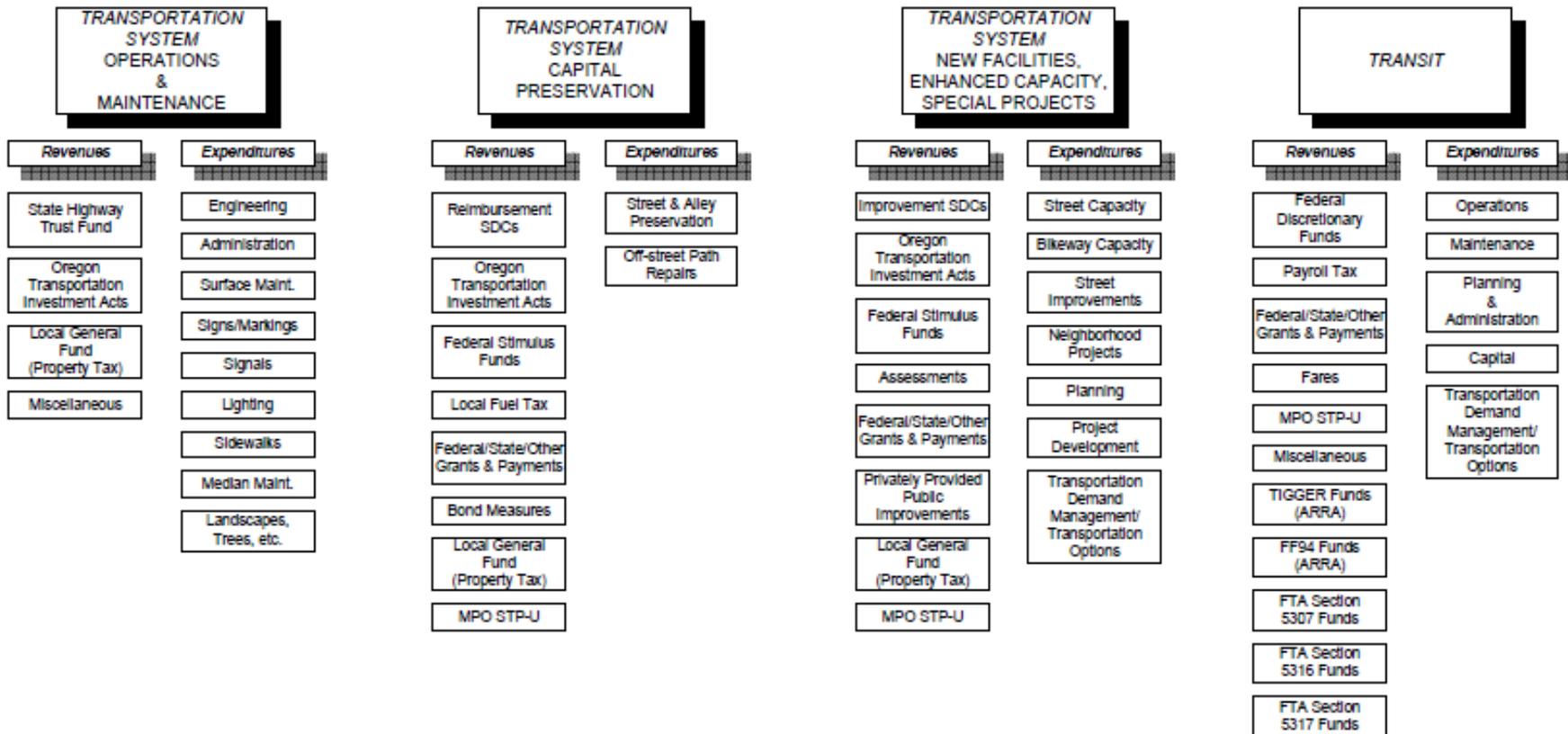
The State also uses its federal funds as well as state funds for transportation projects within the MPO area. Some are used on the state highway system; others are grants awarded for specific projects subject to the originating source program's rules. These projects are listed in the MTIP. The State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

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

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

The MTIP therefore represents only a portion of transportation funding in this area. Of the \$285 million of projects contained in the Central Lane FFY15-18 MTIP, approximately \$77 million (27 percent) is provided through state and local sources.

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



Report preparation and key terms

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

Each project is shown as it appears in the project list of the MTIP for FFY17. All projects programmed in the MTIP with at least one phase in FFY17 are shown in this report. All types of projects are shown here – roadway, bridge, safety, bicycle/pedestrian, transit, transportation demand management/transportation options (TDM/TO), planning, etc.

The total obligation is the sum of all the obligations that were incurred for the project in FFY17. Note that most projects span several years and federal funds available for past and future years of each project are shown.

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

Project listing

As amendments are approved, the adopted project list is updated and the amended project list and map can be found at: <http://thempo.org/371/Metropolitan-Transportation-Improvement->. (Paper copies of the project list or amendments can be provided upon request). It should be noted that project schedules and costs shown in the MTIP often change. The final cost of a phase is usually not known for some time, sometimes even more than a year after the work has been completed. Thus, the details shown in the MTIP are subject to change as time goes by and circumstances change. In this End of Year report, final costs, when known, are listed in place of the programmed amounts.

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

All data reflect the most up to date status of each project, as disclosed to the MPO as of October 5, 2017.

Project “phases”

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

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

Appendix B provides a brief description of these project phases.

Project “obligations”

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

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

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

Funding sources

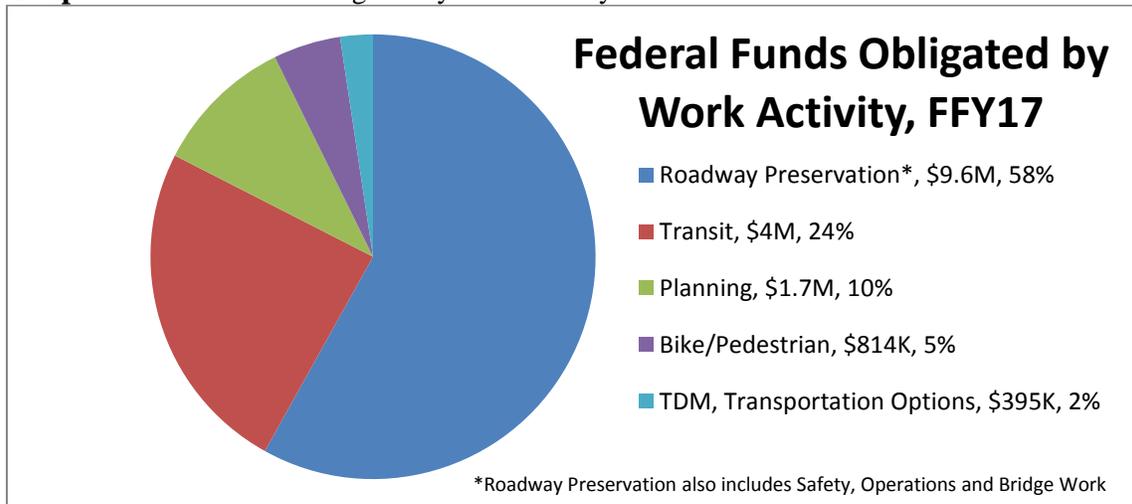
The MTIP contains projects that are funded from a variety of sources. Fund *types* relate to funds provided through current and past transportation bills, special programs, earmarks from other Federal bills, State programs, etc. Appendix A provides a brief explanation of federal funding sources and fund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

Obligation of federal funds within CLMPO in FFY17

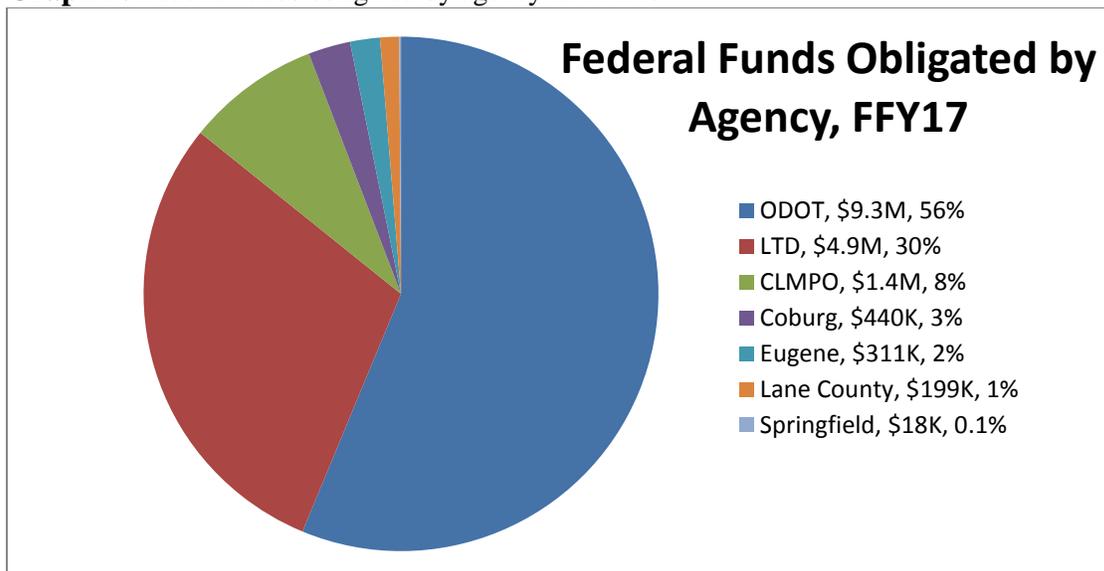
Summary of Projects

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

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

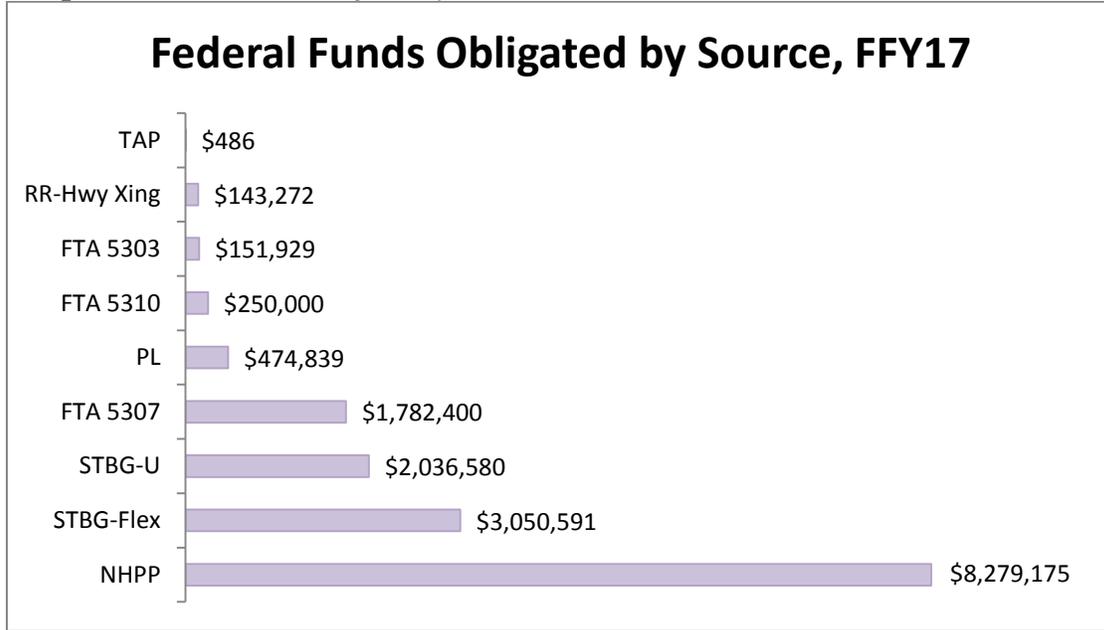


Graph 5: Federal funds obligated by agency in FFY17:



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

Graph 6: Federal funds obligated by source, FFY17



Project details:

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

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

*Includes previous and future estimated funds

Central Lane MPO:

CENTRAL LANE MPO PLANNING SFY18

Key: 20759, 20761, 20762, 20763, 20764, 20765

Central Lane MPO planning funds for Federal fiscal year 2017. Projects will be selected in the future through the MPO process.

REGIONAL BICYCLE COUNTERS

Key: 19104

PURCHASE & INSTALL 10 AUTOMATIC BIKE COUNTERS THROUGHOUT THE CENTRAL LANE MPO REGION

Coburg:

COBURG LOOP PATH (SEGMENTS 1 & 2)

Key: 16839

CONSTRUCT SHARED-USE PATH BETWEEN SARAH LANE AND PEARL ST/COBURG INDUSTRIAL WAY

COBURG LP PATH SEG 3 COBURG BOTTM LOOP-N COBURG RD

Key: 18857

CONSTRUCT MULTIUSE PATH WITH ASSOCIATED INTERSECTION IMPROVEMENTS

Eugene:

18TH AVE: JOSH ST-BERTELSEN ST PRESERVATION

Key: 18781

PAVEMENT PRES ON 18TH AVE FROM JOSH TO BERTELSEN ST WITH POTENTIAL BIKE/PED IMPROVEMENTS

SOUTH WILLAMETTE STREET ENHANCEMENT

Key: 19773

Pavement preservation, ADA improvements, streetscape/bike/pedestrian enhancements

SRTS IMPROVEMENTS FOR BETHEL AND 4J SCHOOL DIST

Key: 16257

CONST CROSSWALKS AND SIDEWALKS; INSTALL STUTTER FLASHER, SIGNS, PAVEMENT MARKINGS ETC

Lane County:

PRAIRIE RD/E ENID RD PRES/SIDEWALK REHAB

Key: 19914

Pavement preservation, sidewalk rehabilitation

SOUTH 2ND ST PAVEMENT PRESERVATION (SPRINGFIELD)

Key: 19913

Preventative maintenance, enhanced bicycle and pedestrian amenities, ADA standards

RIVER RD/MAXWELL RD PAVEMENT PRESERVATION

Key: 18798

PRESERVATION OF RIVER ROAD FROM ROSEWOOD AVEN

I-105 WILLAMETTE R CONNS & 1ST TO 7TH AVE VIADUCTS

Key: 18577

Deck overlay; joints; bridge rail; concrete repairs (#08966, 08966R, 09600E and 09600W); remove bridge #09572 and replace with embankment.

OR126: CORNERSTONE DR. TO W. 11TH ST.

Key: 19743

3R preservation, miscellaneous safety improvements

FRANKLIN BLVD FACILITY PLAN & NEPA DOCUMENTATION

Key: 19746

Prepare design concepts and NEPA documentation westbound from I-5 to Alder Street

Lane Transit District:

VEHICLE PURCHASE 2013

Key: 17336

PURCHASE BUSES AND OTHER VEHICLES. MAY INCLUDE DEBT ISSUANCE COSTS AND INTEREST PAYMENTS

LTD ACCESSIBLE SERVICES VEHICLES 2015

Key: 19456

Federal 5310 funds to purchase approximately five gasoline fueled Accessible Services vehicles per year

EUGENE TRANSPORTATION OPTIONS PROGRAM (FFY17)

Key: 19898

P2P funding to promote & encourage the use of alternative transportation options in Lane County during Federal fiscal year 2017 (FFY17)

P2P REGIONAL TRANSP OPTIONS PLANNING-2017

Key: 19950

Fund Central Lane MPO's Transportation Demand Management Program, Point2point

LTD-5310 E&D TRANSIT CAPITAL STP TRANSFER (17-19)

Key: 21072

VEHICLE PURCHASE, CONTRACTED SERVICE, MOBILITY MANAGEMENT AND PREVENTIVE MAINTENANCE

RIVER ROAD TRANSIT COMMUNITY IMPLEMENTATION PLAN

Key: 20988

Identifying opportunities and enabling the pursuit of transit-oriented-development. This is a collaborative effort between the City of Eugene and LTD.

Oregon Department of Transportation:

OR126: CORNERSTONE DR. TO W. 11TH ST.

Key: 19743

3R preservation, miscellaneous safety improvements

OR126E @ MP9 SLIDE REPAIR ROCKFALL CORRECTION

Key: 18644

SLIDE CORRECTION

OR569: TERRY ST-PACIFIC HWY

Key: 20121

Remove raveling surface and inlay or overlay travel lanes, and ramps as needed.

OR58: GOSHEN-PHEASANT LANE

Key: 20504

Grind existing surfacing and inlay the travel lanes. (Single Lift Inlay + Localized Asphalt/Concrete Pavement Repair) Update ADA as required.

GREENHILL ROAD RAIL XING SAFETY PROJECT (EUGENE)

Key: 16075

INSTALL AUTOMATIC GATES AND SIGNALS; REMOVE FLASHING SIGNAL & STOP SIGNS

Springfield:

GATEWAY ST PRESERVATION: HARLOW RD-I-5 XING

Key: 18822

RESURFACE GATEWAY STREET BETWEEN BELTLINE ROAD AND HARLOW ROAD

APPENDIX A. Explanation of fund sources and codes

In 2012, Congress enacted a surface transportation law known as Moving Ahead for Progress in the 21st Century (MAP-21), providing federal transportation funding for two years. This legislation has many similarities and many significant changes from its predecessor, SAFETEA-LU, in the funding structure for transportation projects.

Fund codes for all funds received from the FHWA changed with the implementation of MAP-21. Fund codes beginning with Q, L, or H (e.g. Q240, H240, L240) are no longer valid. Valid fund codes are listed below.

State Funds (S010, S080, S600, S700) are provided for state-only funded projects and can be attributed as match on federally funded projects. Eligible activities include bicycle and pedestrian programs, immediate opportunity fund projects and lottery backed bonds.

Oregon Jobs and Transportation Act (B4A0, B4A1) identified funding for 37 specific highway projects across Oregon, and funding for 12 local governments in eastern Oregon.

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

STBG-U, M230 L230, H230	Funds provided to the MPO based on a formula set by the Federal Government in the Transportation Bill. The MPO receives approximately \$3 M per year, subject to Congressional budgeting and has established a process by which these funds are programmed for eligible projects within the MPO's region. Recipients include the MPO, Eugene, Springfield, Coburg, Lane County, Willamalane Park and Recreation District and LTD. The awarding of these funds and the process used are approved by the MPO policy board.
STBG, M240 L240, H240, L250	Funds allocated by ODOT through various programs to local Agencies.
STBG-ENHANCE, L220	Funds allocated by ODOT for projects that enhance or expand our transportation system, with emphasis on environmental programs such as pedestrian and bicycle activities and mitigation of water pollution due to highway runoff. Enhancement projects must have a direct relationship to the intermodal transportation system and go beyond what is customarily provided as environmental mitigation.

Highway Safety Improvement Program (HSIP) (MS30) projects consistent with the state strategic highway safety plan, including improvements to intersections, signage, grade separations, pavement, and safe streets projects.

National Highway Performance Program (NHPP) (M001) projects must be on an eligible facility and support progress toward achievement of national performance goals for improving

infrastructure condition, safety, mobility, or freight movement on the NHS, and be consistent with metropolitan and statewide planning requirements

Transportation Alternatives Program (TAP, M301) funds are allocated for safe streets projects, including bike, pedestrian, and complete streets infrastructure. A share of these funds goes directly to MPOs that serve areas with a population over 200,000, with the remainder distributed by states to local governments, school districts, or other local agencies through a competitive grant process. Under MAP-21 this program also includes available funding for Safe Routes to Schools.

FTA Section 5307 (FF90, FF91, FF92, FF93, FF94) funds are distributed on a statutory formula basis to support capital, certain operating, and planning expenditures for publicly owned transit systems. When used for capital or planning projects, Section 5307 funds have a funding ration of 80 percent federal and 20 percent local; when used for operations, the maximum federal percentage is 50 percent. The MPO policy board approved LTD as a direct recipient of these funds. LTD thus decides on which projects to spend these funds.

Note: With the adoption of MAP-21, these formula grants consolidated activities and projects eligible under the FTA Section 5316 (Job Access - Reverse Commute). Job Access and Reverse Commute Program (5316) provides approximately \$150,000 per year in Federal Transit Administration funds.

FTA Section 5309 (New Starts/Small Starts) (FF30, FF31, FF32, FF33, FF34, FF35) funds are available for transit capital improvements including design, engineering, and construction of new fixed-guideway or Bus Rapid Transit (BRT) projects or extensions to existing systems. Funds administered by the FTA regional office and are granted on a project-by-project basis.

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

FTA Section 5310 (F160, F161, F162, F163) funds are federal funds for capital and operating expenses that support transportation to meet the special needs of older adults and persons with disabilities. LTD manages these funds.

Note: With the adoption of MAP-21, Section 5310 consolidates the New Freedom Program and the Elderly and Disabled Program

FTA Section 5311 (F81, F82, F83, F84, F86) funds are used to fund capital, operating, and planning needs of public transit in rural and small urban areas. The Section 5311 program also provides for planning, marketing, capital assistance, purchase of service agreements, user-side subsidy projects and demonstrations, and rural connections coordinating between inter-city bus and rural public transportation operators. LTD manages these funds.

FTA Section 5339 (F390) funds are formula funds from the MAP-21 Transportation Bill that fund the purchase, rehabilitation, and repair of buses and bus facilities. LTD is the recipient of these funds in the MPO.

OTIA (ACPI) funds are provided by the Oregon Transportation Investment Act – a group of three special funding programs (I, II, III) passed by the Oregon Legislature in 2001, 2003 and

2005. These funds were applied to projects to increase lane capacity and improve interchanges, repair and replace bridges, and preserve road pavement. OTIA III was focused on bridge repair and replacement.

High Priority Projects (HPP, H660, LY10) funds can only be used with in a specific project as defined by the earmark definition. These funds are 100% federal and are available until expended or rescinded.

APPENDIX B. Explanation of transportation project phases

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

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

