

Summary of Administrative Amendments to FY08-11 Metropolitan Transportation Improvement Program (MTIP)

The following administrative MTIP amendments were unanimously approved by TPC at their meeting on January 28, 2010. These proposals were reviewed for impacts on air quality conformity and were found to not trigger the requirement for a new regional conformity determination. Fiscal constraint of the MTIP has not been affected. No funding decisions are required of the MPC.

Further details of the amendments can be found at <http://www.thempo.org/committees/tpc.cfm>.

Amendment 2010-01: Eugene Train Depot (Unit 2)

Adjust the project funding based on the Awarded construction amounts. This amendment returns \$2,100 in ODOT Transportation Enhancement Economic Stimulus funds (ARRA TE). The cost decrease is due to lower bids than expected. OTC has already directed the use of these remaining funds.

Amendment 2010-02: Delta Ponds Bike Path: Goodpasture Island - Robin Hood

Adjust the project funding based on the Awarded construction amounts. Releases \$934,914 of ODOT ARRA TE funds not needed for this project. The cost decrease is due to lower bids than expected. OTC has already directed the use of these remaining funds.

Amendment 2010-03: LTD Vehicles and Preventative Maintenance

This amendment releases \$11,597 in funds that have not been obligated during the period of the grant award from ODOT Public Transit. These funds are returned to ODOT.

This project includes new RideSource vehicles needed due to increased demand and integration of medicaid medical trips; vehicle preventative maintenance for RideSource, Oakridge, Florence and South Lane services.

Amendment 2010-04: Various projects

This amendment is comprised of 22 different projects in which a phase programmed for 2009 needs to be slipped to a future year. All slippages remain within the FFY08-11 MTIP performance period. The amendment affects the following Key Numbers:

- 14649: I-5 @ Coburg Interchange (ODOT)
- 15746: Monroe Middle School:Bike/Skateboard Improvements (Eugene)
- 13794: Region 2 Illumination Replacements (ODOT)
- 16336: Probe Data for Traveler Information (ODOT)
- 15454: Enid Rd Rail Xing (RX1386) Safety Project (ODOT)
- 15263: OR126B/Franklin Blvd-concept planning-2008 (Springfield)
- 14763: Eugene West Bank Bike Path Extension (Eugene)
- 15214: New Freedoms-2008 (LTD)
- 15215: New Freedoms-2009 (LTD)
- 15219: Job Access/Reverse Commute (JARC)-2009 (LTD)
- 15560: Passenger Boarding Improvements – 2009 (LTD)
- 14342: Radio Improvements – 2009 (LTD)
- 15568: Intelligent Transportation Systems -2009 (LTD)
- 16680: LTD Mass Transit Vehicle Replacement – 2009 (LTD)

16650: LTD Small Buses-2009 (LTD)
16735: LTD Van Pool Contracting (LTD)
16734: Franklin Blvd:Reconstruct BRT Traversable Lns (LTD)
16779: West Eugene EmX Extension Enviromental Analysis (LTD)
16298: ADA Complementary Paratransit Service & Preventative Maintenance (LTD) – 2009 –
in addition to slipping FY, change name to reflect scope of Paratransit and Preventative
Maintenance.
16330: Bus Rolling Stock-2007/2009 (LTD)
15571: BRT Progressive corridor enhancement (LTD)
15513: Household Survey (LCOG)

Amendment 2010-05: Willamette River Bridge & South Bank Path Extension (ODOT)

This amendment adjusts MTIP funding to match the STIP. The amendment combines work from three projects for efficiency purposes: Willamette River Bridge project, South Bank Viaduct path project and a piece of the I5: Willamette River to Martin Ck paving project.

The amendment also adds funds from ODOT sources, as follows:

- Add \$600K in ODOT ARRA transportation enhancement funds;
- Add \$275K in Construction funds from existing I5:Willamette R-Martin Ck project for paving
- Combines the construction phase of South Bank Viaduct project with this project. Initially the path work had to be split out of the construction for WRB due to environmental clearance issues, but it appears that those are being resolved so the two can be constructed together.

The funds being added are from ODOT sources – ARRA TE funds, OTIA III and Interstate Maintenance funds. There is no air quality impact and there is no impact on fiscal constraint.

Amendment 2010-06: I5:Willamette River – Martin Creek Paving (ODOT)

This amendment moves some work and \$275,000 in funding from the Construction phase to the Construction phase of Willamette River Bridge project.

This amendment also adds funds for a VMS sign. The VMS sign is located at the southern end of the project (outside the MPO area) and is being funded by Region 3 funds Per agreement with Region 3, \$650,000 is added to this project for the sign from projects outside the MPO.

Amendment 2010-07: Bus Support Equipment and Facilities (LTD)

This amendment will delete this project, which was not needed for 2009. Funding is programmed for these expenses (e.g. office supplies, computer software and other equipment) in 2010. LTD allocates these funds (5307).

Amendment 2010-10: Springfield Transportation Plans Update

This amendment reprograms two existing Springfield planning projects for which STP-U funds were approved by MPC in October 2006. The two projects were: Arterial and Collector Street Plan (\$85K) and Springfield Bicycle and Pedestrian Plan (\$20K). These projects were originally programmed for FFY07 and FFY08 respectively. None of these funds have been used.

Under the amendment, the combined project will be renamed as the Springfield Transportation Plans Update. Work under this new task will update result in the development of Springfield's Transportation System Plan. It will include a bike/ped component and an inventory of arterial and collector system and network characteristics. This work will feed into the development of the

Regional TSP and the federal Regional Transportation Plan. The work is scheduled to begin in FFY10. The amount will stay the same (\$105K federal STP-U), and Springfield will remain responsible for the required match.

The TPC authorized this project as an administrative amendment under the provisions allowing for the combination of separate projects (for contracting efficiency or other purposes) in the adopted the MTIP, where the project scope is unchanged and the total project cost is unchanged.

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