

**MPC 5.g.2**  
**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 May 27, 2010. The 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 2010-23 – ODOT Willamette River Bridge & South Bank Path Extension**

Replace bridge at I-5/Willamette River; widen bridge beyond 2 lanes each way but stripe for two to match existing roadway; build path along South Bank of Willamette River beneath bridge.

Administrative amendment to rollback changes made in 2010-05b (which was locally approved and later modified by ODOT). In addition, add \$559,371 of Interstate Maintenance funding for a sign bridge, transfer \$275,000 from Key 14848 for paving work, reduce the RW phase, increase PE, adjust the construction funding and combine the CN phase of Key 16760 into Key 14259.

In January, the MPO approved an amendment to combine 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 added funds from ODOT sources—ARRA TE funds, OTIA III and Interstate Maintenance funds.

After local approval, ODOT received notification that the ARRA TE funds would not be going to this project. In addition, at the March 16, 2010 meeting of the ODOT Bridge Oversight Committee they approved changes to these two key numbers, including: adding \$559,371 of Interstate Maintenance funding for a sign bridge, transferring \$275,000 from Key 14848 for paving work, reducing the RW phase, increasing PE, adjusting the construction funding and combining the CN phase of Key 16760 into Key 14259.

In order to accomplish these changes, this amendment:

1. Rolls back changes made in the previous amendment (2010-05b) that added the ARRA TE funds; and
2. Proposes a new amendment that will:
  - Add \$275,000 transferred from Key 14848 for paving near Willamette River Bridge. Key 14848 was amended by separate form under Amendment 2010-06.
  - Combine CN phase of Key 16760 SOUTH BANK PATH EXTENSION: SPFLD VIADUCT (SPFLD) into Key 14259. 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.
  - Add \$559,371 from the IM Financial Plan for a sign bridge.
  - Increase OTIA III funding for PE & CN, reduce RW funding.

**Amendment 2010-24 – Eugene Enid Road Rail Crossing Safety Project**

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

Increase PE funds from \$40,000 to \$159,000.

This project is funded with federal rail crossing funds dedicated for rail safety projects. The project is exempt from transportation conformity. The project is limited in scope, is located on an urban minor collector with an ADT of around 3000, and is in the far northwest of the AQMA quite distant from the downtown CATS CO budget area. The project is thus judged to have insignificant impact on traffic conditions and thus regional emissions. The funds are new to the area and do not impact fiscal constraint. These funds are controlled by ODOT and are not available for alternative funding by the MPO. For all these reasons, this is considered an administrative amendment inline with the FY08-11 MTIP guidelines.

**Amendment 2010-25 – Eugene Monroe Middle School Covered Bike Shelter**

Construct bike cage roof and install secure skateboard & rain gear storage facility.

Change the project name to: "Monroe Middle School Covered Bike Shelter (Eugene)."

Move an additional \$25,000 from CN to PE. This will result in \$35,000 for PE, with the remaining \$128,000 in the CN phase.

Funded by Safe Routes to School federal program, additional funds are dedicated to this project and are not dependent on MPC funding decision.