

**MPC 5.c.1**  
**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 August 2, 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 MPO.

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

**Amendment 2010-30 - Central Lane MPO Household Travel Behavior Survey**

This funding was originally approved to support completion of a travel survey to update household travel data within the region. As a result of difficulty meeting the match requirements for STP-U funds, ODOT provided the funding for the travel survey in lieu of these STP-U funds, with the stipulation that, in turn, the STP-U funds are to be reprogrammed for use by the Central Lane MPO for work on the local and regional TSPs. The travel survey has now been completed. This amendment would delete this project from the FFY08-11 MTIP. A subsequent amendment will be brought forward for reprogramming of the funds.

**Amendment 2010-40 – LTD-Transit Capital & Ops-STP Xfer (09/11)**

Funding under this project will be used for capital improvements, such as passenger shelters, preventative maintenance, and vehicle replacement, as well as purchasing service. This amendment would fund these projects for FY2010 in the amount of \$1,334,547 in L240 Funds. These funds are allocated by ODOT through various programs to local agencies and are not available for alternative funding by the MPO. For all these reasons, this is considered an administrative amendment consistent with MTIP guidelines.

**Amendment 2010-41 - I-5: Eugene - Cottage Grove Cable Barrier**

Funding under this project will be used for the preliminary engineering phase of a project to install a cable median barrier along I-5. These funds are managed by ODOT and are not available for alternative funding by the MPO. For all these reasons, this is considered an administrative amendment consistent with MTIP guidelines.

**Amendment 2010-44 - West Eugene EmX Extension AA & Environ. Analysis**

Funding under this project will be used for the alternatives analysis and environmental analysis activities needed to meet federal pre-award authority rules. Discretionary federal funds have been applied for and will be used first if received. In addition, Oregon Lottery funds totaling \$1.6 million should become available in 2011 to cover these costs should federal discretionary funds not come through. These 5307 funds are being programmed as a backup measure and will only be used if the other funding mechanisms do not come through. There are sufficient 5307 funds available so that LTD's projects in the MTIP remain fiscally constrained.

These funds are programmed by LTD and are not available for alternative funding by the MPO. For these reasons, this is considered an administrative amendment consistent with MTIP guidelines.

### **Amendment 2010-45 - Gateway Park & Ride**

Funding under this project will be used for preliminary design activities in support of construction of a park and ride lot in the Gateway area of Springfield. These funds are programmed by LTD and are not available for alternative funding by the MPO. For these reasons, this is considered an administrative amendment consistent with MTIP guidelines.

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The following administrative MTIP amendments were approved by TPC at their meeting on August 2, 2010, with no dissenting votes and with the representative from Lane County abstaining from the vote.

### **Amendment 2010-42 - I-5 @ Coburg Interchange**

This amendment would accomplish several changes, including:

- Revising the scope of the project.
- Adjusting funding, including replacing Lane County with ODOT in providing the earmark match money, adding RW and UR phases, and adjusting total earmark funds shown in TIP/STIP to reflect actual limitation of earmark funds.
- Split funds out for Right of Way Protective Purchase as approved by the OTC on 7/21/10.

The new approved scope includes widening Pearl Street from mile point 0.403 to mile point 0.635 with an additional eastbound lane to connect to the southbound I-5 ramp, sidewalks, bike lanes, and stormwater facilities; improving the Coburg Industrial Way North approach at its Pearl Street intersection with a dual turn lane; and closing the existing Roberts Road approach at Pearl Street and realign it with Coburg Industrial Way via an extension to the south of Pearl Street. The scope also includes right of way acquisitions and access right purchases on the west side of I-5 only.

This amendment meets the criteria established in the FFY08-11 MTIP for an administrative amendment, since it does not involve funding of MPO discretionary funds and is outside of the Air Quality Maintenance area and therefore does not affect air quality conformity.

### **Amendment 2010-43 - I-5 Coburg Interchange Protective Purchase**

Funding under this project is used for protective right-of-way purchases associated with the I-5 @ Coburg Interchange project. The funding would be used for acquisition on the west side of the interchange only. The OTC approved the split of funding from I-5 @ Coburg Interchange project for Right of Way Protective Purchase at their July 21 meeting.

This amendment meets the criteria established in the FFY08-11 MTIP for an administrative amendment, since it does not involve funding of MPO discretionary funds and is outside of the Air Quality Maintenance area and therefore does not affect air quality conformity.