Air Quality
Conformity Determination

Central Lane MPO

Federal FY2015-2018
Metropolitan Transportation Improvement Program

Adopted
October 2, 2014

This report was financed in part by the Oregon Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration.
RESOLUTION 2014-05
ADOPTING THE AIR QUALITY CONFORMITY DETERMINATION FOR THE FFY2015-2018 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP)

WHEREAS, the Lane Council of Governments Board has been designated by the State of Oregon as the official Metropolitan Planning Organization (MPO) for the Central Lane region; and

WHEREAS, the LCOG Board has delegated responsibility for MPO policy functions to the Metropolitan Policy Committee (MPC), a committee of officials from Eugene, Springfield, Coburg, Lane County, Lane Transit District, and ODOT; and

WHEREAS, the Eugene/Springfield area is currently designated as a maintenance area for PM_{10} under the Clean Air Act; and

WHEREAS, the FFY15-18 MTIP must demonstrate air quality conformity before being approved by the MPO or accepted by the federal Department of Transportation, according to the requirements of OAR-340-252-0010 et. seq. and 40 CFR 93.100 et. seq.; and

WHEREAS, the Air Quality Conformity Determination is required to secure funding for transportation projects in the area;

NOW THEREFORE BE IT RESOLVED:

THAT, the Air Quality Conformity Determination for the FFY15-18 MTIP has been prepared according to state and federal regulations and undertaken through interagency consultation with local, state and federal agencies;

THAT, the Air Quality Conformity Determination for the FFY15-18 MTIP has gone through a public and agency review period in accord with the requirements of the MPO's Public Participation Plan and OAR-340-252-0060, and that the comments received have been adequately addressed;

THAT, the FFY15-18 MTIP has been determined to conform to the requirements related to regional air quality emissions contained in OAR 340-252 (Transportation Conformity), and 40 CFR 93 (Determining Conformity of Federal Actions to State or Federal Implementation Plans); and

THAT, the Metropolitan Policy Committee hereby adopts the Air Quality Conformity Determination for the FFY15-18 MTIP, as set forth in Exhibit A, attached to and incorporated by reference to this resolution.

ADOPTED BY THE METROPOLITAN POLICY COMMITTEE ON THIS 2nd DAY OF OCTOBER, 2014.

ATTEST:

Christine Lundberg, Chair
Metropolitan Policy Committee

Brendalee Wilson, Executive Director
Lane Council of Governments
Dear Mr. Thompson:

The Clean Air Act and Amendments of 1990 (CAA) requires that transportation plans, programs, and projects cannot create new National Ambient Air Quality Standards (NAAQS) violations, increase the frequency or severity of existing NAAQS violations, or delay the attainment of NAAQS. The U.S. Department of Transportation (the Federal Highway Administration and the Federal Transit Administration) are required to make a transportation conformity determination in non-attainment and maintenance areas as outlined in 40 CFR 93.104 (Frequency of Conformity Determinations) and 23 CFR Part 450 (FHWA and FTA Planning Rule). The CAAA requires States and Metropolitan Planning Organizations (MPOs) to demonstrate, through the conformity process, that the transportation program as a whole is consistent with the State Implementation Plan (SIP). Transportation conformity ensures that Federal funding and approval are given to those transportation activities that are consistent with air quality goals and do not worsen air quality or interfere with the purpose of the SIP.

The Central Lane urbanized area is currently designated as “maintenance” for particulate matter less than 10 microns (PM\textsubscript{10}) and “attainment” for carbon monoxide. With an approved maintenance plan, the area is currently designated as attainment with an approved limited maintenance plan demonstrating that the area will maintain the NAAQS (e.g., a “maintenance” area) for particulate matter less than 10 microns. The area was re-designated to attainment for the CO NAAQS effective on February 4, 1994 (58 FR 64163) with an approved maintenance plan that demonstrated continued attainment of the NAAQS (e.g., a “maintenance” area). The area was re-designated to attainment of the PM\textsubscript{10} NAAQS (59 FR 43483) and recently had a limited maintenance plan (78 FR 21547, effective on June 10, 2013) approved by the EPA.
The Central Lane MPO (CLMPO) Policy Board approved the air quality conformity determination for the 2015-2018 MTIP on October 2, 2014. The previous long range plan still retains conformity under the previous USDOT approval. The conformity analysis provided by CLMPO indicated that the air quality conformity requirements have been met. Based on our review of the CLMPO conformity determination, analysis, and documentation submitted to our offices on October 9, 2014, we find that the 2015-2018 MTIP conforms to the SIP in accordance with the Transportation Conformity Rule and the Oregon Conformity SIP. This Federal conformity determination was made after interagency consultation with EPA Region 10, ODEQ and ODOT pursuant to the Transportation Conformity Rule.

This letter constitutes the joint FHWA and FTA air quality conformity determination for the CLMPO’s 2015-2018 MTIP.

If you have any questions please contact Mr. Nick Forney of FHWA at 503-316-2565 or Mr. Ned Conroy of FTA at 206-220-4318.

Sincerely,

[Signature]
Phillip A. Ditzler
Division Administrator
Federal Highway Administration

[Signature]
R. F. Krochalis
Regional Administrator
Federal Transit Administration

cc:
EPA (Karl Pepple, Environmental Protection Specialist)
   (Claudia Vaupel, Air Quality Planner)
ODEQ (Dave Nordberg, Transportation Planning Coordinator)
ODOT (Lisa Nell, Region 2 Planning Manager)
   (David Reesor, Region 2 Senior Region Planner)
   (Erik Havig, Planning Section Manager)
   (Jeff Flowers, Program and Funding Services Manager)
   (Natalie Liljenwal, Environmental Engineer)
LTD (Tom Schwetz, Planning and Development Director)
LRAPA (Merlyn Hough, Director)
Synopsis

An air quality conformity determination (AQCD) for a transportation plan or program is a finding that that proposed transportation activities will not impede this area from continuing to meet air quality standards, and will not cause or contribute to new air quality violations. The report is required in areas that have previously been determined to have violated standards for at least one of six pollutants identified by US-EPA. In the central Lane County area, that pollutant is coarse particulate matter (PM$_{10}$).

Why are we producing this document?

In October 2014, the Central Lane Metropolitan Planning Organization (MPO) (which is comprised of the local transportation agencies of Eugene, Springfield, Coburg, and Lane County, Lane Transit District, and Oregon Department of Transportation) will begin implementation of a new four year (Federal FY2015-2018) program of transportation projects, known as the FFY15-18 Transportation Improvement Program (TIP). These projects generally have regional significance and/or will use federal funds.

In certain areas where air quality emissions have exceeded the National Ambient Air Quality Standards in the past 20 years, an AQCD is required whenever the Regional Transportation Plan (RTP) or TIP is updated, or, every 4 years, whichever comes first. The conformity determination must be adopted as part of the approval process. US Department of Transportation (US-DOT) must approve the conformity determination before the plan or program can become operative.

Within the Eugene-Springfield area, the air pollutant of concern is that of coarse particulate matter (PM$_{10}$). In 2013, the Eugene-Springfield area was re-designated by US Environmental Protection Agency (US-EPA) to attainment for PM$_{10}$ with an approved 10-year maintenance plan. This means that previously poor air quality has improved to the point where it now meets the Clean Air Act National Ambient Air Quality Standards for PM$_{10}$. A 20-year maintenance period then began to ensure that no backsliding occurs and that the PM$_{10}$ standard continues to be met. Although transportation was found to be a minor source of PM$_{10}$ pollution (home wood heating and industrial sources were the major sources), analysis is required of certain transportation projects in order to ascertain that localized impacts (such as at intersections) do not occur. This analysis occurs at the time the project is scoped in preparation for design and construction. The AQCD ensures that projects that potentially need to carry out this analysis are identified.

Who takes action?

The Metropolitan Policy Committee, as the policy board for the MPO in the Central Lane area, must formally adopt the findings described in this report. US-DOT must then confer with US-EPA and if the analysis is acceptable, they will issue a positive ruling. Once the ruling is made, the plan and program of projects become effective.

Findings

Air emissions of PM$_{10}$ remain well below the national standards.

Pursuant to federal regulations$^1$, this conformity determination for the FY2015-2018 Transportation Improvement Program meets all the requirements under the conformity rule.

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$^1$ See 40 CFR Part 93: [http://www.ecfr.gov/cgi-bin/text.idx?SID=e1ed604ad095f9350217c497ad2e8713&node=pt40.20.93&rgn=div5](http://www.ecfr.gov/cgi-bin/text.idx?SID=e1ed604ad095f9350217c497ad2e8713&node=pt40.20.93&rgn=div5)
**Purpose**

This transportation conformity analysis is being carried out in conjunction with the development of the 2015-2018 Metropolitan Transportation Improvement Program of the Central Lane Metropolitan Planning Organization (MPO), Eugene, OR.

**Air Quality Status**

The Eugene-Springfield area exited from the 20-year carbon monoxide (CO) maintenance period in February 2014. There are no longer any requirements for transportation conformity concerning CO (Appendix A). There are no local or State CO transportation control measures in the SIP.

Transportation conformity is only required for particulate matter air pollution with an aerodynamic diameter less than or equal to 10 µm in size (PM$_{10}$) within the Eugene-Springfield urban growth boundaries. These boundaries (Map 1) constitute the air quality maintenance area for PM$_{10}$. The area is approximately 76.7 square miles in size.

In August 1987, the Eugene-Springfield area was designed by US-EPA as a PM$_{10}$ non-attainment area due to measured violations of the 24-hour PM$_{10}$ standard (52 FR 29383). In August 1994, US-EPA approved the attainment plan (State Implementation Plan, SIP) classifying the area as ‘moderate’ (59 FR 43483). Smoke from residential wood heating was the major contributor. The establishment of a mandatory home wood heating curtailment program was identified as a remedy to reduce wood burning emissions during stagnant air episodes in winter. Continued enforcement of existing controls on local industrial sources was also mandated. Emissions from motor vehicles were established to be not significant$^2$. No transportation control measures (TCM) were identified, and no transportation emissions budget was determined. US-EPA determined that the area was exempted from regional emissions analysis for PM$_{10}$ but that project level conformity requirements continued to apply (Appendix B).

In January 2012, Lane Regional Air Protection Agency (LRAPA) submitted a revision to the Oregon PM$_{10}$ SIP demonstrating attainment and describing a limited maintenance plan (LMP). US-EPA approved the plan and the area was designated as in attainment effective June 10, 2013 (78 FR 21547). The plan identified that the area’s 24-hour PM$_{10}$ design value of 66 µg/m$^3$ (2006-2008) was well below the LMP qualifying level of 98 µg/m$^3$. The inventory analysis also demonstrated that only limited growth in PM$_{10}$ emissions from motor vehicles was expected$^3$ and that these emissions were unlikely to cause a future violation. No TCMS were identified and no transportation budget was established. There are no contingency measures that involve transportation sources.

With the approval of the LMP, the area continues to be exempt from performing a regional emissions analysis for PM$_{10}$ and there is no ‘budget’ test. The area, however, must meet project level conformity analyses and must also respond to transportation conformity criteria as specified in 78 FR 21547.

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$^3$ For the 2008 inventory, road dust and motor vehicle exhaust, break and tire wear were estimated at 14.6% of the total annual PM$_{10}$ emissions, and 8.5% of the emissions on an average winter day.
The annual PM$_{10}$ standard, which was revoked by US EPA in 2006, has never been exceeded in this area.

Figure 1 shows the PM$_{10}$ measurements taken by the approved monitor$^4$. The 24-hour level has steadily declined over the years and there have been no exceedances since 1988. The latest data from 2013 shows a maximum 24-hour level of 59 $\mu$g/m$^3$, well below the standard of 150$\mu$g/m$^3$.

Figure 2 compares the 24 hour and annual average design values with the thresholds for LMP eligibility. The results show that this eligibility is maintained.

$^4$ Site #41-039-0058-881102-1: Highway 99/Key Bank, Eugene-Springfield area.
PM\textsubscript{10} Limited Maintenance Plan Conformity Criteria

On June 10, 2013, US-EPA approved a maintenance plan, known as a “limited maintenance plan” (LMP) for the Eugene-Springfield area. This limited maintenance plan has a 2023 horizon year. Because of the approved LMP, the Central Lane MPO no longer has to complete a regional emissions analysis for the Eugene-Springfield area for PM\textsubscript{10} pursuant to 40 CFR 93.109(e). However, all other transportation conformity requirements under 40 CFR 93.109(b) continue to apply. This TIP conformity determination meets all applicable requirements under the conformity rule as described below.

40 CFR 93.104  \textit{Frequency of conformity determinations.}

Conformity of transportation plans and TIPS must be determined no less frequently than every four years. Conformity of plan and TIP amendments, except for those that add or delete exempt projects, must be demonstrated prior to approval of the action. All FHWA/FTA projects must be found to conform or must be re-conformed following any significant status or scope change, before they are adopted, accepted, approved or funded.

The 2035 Regional Transportation Plan (RTP) and the 2012-2015 Metropolitan Transportation Improvement Program (TIP) were conformed on June 27, 2012 (Appendix C). The 2015-2018 TIP will replace the 2012-2015 TIP. The frequency requirements are thus met.

40 CFR 93.105  \textit{Consultation}

Interagency consultation procedures must be carried out in accord with OAR 340-252-0060 and the MPO’s public involvement policies developed under 23 CFR Part 450.

A draft of this document along with the project list (Table 1) was circulated by the MPO to ODOT, US-EPA, LRAPA, and US-DOT (FHWA and FTA) during interagency consultation. The air quality implications of each project were reviewed to determine which projects had the potential for hot spot requirements.

Public notice was provided on the MPO’s web site and through emails to interested parties in the region. A public hearing was held at the policy board review meeting, and the 30 day public comment period required by the MPO’s Public Participation Plan was held.

The Transportation Planning Committee (TPC), the standing committee for interagency consultation, reviewed the project list and subsequently reviewed the results of the public comment period and the interagency consultation. No comments were provided at the public hearing or were submitted during the public comment period.
Pertinent dates are listed below.

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>August 21</td>
<td>TPC initial review of project list</td>
</tr>
<tr>
<td>August 26</td>
<td>IAC begins; TPC receives finalized documents for comment</td>
</tr>
<tr>
<td>August 29</td>
<td>Public comment period begins</td>
</tr>
<tr>
<td>September 4</td>
<td>Public hearing at policy board meeting</td>
</tr>
<tr>
<td>September 8</td>
<td>IAC ends</td>
</tr>
<tr>
<td>September 18</td>
<td>TPC responds to public comments; MPO addresses IAC comments (another IAC meeting if required).</td>
</tr>
<tr>
<td>September 25</td>
<td>MPO responds to TPC comments (7 days prior to adoption)</td>
</tr>
<tr>
<td>September 28</td>
<td>Public comment period ends (30 days)</td>
</tr>
<tr>
<td>October 2</td>
<td>MPC considers adoption of TIP/AQCD with public comments and responses.</td>
</tr>
</tbody>
</table>

The **project sponsor** is responsible for assuring the conformity of FHWA/FTA projects and regionally significant projects in the RTP or TIP for which hot spot analysis is required. The project sponsor is also responsible for distributing draft and final project environmental documents prepared by the project sponsor to other agencies. It is the responsibility of the project sponsor to consult with the affected transportation and air quality agencies prior to making a project level conformity determination. These activities occur during the project design planning phase.

40 CFR 93.108  
*Transportation plans and TIPs must be fiscally constrained.*
Fiscal constraint is described and affirmed in the 2035 RTP and the 2015-2018 TIP. Please refer to these documents. Table 1 is a list of the projects with the costs by phase.

40 CFR 93.110  
*The conformity determination must be based on the latest planning assumptions.*
The adopted 2035 RTP was developed using the latest planning assumptions of population, employment, land use, and the transit district’s long range plans including routes, service, and fares. Congested travel conditions were modeled. Highway Performance Monitoring System (HPMS) data were used to validate the base year model.

The 2015-2018 TIP implements the 2035 RTP.

40 CFR 93.111  
*Conformity determination must be based on the latest emission estimation model available.*
Under the LMP, regional emissions modeling is not required for the conformity determination. Thus, the latest emissions model is not required for this action.
40 CFR 93.112 *Conformity must be determined according to the consultation procedures in this subpart and in the applicable implementation plan, and according to the public involvement procedures established in compliance with 23 CFR Part 450.* See 40 CFR 93.105 above.

40 CFR 93.113 *The transportation plan, TIP, or any FHWA/FTA project which is not from a conforming plan or TIP must provide for the timely implementation of TCMs from the applicable implementation plan.* There are no TCMs specified in the Eugene-Springfield PM$_{10}$ State Implementation Plan.

40 CFR 93.114 *Criteria and procedures: Currently conforming transportation plan and TIP.* There is a currently conforming 2035 RTP and 2012-2015 TIP in place. This action replaces the TIP and will restart the 4 year cycle of the TIP.

40 CFR 93.115 *Criteria and procedures: Projects from a transportation plan and TIP.* All projects in the TIP are either listed in the current plan or are consistent with the goals, policies and objectives of the plan.

There are no project-level emissions mitigation or control measures in the TIP.

40 CFR 93.116 *Criteria and procedures: Localized PM$_{10}$ violations (hot spots)* The project list of the TIP (Table 1) indicates which projects are assessed as exempt under 40 CFR 93.126, and which require review for project level conformity. Map 2 shows the location of the projects within the region.

40 CFR 93.117 *Compliance with PM$_{10}$ and PM$_{2.5}$ control measures.* There are no control measures in the Eugene-Springfield PM$_{10}$ State Implementation Plan.

40 CFR 93.118 *Motor vehicle emissions budget* Not required for an LMP.

40 CFR 93.119 *Interim emissions in areas without motor vehicle emissions budgets.* Not required for an LMP.

40 CFR 93.123(b) *Procedures for determining localized PM$_{10}$ concentrations (hot spot analysis)* The LMP does not identify any locations, areas or categories of sites of violation or possible violation.

Prior to release of the funding or approval of permits for a project, the regulatory agency will identify projects that must undergo hot spot analysis. The *project sponsor* (the agency responsible for implementing the project) is responsible for assuring the conformity at this time. Refer to the project list for identification of projects that are not exempt from this requirement (Table 1, Map 2).
No emissions reductions credits can be applied if the control measure is not included in the transportation plan or the TIP or does not require regulatory action unless there are written commitment to implement those control measures.

No control measures have been identified, and thus no emission reductions credits have been applied.

Summary

Current PM$_{10}$ levels are shown to be well under the NAAQS level, and trends indicate a stable situation.

The transportation air quality conformity regulations summarized in 40 CFR 93.109(b) have been addressed herein pursuant to the requirements of 40 CFR 93.109(e).

All requirements for the Transportation Air Quality Conformity Determination have been met.
Map produced by LCOG

Note: This map is illustrative and should be used for reference only. The map depicts approximate locations of existing and proposed transportation facilities as of the date of this plan. Alignments are subject to change prior to obligation of construction contract.

August 2014

 Metropolitan Transportation Improvement Program
FFY15-18

MTIP 15-18 Projects
ROADS - Functional Class

- Interstates
- Freeways and Expressways
- Major/Principal Arterials
- Minor Arterials and Collectors

Management Boundaries

- PM10 Management Area
- Eugene/Springfield/Coburg UGB
- MPO Boundary

NE Livable Streets: Multiple Roadways (Eugene)

MTIP 15-18 Projects

BICYCLE/PEDESTRIAN
CAPACITY/MODERNIZATION
BRIDGE
PRESEVATION
SAFETY
TRANSIT
OPERATIONS

Note: Please see attached table for corresponding MTIP ID's.
<table>
<thead>
<tr>
<th>MTIP ID #</th>
<th>PROJECT</th>
<th>KEY #</th>
<th>Jurisdiction</th>
<th>MODE</th>
<th>FUNCTIONAL CLASS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>18th Ave: Josh St-Bertelsen St Preservation (EUG)</td>
<td>18791</td>
<td>Eugene</td>
<td>PRESERVATION</td>
<td>Urban Minor Arterial</td>
</tr>
<tr>
<td>3</td>
<td>Amazon Active Corridor: Martin Street-33rd St</td>
<td>18856</td>
<td>Eugene</td>
<td>PEDESTRIAN</td>
<td>N/A</td>
</tr>
<tr>
<td>4</td>
<td>Jessen Multisection Path: Ohio Street - Belkline</td>
<td>18859</td>
<td>Eugene</td>
<td>PEDESTRIAN</td>
<td>N/A</td>
</tr>
<tr>
<td>5</td>
<td>NE Livable Streets: Multiple Roadways (Eugene)</td>
<td>18867</td>
<td>Eugene</td>
<td>PEDESTRIAN</td>
<td>N/A</td>
</tr>
<tr>
<td>6</td>
<td>South Bank Path: Knickerbocker Bridge to Walnut St</td>
<td>18790</td>
<td>Eugene</td>
<td>PEDESTRIAN</td>
<td>N/A</td>
</tr>
<tr>
<td>9</td>
<td>Gateway St Preservation: Harlow R5-I-5 X'ing (Spr)</td>
<td>18822</td>
<td>Springfield</td>
<td>PRESERVATION</td>
<td>Urban Minor Arterial</td>
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<tr>
<td>10</td>
<td>OR126B &amp; MCWAY HWY: MISSISSIPPI AVE. - UPRR TRACKS</td>
<td>18865</td>
<td>Springfield</td>
<td>MODERNIZATION</td>
<td>Other Urban Principal Arterial</td>
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<td>11</td>
<td>Glenwood Riverfront Path/I-5 X'ing-Seavey Lp (Spr)</td>
<td>18920</td>
<td>Springfield</td>
<td>PEDESTRIAN</td>
<td>N/A</td>
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<tr>
<td>14</td>
<td>Coburg Loop Path Seg 3 Coburg Botth Loop-R Coburg R</td>
<td>18857</td>
<td>Coburg</td>
<td>PEDESTRIAN</td>
<td>N/A</td>
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<tr>
<td>15</td>
<td>Coburg Loop Path Seg 1 &amp; 2</td>
<td>18639</td>
<td>Coburg</td>
<td>PEDESTRIAN</td>
<td>N/A</td>
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<td>17</td>
<td>Bob Straub Pkwy: Mt. Vernon Road Intersection</td>
<td>18860</td>
<td>Lane County</td>
<td>SAFETY</td>
<td>Urban Minor Arterial /Urban Collector</td>
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<tr>
<td>18</td>
<td>Hunsaker Ln-Beaver St Corridor Study (Lane Co)</td>
<td>18798</td>
<td>Lane County</td>
<td>PLANNING</td>
<td>Urban Collector</td>
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<tr>
<td>19</td>
<td>River Rd/Maxwell Rd Pavement Preservation (Lane)</td>
<td>18796</td>
<td>Lane County</td>
<td>PRESERVATION</td>
<td>Other Urban Principal Arterial / Urban Minor Arterial</td>
</tr>
<tr>
<td>22</td>
<td>Beltline Hwy (OR569): SCS Canal &amp; UPRR Bridge Repair</td>
<td>18576</td>
<td>ODOT</td>
<td>PRESERVATION</td>
<td>Other Urban Freeways and Expressways</td>
</tr>
<tr>
<td>23</td>
<td>I-105 Willamette R Connectors &amp; 1st to 7th Ave Via</td>
<td>18577</td>
<td>ODOT</td>
<td>PRESERVATION</td>
<td>Urban Interstate</td>
</tr>
<tr>
<td>24</td>
<td>OR126: Ellmaker to Greathill</td>
<td>18863</td>
<td>ODOT</td>
<td>SAFETY</td>
<td>Other Rural Principal Arterial</td>
</tr>
<tr>
<td>25</td>
<td>Middle Fk Willamette Rv Tr: Unit 3 (Sprague)</td>
<td>18132</td>
<td>Willamette</td>
<td>PEDESTRIAN</td>
<td>N/A</td>
</tr>
<tr>
<td>40</td>
<td>EMX Extension- W-11th: Commerce St - Olive St (Eugene)</td>
<td>16779</td>
<td>LTD</td>
<td>TRANSIT</td>
<td>Other Urban Principal Arterial</td>
</tr>
<tr>
<td>41</td>
<td>I-5 Beltline Interchange Unit 4 Eugene/Springfield</td>
<td>16861</td>
<td>ODOT</td>
<td>MODERNIZATION</td>
<td>Other Urban Freeways and Expressways / Urban Interstate</td>
</tr>
</tbody>
</table>
### TABLE 1

**Project Name** | **MTIP ID #** | **Project Description** | **RTP Project Number** | **Air Quality Status** | **Key #** | **Federal Fiscal Year** | **Phase** | **Federal** | **Federal Req Match** | **Other** | **Total All Sources**
--- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | ---
EUGENE | | | | | | | | | | | | 
1. Eighth Ave. Bertelsen St. - Josh St. (Eugene) | 18781 | Pavement preservation with potential pedestrian and bicycle improvements. | 2014 | PRELIM ENG | EXEMPT / Safety-Pavement resurfacing and/or rehabilitation. | 18781 | 2014 | STP-U | $240,400 | $27,515 | Eugene | $267,915 | $267,915 | 
| | | | | | | | | | | | | 
2. Eugene Regional Transp. Planning | 18781 | Enable 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. | 2014 | PLAN | EXEMPT / Other-Planning and Technical Studies | 18781 | 2014 | STP-U | $45,000 | $5,150 | Eugene | $50,150 | $50,150 | 
| | | | | | | | | | | | | 
3. Amazon Active Corridor (31st - Martin St.) (Eugene) | 18439 | Construct extended Amazon multiuse path to South Eugene with enhanced safety features. | 2015 | CN | EXEMPT / Air Quality-Bicycle and pedestrian facilities. | 18439 | 2015 | STP-U | $1,378,956 | $18,050 | Eugene | $1,536,784 | $1,536,784 | 
| | | | | | | | | | | | | 
Jessen Multiuse Path: Ohio Street - Beltline Path (Eugene) | 18856 | Construct bicycle and pedestrian path with the western terminus at the northern end of Ohio Street and the eastern and at the Beltline Highway shared use path. The path alignment will be just north of Jessen Avenue. A path connector will be built from the Beltline Path to Wilbur Avenue to provide access from that neighborhood to the Jessen Path. That connector is located across the channel and just north of the Jessen Path. | 2016 | ENG | EXEMPT / Air Quality-Bicycle and pedestrian facilities. | 18856 | 2016 | STP-FLX | $1,544,335 | $176,756 | Eugene | $1,721,091 | $1,721,091 | 
| | | | | | | | | | | | | 
NE Livable Streets: Multiple Roadways (Eugene) | 18859 | Construct various transit, bicycle, and pedestrian safety improvements and amenities. | 2016 | ENG | EXEMPT / Other-specific activities that do not lead directly to construction. | 18859 | 2016 | STP-U | $1,898,662 | $217,310 | Eugene | $2,115,972 | $2,115,972 | 

**Central Lane MPO - Draft FFY15-18 MTIP Project List**

**Summary of Funding by Jurisdiction, Federal Fiscal Year, and Activity Type**

<table>
<thead>
<tr>
<th>Source</th>
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**Project Name** | **MTIP ID #** | **Project Description** | **RTP Project Number** | **Air Quality Status** | **Key #** | **Federal Fiscal Year** | **Phase** | **Federal** | **Federal Req Match** | **Other** | **Total All Sources**
--- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | ---
**Summary of Funding by Jurisdiction, Federal Fiscal Year, and Activity Type**

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**TABLE 1**

**Central Lane MPO - FFY15-18 MTIP Project List**

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<tr>
<th>Project Name</th>
<th>MTIP ID #</th>
<th>Project Description</th>
<th>RDP Project Number</th>
<th>Air Quality Status</th>
<th>Key #</th>
<th>Federal/Fiscal Year</th>
<th>Phase</th>
<th>Source</th>
<th>Federal</th>
<th>Total Fed Match</th>
<th>Total MTIP Match</th>
<th>Other</th>
<th>Total All Sources</th>
</tr>
</thead>
<tbody>
<tr>
<td>Springfield Regional Frame, Planning</td>
<td>8</td>
<td>Enable 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.</td>
<td>78435</td>
<td></td>
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<tr>
<td>Gateway St. Harlot Rd - I-5 X-ing (Spr)</td>
<td>9</td>
<td>Resurface Gateway Street between Beltline Rd and Harlot Rd with a 2&quot; mill/4&quot; overlay. Dig out and repair sub grade as necessary. Replane facility.</td>
<td>78822</td>
<td>PRELIM</td>
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<tr>
<td>OR126B &amp; McVay Hwy: Mississippi - UPRR tracks (Spr)</td>
<td>10</td>
<td>This Project will create multi-modal improvements to Franklin Blvd. in Glenwood (OR 126B) and McVay Highway between Mississippi Avenue to the Union Pacific Railroad (UPRR) tracks. This Project builds a hybrid multi-way boulevard and will provide dedicated facilities for bicyclists and pedestrians. Municipalities at the intersection of Mississippi/Franklin and McVay/Franklin, enter treatment to the City, stormwater treatment, landscaping, decorative roadway and pedestrian level lighting, improve EmX bus rapid transit facilities, and create an urban environment that accommodates through traffic and improves access to the adjoining Glenwood Riverfront District.</td>
<td>18865</td>
<td>PRELIM</td>
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<tr>
<td>Glenwood Riverfront Path-I-5 X-ing - Seaway Dr (Spr)</td>
<td>11</td>
<td>Complete alignment, NEPA and design for the riverfront path in Glenwood. The Path will connect to the soon to be completed South Bank Viaduct under the I-5 Willamette River Bridge and continue around Glenwood, ultimately connecting to Seavy Loop Rd., providing access to the Mt. Pisgah recreation area and Lane Community College.</td>
<td>18868</td>
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</tr>
<tr>
<td>OR126B &amp; OR225: McKenzie &amp; McVay Jurisdictional Transfer</td>
<td></td>
<td>Negotiated funding amount of $3.2M to facilitate jurisdictional transfer of sections of Oregon 126B-McKenzie Highway &amp; Oregon 126B-McVay Highway from ODOT to the City of Springfield per OTC approval in July, 2014. The negotiated amount will be utilized for future roadway maintenance.</td>
<td>19175</td>
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**RTP Project Number**

- **EXEMPT / Other-Planning and Technical Studies**
- **NON-EXEMPT / Regionally Significant Project**
- **TSI System-Wide Policy #1: Transportation Infrastructure**
- **TSI System-Wide Policy #2: Mobility and Safety for all Modes**
- **TSI System-Wide Policy #3: Intermodal Connectivity**
- **EXEMPT / Other-specific activities that do not lead directly to construction**

**RTP Goal #1**

- **RTP Goal #2**

**Source**

- **Springfield**
- **Total FFY15-18**

**Total All Sources**

- **$4,734,751**
- **$541,914**
- **$5,276,665**
- **$9,547,835**
- **$14,824,500**
### TABLE 1

Central Lane MPO - FFY15-18 MTIP Project List  
Summary of Funding by Jurisdiction, Federal Fiscal Year, and Activity Type

<table>
<thead>
<tr>
<th>Coburg Loop Path Seg</th>
<th>Project Description</th>
<th>RTP Project Number</th>
<th>Air Quality Status</th>
<th>Key #</th>
<th>Federal Fiscal Year</th>
<th>Phase</th>
<th>Federal</th>
<th>Federal Req. Match</th>
<th>Total FFY15-18 Match</th>
<th>Other</th>
<th>Total All Sources</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coburg Regional Transp. Planning</td>
<td>Enable Coburg staff to participate and actively collaborate with federal, state, and metro area agencies and governments to form and implement regional transportation plans.</td>
<td>18440</td>
<td>2014 PLAN</td>
<td>Outside PM10 air quality maintenance area</td>
<td>Coburg</td>
<td>$15,000</td>
<td>STP-U</td>
<td>$1,717</td>
<td>Coburg</td>
<td>$16,717</td>
<td>$16,717</td>
</tr>
<tr>
<td>Coburg Loop Path Seg 3: Coburg Bottom Loop-N Coburg Rd</td>
<td>Pedestrian and bicycle system improvements including the extension of an existing shared-use path, connection to bicycle boulevards, and safety improvements. The Loop Path will accommodate a variety of users including walkers, runners, bicyclists, tourists, school groups, and commuters.</td>
<td>18816</td>
<td>2015 PLAN</td>
<td>Outside PM10 air quality maintenance area</td>
<td>Coburg</td>
<td>$15,000</td>
<td>STP-U</td>
<td>$1,717</td>
<td>Coburg</td>
<td>$16,717</td>
<td>$16,717</td>
</tr>
<tr>
<td>Coburg Loop Path Seg 3: Coburg Bottom Loop-N Coburg Rd</td>
<td></td>
<td>18857</td>
<td>2015 ENG</td>
<td>Outside PM10 air quality maintenance area</td>
<td>Coburg</td>
<td>$89,730</td>
<td>STP-FLX</td>
<td>$10,270</td>
<td>Coburg</td>
<td>$100,000</td>
<td>$100,000</td>
</tr>
<tr>
<td>Coburg Loop Path</td>
<td></td>
<td>18857</td>
<td>2015 ENG</td>
<td>Outside PM10 air quality maintenance area</td>
<td>Coburg</td>
<td>$17,890</td>
<td>STP-FLX</td>
<td>$2,048</td>
<td>Coburg</td>
<td>$19,938</td>
<td>$9,062 Coburg</td>
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<tr>
<td>Coburg Loop Path</td>
<td></td>
<td>16839</td>
<td>2012 ENG</td>
<td>Outside PM10 air quality maintenance area</td>
<td>Coburg</td>
<td>$144,465</td>
<td>STP-U</td>
<td>$16,935</td>
<td>Coburg</td>
<td>$161,000</td>
<td>$161,000</td>
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<tr>
<td>Coburg Loop Path</td>
<td></td>
<td>16839</td>
<td>2012 ENG</td>
<td>Outside PM10 air quality maintenance area</td>
<td>Coburg</td>
<td>$255,536</td>
<td>STP-U</td>
<td>$29,246</td>
<td>Coburg</td>
<td>$284,782</td>
<td>$284,782</td>
</tr>
</tbody>
</table>

**Coburg Loop Path**  
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 0.3 acres 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 linear 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.
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<tbody>
<tr>
<td>Bob Straub Pkwy: Mt. Vernon Road Intersection (Lane Co.)</td>
<td>17</td>
<td>Construct improved crosswalk and hybrid pedestrian beacon</td>
<td>902</td>
<td>EXEMPT / Air Quality - Bicycle and Pedestrian Facilities</td>
<td>2014</td>
<td>PLAN</td>
<td>$25,000</td>
<td>STP-U</td>
<td>$2,861</td>
<td>LaneCo.</td>
<td>$27,861</td>
<td>$27,861</td>
</tr>
<tr>
<td>Hansaker Ln/Beaver St Corridor Study (Lane Co.)</td>
<td>18</td>
<td>Partnering with Eugene, this request is to develop a Corridor Plan to evaluate multi-modal safety improvements to the Beaver/Hansaker corridor and to evaluate connection of Beaver St to Wilkes Drive</td>
<td>903,527</td>
<td>EXEMPT / Other-Planning and Technical Studies</td>
<td>2016</td>
<td>PLAN</td>
<td>$174,325</td>
<td>STP-U</td>
<td>$25,875</td>
<td>LaneCo.</td>
<td>$200,000</td>
<td>$200,000</td>
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<td>19</td>
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<td>EXEMPT / Safety-Pavement Resurfacing and/or Rehabilitation</td>
<td>2014</td>
<td>PRELIM</td>
<td>$146,000</td>
<td>STP-U</td>
<td>$16,710</td>
<td>LaneCo.</td>
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<tr>
<td>Lane Co. Regional Transportation Planning</td>
<td>16</td>
<td>Planning and project development activities by Lane County staff associated with development and implementation of MTIP 16-18. This involves extensive collaboration with federal, state and metro area agencies and governments</td>
<td></td>
<td>10436</td>
<td>2014</td>
<td>PLAN</td>
<td>$25,000</td>
<td>STP-U</td>
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### Central Lane MPO - FFY15-18 MTIP Project List

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<tr>
<td>Central Lane MPO</td>
<td>UPWP Funding</td>
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<tr>
<td></td>
<td></td>
<td>Project Name</td>
<td>Project Description</td>
<td>RTP Project Number</td>
<td>Air Quality Status</td>
<td>Key #</td>
<td>Federal Fiscal Year</td>
<td>Phase</td>
<td>Federal</td>
</tr>
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<td></td>
<td>20</td>
<td>Fund MPO Work Program Activities</td>
<td>RTP Goal #1, RTP Goal #2</td>
<td>EXEMPT / Other-Planning and Technical Studies</td>
<td>18438</td>
<td>2014 PLAN</td>
<td>$450,000</td>
<td>STP-U</td>
<td>$51,505</td>
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<tr>
<td></td>
<td></td>
<td>The project will purchase &amp; install 10 automatic bike counters throughout the MPO. They measure bike volume in both directions of travel at 15 minute intervals. The project also funds data retrieval for three years. One pedestrian counter will also be purchased and installed co-located with a bike counter as a prototype.</td>
<td>TSI Bicycle Policy #1: Bikeway System and Support Facilities</td>
<td>EXEMPT / Air Quality-Bicycle and pedestrian facilities</td>
<td>19104</td>
<td>2015 PLAN</td>
<td>$84,586</td>
<td>STP-U</td>
<td>$9,680</td>
</tr>
</tbody>
</table>

**Total FFY15-18**

|     |   |   |   |   |   |   |   |   |   |
|     |   | TOTAL FFY15-18 | $450,000 | $51,505 | $501,505 | $501,505 |
|     |   | TOTAL FFY15-18 | $84,586 | $9,680 | $94,266 | $94,266 |
|     |   |   |   |   |   |   |   |   |   |
### TABLE 1

**Central Lane MPO - FFY15-18 MTIP Project List**

*Summary of Funding by Jurisdiction, Federal Fiscal Year, and Activity Type*

<table>
<thead>
<tr>
<th>Project Name</th>
<th>MTIP ID #</th>
<th>Project Description</th>
<th>Project Number</th>
<th>Air Quality Status</th>
<th>Key #</th>
<th>Phase</th>
<th>Federal</th>
<th>Federal Res Match</th>
<th>Total FFP MTIP</th>
<th>Other</th>
<th>Total All Sources</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beltline Hwy (OR569): SCI Canal &amp; UP RR Bridge Repair (Eugene)</td>
<td>22</td>
<td>Rail; Seismic; Deck Overlay; Joints; Concrete Repair; Spot Paint; BR 400480</td>
<td>TSI System-Wide Policy #3: Corridor Preservation</td>
<td>EXEMPT / Safety - Pavement rehabilitation</td>
<td>18576</td>
<td>2015 Prelim</td>
<td>$93,319</td>
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<td></td>
<td>2016 R/W</td>
<td>$9,870</td>
<td>$1,130</td>
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<td></td>
<td>2017 CN</td>
<td>$943,960</td>
<td>$108,040</td>
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<td></td>
<td></td>
<td>$1,047,149</td>
<td></td>
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</tr>
<tr>
<td>0-106 Willamette River Connectors &amp; 1st to 7th Ave Viaducts (Eugene)</td>
<td>23</td>
<td></td>
<td>TSI System-Wide Policy #3: Corridor Preservation</td>
<td>EXEMPT / Safety - Pavement rehabilitation</td>
<td>18577</td>
<td>2017 CN</td>
<td>$13,191,207</td>
<td>$1,509,793</td>
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</tr>
<tr>
<td>OR126: Ellmaker to Greenhill Rd (Eugene)</td>
<td>24</td>
<td></td>
<td>TSI Roadway Policy #1: Mobility and Safety for all Modes</td>
<td>Outside PM, air quality maintenance area</td>
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<tr>
<td>TSI Roadway Policy #1: Mobility and Safety for all Modes</td>
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</tbody>
</table>

**TSI Roadway Policy #1: Mobility and Safety for all Modes**

- Develop and construct intersection, transit, bicycle, and pedestrian improvements to address near-term deficiencies.
- Project extends from Huston Rd. on OR126, MP 47.84 to Greenhill on OR569, MP 1.28. Most of the length of this project is outside the MPO.

<table>
<thead>
<tr>
<th>Project Name</th>
<th>MTIP ID #</th>
<th>Project Description</th>
<th>Project Number</th>
<th>Air Quality Status</th>
<th>Key #</th>
<th>Phase</th>
<th>Federal</th>
<th>Federal Res Match</th>
<th>Total FFP MTIP</th>
<th>Other</th>
<th>Total All Sources</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-5 Beltline Exchange (unit 4 Eugene/Springfield)</td>
<td>42</td>
<td></td>
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</table>

**MTIP ID # 24**

- Construction of:
  - A new eastbound Beltline auxiliary lane from Coburg Road to southbound I-5 on ramp;
  - A new eastbound Beltline to northbound I-5 on ramp, including a structure over I-5;
  - Extension of the southbound I-5 on-ramp from eastbound Beltline;
  - Alteration of the Harlow Bridge to allow for a multi-use path under the structure;
  - Final stages of the Multi Use Path that will be partially constructed in Unit 3;
  - A sound wall along the south side of Beltline between Coburg Rd. and I-5;
  - I-5/Beltline are regionally significant highways.

<table>
<thead>
<tr>
<th>Project Name</th>
<th>MTIP ID #</th>
<th>Project Description</th>
<th>Project Number</th>
<th>Air Quality Status</th>
<th>Key #</th>
<th>Phase</th>
<th>Federal</th>
<th>Federal Res Match</th>
<th>Total FFP MTIP</th>
<th>Other</th>
<th>Total All Sources</th>
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</thead>
<tbody>
<tr>
<td>I-5 Beltline Exchange (unit 4 Eugene/Springfield)</td>
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</tbody>
</table>

**MTIP ID # 18863**

- Non-EXEMPT / Regionally Significant Project.

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<thead>
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<th>Project Name</th>
<th>MTIP ID #</th>
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<th>Federal Res Match</th>
<th>Total FFP MTIP</th>
<th>Other</th>
<th>Total All Sources</th>
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<tbody>
<tr>
<td>I-5 Beltline Exchange (unit 4 Eugene/Springfield)</td>
<td>42</td>
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<td>RTP Project Number</td>
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<td>Phase</td>
<td>Federal</td>
<td>Federal Req Match</td>
<td>Total Fed+ Req Match</td>
<td>Other</td>
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<td></td>
<td>$26,000</td>
<td>Willamalane</td>
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</tbody>
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**TABLE 1**

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<tr>
<th>Project Name</th>
<th>MTIP ID #</th>
<th>Project Description</th>
<th>RTP Project Number</th>
<th>Air Quality Status</th>
<th>Key #</th>
<th>Federal Fiscal Year</th>
<th>Phase</th>
<th>Federal</th>
<th>Federal Req Match</th>
<th>Total Fed+ Req Match</th>
<th>Other</th>
<th>Total All Sources</th>
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<tbody>
<tr>
<td>Middle Fk Willamette Rv Tr- Unit 3 (Spr)</td>
<td>18132</td>
<td>Project construction completed. Implement completion details for the construction of a multi-use Path around the base of Quarry Butte to Dorris Ranch Living History Farm</td>
<td>$21</td>
<td>EXEMPT / Air Quality-Bicycle and pedestrian facilities.</td>
<td>2012 PRELIM</td>
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<td>Willamalane</td>
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<td></td>
<td>18132</td>
<td>2012 OTHER</td>
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<td>18132</td>
<td>2015 OTHER</td>
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<td>Willamalane</td>
<td>$26,000</td>
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</table>

**TOTAL FFY15-18**

|                   |                   |                      |                   |                   |       |                     |       | $0       | $0              | $0                  | $26,000 | $26,000         |
The Transportation Demand Management work performed is regional in its scope of services and programs. The strategic plan for the TDM work performed though the point2point Solutions Program at LTD incorporates the TDM strategies in the adopted RTP.

**TDM Program & Projects #16 (Eugene)**

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

**Bus Support Equipment and Facilities**

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

**Passenger Boarding Improvements**

Passenger Boarding Improvements include new shelter placements for new service, shelter replacements for shelters at high-traffic locations, improvements to accommodate ADA, and improvements to other stations and park and rides, including improvements to the station at Lane Community College.

**LTD SmartTrips**

Implement a Regional SmartTrips Program through individualized outreach, to educate and promote transportation options.

**Regional Residential Program**

Enable LTD staff to participate and actively collaborate with federal, state, and metro area agencies and governments to form and implement regional transportation plans.

**Regional Transportation Planning**

Enable LTD staff to participate and actively collaborate with federal, state, and metro area agencies and governments to form and implement regional transportation plans.

**Point2Point Solutions**

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

**Regional Safe Routes to School**

The Safe Routes to School (SRTS) program will promote alternative transportation, particularly walking and biking to school, to public school students and their families.

**Regional Safe Routes to School**

Regional 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.

**Multiple Routes: NW Eugene to LCC (Eugene)**

Complete NEPA process for possible BRT expansion.

**Energy Storage System Replacement**

Replace energy storage systems on hybrid buses.

**Fare Management System**

Purchase and implement an electronic fare management system.

**Preventive Maintenance**

Preventive maintenance.
<table>
<thead>
<tr>
<th>Project Name</th>
<th>MTP ID #</th>
<th>Project Description</th>
<th>RTP Project Number</th>
<th>Air Quality Status</th>
<th>Key #</th>
<th>Federal Fiscal Year</th>
<th>Federal</th>
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<th>Total FFY15-18</th>
<th>Other</th>
<th>Total All Sources</th>
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<tbody>
<tr>
<td>LTD</td>
<td>TBD</td>
<td>Promote and support Transportation Demand Management programs (TDM) such as carpool and vanpool</td>
<td>LTD</td>
<td>TBD</td>
<td></td>
<td>2015 OTHER $81,700 FTA-5307</td>
<td>$40,475 TD</td>
<td>$102,125</td>
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<td>TBD</td>
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<td>2016 OTHER $81,700 FTA-5307</td>
<td>$40,475 TD</td>
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<td>2017 OTHER $81,700 FTA-5307</td>
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<td>2018 OTHER $81,700 FTA-5307</td>
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<td>Vanpools</td>
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<td>Promote and support Transportation Demand Management programs (TDM) such as carpool and vanpool</td>
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<td>2015 OTHER $250,000 FTA-5310</td>
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<td>TOTAL FFY15-18 $1,000,000</td>
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<tr>
<td>Accessible Service Vehicles</td>
<td>TBD</td>
<td>Purchase of approximately five gasoline fueled Accessible Services vehicles per year.</td>
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<td>2015 OTHER $1,782,400 FTA-5307/5337</td>
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<td>$445,600</td>
<td>$2,228,000</td>
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<tr>
<td>Vehicle Purchase</td>
<td>TBD</td>
<td>Purchase three replacement hybrid diesel buses and other vehicles. May include debt issuance costs and interest payments.</td>
<td>TBD</td>
<td>TBD</td>
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<td>2014 PLAN $1,980,160 FTA-5307</td>
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<td>$495,040</td>
<td>$2,475,200</td>
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<td>$2,475,200</td>
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<tr>
<td>West Eugene EmX Extension, Small Starts</td>
<td>TBD</td>
<td>Design, utility relocation, bus purchase, construction, and implementation of the West Eugene EmX Extension</td>
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<td>2017 R/W $4,427,200 FTA-5306</td>
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<td>TOTAL FFY15-18 $4,427,200</td>
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<td>$5,534,000</td>
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<tr>
<td>LTD - Drive Less Correct Outreach 2014</td>
<td>TBD</td>
<td>Promote available transportation alternatives to Single Occupancy Vehicles (SOVs).</td>
<td>TBD</td>
<td>TBD</td>
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<td>2014 PLAN $87,720 FTA-5305</td>
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<td>TOTAL FFY15-18 $87,720</td>
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<td>$3,125</td>
<td>$90,850</td>
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</tbody>
</table>
Eugene-Springfield Transportation Conformity Interagency Consultation Group
c/o Brenda Wilson, Executive Director
Lane Council of Governments
859 Willamette St., Suite 500
Eugene, Oregon 97401-2910

Dear Members of the Eugene-Springfield Transportation
Conformity Interagency Consultation Group:

The U.S. Environmental Protection Agency (EPA) is providing this letter in its consultative role to
document that the transportation conformity requirements, under Clean Air Act (CAA) section 176(c),
for the Eugene-Springfield carbon monoxide (CO) area ended on February 4, 2014. This date marks 20
years from the effective date of redesignation of the area to attainment for the CO National Ambient Air

Under 40 CFR 93.102(b)(4) of the EPA’s regulations, transportation conformity applies to maintenance
areas through the 20-year maintenance planning period, unless the maintenance plan specifies that the
transportation conformity requirements apply for a longer time period. Pursuant to CAA section
176(c)(5) and as explained in the preamble of the 1993 final rule, conformity applies to transportation-
related pollutants and their precursors for which an area is designated nonattainment or is subject to a
maintenance plan approved under CAA section 175A for areas redesignated to attainment. The section
175A maintenance planning period is 20 years, unless the applicable implementation plan specifies a
longer maintenance period, see 58 FR 62188, 62206 (November 24, 1993). The EPA further clarified
this conformity provision in its January 24, 2008 final rule (73 FR 4434-5).

This letter documents that, because the approved maintenance plan for the Eugene-Springfield CO area
did not extend the maintenance period beyond 20 years from redesignation, transportation conformity
requirements for CO ceased to apply after February 4, 2014 (i.e., 20 years after the effective date of the
EPA’s approval of the first 10-year maintenance plan and redesignation of the area to attainment for the
CO NAAQS). As a result, the Central Lane Metropolitan Planning Organization may reference this
letter to indicate that the transportation conformity requirements of 40 CFR Part 93 no longer apply for
the CO NAAQS. In addition, project sponsors can reference this letter to indicate that as of February 4,
2014, transportation conformity requirements also no longer apply for the CO NAAQS for FHWA/FTA
projects as defined in 40 CFR 93.101. Even though the conformity obligation for CO has ended, the
terms of the maintenance plan remain in effect and all measures and requirements contained in the plan
must be complied with until the state submits, and the EPA approves, a revision to the state plan, see
GM Corp. v. United States, 496 U.S. 530 (June 14, 1990). Such a State Implementation Plan revision
would have to comply with the anti-backsliding requirements of CAA section 110(l), and if applicable,
CAA section 193, if the intent of the revision is to remove a control measure or to reduce its stringency.
The EPA notes that there is an approved limited maintenance plan in place for the Eugene-Springfield PM$_{10}$ area, see 78 FR 21547 (April 11, 2013). Although regional emissions analyses are not required for PM$_{10}$ under the limited maintenance plan provisions in 40 CFR 93.109(e), conformity determinations for the PM$_{10}$ NAAQS continue to be required for transportation improvement programs, and non-exempt FHWA/FTA projects, and all other transportation conformity requirements apply, see 78 FR 21547 (April 11, 2013).

If you have questions about the transportation conformity requirements in the Eugene-Springfield area, please contact Claudia Vaupel of my staff at 206-553-6121.

Sincerely,

Kate Kelly, Director
Office of Air, Water and Toxics

cc:
Merlyn L. Hough
Lane Regional Air Protection Agency

David Collier
Oregon Department of Environmental Quality

Marina Orlando
Oregon Department of Transportation

Julian Merchant
Federal Highway Administration

Ned Conroy
Federal Transit Administration

David Nordberg
Oregon Department of Environmental Quality

Susan Payne
Central Lane Metropolitan Planning Organization
Reply To
Attn Of: AT-082

Mr. Don Arkell, Director
Lane Regional Air Pollution Authority
225 North 5th, Suite 501
Springfield, OR 97477-4671

Dear Mr. Arkell:

This is in response to your letter to Chuck Clarke regarding the "Memorandum of Understanding - Transportation Conformity Analysis for the Eugene-Springfield MPO", dated September 9, 1994. The letter was also signed by George Kloeppe1, the LCOG Executive Director.

The final federal conformity rule does allow for exempting areas from the regional emissions analysis of the conformity rule if certain criteria are met. I believe your letter demonstrates that the Eugene-Springfield area meets the PM_{10} conformity criteria and therefore, I concur with your conclusion that the conformity determination is not required to satisfy the PM_{10} criteria for regional emissions analysis. The preamble for the federal rule, however, does not allow for relief from project level analysis. The projects within the PM_{10} nonattainment area must comply with the project level conformity requirements as specified in the federal conformity regulation.

I also concur with your findings regarding analysis for conformity findings with regard to meeting the carbon monoxide criteria. Regional emission test will apply only in the Central Area Transportation Study (CATS) boundary, consistent with the approved redesignation. Regional emission analysis will not apply outside the CATS boundary. Again, project level conformity requirements are not affected by this finding and continue to apply throughout the nonattainment area, consistent with the federal regulation.

Thank you for requesting our concurrence with this conformity proposal. Questions regarding our concurrence can be directed to Mike Lidgeard at (206)553-4233.

Sincerely,

Jim McCormick, Director
Air and Toxics Division

cc: George Kloeppe1, LCOG
September 9, 1994

Mr. Chuck Clarke
Region 10 Administrator
Environmental Protection Agency
1200 6th Avenue
Seattle, WA 98101

Re: Memorandum of Understanding - Transportation Conformity Analysis for the Eugene-Springfield MPO

Dear Mr. Clarke:

The preamble for the final Federal Conformity Rule states:

..in some nonattainment and maintenance areas, the SIP may demonstrate that highway and transit vehicle emissions are an insignificant contributor to the nonattainment problem, for example, CO or PM$_{10}$ violations near industrial sources. For areas with control strategy SIPs which have already been submitted and which demonstrate that motor vehicle emissions (including exhaust, evaporative, and reentrained dust emissions) are insignificant and reductions are not necessary for attainment, the conformity determination is not required to satisfy the criteria for regional emissions analysis of that pollutant. 58 Fed. Reg. 62194 (November 24, 1993).

The Eugene-Springfield PM$_{10}$ SIP, which has been submitted to EPA for approval, establishes that emissions from motor vehicles is not significant and concludes that control of emissions from motor vehicles is not necessary to demonstrate attainment with the PM$_{10}$ standards. There has not been an exceedance of the PM$_{10}$ standards in this area since 1987. Currently, the Lane Regional Air Pollution Authority (LRAPA) is developing a maintenance plan as part of a request for redesignation to attainment status for PM$_{10}$. On the basis of these facts, we conclude that conformity determinations for PM$_{10}$ are not required by federal regulation.

Effective February 4, 1994, the Eugene-Springfield area was redesignated to attainment status for CO. As noted in the December 6, 1993, Federal Register notice of Approval and Promulgation of Redesignation, a study performed by LRAPA during 1985 concluded that there were two hot spot locations near downtown Eugene which were isolated microscale problem areas. The Federal Register notice states the following (page 64163):
Transportation Conformity Analysis
September 9, 1994
Page 2

Due to the nature of Eugene’s CO violations, (i.e., hot spots only) LRAPA’s emission inventory contains only on-road mobile and home wood heating emissions within the Central Area Transportation Study boundary. All point sources within the Eugene AQMA are located at a sufficient distance away as to not contribute significantly to the violations.

Since the approved SIP and redesignation only contains an emissions budget for the Central Area Transportation Study (CATS) boundary, we conclude that except for projects within the CATS boundary, regional emissions tests do not apply for purposes of conformity. As specified in the final rule on conformity, regionally significant projects within the Eugene-Springfield AQMA boundary and outside of the CATS boundary would be subject to project-level conformity analysis. Following guidance contained in the final rule, we would, at a minimum, conduct project level analysis for facilities that serve regional needs and are normally accounted for in our modeling.

These findings and conclusions will be jointly reviewed and reaffirmed or modified no less frequently than five-year intervals. This review will occur as necessary when pollutant concentrations of either CO, Ozone or PM_{10} approach NAAQS and motor vehicle emissions are a significant cause.

We are requesting your concurrence with the findings and conclusions stated above. Questions regarding this proposal can be directed to Tom Schwetz (LCOG) at (503) 687-4044 or Ralph Johnston (LRAPA) at (503) 726-2514. It is our intention to use this memo as the basis for our conformity determination of the region’s recently adopted TIP. This determination must be established in time for FHWA to make its conformity determination for Oregon’s STIP (October 1). Your quick reply on this matter would be greatly appreciated.

George Kloepell
LCOG Executive Director

Donald Arkell
LRAPA Director

cc: ODOT Environmental Services Section
ODOT Region 2
DEQ
FHWA
FTA
June 27, 2012

In Reply Refer To:
HDA-OR/FTA-TRO-10
File Code:
90.230
724.421
724.422

Mr. Byron Vanderpool
Transportation Program Manager
Central Lane Metropolitan Planning Organization
859 Willamette Street, Suite 500
Eugene, OR 97401 - 2910

RE: USDOT Air Quality Conformity Determination
2012-2015 Metropolitan Transportation Improvement Program (MTIP)
2035 Regional Transportation Plan

Dear Mr. Vanderpool:

Thank you for your continued quality work in cooperation with state and local government partners and other stakeholders in the Central Lane Metropolitan Planning Area in developing transportation plans and programs that meet community needs and improve quality of life to make the area a desired place to live, work and raise families.

The Eugene-Springfield urbanized area is currently designated "maintenance" for carbon monoxide (CO) and "non-attainment" for particulate matter of less than 10 microns (PM10). However, the U.S. Environmental Protection Agency (EPA) in their letter dated October 3, 1994 concurred with the Lane Regional Air Protection Agency (LRAPA) that the conformity determination is not required to satisfy the PM10 criteria for regional emissions analysis. The U.S. Environmental Protection Agency (EPA) also published a Federal Register Notice approving the CO maintenance plan for the Eugene-Springfield area effective February 4, 1994.

The Clean Air Act of 1990, as amended, requires that transportation plans, programs and projects cannot create new National Ambient Air Quality Standards (NAAQS) violations, increase the frequency of severity of existing NAAQS violations or delay the attainment of NAAQS. The Metropolitan Planning Organization (MPO) and U.S. Department of Transportation (Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are required to make a transportation conformity determination in non-attainment and maintenance areas as outlined in 40 CFR Part 93.104. Frequency of conformity determinations is outlined in 23 CFR 450, the FHWA and FTA Metropolitan Planning Rule, as well as Oregon Administrative Rule (OAR) 340-252-0050. Transportation conformity ensures that Federal funding and approval are given for those transportation activities that are consistent with air quality goals, and do not worsen air quality or interfere with the purpose of the State Implementation Plan (SIP).
FHWA and FTA have completed a review of the Central Lane Metropolitan Planning Organization (CLMPO) conformity determination for the 2012-2015 MTIP and 2035 RTP. Our USDOT determination is based upon the CLMPO conformity determination analysis and documentation submitted to our offices by CLMPO in their January 26, 2012 letter, and interagency consultation.

The CLMPO Policy Board adopted the 2012-2015 MTIP and associated air quality conformity determination on January 12, 2012, through Resolutions 2012-02. The conformity analysis provided by CLMPO indicates that air quality conformity requirements have been met. Based on our review we find that the 2012-2015 MTIP and 2035 RTP conform to the SIP in accordance with the Transportation Conformity Rule and the Oregon Conformity SIP. The Federal conformity determination was made after consultation with EPA Region 10.

This letter constitutes the joint FHWA and FTA air quality conformity determination for the CLMPO 2012-2015 MTIP and 2035 RTP. If you have any questions regarding this conformity determination, please contact Satvinder Sandhu, FHWA, at (503) 316-2560 or Ned Conroy, FTA at (206) 220-4318.

Sincerely,

Phillip A. Ditzler
FHWA Division Administrator

cc: EPA (Wayne Elson, Mobile Sources)
    (Claudia Vaupel, Office of Air, Waste & Toxics, State & Tribal Air Programs Unit
    ODOT (Lisa Nell, Region 2 Planning Manager)
    (Steve Leep, Program and Funding Services Manager)
    (Marino Orlando, Environmental Services)
    LRAPA (Sally Markos, Public Information & Education Outreach)
    ODEQ (Dave Nordberg, Transportation Planning Coordinator)