



# **MTIP**

## **2024 - 2027**

Federal Fiscal Years

Adopted May 4, 2023  
Updated May 30, 2023

Central Lane Metropolitan Planning Organization



Central Lane MPO

Metropolitan Transportation Improvement Program  
Federal FY 2024 through Federal FY 2027

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the Federal Highway Administration, and the Federal Transit Administration.



RESOLUTION 2023-03

**ADOPTING THE CENTRAL LANE METROPOLITAN PLANNING ORGANIZATION  
FY24-27 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP)**

WHEREAS, the Lane Council of Governments (LCOG) 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 development of an MTIP that delineates the funded activities over multiple fiscal years is among the major requirements of the Metropolitan Transportation Planning Process; and

WHEREAS, the Central Lane Metropolitan Planning Organization has developed an MTIP for FFY24-27, in coordination with the Oregon Department of Transportation (ODOT); and

WHEREAS, the MTIP has been reviewed and is found to conform to all federal and state planning regulations and to reflect the priorities for regional transportation investments for FFY24-27; and

WHEREAS, the improvements included in the MTIP have been drawn from or have been determined to be wholly consistent with the MPO's long range Regional Transportation Plan; and,

WHEREAS, the improvements included in the MTIP using the MPO's discretionary federal funds are consistent with the project selection criteria and process identified in the MTIP; and,

WHEREAS, the improvements included in the MTIP demonstrate fiscal constraint; and,

WHEREAS, an Air Quality Conformity Determination for the MTIP is prepared and demonstrates compliance with the Clean Air Act; and,

WHEREAS, the draft MTIP document has been published or otherwise made readily available for public review including in an electronically accessible format on the MPO's website; and

WHEREAS, a public review and comment period has been conducted, and the Metropolitan Policy Committee has approved the public review process;

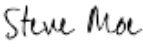
**NOW, THEREFORE, BE IT RESOLVED:**


**THAT**, the FFY24-27 Metropolitan Transportation Improvement Program, Exhibit B, is hereby adopted;

**THAT**, the newly adopted FFY24-27 MTIP will be put into effect no later than the effective date of the FFY24-27 STIP.

PASSED AND APPROVED THIS 4<sup>th</sup> DAY OF MAY, 2023, BY THE METROPOLITAN POLICY COMMITTEE.

**ATTEST:**

DocuSigned by:  
  
24CD0C03E42692...  
Steve Moe, Chair  
Metropolitan Policy Committee

DocuSigned by:  
  
13501805788009...  
Brendalee Wilson, Executive Director  
Lane Council of Governments

*[insert signed Governor's letter]*



## U.S. DEPARTMENT OF TRANSPORTATION

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530 Center Street, Suite 420  
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September 25, 2023

HDA-OR/ FTA-TRO-10

File Code:  
105.000

Mr. Kristopher W. Strickler  
Director  
Oregon Department of Transportation  
355 Capitol Street NE, MS 11  
Salem, OR 97301

Subject: Oregon 2024-2027 Statewide Transportation Improvement Program (STIP) Approval

Dear Mr. Strickler,

The Oregon Department of Transportation (ODOT) submitted the Oregon 2024-2027 Statewide Transportation Improvement Program (STIP) to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for review and approval on July 21, 2023. ODOT provided the Governor's approval of the Metropolitan Transportation Improvement Programs (MTIPs) on September 14, 2023.

In conjunction with the STIP approval, FHWA and FTA conducted a review to determine that the proposed STIP is based on a statewide transportation planning process that meets the requirements of 23 U.S.C. Sections 134 and 135, 49 U.S.C. Sections 5303-5304, and 23 CFR 450 Subparts A, B, and C. This review will be documented as the 2024 Federal Planning Finding and submitted under a separate cover.

***Based on our review, we find that the Oregon 2024-2027 STIP meets the above-referenced planning requirements and is approved for a period of four years.***

This approval does not constitute an eligibility determination for the Federal funds proposed for obligation on the listed projects. The eligibility of individual projects for funding is subject to the project sponsors satisfactorily meeting all additional administrative and Federal requirements.

If you have any questions, please contact Ms. Jasmine Harris of FHWA Oregon Division at [jasmine.harris@dot.gov](mailto:jasmine.harris@dot.gov) or Ms. Danielle Casey of FTA Region 10 at [danielle.casey@dot.gov](mailto:danielle.casey@dot.gov).

Sincerely,

---

Keith Lynch  
 Division Administrator, Oregon Division  
 Federal Highway Administration

---

Susan Fletcher  
 Acting Regional Administrator, Region 10  
 Federal Transit Administration

cc.:

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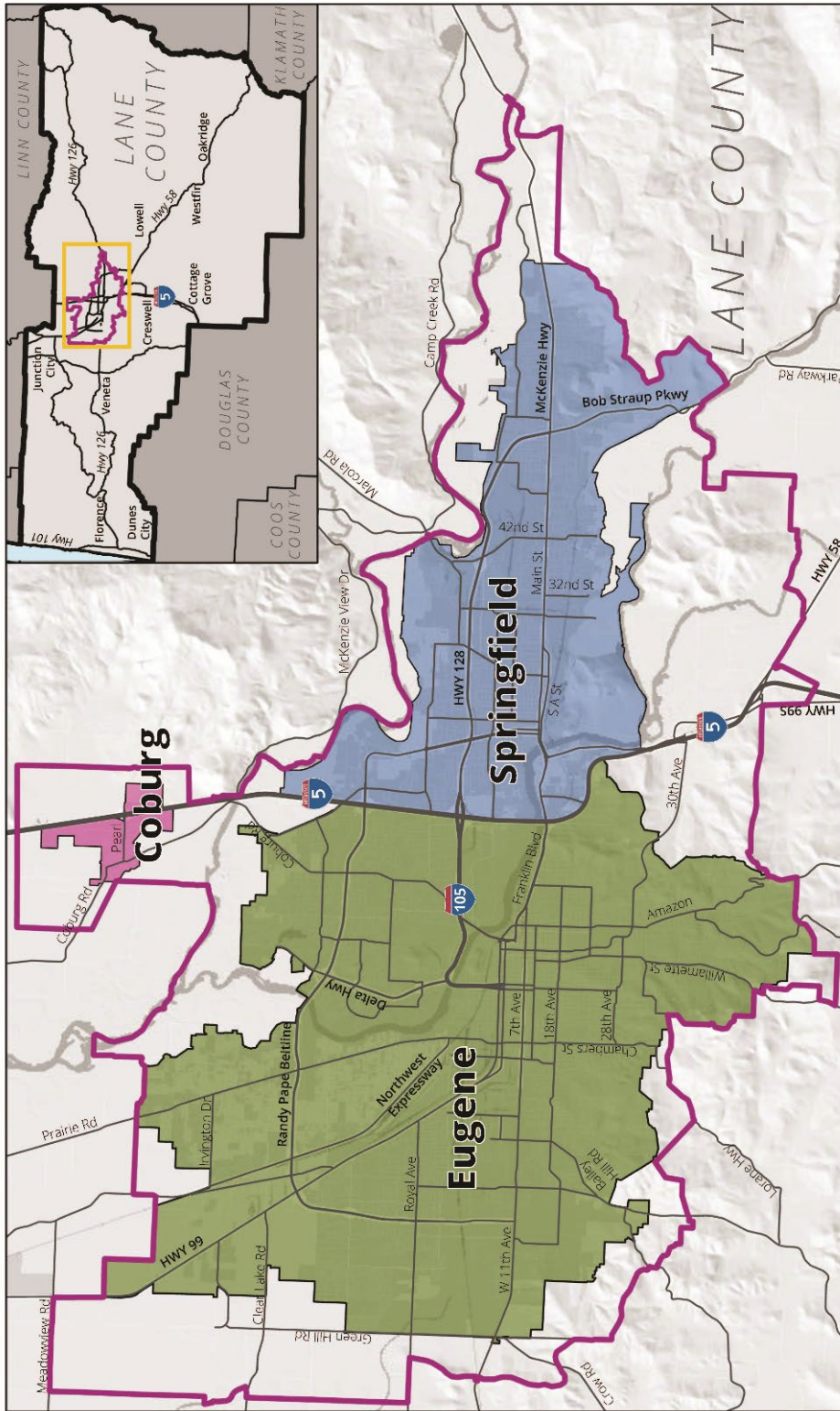


## List of Acronyms

AC/ACPO	Advance Construction state funding strategy
ADA	Americans with Disabilities Act
ADT/AADT	[Annual] Average Daily Traffic
AQCD	Air Quality Conformity Determination
ARTS	All Roads Transportation Safety
BIL	Bipartisan Infrastructure Law (aka IIJA)
BRT	Bus Rapid Transit
CAC	Citizens' Advisory Committee, currently inactive
CFR	Code of Federal Regulations
CIP	Capital Improvement Plan
CLMPO	Central Lane Metropolitan Planning Organization
CMP	Congestion Management Process
CN	Construction project phase (aka CON)
CRP	Carbon Reduction Program
DEQ	Oregon Department of Environmental Quality
DOT	Department of Transportation
EmX	Emerald Express, LTD's BRT
EPA	Environmental Protection Agency (aka US EPA)
ER	Emergency Repair
EV	Electric Vehicle
FAST Act	Fixing America's Surface Transportation Act
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
HIP	Highway Infrastructure Program
HSIP	Highway Safety Improvement Program
IGA	Intergovernmental Agreement
IIJA	Infrastructure Investment and Jobs Act (aka BIL)
ITS	Intelligent Transportation Systems
LCOG	Lane Council of Governments
LMP	Limited Maintenance Plan, for air quality
LRAPA	Lane Regional Air Protection Agency
LTD	Lane Transit District
MAP-21	Moving Ahead for Progress in the 21st Century
MPC	Metropolitan Planning Committee
MPO	Metropolitan Planning Organization
MTIP	Metropolitan Transportation Improvement Program (aka TIP)
MTP	Metropolitan Transportation Plan (aka RTP)
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NHFP	National Highway Freight Program

NHPP	National Highway Performance Program
NHS	National Highway System
ODOT	Oregon Department of Transportation
OTC	Oregon Transportation Commission
P2P	Point2point, LTD's discontinued TDM service
PE	Preliminary Engineering and/or design project phase
PHED	Peak Hour Excessive Delay
PL	Metropolitan Planning funding program
PL	Planning project phase
PM10	Particulate Matter less than 10 microns in diameter
POP	Program of Projects
PPP	Public Participation Plan
RTP	Regional Transportation Plan (aka MTP)
RW	Right of Way acquisition project phase (aka ROW)
SFLP	State Funded Local Projects program
SIP	State Implementation Plan, for air quality
SOV	Single Occupancy Vehicle
SPR	State Planning and Research
SRTS	Safe Routes to School
STBG	Surface Transportation Block Grant program
STIP	Statewide Transportation Improvement Program
SUV	Sport Utility Vehicle
TA	Transportation Alternatives program (aka TAP)
TAM	Transit Asset Management
TASC	Technical Advisory Subcommittee
TCM	Transportation Control Measure
TDM	Transportation (or Travel) Demand Management
TIP	Transportation Improvement Program (aka MTIP)
TMA	Transportation Management Area
TO	Transportation Options
TPC	Transportation Planning Committee
TSP	Transportation System Plan
TTTR	Truck Travel Time Reliability index
UPWP	Unified Planning Work Program
UR	Utility Relocation project phase
USC	United States Code
USDOT	United States Department of Transportation
VMT	Vehicle Miles Traveled
WFL	Western Federal Lands
5307	FTA funding authorized by 49 USC Section 5307
5310	FTA funding authorized by 49 USC Section 5310
5337	FTA funding authorized by 49 USC Section 5337
5339	FTA funding authorized by 49 USC Section 5339

# Map of the Central Lane MPO



## Central Lane MPO Area

The Central Lane MPO Area is located in Lane County, Oregon, as shown on the two small inset maps, and encompasses the cities of Eugene, Springfield, Coburg, and their surrounding area.



## Legend

-  MPO Area Boundary
-  Urban Growth Boundaries
-  Eugene UGB
-  Springfield UGB
-  Coburg UGB



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## INTRODUCTION – What is the MTIP?

The MTIP is the Metropolitan Transportation Improvement Program for the Eugene/Springfield metropolitan area. The MTIP contains a list of specific, short-term prioritized transportation projects that are scheduled to utilize federal funding during federal fiscal years (FFY) 2024-2027, which covers the period from October 1, 2023 through September 30, 2027.

The MTIP describes the near-term priority projects that implement the long-range goals of the [Regional Transportation Plan](#)<sup>1</sup>. 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, transportation planning and programs or capital purchases. It provides an opportunity to ensure that the region’s transportation investments (including investments the State is making within the MPO boundaries) are consistent with the MPO’s goals and priorities for the regional transportation system. Some projects such as airport or rail projects might not be included. The federal MTIP requirements are described in [23 USC 450.326](#).

The Central Lane Metropolitan Planning Organization (CLMPO) is a transportation planning entity staffed by the Lane Council of Governments (LCOG) that is funded by federal legislation and required in all U.S. metropolitan areas of 50,000 population or more. Among other things, MPOs are responsible for development and maintenance of the MTIP and for administering a portion of the transportation funding authorized through the federal transportation bill. CLMPO is governed by the Metropolitan Policy Committee (MPC), comprised of elected and appointed representatives from the Cities of Coburg, Eugene, and Springfield, as well as Lane County, Lane Transit District (LTD), and Oregon Department of Transportation (ODOT). A map of the [CLMPO boundaries](#) is provided at the beginning of this document.

The [Statewide Transportation Improvement Program](#)<sup>2</sup> (STIP) is prepared by ODOT and describes transportation investments expected statewide over a current four-year period, drawn from the Oregon Transportation Plan. Projects listed in the MPOs’ MTIPs are also compiled (unchanged) into the STIP<sup>3</sup>. When changes to projects in the MTIP are approved, the STIP is updated to reflect those changes ensuring that the MTIP and STIP remain consistent. For projects within an MPO boundary, the STIP must maintain 100% consistency with the MTIP and all transportation funding decisions and project changes within an MPO boundary (even for State discretionary projects) must be approved by the MPO and must be consistent with the MPO’s regional goals and objectives. This means that the MTIP, including its project-specific funding and programming details, in effect, is the STIP for that area. The STIP essentially is a collection of the MTIPs in the state plus a planning and programming document for all areas of the state outside of an MPO. The following diagram outlines the interconnectivity of the MTIP and STIP:

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<sup>1</sup><https://www.lcog.org/thempo/page/central-lane-metropolitan-planning-organization-2045-regional-transportation-plan>

<sup>2</sup> [https://www.oregon.gov/ODOT/STIP/Documents/OnlineSTIP\\_Public.pdf](https://www.oregon.gov/ODOT/STIP/Documents/OnlineSTIP_Public.pdf)

<sup>3</sup> [23 CFR 450.328\(b\)](#) [https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450#p-450.328\(b\)](https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450#p-450.328(b))

## **DEVELOPMENT AND MODIFICATION OF THE MTIP**

### **[23 CFR 450.326\(a\)](#)**

Federal regulations require MTIPs to be updated at least every four years and be approved by the MPO and the Governor. CLMPO typically prepares an updated MTIP every three years. The MTIP is developed by the Transportation Planning Committee (TPC), the regional staff group consisting of representatives from the MPO's member agencies, which is responsible for most of the technical details of the regional transportation planning process. TPC assembled the MTIP from the RTP, adopted CIPs, the draft STIP, and other capital planning documents and input from the participating agencies, as well as from the overlapping year of the previous MTIP. The MTIP is accompanied by an air quality conformity determination (AQCD). An AQCD is required with each new MTIP or at least every four years and ensures that the implementation of the MTIP will not cause or contribute to violations of the Clean Air Act and Amendments (CAAA).

TPC recommends the draft MTIP to MPC for consideration. As the MPO policy body, MPC is responsible for adopting the MTIP. The MPO's Public Participation Plan (PPP) specifies public outreach and involvement activities associated with adoption and amendment of the MTIP. TPC and MPC membership is shown in [Appendix B](#).

## **CALL FOR PROJECTS AND PROJECT SELECTION**

### **[23 CFR 450.326\(m\)](#), [23 CFR 450.326\(n\)\(1\)](#)**

As a TMA, CLMPO receives federal funds to program at the MPO's discretion for eligible purposes that support the RTP. The MPO is required to develop a process for allocating these discretionary funds which include funds from the following federal programs:

- Surface Transportation Block Grant (STBG)
- Transportation Alternatives (TA)
- Congestion Mitigation and Air Quality (CMAQ)
- Carbon Reduction Program (CRP)
- Highway Infrastructure Program (HIP)

These discretionary funds are allocated and programmed for eligible projects at the discretion of the MPO, following federal guidelines. Legislative provisions forbid MPOs from distributing suballocated funds to individual jurisdictions based on pre-determined percentages or formulas<sup>4</sup>. CLMPO relies on a merit- and consensus-based process for suballocating discretionary federal funds.

Prior to each TIP cycle, typically every two years, the MPO and its partner agencies plan a project solicitation through which applications are accepted, screened, published, reviewed, discussed,

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<sup>4</sup> [23 CFR 450.326\(m\)](#) [https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450#p-450.326\(m\)](https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450#p-450.326(m))

prioritized, and eventually recommended for funding to the MPO Policy Board by TPC. the MPO's priorities for the use of that cycle's discretionary federal funding is ultimately decided following public involvement and programmed into the TIP as dedicated project-specific funding.

When CLMPO opens a call for projects, it is noticed on the MPO website (thempo.org), discussed at public MPO committee meetings, distributed as an email to the MPO distribution lists, and posted on CLMPO's Facebook and Twitter pages. The funding application developed by CLMPO is designed to provide sufficient details for transparent and defensible project prioritization and for meaningful public engagement. The funding application also helps screen for eligibility, ensures that if programmed, proposals would support the MPO's goals as articulated in the RTP, support the relevant performance targets, not violate CAAA, and provide information required for programming in the TIP. The funding application form developed and approved for the 2024-2027 cycle of funding is provided in [Appendix A](#).

MPC in May 2022 approved an updated process and framework for allocating these discretionary funds in preparation for the 2024-2027 MTIP. The process includes the use of a set of screening or eligibility criteria and a set of evaluation criteria to be applied to applications for funding. Among these are the following eight "primary funding considerations" adopted by MPC prior to the 2024-2027 project selection process:

- 1 Eliminate fatal and serious injury crashes for all modes of travel.
- 2 Preserve and maintain transportation system assets to maximize their useful life and minimize project construction and maintenance costs.
- 3 Eliminate barriers that people of color, low-income people, youth, older adults, people with disabilities and other historically excluded communities face meeting their travel needs.
- 4 Reduce the transportation system's vulnerability to natural disasters and climate change.
- 5 Improve public health by providing safe, comfortable, and convenient transportation options that support active living and physical activity for all ages and abilities to meet daily needs and access services.
- 6 Increase the percentage of trips made using active and low carbon transportation modes while reducing vehicle miles traveled within our region.
- 7 Strive to reduce vehicle-related greenhouse gas emissions and congestion through more sustainable street, bike, pedestrian, transit, and rail network design, location, and management.
- 8 Complete gaps in the regional bicycle and pedestrian networks, including paths.

These eight primary funding considerations are a subset of the 28 objectives of the 2045 Regional Transportation Plan. They replace the priority considerations of previous MTIPs and represent the MPO's priority focus areas when considering funding proposals for the next four years.

In reviewing proposals, TASC considers other criteria as well, including supporting federal performance targets, Environmental Justice and Title VI, and CAAA. For projects eligible for



CMAQ funding, emphasis is placed on the estimated PM10 emissions reduction and the project's cost efficiency, as well as the readiness of the project since the CMAQ program requires additional reporting and project eligibility verification, which often results in delays getting these projects programmed in a timely manner.

The draft list of priority projects that results from this review process is not strictly based on a hard numerical score, but rather on the combined quantified and relative merits of each proposal arrived at through committee consensus.

The draft list of priority projects is presented at a public meeting of the TPC who recommends the list be released for a 30-day public comment period. The list is published along with the funding applications and a one-page, public-friendly summary sheet for each proposal. During the public comment period a public hearing is held at MPC at which time staff present a summary of each proposal and provide a description of the prioritization and selection process. MPO staff compiles and TPC review public comments received and testimony offered at the public hearing and recommend a final list of priority projects for MPC approval. Upon review of the recommendation and consideration of public input, MPC may choose to approve the recommendation or direct TPC to revise the recommendation.

Once MPC has approved the funding package, projects are incorporated into the TIP.

### **Off-Cycle Programming**

Occasionally, the MPO receives unanticipated discretionary funding either through annual redistribution processes, new funding authorizations, project cancelations wherein MPO discretionary funds are returned to the MPO, or for other reasons. These funds are nearly always received with an urgent timeframe for obligation. To ensure timely obligation, the MPO will program these funds through an "off-cycle" solicitation, meaning a solicitation for projects between the standard solicitations that accompany each new MTIP cycle. Although the funding amounts often represent only a small fraction of the MTIP cycle, CLMPO relies on the same process for project prioritization and public involvement any time MPO discretionary funds are programmed<sup>5</sup>.

### **ELIGIBLE PROJECTS**

Projects eligible for funding must be within the CLMPO boundary, be included in or consistent with the RTP, and meet the general requirements for federal aid projects as outlined in Title 23, U.S.C. Additional eligibility requirements are summarized below by funding program.

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<sup>5</sup> There are exceptions to this. For example, in 2023 MPC approved a revised process for approving amendments and other project changes including programming of certain new funds for projects already approved by MPC. These changes allow for expedited programming and obligation which is often necessary with off-cycle funding. Additionally, an unanticipated urgent need may result in a proposal to move MPO funds from one project to another. While, technically, these funds should be subject to another competitive call for projects, the MPO's committees will often approve such a proposal, if committee discussion and public involvement raise no significant objections.

**STBG** – These funds may be used for a variety of programs and projects within CLMPO. STBG funds may be used for the following types of activities on the regional transportation system: construction, reconstruction, preservation, or operational improvements of roads and highways; capital costs for transit projects; traffic management systems including traffic signals and interconnects; bicycle and pedestrian improvements; transportation alternatives; surface transportation planning programs; environmental mitigation; ITS; capital improvements; safety and congestion management improvements; and installation of vehicle-to-infrastructure communication equipment.

In general, STBG funds may not be used for projects on roadways classified as local or rural minor collector. There are a number of exceptions to this requirement including: bridge and tunnel projects; safety projects; fringe and corridor parking facilities/programs; recreational trails, pedestrian, and bicycle projects, and SRTS projects; boulevard/roadway projects largely in the right-of-way of divided highways; and projects within the pre-FAST Act Title 23 definition of “transportation alternatives.”

**TA** – A set-aside of the STBG program, these funds have different eligibility requirements than general STBG funds and are more limited in the types of projects and programs that are allowed. TA funds may be used for programs and projects defined as transportation alternatives including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design, or construction of boulevards and other roadways largely in the right-of-way for former Interstate System routes or other divided highways. TA funds cannot be used for State or MPO administrative purposes; promotional activities, except as permitted under SRTS; general recreation and park facilities, playground equipment, sports fields, campgrounds, picnic areas and pavilions, etc.; and routine maintenance and operations.

**CMAQ** - Program provides a flexible funding source for transportation projects and programs to help meet the requirements of CAAA. Funding is available to reduce traffic congestion and improve air quality for areas that do not meet the NAAQS for ozone, carbon monoxide levels or particulate matter ("nonattainment" areas), have recently become compliant ("maintenance" areas), or have at one time been nonattainment or maintenance areas. CLMPO is a limited maintenance area for PM10. All CMAQ projects must demonstrate the three primary elements of eligibility:

- be a transportation project;
- provide an emissions reduction [PM10 in CLMPO] and;
- be located in or benefit [primarily] a [current or past] nonattainment or maintenance area

FHWA has outlined CMAQ eligibility within 17 project categories. However, ODOT has limited CMAQ eligibility in Oregon<sup>6</sup> to only the following project types:

- public transportation improvements
- transportation options (TO) strategies
- pedestrian bicycle infrastructure
- vehicle and fuel efficiency efforts
- intelligent transportation systems (ITS) for congestion reduction
- traffic flow improvements for congestion reduction
- road dust mitigation to remove fine particulates (in PM10 areas only)

If the project is selected for CMAQ funding, an additional CMAQ application is required for the purposes of ODOT and FHWA eligibility confirmation and for federal CMAQ reporting. MPO staff completes this application with assistance from the project sponsor.

**CRP** – IJIA in 2022 authorized this new funding program for projects designed to reduce transportation emissions, defined as carbon dioxide (CO<sub>2</sub>) emissions from on-road highway sources. Eligible projects include public transportation projects eligible under 23 USC 142, transportation alternatives, infrastructure based ITS, certain projects to improve traffic flow, efforts to reduce the environmental and community impacts of freight movement, projects that support the deployment of alternative fuel vehicles, and others.

**HIP** – This program is specifically for the construction of highways, bridges, and tunnels on the federal-aid system. CLMPO does not receive HIP funds as a consistent, anticipated allocation, but only occasionally and in the form of federal redistribution funding following the end of a federal fiscal year.

### **Design and Construction Standards**

Projects on state highways must meet ODOT standards for design and construction or demonstrate the ability to obtain a design exception. This criterion is reviewed with the assistance and expertise of the CLMPO's ODOT Liaison. All bicycle and pedestrian projects using TA funds should conform to the [Oregon Bicycle and Pedestrian Design Guide](#)<sup>7</sup>. Other projects must meet standards appropriate to the type of work.

### **Project Size**

While there is no set minimum or maximum award, due to the costs of administering a federal project, a minimum cost of \$100,000 is recommended for construction projects and a minimum project cost of \$50,000 is recommended for non-construction projects. If the sponsor intends to eventually exchange a project's federal funds as part of ODOT's SFLP program, the project must not exceed \$1 million, however at the time of the development of this MTIP, the SFLP program is not available as a funding strategy, nor is it expected to be available in the near future.

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<sup>6</sup> <https://digital.osl.state.or.us/islandora/object/osl%3A973769/datastream/OBJ/download/2020.pdf>

<sup>7</sup> <https://digital.osl.state.or.us/islandora/object/osl%3A76835/datastream/OBJ/view>

## **Matching Funds**

Many federal-aid projects require a local match paid by the applicant or by partner organizations. For the MPO's discretionary federal funds, the required local match is 10.27 percent of eligible project costs. Applicants must pay all costs for non-eligible work and all costs incurred before ODOT issues a "notice to proceed." Non-eligible elements of the project and work completed in previous projects do not count as match. Donations of cash, staff time, materials, and property can count as matching funds in some cases.

## **REVISIONS & PROJECT MODIFICATIONS**

### [23 CFR 450.328\(a\)](#)

Because project schedules and costs as well as the financial constraints of the MTIP may change throughout the fiscal year, the MTIP may be modified after it has been adopted.

Objectives of the process for developing and amending the MTIP include:

- Ensure that federal requirements are properly met for use of available federal funds, including the requirement that projects using federal funds are included in the MTIP and that the projects are consistent with the financially constrained element of the RTP;
- Ensure regional consideration of proposed amendments having an impact on the priority for use of limited available resources or having an effect on other parts of the transportation system, other modes of transportation or other jurisdictions;
- Ensure that the responsibilities for project management and cost control remain with the jurisdiction sponsoring the project;
- Authorize routine amendments to the MTIP to proceed expeditiously to avoid unnecessary delays and committee activity;
- Provide for dealing with emergency situations; and
- Ensure projects are progressing to fully obligate annual funding in order to avoid a lapse of funds.

FHWA and FTA have established conditions for amending an adopted TIP. Those conditions were revised by regional USDOT representatives in coordination with ODOT and approved by OTC in July 2021. The amendment conditions are presented in the figure that follows, referred to as the "Federal Amendment Matrix".

## Federal Amendment Matrix

FULL AMENDMENTS	
1	Adding a federally funded, regionally significant, or state/locally funded projects which will potentially be federalized. If project does not meet this criteria, see Administrative #1. For WFL or planning projects, see Administrative #7 & #8.
2	Major change in total project scope. Major scope change may include changes like: <ul style="list-style-type: none"> <li>• Increase in project location greater than 1 mile</li> <li>• Project modifications that result in NEPA re-evaluation</li> <li>• Change affects air quality conformity</li> <li>• Adding capacity per FHWA Standards</li> <li>• Adding or deleting worktype in the STIP/FP</li> </ul>
3	Changes in Fiscal Constraint by the following criteria: <ul style="list-style-type: none"> <li>• For FHWA funded projects - total project cost increase/decrease (all phases, any type of funding increase): <ul style="list-style-type: none"> <li>- Projects under \$1M – increase/decrease over 50%</li> <li>- Projects \$1M to \$5M – increase/decrease over 30%</li> <li>- Projects \$5M and over – increase/decrease over 20%</li> </ul> </li> <li>• All FTA project changes – increase/decrease over 30%</li> </ul>
4	Adding an emergency relief permanent repair project that involves substantial change in function and location. **See note below for temporary emergency repair projects.
ADMINISTRATIVE/TECHNICAL ADJUSTMENTS	
1	Any project changes that do not meet the STIP amendment criteria in the Full Amendments section above.
2	Advancing or Slipping an approved project/phase within the current STIP (If slipping outside current STIP, project must be canceled in the current STIP).
3	Adding or canceling any phase of an approved project. See Full Amendment #3 for fiscal constraint thresholds.
4	Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.
5	Splitting a new project out of an approved program-specific pool of funds (but not reserves for future projects) or adding funds to an existing project from a bucket or reserve if the project was selected through a specific process (i.e. ARTS, Local Bridge...).
6	Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.
7	Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments #2)
8	Adding or modifying metropolitan planning projects (UPWP) funded under 23 U.S.C. 104(d) and 49 CFR 5305(d) or State Planning and Research (SPR) projects funded under 23 U.S.C. 505 and 49 U.S.C. 5303(e) or Surface Transportation Program funds.
9	Adding a WFL project.

\*\*Temporary emergency repair (ER) projects are not added to the STIP.

Revisions and project modifications categorized as “Full Amendments” require a minimum of two weeks for public review and must be approved by USDOT.

While MPC retains general authority over all modifications to the MTIP, approval authority for certain amendments, adjustments, and corrections is delegated to TPC and MPO staff. The following table identifies MTIP actions and the party or parties to whom approval authority for those actions has been delegated, referred to as the “MPO TIP Approval Matrix”.

## MPO TIP Approval Matrix

MTIP Action	Approval Authority		
	MPC	TPC	Staff
Adoption of MTIP and substantive document content updates	x		
Revisions to MTIP policies and procedures	x		
Initial programming of TMA funds	x		
Re-programming of TMA funds to projects or scopes <u>not</u> already in the MTIP	x		
Initial programming of off-cycle funds to projects or scopes already in the MTIP	x	x	
Re-programming of TMA funds to projects or scopes already in the MTIP	x	x	
Adding non-TMA-funded projects	x	x	
Project cancellation	x	x	
Major change in project scope (by federal criteria)	x	x	
Changes in fiscal constraint (by federal criteria)	x	x	
Advancing or slipping an approved project or phase outside its current TIP	x	x	
Recommendation for project or program authority retraction	x	x	
All other MTIP actions	x	x	x

*TMA funds are the MPO's discretionary federal funding as a Transportation Management Area (MPO > 200k pop)  
Off-cycle funds are MPO discretionary funding allocations not corresponding with MTIP development cycles*

MTIP actions approved by MPO staff rely on staff concurrence from agencies directly affected by the proposal rather than on MPC or TPC action. For informational purposes, amendments (but not necessarily all MTIP actions) approved by MPO staff are provided to TPC and those approved by TPC are provided to MPC.

## PUBLIC INVOLVEMENT

### [23 CFR 450.326\(b\)](#)

In adherence to the CLMPO [Public Participation Plan](#)<sup>8</sup> (developed to satisfy [450.316\(a\)](#)), significant public outreach is conducted prior to the adoption of the MTIP in order to ensure that the projects contained within it reflect the region's priorities and support the goals of the RTP.

The draft MTIP with its accompanying AQCD is reviewed by TPC at their public meetings, which approves releasing the draft document for a 30-day public review and comment period, during which time the draft is available on the MPO's website ([thempo.org](http://thempo.org)), distributed to an interested parties list, and advertised through the MPO's social media channels to solicit input. Meetings of the TPC are held at LCOG offices in downtown Eugene<sup>9</sup>. Meeting notices along with agendas and meeting materials are provided on the LCOG and CLMPO websites with direct emails sent to TPC members and the MPO's interested parties email list at least seven days prior to each meeting.

<sup>8</sup> <https://www.lcog.org/thempo/page/public-involvement-outreach>

<sup>9</sup> Since 2020 TPC meetings have been held online through a virtual platform

A public hearing is held during the public comment period at a meeting of the MPC. All MPC meetings are public and effort is made to ensure meeting locations are accessible and convenient to the public<sup>10</sup>. Meeting notices along with agendas and meeting materials are provided on the LCOG and CLMPO websites with direct emails sent to MPC members and the MPO’s interested parties email list at least seven days prior to each meeting. A final draft version of the document incorporating any revisions resulting from the public outreach and committee review processes, is recommended by TPC for adoption by MPC, after which the MTIP is presented publicly to MPC for adoption.

Typically, the MTIP and AQCD adoption and project selection for the funding anticipated in that MTIP cycle undergo a single, joined public participation process. However, when this is not the case, the full public participation process as described above is conducted twice; once for project selection and once for MTIP adoption. This process may also be repeated throughout the life of the MTIP when new projects are proposed to utilize the MPO’s discretionary funding or when substantive revisions to the MTIP are proposed (see MPO TIP Approval Matrix).

The public involvement process for the MTIP also satisfies the FTA Program of Projects (POP) review for federally funded MTIP transit projects. The public notice of public involvement activities and time established for public review and comments on the MTIP development process will also note that the public process is satisfying the FTA’s Program of Projects requirements.

Timeline for 2024-2027 MTIP public participation process and approval:

TPC review of regional funding priorities	2/17/2022
MPC directs TPC re: regional funding priorities	3/3/2022
TPC propose revised priorities & funding app.	3/17/2022
MPC approve revised priorities and application	5/5/2022
Projects solicited and applications received	5/20/2022 to 7/1/2022
Notices & links posted on Facebook and Twitter	5/23/2022
TASC review of funding applications	7/1/2022 to 7/21/2022
All proposals summarized and posted online	7/7/2022
Facebook and Twitter posts link to proposals	7/7/2022
TPC propose funding package for public review	7/21/2022
Public review and comment period	7/22/2022 to 8/21/2022
Public hearing and MPC presentation	8/4/2022
TPC review public input – recommend to MPC	9/15/2022
MPC approve recommended funding package	10/6/2022
TPC approve release of Draft MTIP/AQCD/POP	3/16/2023
Public review and comment period	3/17/2023 to 4/16/2023

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<sup>10</sup> Since 2020 MPC meetings have been held online through a virtual platform

Notices & links posted on Facebook and Twitter	3/17/2023
Public hearing and MPC presentation	4/6/2023
TPC review public input – recommend to MPC	4/20/2023
MPC approve 2024-2027 MTIP/AQCD/POP	5/4/2023

Documentation of public comments received through these processes is provided in [Appendix E](#).



## PERFORMANCE BASED PLANNING AND PROGRAMMING

### [23 CFR 450.326\(c\)](#)

With the passage of MAP-21 (Moving Ahead for Progress in the 21st Century) in 2012, the US Department of Transportation (USDOT) signaled a change in how surface transportation planning and programming would be conducted in the future. In an effort toward more transparency and increased accountability, MAP-21 required DOTs and MPOs to use an outcomes- and performance-based planning paradigm when developing long-range plans and programming projects for funding in the TIP. Subsequent transportation bills have continued these requirements.

Performance measures in transportation are data about the use, condition, and impact of the transportation system reported for illustrative purposes to demonstrate progress made toward established targets. USDOT is required to establish specific transportation performance measures. ODOT set performance targets for these measures and Central Lane MPO has acted by supporting the state targets. MPOs are required to incorporate performance measures and targets into their MTIPs and Metropolitan Transportation Plans (CLMPO's [2045 RTP](#)).

FHWA and FTA were responsible for developing the performance measures for the national goals. This was a complex undertaking involving significant outreach and involvement with DOTs, MPOs, transit districts, advocacy groups, and the public. The performance measures are in five categories:

- Roadway Safety
- Pavement and Bridge Condition on the National Highway System (NHS)
- Performance of the NHS
- Transit Asset Management
- Congestion Mitigation and Air Quality (CMAQ)

Roadway safety and transit asset management measures require targets to be established each year. Targets for the remaining performance measures are set on a four-year cycle, occurring the year before the scheduled adoption of the RTP.

MPOs can either set a numeric target for each of the performance measures, or they can support the statewide target set by ODOT. MPOs are required to report the progress of these targets every four years. There are no penalties for an MPO that fails to achieve its targets.

ODOT and the MPOs within Oregon coordinated and collaborated in setting the statewide performance measure targets. Documentation of the target setting process is available [online](#). If the MPO elects to establish MPO specific targets for any federally required performance measure, it is established in coordination and collaboration with ODOT to ensure consistency.

The CLMPO policy board has in each case elected to support the statewide performance targets. The investment priorities of the 2024-2027 MTIP fulfill the intent of performance-based planning

and programming. The supported targets are provided in the tables below and are current as of February 2023, although these targets may change within the life of this MTIP.

Performance Measure	Baseline	State Target	
	2022	2yr	4yr
<b>Pavement Conditions</b>			
Percent of pavements of the interstate system in good condition	57.7%	50%	50%
Percent of pavements of the interstate system in poor condition	0.2%	0.5%	0.5%
Percent of pavements of the non-interstate NHS in good condition	33.5%	30%	30%
Percent of pavements of the non-interstate NHS in poor condition	2.9%	5%	5%
<b>Bridge Condition</b>			
Percent of NHS bridges by deck area classified as in good condition	13%	11.4%	10%
Percent of NHS bridges by deck area classified as in poor condition	1.8%	2.4%	3%
<b>National Highway System (NHS) Performance</b>			
Percent of reliable person-miles traveled on the interstate	78%	78%	78%
Percent of reliable person-miles traveled on the non-interstate NHS	78%	78%	78%
<b>Freight Movement on Interstate System</b>			
Truck travel time reliability (TTTR) index	1.45	1.45	1.45
<b>Congestion Mitigation and Air Quality On Road Mobile Source Emissions</b>			
Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita (CLMPO)	3.6	8.5	9
Percent of Non-SOV Travel (CLMPO)	30.2%	33%	35%
Total PM10 emissions reduction from funded CMAQ projects (kg/day)	1,115.03	557.51	1,115.03

Safety Performance Measures	Baseline	State Target
	2021	5yr rolling avg.
Fatalities	448	444
Fatality Rate (fatality per 100 million vehicle miles traveled (VMT))	1.48	1.46
Serious Injury	1,739	1,722
Serious Injury Rate (serious injury per 100 million VMT)	5.03	4.98
Nonmotorized Fatalities and Serious Injuries	257	254

FTA has established additional performance measures and reporting requirements for transit asset management (TAM) and transit safety. Performance metrics for TAM focus on maintenance of the regional transit system in a state of good repair.

Lane Transit District was granted Tier II agency status because it operates fewer than 100 vehicles in revenue service in any one mode during peak regular service. Lane Transit District participates in a group TAM Plan with ODOT. The LTD Board adopted this plan in December 2018. ODOT is tracking performance targets on an annual basis for tier II transit agencies. These targets are posted annually on ODOT’s [Transit Asset Management](#) site.

Transit Asset Management Measures	Target
Equipment - Automobiles	8%

Equipment - Truck and other Rubber Tire Vehicles	45%
Rolling Stock - Articulated Bus	20%
Rolling Stock - Over the Road Bus	78%
Rolling Stock - Bus	25%
Rolling Stock - Cutaway	38%
Rolling Stock - Van	40%
Rolling Stock - Minivan	34%
Rolling Stock - SUV	31%
Rolling Stock - Automobile	50%
Facilities - Passenger / Parking Facilities	0%
Facilities - Administrative / Maintenance Facilities	1.5%

Transit Safety Measures	Target
<b>Fixed Route Bus</b>	
Fatalities	0
Injuries	36
Safety Events (per 100k)	2.5
System Reliability (mi.)	7,241
<b>Bus Rapid Transit</b>	
Fatalities	0
Injuries	36
Safety Events (per 100k)	2.5
System Reliability (mi.)	7,241

## HOW THE MTIP HELPS ACHIEVE THE PERFORMANCE TARGETS

### [23 CFR 450.326\(d\)](#)

The projects included in the MTIP contribute to achieving the adopted performance targets. Many projects are added to the MTIP directly from the adopted RTP and/or Transit CIP designed also towards achievement of these performance targets. Projects not added directly from the RTP are required at project solicitation to demonstrate through the funding application that the project is consistent with the goals, and objectives of the RTP and identify specifically those performance targets the project supports. Support towards achievement of performance targets is a prioritization consideration during the project selection process. The [project list](#) identifies which investment priorities support achievement of the performance targets (by category).

### Pavement and Bridge Condition Targets

MPC identified the preservation and maintenance of transportation system assets as one of the eight primary funding considerations for this TIP cycle. Due to the expensive nature of capital pavement and bridge projects, a large percentage of the funding programmed in the MTIP goes to support these projects. The National Highway Performance Program (NHPP), by legislation, is directed toward supporting progress toward the achievement of NHS performance targets including pavement and bridge condition targets. The Surface Transportation Block Grant

Program (STBG) and Highway Infrastructure Program (HIP) are also valuable programs for funding pavement and bridge projects on the NHS. Some projects include:

- I-5 Overflow Bridge (23131)
- I-5 Overflow Bridge (23130)
- I-5 Muddy Creek Bridge (23128)
- Airport Rd Pavement Preservation (22783)
- Amazon Creek Bridge at Bailey Hill Rd (22405)
- Franklin Blvd a Partnership to Rebuild and Revive a Corridor (22596)
- Ferry St over SPRR (23121)

#### System Performance Targets

The NHPP, by legislation, is directed toward supporting progress toward the achievement of NHS performance targets. The STBG and HIP are also valuable programs for funding projects to improve performance of the NHS. Some projects include:

- OR569 Signal Replacement (22796)
- I-5 Overflow Bridge (23131)
- I-5 Overflow Bridge (23130)
- I-5 Muddy Creek Bridge (23128)
- Amazon Creek Bridge at Bailey Hill Rd (22405)
- Franklin Blvd a Partnership to Rebuild and Revive a Corridor (22596)
- Ferry St over SPRR (23121)

#### Interstate Freight Movement Reliability Targets

The National Highway Freight Program (NHFP) is designed to improve the efficient movement of freight on the national highways. This as well as other, more flexible funding programs such as NHPP, HIP, STBG and others fund projects that help achieve these targets. Some projects include:

- I-5 Overflow Bridge (23131)
- I-5 Overflow Bridge (23130)
- I-5 Muddy Creek Bridge (23128)
- OR569 Signal Replacement (22796)

#### Congestion Mitigation and Air Quality Targets

A large percentage of the projects in the MTIP support the achievement of these targets either through reduction of either emissions, delay, or single occupancy vehicle (SOV) travel. This is due to the significant overlap between these targets and the funding priorities established in the MPO's RTP. CLMPO receives approximately \$1.8 million of CMAQ funding annually for projects specifically to help reduce PM10 emissions. Project selection relies on, among other things, the project's anticipated reduction of PM10 emissions and its cost-effectiveness. All CMAQ funded projects directly support achievement of the CMAQ targets, but achievement of these targets is also supported by several projects funded through Carbon Reduction Program (CRP), Transportation Alternatives (TA), STBG, and others. Some projects include:

Regional Bicycle Enhancements (22338)  
SmartTrips – New Movers and Mobility Options (22778)  
Franklin Blvd a Partnership to Rebuild and Revive a Corridor (22596)  
Lincoln St Protected Two-way Cycle Track (21567)  
Oakway Rd Protected Bike Lanes (22345)  
Hunsaker Lane Buffered Bike Lanes (21449)  
West Bank Path Extension (22346)  
City of Eugene Signal Improvements (21573)  
30<sup>th</sup> Ave. Active Transportation Corridor Design (22782)  
Gilham Rd Pavement and Sidewalk Improvements (21385)  
LTD Safety and Amenity Treatments (23113)  
Q St Reconstruction (22352)

### Roadway Safety Targets

As with the Congestion Mitigation and Air Quality targets, there is significant overlap between projects that support achievement of the safety targets and the funding priorities established in the MPO's RTP. While safety is addressed in nearly every surface transportation project to some degree, it is a more central focus of some projects in the MTIP. The Highway Safety Improvement Program (HSIP) is a federal funding program designed specifically to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The MTIP includes several HSIP-funded projects including those HSIP projects identified through Oregon's jurisdictionally blind, data-driven All Roads Transportation Safety (ARTS) program. Some projects include:

Division Ave Roundabouts (22700, 22701)  
Coburg Rd Multimodal Plan (22779)  
Franklin Blvd a Partnership to Rebuild and Revive a Corridor (22596)  
Lincoln St Protected Two-way Cycle Track (21567)  
City of Eugene Signal Improvements (21573)  
Lane County Local Road Curve Treatments (22689)  
Airport Rd Safety Treatments (22783)  
Clear Lake Rd Speed Treatments and Safety Countermeasures (22753)  
Laura St Upgrade (22348)  
LTD Safety and Amenity Treatments (23113)  
I-5 and OR569 Wrong Way Driving Treatments (22723)  
OR99W at Theona Dr Intersection Sight Distance Treatments (21564)  
Virginia Ave – Daisy Ave Safety Treatments (22696)

### Transit Asset Management Targets

Most, if not all transit capital projects in the MTIP are administered by LTD. These projects are funded using FTA funding such as that provided through Sections 5307, 5310, 5337, and 5339. LTD manages its assets through pro-active and rigorous maintenance programs not only for rolling stock, but for other vehicles, facilities, stations, and other assets. Some projects include:

Fixed Route Bus Replacement (23114, 23115)  
ADA Bus Replacement (23116)  
Glenwood Transit Facility Treatments (23208)  
LTD Preventive Maintenance (22262, 23210, 23212, 23213)  
LTD Associated Capital Maintenance (22266, 23214, 23216, 23217)  
BRT Franklin & Gateway Station Treatments (23220)  
RideSource Facility Expansion (23223)  
Fixed Route Infrastructure (23238)  
LTD Alternative Fuels Infrastructure (23240)

### Transit Safety Targets

Most transit safety projects in the MTIP are administered by LTD using FTA funding such as that provided through Sections 5307 or 5337. Occasionally, FHWA funds such as STBG will be utilized by LTD or other agencies for projects that may have beneficial effects towards achievement of these targets as well. Some projects include:

Glenwood Transit Facility Treatments (23208)  
BRT Franklin & Gateway Station Treatments (23220)  
Fixed Route Infrastructure (23238)  
Frequent Transit Network Safety and Amenity Treatments (23113)

The funding priorities included in this MTIP support the performance measures consistently with other performance-based planning documents including the Oregon Transportation Safety Performance Plan, Highway Safety Improvement Program (see project list for specific HSIP projects), the CMAQ Performance Plan (see project list for specific projects), the Oregon Group TAM Plan, and the MPO's Congestion Management Process (CMP).

### **Surface Transportation Projects**

#### [23 CFR 450.326\(e\)](#)

Federal law requires that this document include both capital and non-capital surface transportation projects in CLMPO proposed for funding under the above referenced codes which refer in general terms to federal highway and transit funding programs. Some project types are included in this document optionally, these include safety projects, metropolitan planning projects, state planning and research projects, planning projects funded with STBG program funds, some emergency relief projects, national planning and research projects, and project management oversight projects.

### **Regionally Significant Projects**

#### [23 CFR 450.326\(f\)](#)

Even non-federally funded projects must be included in the MTIP and are subject to air quality conformity if they are determined to be regionally significant. In CLMPO, TPC as the standing

committee for air quality under the Oregon Conformity Rulings, has determined regionally significant projects to be:

A transportation project, other than an exempt project (see [40 CFR Section 93.126](#)), that is on a facility which serves regional transportation needs, such as access to and from the area outside the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves, and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum:

- All fixed guideway transit facilities that offer an alternative to regional highway travel;
- Projects on facilities classified as arterial level and above;
- Projects on multi-lane facilities that impact speed and/or capacity; and
- Construction of new roadways classified as arterial level and above.

### **How does the MTIP reflect the region's priorities?**

Only projects included in or fully consistent with the RTP may be programmed into the MTIP. The MTIP derives all its projects either directly from the RTP or indirectly from the goals and objectives within it. The RTP is the long range policy and planning document while the MTIP is the short range implementation document that enables those planned projects to begin work. Specifically, the MTIP lists those projects from the RTP that have committed or reasonably available funding and intend to begin a phase of work during the four years of the MTIP. For more details on how the MPO's priorities are determined, see [Call for Projects and Project Selection](#).

### **What projects are included in the MTIP?**

There are several different ways that projects are added to the MTIP, including the following:

For federal-aid projects over which the CLMPO has discretionary funding authority the MPO solicits its local partner agencies for projects to be included in the MTIP. The MPO has adopted performance targets and allocates funding based upon these targets. The MPO uses evaluation criteria based upon regional priorities to select projects for programming in the MTIP. The regional priorities are generally established before or during development of the MTIP. Additional details on the process of programming CLMPO's discretionary federal funds are provided earlier in this document (see [Development and Modification of the MTIP](#).)

Other local agency projects are drawn from the MPO's partner agencies' Transportation System Plans (TSP), Capital Improvement Programs (CIP), or other local planning documents. These projects are included in the MTIP if they are regionally significant or subject to federal approval. All projects requiring NEPA (a detailed assessment of the potential impacts on the environment) must be included in the MTIP<sup>11</sup>, regardless of funding source. These projects must also be specifically identified in the RTP. Project sponsors are responsible for ensuring that the MPO is made aware of these projects and that they are included in both the MTIP and the RTP.

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<sup>11</sup> [https://www.fhwa.dot.gov/planning/tpr\\_and\\_nepa/tprandnepasupplement.cfm](https://www.fhwa.dot.gov/planning/tpr_and_nepa/tprandnepasupplement.cfm)

ODOT submits their discretionary projects to be implemented within the four-year time frame of the MTIP, through the processes established for the development of the STIP. The State 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 and all other projects to be included in the MTIP are subject to MPO approval.

Projects from various sources are also added to the MTIP occasionally throughout the MTIP period. These additions are often required as a result of new funding availability and/or shifting funding priorities. Regardless of circumstances, all projects to be added to the MTIP are subject to the requirements, processes, and approvals described in this document.



## PROJECT LIST

### [23 CFR 450.326\(g\)](#)

The project list presents the program of projects scheduled for federal funding obligation within the federal fiscal years covered by this MTIP. Projects on the list have been determined by CLMPO to be consistent with the goals and objectives of the RTP and may include any local projects that implement the RTP. The project list also indicates if the project is outside the air quality maintenance area, whether projects are exempt from the requirements of air quality conformity (see [Appendix C](#)) or are subject to project-level analysis. Projects are listed by responsible agency and provide the project information required by 450.326(g).

### Description of Project Listings

The column headings of the Project Listing are explained below. Much of this information is required by 23 CFR 450.326.

**Project Name** [23 CFR 450.326\(g\)\(1\)](#) prepared based on statewide conventions, this is the name by which the project is known in the MTIP as well as in the STIP and may include common abbreviations. Program years, fund program abbreviations, and/or city names may be included in some project names.

**Project Description** [23 CFR 450.326\(g\)\(1\)](#), [23 CFR 450.326\(g\)\(6\)](#) this field is designed to contain sufficient descriptive material to identify the project or phase. It is prepared based on statewide conventions. Due to STIP constraints, this description may be abbreviated when incorporated in the STIP.

**Total All Sources** [23 CFR 450.326\(g\)\(2\)](#) the total estimated cost of the project. This may include funds for phases not included in the current MTIP timeframe.

**Federal Funding** [23 CFR 450.326\(g\)\(3\)](#) the amount of federal funding that is programmed for each phase, listed by phase and funding program. Funding program (i.e., source) is reflected in the project list as an abbreviation with an accompanying federal fund code (e.g., CMAQ Y400 = Congestion Mitigation and Air Quality program funds authorized by the IIJA bill). Some projects may identify ACPO (advance construct) as the federal fund source. Although ACPO are technically state funds, they serve as a temporary stand-in for federal funds prior to obligation to provide flexibility. For more on ACPO see [Demonstration of Financial Constraint](#).

**FFY** [23 CFR 450.326\(g\)\(3\)](#) the federal fiscal year (October 1 – September 30) in which the federal funds for the indicated project phase are expected to obligate.

[23 CFR 450.326\(g\)\(4\)](#) projects are listed by agency responsible for carrying out the project or phase.

[23 CFR 450.326\(g\)\(5\)](#) the SIP includes no TCMs specified for the Eugene/Springfield limited maintenance area.

**Air Quality Status** [23 CFR 450.326\(g\)\(6\)](#) whether a project has conformity exempt status (based on Federal criteria described in 40 CFR Section [93.126](#)) or indicates that a project review at the appropriate phase will determine if a project level conformity and hot-spot analysis are required. Status has been confirmed through interagency consultation (see [Appendix C](#)).

[23 CFR 450.326\(g\)\(7\)](#) CLMPO is not an area with Americans with Disabilities Act (ADA) required paratransit or key station plans.

**Work Type** a description of the type of work the project entails, categorized to conform with ODOT’s STIP work type categories. A project may have more than one work type. These include:

A	ADA Compliance	PL	Planning
BP	Bicycle and/or Pedestrian	PR	Pavement Preservation
BR	Bridge	S	Safety
CM	Congestion Mitig. & Air Quality	T	Transit
M	Modernization	TC	Transit Capital
O	Operations	TD	Transp. Demand Management

**Performance Measure** [23 CFR 450.326\(c\)](#), [23 CFR 450.326\(d\)](#) to help satisfy the federal requirement to link investment priorities to performance targets, where projects directly support the federal performance targets, the corresponding code(s) is shown in this field. The performance measure category codes are:

P	Pavement and Bridge Condition on the NHS
S	Roadway Safety
N	Performance of the NHS
F	Interstate Freight Movement Reliability
C	Congestion Mitigation and Air Quality
T	Transit Asset Management
R	Transit Safety

[23 CFR 450.326\(h\)](#) this list includes some projects not considered to be of appropriate scale for individual identification in a given program year and are therefore grouped by function, work type, and/or geographic area. Examples of this in the 2024-2027 Project List include STIP Keys 22723, 22351, and 2322.

**RTP project number / Ref.** [23 CFR 450.326\(i\)](#) indicates consistency of the project with the metropolitan transportation plan. The 2045 RTP is CLMPO’s current metropolitan transportation plan. A project number indicates that the project was specifically identified in the 2045 RTP as adopted on January 6, 2022 and corresponds to its RTP project number. For projects not specifically identified in the RTP, one or more RTP goals and/or objectives are referenced to demonstrate consistency with the plan.

### **RTP Goals**

- |                                    |                              |
|------------------------------------|------------------------------|
| 1 Transportation Choices           | 5 Economic Vitality          |
| 2 Safety, Security, and Resiliency | 6 Reliability and Efficiency |
| 3 Healthy People and Environment   | 7 System Asset Preservation  |
| 4 Equity                           |                              |

### **Regional Primary Funding Considerations (from the 28 RTP Objectives)**

- 1 Eliminate fatal and serious injury crashes for all modes of travel.
- 2 Preserve and maintain transportation system assets to maximize their useful life and minimize project construction and maintenance costs.
- 3 Eliminate barriers that people of color, low-income people, youth, older adults, people with disabilities and other historically excluded communities face meeting their travel needs.
- 4 Reduce the transportation system's vulnerability to natural disasters and climate change.
- 5 Improve public health by providing safe, comfortable, and convenient transportation options that support active living and physical activity for all ages and abilities to meet daily needs and access services.
- 6 Increase the percentage of trips made using active and low carbon transportation modes while reducing vehicle miles traveled within our region.
- 7 Strive to reduce vehicle-related greenhouse gas emissions and congestion through more sustainable street, bike, pedestrian, transit, and rail network design, location, and management.
- 8 Complete gaps in the regional bicycle and pedestrian networks, including paths.

**STIP Key** the unique five-digit project number assigned by ODOT and by which the project is referenced in the STIP. Some ongoing programs such as Safe Routes to School (SRTS) transportation options (TO) and transit capital maintenance may have a different key number for each fiscal year.

**Phase** the stage of the project to commence in the year indicated. ODOT categorizes and describes the project phases as:

Planning (PL): Some projects are studies that examine various aspects of travel behavior, choice of transportation mode, land use interactions, etc. These projects may not directly lead to construction.

Preliminary Engineering/Design (PE): engineers investigate 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; this phase may include public outreach and input.

Right of Way Acquisition (RW): potential right-of-way needs are identified; right-of-way issues are resolved through property and easement acquisition, owner relocation or owner compensation.

Utility Relocation (UR): utilities are relocated, as needed, to accommodate construction.

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.

Other (OT): includes other types of projects/phases which do not fit into those phases described above. Transit investments often fall into this category.

**Federal Required Match** most federal grants require applicants to contribute a certain proportion of non-federal funds to the project. These funds are referred to as match. The match requirements may differ depending on the funding program. The 'Source' field identifies the agency responsible for providing the matching funds.

**Other Funding** non-federal funds programmed to the project that are not part of a federal match requirement. These are often referred to as overmatch funds. The 'Source' field identifies the agency providing the funds, but in some cases may be more specific.

2024 – 2027 MTIP Project List (1 of 8)

Sponsor	Project Name	Project Description	Work Type	Perf. Meas.	RTP Project Number / Ref.	Air Quality Status	MTIP ID #	STIP Key	FFY	Phase	Federal Funding		Federal Req. Match		Total Fed+ Req Match	Other Funding		Total All Sources	
											\$	Source	\$	Source		\$	Source		
LCOG	Central Lane MPO planning SFY25	Central Lane MPO planning funds for Federal fiscal year 2024. Projects will be selected in the future through the MPO process.	PL	--	--	EXEMPT / Other-Planning and Technical Studies (IAC conf 4/26/20)	191003	21864	2024	PL		\$565,509.87	PL Y450	\$64,725.13	ODOT	\$630,235.00			\$630,235.00
								21864	2024	PL		\$169,812.00	5303 21MP	\$19,435.75	LTD	\$189,247.75			\$189,247.75
												<b>\$735,321.87</b>		<b>\$84,160.88</b>		<b>\$819,482.75</b>	<b>\$0.00</b>	<b>\$819,482.75</b>	
LCOG	Central Lane MPO planning SFY26	Planning funds for projects identified in state fiscal year 2026 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).	PL	--	--	EXEMPT / Other-Planning and Technical Studies (IAC conf 2/14/23)	230501	22891	2025	PL		\$747,349.97	PL Y450	\$85,537.55	ODOT	\$832,887.52			\$832,887.52
								22891	2025	PL		\$281,216.64	5303 21MP	\$32,186.50	LTD	\$313,403.14			\$313,403.14
												<b>\$1,028,566.61</b>		<b>\$117,724.05</b>		<b>\$1,146,290.66</b>	<b>\$0.00</b>	<b>\$1,146,290.66</b>	
LCOG	Central Lane MPO planning SFY27	Planning funds for projects identified in state fiscal year 2027 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).	PL	--	--	EXEMPT / Other-Planning and Technical Studies (IAC conf 2/14/23)	230502	22895	2026	PL		\$747,121.16	PL Y450	\$85,511.36	ODOT	\$832,632.52			\$832,632.52
								22895	2026	PL		\$293,246.93	5303 21MP	\$33,563.42	LTD	\$326,810.35			\$326,810.35
												<b>\$1,040,368.09</b>		<b>\$119,074.78</b>		<b>\$1,159,442.87</b>	<b>\$0.00</b>	<b>\$1,159,442.87</b>	
LCOG	Central Lane MPO planning SFY28	Planning funds for projects identified in state fiscal year 2028 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).	PL	--	--	EXEMPT / Other-Planning and Technical Studies (IAC conf 2/14/23)	230503	22897	2027	PL		\$746,890.28	PL Y450	\$85,484.93	ODOT	\$832,375.21			\$832,375.21
								22897	2027	PL		\$305,671.45	5303 21MP	\$34,985.46	LTD	\$340,656.91			\$340,656.91
												<b>\$1,052,561.73</b>		<b>\$120,470.39</b>		<b>\$1,173,032.12</b>	<b>\$0.00</b>	<b>\$1,173,032.12</b>	
LCOG	STBG-Urban allocation FFY25-27 - Eugene	Surface Transportation Block Grant Program-Urban (STBG-U) funding for the Eugene TMA to use on projects to be determined through their project selection process. Comprised of funding from FY25, 26 and 27 allocations. Includes funding reserved each year for regional planning, regional transportation demand management, and electronic transportation improvement program licensing	--	--	Not Applicable	Not Applicable (IAC conf 2/14/23)	230504	22759	2027	OT		\$4,338,044.00	STBG Y230	\$496,508.54	TBD	\$4,834,552.54			\$4,834,552.54
												<b>\$4,338,044.00</b>		<b>\$496,508.54</b>		<b>\$4,834,552.54</b>	<b>\$0.00</b>	<b>\$4,834,552.54</b>	
LCOG	STBG-Urban allocation FFY22-24 - Eugene	Surface Transportation Block Grant Program-Urban (STBG-U) funding for the Eugene TMA to use on projects to be determined through their project selection process. Comprised of funding from FY22, 23 and 24 allocations.	--	--	Not Applicable	Not Applicable (IAC conf 4/26/20)	200501	22253	2024	OT		\$2,309,149.17	STBG Z230	\$264,292.46	TBD	\$2,573,441.63			\$2,573,441.63
												<b>\$2,309,149.17</b>		<b>\$264,292.46</b>		<b>\$2,573,441.63</b>	<b>\$0.00</b>	<b>\$2,573,441.63</b>	
LCOG	TA allocation FFY25, 26 and 27 - Eugene	Transportation Alternatives - Urban (TAP-U) funding for the Eugene TMA to use on projects to be determined through their project selection process. Includes FY2025, 2026, and 2027 allocations. Includes funding reserved each year for regional safe routes to school	--	--	Not Applicable	Not Applicable (IAC conf 2/14/23)	230505	22762	2027	OT		\$793,782.32	TA Y301	\$90,851.93	TBD	\$884,634.25			\$884,634.25
												<b>\$793,782.32</b>		<b>\$90,851.93</b>		<b>\$884,634.25</b>	<b>\$0.00</b>	<b>\$884,634.25</b>	
LCOG	TA allocation FFY22, 23 and 24 - Eugene	Transportation Alternatives - Urban (TAP-U) funding for the Eugene TMA to use on projects to be determined through their project selection process. Includes 2022, 2023, and 2024 funding.	--	--	Not Applicable	Not Applicable (IAC conf 11/3/21)	200502	22254	2024	OT		\$542,171.41	TA Z301	\$62,053.94	TBD	\$604,225.35			\$604,225.35
												<b>\$542,171.41</b>		<b>\$62,053.94</b>		<b>\$604,225.35</b>	<b>\$0.00</b>	<b>\$604,225.35</b>	
LCOG	CMAQ allocation for FY22, 23 and 24 (Eugene)	Congestion Mitigation and Air Quality improvements program (CMAQ) funding, projects to be determined through CLMPO project selection process.	--	C	Not Applicable	Not Applicable (IAC conf 4/26/20)	200503	22255	2024	OT		\$1,118,916.37	CMAQ Z400	\$128,064.99	TBD	\$1,246,981.36			\$1,246,981.36
												<b>\$1,118,916.37</b>		<b>\$128,064.99</b>		<b>\$1,246,981.36</b>	<b>\$0.00</b>	<b>\$1,246,981.36</b>	
LCOG	Regional bicycle enhancements (CLMPO)	Regional bicycle improvements including bicycle parking, bicycle repair stations, an e-bike loaner program, and maintenance of electronic bike lockers to promote transportation options.	TD	C	RTP Objective 2, 7; TDM Policy 1	EXEMPT / Air Quality - Bicycle and Pedestrian facilities (IAC conf 2/14/23)	200703	22338	2023	PL		\$22,432.50	STBG Y230	\$2,567.50	LCOG	\$25,000.00			\$25,000.00
								22338	2023	PE		\$50,054.09	STBG Y230	\$5,728.91	LCOG	\$55,783.00			\$55,783.00
								22338	2024	CN		\$53,013.38	STBG Y230	\$6,067.62	LCOG	\$59,081.00			\$59,081.00
								22338	2023	OT		\$11,880.25	STBG Y230	\$1,359.75	LCOG	\$13,240.00			\$13,240.00
				<b>\$137,380.22</b>		<b>\$15,723.78</b>		<b>\$153,104.00</b>	<b>\$0.00</b>	<b>\$153,104.00</b>									
Coburg	East-West Connector Feasibility Study (Coburg)	Study to determine the feasibility and potential alignment of a new east-west freight and commuter connection between North Coburg Rd and Interstate 5, north of the City of Coburg. Such a connector would help mitigate safety and mobility concerns in Coburg's historic downtown.	PL	SC	Listed in RTP p151	Not Applicable - Outside PM10 air quality maintenance area (IAC conf 2/14/23)	221001	22679	2026	PL		\$358,920.00	STBG Y230	\$41,080.00	Coburg	\$400,000.00			\$400,000.00
												<b>\$358,920.00</b>		<b>\$41,080.00</b>		<b>\$400,000.00</b>	<b>\$0.00</b>	<b>\$400,000.00</b>	

2024 – 2027 MTIP Project List (2 of 8)

Sponsor	Project Name	Project Description	Work Type	Perf. Meas.	RTP Project Number / Ref.	Air Quality Status	MTIP ID #	STIP Key	FFY	Phase	Federal Funding		Federal Req. Match		Total Fed+ Req Match	Other Funding		Total All Sources
											\$	Source	\$	Source	\$	\$	Source	
Coburg	N Coburg Industrial Way (Coburg)	Preservation of roadway surface to extend the useful life of the facility from 750ft north of Pearl St to Trail's End Park with new striping for bicycle lanes. Includes shared-use path along west side of N Coburg Industrial Way from Sarah Lane Connector to Wetland Park to promote the use of alternative forms of transportation.	BP	SC	1005	Not Applicable - Outside PM10 air quality maintenance area (IAC conf 2/14/23)	180502	21327	2019	PE	\$179,460.00	ACPO Z230	\$20,540.00	Coburg	\$200,000.00			\$200,000.00
								21327	2019	PE	\$88,338.00	HIP Y910	\$10,110.68	Coburg	\$98,448.68			\$98,448.68
								21327	2022	RW	\$0.00		\$0.00		\$0.00	\$2,000.00	Coburg	\$2,000.00
								21327	2022	RW	\$3,000.00	TA Y301	\$343.36	Coburg	\$3,343.36			\$3,343.36
								21327	2025	CN	\$401,533.00	STBG Y230	\$45,957.25	Coburg	\$447,490.25			\$447,490.25
								21327	2025	CN	\$448,539.63	STBG Z230	\$51,337.37	Coburg	\$499,877.00			\$499,877.00
								21327	2025	CN	\$226,159.00	TA Y301	\$25,884.91	Coburg	\$252,043.91			\$252,043.91
			<b>TOTAL</b>		<b>\$1,347,029.63</b>		<b>\$154,173.57</b>		<b>\$1,501,203.20</b>	<b>\$2,000.00</b>		<b>\$1,503,203.20</b>						
Eugene	Bike Share Operations & Expansion (Eugene)	Support basic bike share operations for 2025 through 2027, lay out a plan for expanding access to the bike share system by adding to the number of bikes in the network, expand the network area, increase access to low income community members, improve outreach and marketing to provide transportation options.	TD,C	C	RTP Goal 1; Funding Considerations 5, 6, 7	EXEMPT / Other - Specific activities which do not involve or lead directly to construction (IAC conf 2/14/23)	230301	23420	2024	OT	\$600,000.00	STBG Y230	\$68,672.69	Eugene	\$668,672.69			\$668,672.69
								<b>TOTAL</b>			<b>\$600,000.00</b>		<b>\$68,672.69</b>			<b>\$668,672.69</b>		<b>\$668,672.69</b>
Eugene	Ferry St over SPRR, 4th, 6th, 7th Aves (City of Eugene)	Strengthen the existing bridge to maintain load rating for special hauling vehicles. Bridge 40056 (44.0544559, -123.086188)	BR	PN	RTP Goals 6,7	EXEMPT / Safety - Widening narrow pavements or reconstructing bridges (no additional lanes) (IAC conf 2/14/23)	230529	23121	2024	PE	\$421,731.00	STBG Y240	\$48,269.00	Eugene	\$470,000.00			\$470,000.00
								23121	2024	CN	\$1,445,550.30	STBG Y240	\$165,449.70	Eugene	\$1,611,000.00			\$1,611,000.00
											<b>TOTAL</b>		<b>\$1,867,281.30</b>		<b>\$213,718.70</b>		<b>\$2,081,000.00</b>	<b>\$0.00</b>
Eugene	Division Avenue Roundabouts Corridor (Eugene)	Design and construct two roundabouts on Division Avenue (from River Road to 400 feet southeast of Lone Oak Way) to include additional speed reduction features, travel lane reductions, crossing improvements, and protected bike lanes. This roundabout project includes enhancements that support people walking and biking at this location that will increase safety.	S	SC	RTP Goal 2	EXEMPT / Safety - Highway Safety Improvement Program implementation (IAC conf 2/14/23)	230506	22701	2024	PE	\$973,000.00	HSIP YS32	\$0.00	Eugene	\$973,000.00			\$973,000.00
								22701	2025	RW	\$750,000.00	HSIP YS32	\$0.00	Eugene	\$750,000.00			\$750,000.00
								22701	2026	CN	\$4,765,515.00	HSIP YS32	\$0.00	Eugene	\$4,765,515.00			\$4,765,515.00
											<b>TOTAL</b>		<b>\$6,488,515.00</b>		<b>\$0.00</b>		<b>\$6,488,515.00</b>	<b>\$0.00</b>
Eugene	SmartTrips: New Movers and Mobility Options (2025-2027)	Individualized marketing to reduce drive-alone trips and increase biking, walking, public transit and other transportation options focusing on people new to the community. Includes surveys to gather essential information about transportation behavior and awareness of resources.	TD,C	C	RTP Goal 1; Funding Considerations 5, 6, 7	EXEMPT / Other - Specific activities which do not involve or lead directly to construction (IAC conf 2/14/23)	221013	22778	2025	OT	\$600,000.00	CMAQ Y400	68,672.68	Eugene	\$668,672.68			\$668,672.68
								<b>TOTAL</b>			<b>\$600,000.00</b>		<b>\$68,672.68</b>			<b>\$668,672.68</b>		<b>\$668,672.68</b>
Eugene	Coburg Rd: Crescent Ave - Ferry St Br Multimodal Plan (Eug)	Develop a multimodal plan for Coburg Road from Ferry Street Bridge to Crescent Avenue. Develop a design concept for the street to function better for all modes with an emphasis on walking, biking and buses. Enhanced safety for all modes, reduce congestion, and increase reliability of bus service.	PL	SC	RTP page151	EXEMPT / Other - Planning and Technical Studies (IAC conf 2/14/23)	221012	22779	2027	PL	\$400,000.00	TA Y301	\$45,781.79	Eugene	\$445,781.79			\$445,781.79
								<b>TOTAL</b>			<b>\$400,000.00</b>		<b>\$45,781.79</b>			<b>\$445,781.79</b>		<b>\$445,781.79</b>
Eugene	Bailey Hill Rd and Bertelsen Rd roundabout (Eugene)	Project will construct a roundabout with accompanying bicycle and pedestrian facilities at the intersection of Bailey Hill Rd and Bertelsen Rd to reduce vehicle speeds at the intersection and continuing on to more dense areas of Eugene.	S	SC	315; RTP Goal 1; Funding Consideration 1, 5	EXEMPT / Safety - Projects that correct, improve, or eliminate a hazardous location or feature (IAC conf 2/14/23)	221007	22780	2023	PE	\$300,000.00	STBG Y230	\$34,336.34	Eugene	\$334,336.34			\$334,336.34
								22780	2026	RW	\$200,000.00	STBG Y230	\$22,890.89	Eugene	\$222,890.89			\$222,890.89
								22780	2027	CN	\$850,000.00	STBG Y230	\$97,286.30	Eugene	\$947,286.30			\$947,286.30
											<b>TOTAL</b>		<b>\$1,350,000.00</b>		<b>\$154,513.53</b>		<b>\$1,504,513.53</b>	
Eugene	Goodpasture Island Rd Bridge seismic retrofit (Eugene)	Project will strengthen the existing bridge on Goodpasture Island Rd over the Delta Highway (bridge number 09359) to reduce the structure's vulnerability during a seismic event.	BR	-	RTP Goal 2, 7	EXEMPT / Safety - Projects that correct, improve, or eliminate a hazardous location or feature (IAC conf 2/14/23)	221006	22781	2025	PE	\$570,894.00	STBG Y230	\$65,341.37	Eugene	\$636,235.37			\$636,235.37
								22781	2026	RW	\$8,973.00	STBG Y230	\$1,027.00	Eugene	\$10,000.00			\$10,000.00
								22781	2027	CN	\$2,012,064.00	STBG Y230	\$230,289.73	Eugene	\$2,242,353.73			\$2,242,353.73
											<b>TOTAL</b>		<b>\$2,591,931.00</b>		<b>\$296,658.10</b>		<b>\$2,888,589.10</b>	
Eugene	Franklin Blvd a Partnership to Rebuild and Revive a Corridor	The Franklin Boulevard Transformation project will provide a multi-modal complete street across both cities of Eugene and Springfield to better serve the facility's users. From 11th Ave in Eugene to Mississippi Ave in Springfield. Work includes repaving the street, reduce travel lanes, construct bikeways on both sides of the street, construct a dedicated bus lane, add roundabouts to key intersections, and reconstruct sidewalks and sidewalk access ramps. The project will also include traffic signal work at select intersections, lighting, stormwater facilities, and landscaping	S,C, BP, PR	SCPN	830	EXEMPT / Safety - Pavement resurfacing and/or rehabilitation; lighting improvements; Air Quality - bicycle and pedestrian facilities *see NEPA Air Quality Report of 08-17-16 (IAC conf 2/14/23)	220401	22596	2023	PE	\$2,000,000.00	RAISE	\$500,000.00	Eug/Spr	\$2,500,000.00	\$500,000.00	Eug/Spr	\$3,000,000.00
								22596	2023	RW	\$1,700,000.00	RAISE	\$425,000.00	Eug/Spr	\$2,125,000.00	\$375,000.00	Eug/Spr	\$2,500,000.00
								22596	2023	UR	\$330,000.00	RAISE	\$82,500.00	Springfield	\$412,500.00	\$87,500.00	Springfield	\$500,000.00
								22596	2024	CN	\$17,000,000.00	RAISE	\$4,250,000.00	Eug/Spr	\$21,250,000.00	\$4,230,000.00	Eug/Spr	\$25,480,000.00
								22596	2024	CN	\$1,967,610.00	STBG Y230	\$225,201.77	Eugene	\$2,192,811.77			\$2,192,811.77
								22596	2024	CN	\$1,607,390.00	CMAQ Y400	\$183,972.98	Eugene	\$1,791,362.98			\$1,791,362.98
			<b>TOTAL</b>		<b>\$24,605,000.00</b>		<b>\$5,666,674.75</b>		<b>\$30,271,674.75</b>	<b>\$5,192,500.00</b>		<b>\$35,464,174.75</b>						

2024 – 2027 MTIP Project List (3 of 8)

Sponsor	Project Name	Project Description	Work Type	Perf. Meas.	RTP Project Number / Ref.	Air Quality Status	MTIP ID #	STIP Key	FFY	Phase	Federal Funding		Federal Req. Match		Total Fed+ Req Match	Other Funding		Total All Sources
											\$	Source	\$	Source		\$	Source	
Eugene	Berkeley Park Path (Eugene)	Construction of an approximately 0.13 mile path through Berkeley Park, connecting Wilson St to a higher density housing development parking lot and then connecting to Fern Ridge Trail through the park. The path will improve access and safety for people walking and biking through the area.	BP	C	PB-231; TSI Roadway Policy 1; TSI System-wide Policy 2, 4; TSI Pedestrian Policy 1, 2	EXEMPT / Air Quality - Bicycle and Pedestrian facilities (IAC conf 2/14/23)	210701	22460	2024	PE	\$116,339.43	TA Z300	\$13,315.57	Eugene	\$129,655.00		\$129,655.00	
								22460	2025	RW	\$17,946.00	TA Z300	\$2,054.00	Eugene	\$20,000.00		\$20,000.00	
								22460	2026	CN	\$356,381.00	TA Z300	\$40,789.40	Eugene	\$397,170.40		\$397,170.40	
										<b>TOTAL</b>	<b>\$490,666.43</b>		<b>\$56,158.97</b>		<b>\$546,825.40</b>		<b>\$546,825.40</b>	
Eugene	Lincoln St: 5th Ave. - 13th Ave. (Eugene)	Construct protected two-way cycle-track; add bicycle specific signal heads and phasing to existing traffic signals various other intersection improvements to increase safety of motorists, cyclists and pedestrians *ARTS	S,C	SC	161	EXEMPT / Safety - Highway Safety Improvement Program implementation; Air Quality - Bicycle and Pedestrian facilities (IAC conf 4/26/20)	200715	21567	2023	PE	\$140,543.28	HSIP Z530	\$11,856.72	Eugene	\$152,400.00		\$152,400.00	
								21567	2023	PE	\$171,000.00	CMAQ Z400	\$19,571.72	Eugene	\$190,571.72		\$190,571.72	
								21567	2024	CN	\$461,561.10	HSIP Z530	\$38,938.90	Eugene	\$500,500.00		\$500,500.00	
								21567	2024	CN	\$399,000.00	CMAQ Z400	\$45,667.34	Eugene	\$444,667.34		\$444,667.34	
		<b>TOTAL</b>	<b>\$1,172,104.38</b>		<b>\$116,034.67</b>		<b>\$1,288,139.05</b>	<b>\$0.00</b>	<b>\$1,288,139.05</b>									
Eugene	18th Ave at Hilyard St (Eugene)	Intersection improvements including adding a bicycle-only signal phase, replacing ADA ramps, and striping improvements to promote safer travel for all modes	S	SC	TSI Roadway Policies 1, 2	EXEMPT / Safety - Projects that correct, improve, or eliminate a hazardous location or feature (IAC conf 11/3/21)	200723	22344	2022	PL	\$0.00	STBG Z230	\$0.00	Eugene	\$0.00		\$0.00	
								22344	2023	PE	\$137,915.00	STBG Z230	\$15,784.99	Eugene	\$153,699.99		\$153,699.99	
								22344	2024	RW	\$31,405.50	STBG Z230	\$3,594.50	Eugene	\$35,000.00		\$35,000.00	
								22344	2024	CN	\$418,446.50	STBG Z230	\$47,893.07	Eugene	\$466,339.57		\$466,339.57	
								22344	2024	OT	\$112,233.00	STBG Z230	\$12,845.57	Eugene	\$125,078.57		\$125,078.57	
		<b>TOTAL</b>	<b>\$700,000.00</b>		<b>\$80,118.13</b>		<b>\$780,118.13</b>	<b>\$0.00</b>	<b>\$780,118.13</b>									
Eugene	Oakway Rd protected bike lanes (Eugene)	Bicycle and pedestrian improvements including protective barriers, reconfiguration of northbound travel lane, upgrading pedestrian islands to add beacons, adding bike signal at Cal Young and reconfiguring Cal Young intersection to better connect the shared-use path on Coburg to the protected bike lanes on Oakway.	CM	C	604	EXEMPT / Air Quality - Bicycle and Pedestrian facilities (IAC conf 2/14/23)	200716	22345	2022	PL	\$17,946.00	CMAQ Z400	\$2,054.00	Eugene	\$20,000.00		\$20,000.00	
								22345	2024	PE	\$252,667.00	CMAQ Z400	\$28,918.87	Eugene	\$281,585.87		\$281,585.87	
								22345	2026	CN	\$999,753.84	CMAQ Y400	\$114,426.30	Eugene	\$1,114,180.14	\$106,282.00	Eugene	\$1,220,462.14
										<b>TOTAL</b>	<b>\$1,270,366.84</b>		<b>\$145,399.17</b>		<b>\$1,415,766.01</b>	<b>\$106,282.00</b>	<b>\$1,522,048.01</b>	
Eugene	Hunsaker Lane: Daffodil Ct. to Taito St. (Eugene)	Complete the Beaver Street and Hunsaker Lane design and reconstruct Hunsaker Ln with curb, gutter, sidewalk, and east-bound and west-bound buffered bike lanes, and improve drainage ditch from 300' west of Daffodil Ct to Taito Street to expand low-stress active transportation connectivity and access	CM	SC	527	EXEMPT / Safety - Projects that correct, improve, or eliminate a hazardous location or feature; Air Quality - Bicycle and pedestrian facilities (IAC conf 4/26/20)	200717	21449	2022	PE	\$931,130.00	STBG Z230	\$106,572.00	Eugene	\$1,037,702.00		\$1,037,702.00	
								21449	2024	RW	\$499,999.79	STBG Z230	\$57,227.21	Eugene	\$557,227.00		\$557,227.00	
								21449	2025	CN	\$415,489.00	STBG Z230	\$47,554.57	Eugene	\$463,043.57		\$463,043.57	
								21449	2025	CN	\$600,000.00	CMAQ Z400	\$68,672.68	Eugene	\$668,672.68		\$668,672.68	
								21449	2025	CN	\$500,000.00	STBG Y230	\$57,227.24	Eugene	\$557,227.24		\$557,227.24	
		<b>TOTAL</b>	<b>\$2,946,618.79</b>		<b>\$337,253.70</b>		<b>\$3,283,872.49</b>	<b>\$0.00</b>	<b>\$3,283,872.49</b>									
Eugene	West Bank Path extension (Eugene)	Extend West Bank shared-use Path north from Hunsaker St to Admirals St, adding sidewalk to Admiral St and enhanced crosswalks at River Loop 1 and Wilkes Drive crossings to reduce congestion and improve air quality.	CM	C	564	EXEMPT / Air Quality - Bicycle and Pedestrian facilities (IAC conf 2/14/23)	200718	22346	2023	PL	\$17,946.00	CMAQ Z400	\$2,054.00	Eugene	\$20,000.00		\$20,000.00	
								22346	2024	PE	\$373,974.00	CMAQ Z400	\$42,803.00	Eugene	\$416,777.00		\$416,777.00	
								22346	2024	RW	\$44,865.00	CMAQ Z400	\$5,135.00	Eugene	\$50,000.00		\$50,000.00	
								22346	2025	CN	\$1,113,215.00	CMAQ Y400	\$127,412.44	Eugene	\$1,240,627.44	\$337,820.00	Eugene	\$1,578,447.44
		<b>TOTAL</b>	<b>\$1,550,000.00</b>		<b>\$177,404.44</b>		<b>\$1,727,404.44</b>	<b>\$337,820.00</b>	<b>\$2,065,224.44</b>									
Eugene	City of Eugene Signal Improvements (2024)	Upgrade traffic signals at intersections to improve traffic flow and vehicle safety *ARTS	S	SC	RTP Objective 1; TSI Roadway Policy 1	EXEMPT / Safety - Highway Safety Improvement Program implementation (IAC conf 4/26/20)	190902	21573	2022	PE	\$238,757.58	HSIP Z530	\$20,142.42	Eugene	\$258,900.00		\$258,900.00	
								21573	2024	CN	\$783,316.68	HSIP Z530	\$66,083.32	Eugene	\$849,400.00		\$849,400.00	
										<b>TOTAL</b>	<b>\$1,022,074.26</b>		<b>\$86,225.74</b>		<b>\$1,108,300.00</b>	<b>\$0.00</b>	<b>\$1,108,300.00</b>	
Eugene	Amazon Creek Bridge at Bailey Hill Rd (Eugene)	Strengthening of bridge #40039 on Bailey Hill Rd over Amazon Creek to help prevent damage from an earthquake	BR	PN	TSI System-Wide Policy 1, 3; Finance Policy 2	EXEMPT / Safety - Projects that correct, improve, or eliminate a hazardous location or feature. (IAC conf 11/3/21)	210303	22405	2022	PE	\$119,340.90	STBG Z230	\$13,659.10	Eugene	\$133,000.00		\$133,000.00	
								22405	2023	RW	\$0.00	STBG Z230	\$0.00	Eugene	\$0.00		\$0.00	
								22405	2024	CN	\$479,158.20	STBG Z230	\$54,841.80	Eugene	\$534,000.00		\$534,000.00	
										<b>TOTAL</b>	<b>\$598,499.10</b>		<b>\$68,500.90</b>		<b>\$667,000.00</b>	<b>\$0.00</b>	<b>\$667,000.00</b>	
Eugene	Maxwell Road and Prairie Road (Eugene)	Provide continuous walking route from River Road neighborhood and Bethel neighborhood, includes ADA access ramps, pedestrian countdown timers and APS, sidewalks, and crosswalks.	BP	SC	495	EXEMPT / Air Quality - Bicycle and Pedestrian facilities (IAC conf 2/14/23)	180906	21381	2020	PE	\$40,000.00	TA M3E1	\$4,578.18	Eugene	\$44,578.18	\$17,620.92	Eugene	\$62,199.10
								21381	2020	PE	\$90,000.00	CMAQ Z400	\$10,300.90	Eugene	\$100,300.90		\$100,300.90	
								21381	2020	PE	\$300,000.00	SWRC Y540	\$33,333.33	Eugene	\$333,333.33		\$333,333.33	
								21381	2023	RW	\$300,000.00	SWRC Y540	\$33,333.33	Eugene	\$333,333.33		\$333,333.33	
								21381	2024	CN	\$105,532.00	STBG Z230	\$12,078.61	Eugene	\$117,610.61		\$117,610.61	
								21381	2024	CN	\$349,999.99	CMAQ Z400	\$40,059.07	Eugene	\$390,059.06		\$390,059.06	
								21381	2024	CN	\$64,468.01	TA Z301	\$7,378.65	Eugene	\$71,846.66	\$70,483.67	Eugene	\$142,330.33
		<b>TOTAL</b>	<b>\$2,580,343.00</b>		<b>\$288,877.96</b>		<b>\$2,869,220.96</b>	<b>\$88,104.59</b>	<b>\$2,957,325.55</b>									
Eugene	Chambers St seismic bridge retrofits (Eugene)	Seismic strengthening of bridges in the event of a seismic event. br# 40040 & 39C184	BR	-	TSI System-Wide Policy 1, 3; Finance Policy 2	EXEMPT / Safety - Projects that correct, improve, or eliminate a hazardous location or feature (IAC conf 4/26/20)	180901	21383	2021	PE	\$359,000.00	STBG Z230	\$41,089.15	Eugene	\$400,089.15	\$199,910.85	Eugene	\$600,000.00
								21383	2024	CN	\$1,436,000.00	STBG Z230	\$164,356.63	Eugene	\$1,600,356.63		\$1,600,356.63	
										<b>TOTAL</b>	<b>\$1,795,000.00</b>		<b>\$205,445.78</b>		<b>\$2,000,445.78</b>	<b>\$199,910.85</b>	<b>\$2,200,356.63</b>	

2024 – 2027 MTIP Project List (4 of 8)

Sponsor	Project Name	Project Description	Work Type	Perf. Meas.	RTP Project Number / Ref.	Air Quality Status	MTIP ID #	STIP Key	FFY	Phase	Federal Funding		Federal Req. Match		Total Fed+ Req Match	Other Funding		Total All Sources
											\$	Source	\$	Source		\$	Source	
Lane County	Lane County Local Road Curve Treatments (2027)	Install or modify curve safety signing on seven local roads in Lane County (Clear Lake Road, Crow Road, Central Road, Jasper Road, Jasper-Lowell Road, Marcola Road, and Territorial Highway.) to help reduce the number of speed related crashes. Improvements may include oversized/fluorescent signs, warning flashers or speed feedback signs. Cost estimate also includes a speed evaluation study for all seven corridors. (ARTS) *includes locations outside of CLMPO boundaries	S	S	RTP Goal 2	EXEMPT / Safety - Highway Safety Improvement Program implementation (IAC conf 2/14/23)	230508	22689	2024	PE	\$189,594.00	HSIP Y532	\$0.00	Eugene	\$189,594.00			\$189,594.00
								22689	2027	CN	\$663,259.00	HSIP Y532	\$0.00	Eugene	\$663,259.00			\$663,259.00
								<b>TOTAL</b>			<b>\$852,853.00</b>		<b>\$0.00</b>		<b>\$852,853.00</b>		<b>\$0.00</b>	<b>\$852,853.00</b>
Lane County	30th Ave Active Transportation Corridor Design (Lane County)	Project is along 30th Avenue between Agate St and McVay Hwy (OR-225). Engineering for a shared-used path on the south side of 30th Ave, center medians and turning lanes, and a roundabout at Eldon Schafer Dr. Determination of needed right of way, environmental review and associated permit needs, and construction cost estimate. Right of Way acquisition and construction are anticipated in the 2027-2030 TIP cycle.	BP,CM	C	209	EXEMPT / Air Quality - Bicycle and Pedestrian facilities; Safety - Projects that correct, improve, or eliminate a hazardous location or feature *median is existing and turning lane is a remarking of the existing median (IAC conf 2/14/23)	221014	22782	2026	PE	\$906,382.00	CMAQ Y400	\$103,739.48	Lane Co.	\$1,010,121.48			\$1,010,121.48
<b>TOTAL</b>			<b>\$906,382.00</b>		<b>\$103,739.48</b>		<b>\$1,010,121.48</b>		<b>\$0.00</b>	<b>\$1,010,121.48</b>								
Lane County	Airport Rd: Douglas Dr-Old Airport Rd, pvmnt preserv. (Eug)	Pavement preservation to enhance safety and conduct operational maintenance along Airport Rd from where it diverges from Old Airport Rd to where the road continues north as Douglas Dr. Project includes safety treatments at the Green Hill Rd intersection including reconfiguration of the Green Hill Rd approach, elimination of the right turn lane and the addition of a receiving lane to reduce crash severity.	PR,S	SP	RTP Goal 7; Funding Considerations 1, 2	Determined by IAC not to be a project of air quality concern, although the receiving lane may result in added capacity, the lane is short and AADT is low (IAC conf 2/14/23)	221011	22783	2026	PE	\$119,556.00	STBG Y230	\$13,683.72	Lane Co.	\$133,239.72			\$133,239.72
								22783	2027	CN	\$878,241.00	STBG Y230	\$100,518.61	Lane Co.	\$978,759.61			\$978,759.61
								<b>TOTAL</b>			<b>\$997,797.00</b>		<b>\$114,202.33</b>		<b>\$1,111,999.33</b>		<b>\$0.00</b>	<b>\$1,111,999.33</b>
Lane County	Clear Lake Rd: Lakeview Dr to Hwy 99 pavement preserv. (Eug)	Pavement preservation along Clear Lake Rd from Highway 99 to the urban boundary (approximately at Lakeview Dr). This project will prevent more costly repairs in the future and promote safety. Project includes speed treatments, safety countermeasure, and operational upgrades at Green Hill Rd intersection to include rehabilitation of conduits and junction boxes and a signal upgrade.	PR,S	S	RTP Goal 7; Funding Considerations 1, 2	EXEMPT / Safety - Pavement resurfacing and/or rehabilitation; Safety - Projects that correct, improve, or eliminate a hazardous location or feature (IAC conf 2/14/23)	221010	22753	2025	PE	\$261,346.00	STBG Y230	\$29,912.22	Lane Co.	\$291,258.22	\$0.00	Lane Co.	\$291,258.22
								22753	2025	RW	\$22,432.50	STBG Y230	\$2,567.50	Lane Co.	\$25,000.00	\$0.00	Lane Co.	\$25,000.00
								22753	2027	CN	\$1,918,195.90	STBG Y230	\$219,546.10	Lane Co.	\$2,137,742.00	\$0.00	Lane Co.	\$2,137,742.00
								<b>TOTAL</b>			<b>\$2,201,974.40</b>		<b>\$252,025.82</b>		<b>\$2,454,000.22</b>		<b>\$0.00</b>	<b>\$2,454,000.22</b>
Lane County	Wilkes Dr: River Rd to River Lp 1, urban upgrades (Eugene)	Project will result in treatments (to be determined through planning phase) to bring this section of Wilkes Dr up to urban standards in anticipation of a jurisdictional transfer of this facility to City of Eugene. Project will enhance multimodal accessibility and preserve pavement. Construction is anticipated in the 2027-2030 TIP cycle.	PR	C	554	EXEMPT / Safety - Pavement resurfacing and/or rehabilitation (IAC conf 2/14/23)	221009	22752	2025	PL	\$448,650.00	STBG Y230	\$51,350.00	Lane Co.	\$500,000.00			\$500,000.00
								22752	2026	PE	\$672,975.00	STBG Y230	\$77,025.00	Lane Co.	\$750,000.00			\$750,000.00
								<b>TOTAL</b>			<b>\$1,121,625.00</b>		<b>\$128,375.00</b>		<b>\$1,250,000.00</b>		<b>\$0.00</b>	<b>\$1,250,000.00</b>
Lane County	Laura St upgrade (Springfield)	Upgrade Laura Street (MP 0.12 to MP 0.39) to urban standards to create a road that provides safe facilities for all users, avoid further costly pavement treatments, and facilitate the transfer of facility from Lane County to city of Springfield. Upgrade includes sidewalks, curbs, storm water treatment and bike lanes.	S	SC	750	EXEMPT / Safety - Pavement resurfacing and/or rehabilitation (IAC conf 12/9/21)	200707	22348	2022	PL	\$0.00	STBG Z230	\$0.00	Lane Co.	\$0.00			\$0.00
								22348	2022	PE	\$221,633.00	STBG Z230	\$25,366.89	Lane Co.	\$246,999.89			\$246,999.89
								22348	2022	PE	\$224,325.00	HIP Z910	\$25,675.00	Springfield	\$250,000.00			\$250,000.00
								22348	2023	RW	\$179,460.00	STBG Z230	\$20,540.00	Lane Co.	\$200,000.00			\$200,000.00
								22348	2023	RW	\$80,757.00	HIP Y910	\$9,243.00	Springfield	\$90,000.00			\$90,000.00
								22348	2024	CN	\$2,413,736.00	STBG Z230	\$276,262.88	Lane Co.	\$2,689,998.88			\$2,689,998.88
								22348	2024	CN	\$245,632.00	CRP Y601	\$28,113.68	Springfield	\$273,745.68			\$273,745.68
								22348	2024	CN	\$1,037,507.00	HIP Y910	\$118,747.32	Springfield	\$1,156,254.32			\$1,156,254.32
<b>TOTAL</b>			<b>\$4,403,050.00</b>		<b>\$503,948.77</b>		<b>\$4,906,998.77</b>		<b>\$0.00</b>	<b>\$4,906,998.77</b>								
Lane County	Gilham Road: Ayers Road to Mirror Pond Way	Design and build pavement and sidewalk improvements to extend useful life and improve pedestrian safety. Constructing between Ayers Road and Don Juan Avenue.	CM	SC	RTP Objective 4, 7; TSI Roadway Policy 1; Finance Policy 2	EXEMPT / Safety - Pavement resurfacing and/or rehabilitation; Air Quality - Bicycle and pedestrian facilities (IAC conf 4/26/20)	180902	21385	2019	PL	\$74,835.00	STBG Z230	\$8,565.20	Lane Co.	\$83,400.20			\$83,400.20
								21385	2019	PE	\$249,449.40	STBG Z230	\$28,550.60	Lane Co.	\$278,000.00			\$278,000.00
								21385	2023	RW	\$192,700.00	STBG Z230	\$22,055.38	Lane Co.	\$214,755.38			\$214,755.38
								21385	2024	CN	\$1,076,150.85	CMAQ Z400	\$123,170.28	Lane Co.	\$1,199,321.13			\$1,199,321.13
								21385	2024	CN	\$66,261.00	STBG Z230	\$7,583.87	Lane Co.	\$73,844.87			\$73,844.87
								<b>TOTAL</b>			<b>\$1,659,396.25</b>		<b>\$189,925.33</b>		<b>\$1,849,321.58</b>		<b>\$0.00</b>	<b>\$1,849,321.58</b>
Lane Transit District	Enhanced Mobility E&D (5310) - LTD FY25	Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.	TC	T	RTP Goal 1,4	EXEMPT / Mass Transit - Operating assistance to transit agencies (IAC conf 2/14/23)	230532	23009	2025	OT	\$1,341,133.29	SWTR 5310	\$153,498.71	LTD	\$1,494,632.00			\$1,494,632.00
<b>TOTAL</b>			<b>\$1,341,133.29</b>		<b>\$153,498.71</b>		<b>\$1,494,632.00</b>		<b>\$0.00</b>	<b>\$1,494,632.00</b>								



2024 – 2027 MTIP Project List (5 of 8)

Sponsor	Project Name	Project Description	Work Type	Perf. Meas.	RTP Project Number / Ref.	Air Quality Status	MTIP ID #	STIP Key	FFY	Phase	Federal Funding		Federal Req. Match		Total Fed+ Req Match	Other Funding		Total All Sources
											\$	Source	\$	Source		\$	Source	
Lane Transit District	Enhanced Mobility E&D (5310) - LTD FY26	Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.	TC	T	RTP Goal 1,4	EXEMPT / Mass Transit - Operating assistance to transit agencies (IAC conf 2/14/23)	230531	23024	2026	OT	\$1,341,133.29	SWTR 5310	\$153,498.71	LTD	\$1,494,632.00			\$1,494,632.00
								<b>TOTAL</b>		<b>\$1,341,133.29</b>		<b>\$153,498.71</b>		<b>\$1,494,632.00</b>	<b>\$0.00</b>	<b>\$1,494,632.00</b>		
Lane Transit District	Enhanced Mobility E&D (5310) - LTD FY27	Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.	TC	T	RTP Goal 1,4	EXEMPT / Mass Transit - Operating assistance to transit agencies (IAC conf 2/14/23)	230530	23039	2027	OT	\$1,341,133.29	SWTR 5310	\$153,498.71	LTD	\$1,494,632.00			\$1,494,632.00
								<b>TOTAL</b>		<b>\$1,341,133.29</b>		<b>\$153,498.71</b>		<b>\$1,494,632.00</b>	<b>\$0.00</b>	<b>\$1,494,632.00</b>		
Lane Transit District	Fixed Route Bus Replacement 2027 LTD (5339)	Replacement of vehicles that have met their useful life to improve safety and reliability of transit service using FTA 5339(a) funding.	TC	T	1110	EXEMPT / Mass Transit - Purchase of new buses to replace existing vehicles or for minor expansions of the fleet. (IAC conf 2/14/23)	230509	23114	2027	OT	\$2,268,448.50	5339	\$567,112.13	LTD	\$2,835,560.63			\$2,835,560.63
								<b>TOTAL</b>		<b>\$2,268,448.50</b>		<b>\$567,112.13</b>		<b>\$2,835,560.63</b>	<b>\$0.00</b>	<b>\$2,835,560.63</b>		
Lane Transit District	Fixed Route Bus Replacement 2027 LTD (5337)	Replacement of vehicles that have met their useful life to improve safety and reliability of transit service using FTA 5337 funding.	TC	T	1110	EXEMPT / Mass Transit - Purchase of new buses to replace existing vehicles or for minor expansions of the fleet. (IAC conf 2/14/23)	230510	23115	2027	OT	\$4,943,721.00	5337	\$1,235,930.25	LTD	\$6,179,651.25			\$6,179,651.25
								<b>TOTAL</b>		<b>\$4,943,721.00</b>		<b>\$1,235,930.25</b>		<b>\$6,179,651.25</b>	<b>\$0.00</b>	<b>\$6,179,651.25</b>		
Lane Transit District	ADA Bus Replacement 2027 LTD (5310)	Replacement of vehicles that have met their useful life to improve safety and reliability of transit service using FTA 5310 funding.	TC	T	1110	EXEMPT / Mass Transit - Purchase of new buses to replace existing vehicles or for minor expansions of the fleet. (IAC conf 2/14/23)	230511	23116	2027	OT	\$1,212,069.00	5310	\$0.00	LTD	\$1,212,069.00	\$2,521,631.00	Formula STIF	\$3,733,700.00
								<b>TOTAL</b>		<b>\$1,212,069.00</b>		<b>\$0.00</b>		<b>\$1,212,069.00</b>	<b>\$2,521,631.00</b>	<b>\$3,733,700.00</b>		
Lane Transit District	Glenwood Transit Facilities Treatments, LTD (5307)	Roof replacement, seismic upgrades, mechanical upgrades, system upgrades, and electrical rehabilitation of LTD's Glenwood Facility at 3500 E 17th Ave in Eugene to benefit safety, transit operations and services.	T	TR	RTP Goal 1,6,7	EXEMPT / Mass Transit - Reconstruction or renovation of transit buildings and structures. (IAC conf 2/14/23)	230512	23208	2026	PE	\$599,976.00	5307	\$149,994.00	LTD	\$749,970.00			\$749,970.00
								23208	2026	UR	\$29,952.00	5307	\$7,488.00	LTD	\$37,440.00			\$37,440.00
								23208	2026	CN	\$2,475,096.00	5307	\$618,774.00	LTD	\$3,093,870.00			\$3,093,870.00
								23208	2026	OT	\$14,976.00	5307	\$3,744.00	LTD	\$18,720.00			\$18,720.00
								<b>TOTAL</b>		<b>\$3,120,000.00</b>		<b>\$780,000.00</b>		<b>\$3,900,000.00</b>	<b>\$0.00</b>	<b>\$3,900,000.00</b>		
Lane Transit District	LTD Preventive Maintenance 2025 (5307)	LTD's ongoing preventive maintenance program to extend useful life of current assets using FTA 5307 funds.	T	T	RTP Goal 6,7	EXEMPT / Mass Transit - Operating assistance to transit agencies (IAC conf 2/14/23)	230513	23210	2025	OT	\$4,200,000.00	5307	\$1,050,000.00	LTD	\$5,250,000.00			\$5,250,000.00
								<b>TOTAL</b>		<b>\$4,200,000.00</b>		<b>\$1,050,000.00</b>		<b>\$5,250,000.00</b>	<b>\$0.00</b>	<b>\$5,250,000.00</b>		
Lane Transit District	LTD Preventive Maintenance 2026 (5307)	LTD's ongoing preventive maintenance program to extend useful life of current assets using FTA 5307 funds.	T	T	RTP Goal 6,7	EXEMPT / Mass Transit - Operating assistance to transit agencies (IAC conf 2/14/23)	230520	23212	2026	OT	\$4,200,000.00	5307	\$1,050,000.00	LTD	\$5,250,000.00			\$5,250,000.00
								<b>TOTAL</b>		<b>\$4,200,000.00</b>		<b>\$1,050,000.00</b>		<b>\$5,250,000.00</b>	<b>\$0.00</b>	<b>\$5,250,000.00</b>		
Lane Transit District	LTD Preventive Maintenance 2027 (5307)	LTD's ongoing preventive maintenance program to extend useful life of current assets using FTA 5307 funds.	T	T	RTP Goal 6,7	EXEMPT / Mass Transit - Operating assistance to transit agencies (IAC conf 2/14/23)	230521	23213	2027	OT	\$4,200,000.00	5307	\$1,050,000.00	LTD	\$5,250,000.00			\$5,250,000.00
								<b>TOTAL</b>		<b>\$4,200,000.00</b>		<b>\$1,050,000.00</b>		<b>\$5,250,000.00</b>	<b>\$0.00</b>	<b>\$5,250,000.00</b>		
Lane Transit District	LTD Associated Capital Maintenance 2025 (5307)	Replacement of major bus components to extend useful life of current assets using FTA 5307 funds.	T	T	RTP Goal 6,7	EXEMPT / Mass Transit - Rehabilitation of transit vehicles. (IAC conf 2/14/23)	230514	23214	2025	OT	\$702,240.00	5307	\$175,560.00	LTD	\$877,800.00			\$877,800.00
								<b>TOTAL</b>		<b>\$702,240.00</b>		<b>\$175,560.00</b>		<b>\$877,800.00</b>	<b>\$0.00</b>	<b>\$877,800.00</b>		
Lane Transit District	LTD Associated Capital Maintenance 2026 (5307)	Replacement of major bus components to extend useful life of current assets using FTA 5307 funds.	T	T	RTP Goal 6,7	EXEMPT / Mass Transit - Rehabilitation of transit vehicles. (IAC conf 2/14/23)	230522	23216	2026	OT	\$702,240.00	5307	\$175,560.00	LTD	\$877,800.00			\$877,800.00
								<b>TOTAL</b>		<b>\$702,240.00</b>		<b>\$175,560.00</b>		<b>\$877,800.00</b>	<b>\$0.00</b>	<b>\$877,800.00</b>		
Lane Transit District	LTD Associated Capital Maintenance 2027 (5307)	Replacement of major bus components to extend useful life of current assets using FTA 5307 funds.	T	T	RTP Goal 6,7	EXEMPT / Mass Transit - Rehabilitation of transit vehicles. (IAC conf 2/14/23)	230523	23217	2027	OT	\$702,240.00	5307	\$175,560.00	LTD	\$877,800.00			\$877,800.00
								<b>TOTAL</b>		<b>\$702,240.00</b>		<b>\$175,560.00</b>		<b>\$877,800.00</b>	<b>\$0.00</b>	<b>\$877,800.00</b>		
Lane Transit District	LTD EmX Franklin & Gateway Station Treatments (5337)	EmX platforms along Franklin and at Gateway Station will be changed for purposes of passenger safety, comfort, and accessibility while furthering LTD's sustainability goals. Treatments may include but not be limited to repainting structures, installing new signage, repairs and replacement to hardscapes, and rehabilitating furniture and shelters.	T	TR	1115	EXEMPT / Mass Transit - Reconstruction or renovation of transit buildings and structures; Construction of small passenger shelters and information kiosks. (IAC conf 2/14/23)	230515	23220	2026	PE	\$307,680.00	5337	\$76,920.00	LTD	\$384,600.00			\$384,600.00
								23220	2026	CN	\$1,284,640.00	5337	\$321,160.00	LTD	\$1,605,800.00			\$1,605,800.00
								23220	2026	OT	\$7,680.00	5337	\$1,920.00	LTD	\$9,600.00			\$9,600.00
								<b>TOTAL</b>		<b>\$1,600,000.00</b>		<b>\$400,000.00</b>		<b>\$2,000,000.00</b>	<b>\$0.00</b>	<b>\$2,000,000.00</b>		
								Lane Transit District	LTD RideSource Facility Expansion (5307)	This project will increase parking capacity for paratransit and employee vehicles and expand the RideSource operational/administrative building at 240 Garfield St in Eugene to better meet the needs of the community.	T	T	RTP Goal 1	EXEMPT / Mass Transit - Reconstruction or renovation of transit buildings and structures. (IAC conf 2/14/23)	230516	23223	2027	PE
23223	2027	UR	\$7,680.00	5307	\$1,920.00	LTD	\$9,600.00											\$9,600.00
23223	2027	CN	\$634,640.00	5307	\$158,660.00	LTD	\$793,300.00											\$793,300.00
23223	2027	OT	\$3,840.00	5307	\$960.00	LTD	\$4,800.00											\$4,800.00
<b>TOTAL</b>		<b>\$800,000.00</b>		<b>\$200,000.00</b>		<b>\$1,000,000.00</b>	<b>\$0.00</b>									<b>\$1,000,000.00</b>		

2024 – 2027 MTIP Project List (6 of 8)

Sponsor	Project Name	Project Description	Work Type	Perf. Meas.	RTP Project Number / Ref.	Air Quality Status	MTIP ID #	STIP Key	FFY	Phase	Federal Funding		Federal Req. Match		Total Fed+ Req Match	Other Funding		Total All Sources
											\$	Source	\$	Source		\$	Source	
Lane Transit District	LTD Glenwood Board Room Upgrades (5307)	Address needs in the Glenwood Board Room including changes to layout, technology updates, furniture, space capacity, finishes, storage, access and security, as well as a kitchenette.	T	T	RTP Goal 1	EXEMPT / Mass Transit - Reconstruction or renovation of transit buildings and structures; Purchase of office, shop , and operating equipment for existing facilities. (IAC conf 2/14/23)	230517	23230	2026	PE	\$169,224.00	5307	\$42,306.00	LTD	\$211,530.00			\$211,530.00
								23230	2026	CN	\$706,392.00	5307	\$176,598.00	LTD	\$882,990.00			\$882,990.00
								23230	2026	OT	\$4,384.00	5307	\$1,096.00	LTD	\$5,480.00			\$5,480.00
											<b>\$880,000.00</b>		<b>\$220,000.00</b>		<b>\$1,100,000.00</b>		<b>\$0.00</b>	<b>\$1,100,000.00</b>
Lane Transit District	LTD Fixed Route Infrastructure (5307)	Update signs, shelters, furniture, and other equipment at various transit stops along Lane Transit District's fixed route transit network, increasing accessibility, comfort, and passenger safety at these boarding areas.	T	TR	1130	EXEMPT / Mass Transit - Reconstruction or renovation of transit buildings and structures; Construction of small passenger shelters and information kiosks. (IAC conf 2/14/23)	230518	23238	2026	PE	\$615,360.00	5307	\$153,840.00	LTD	\$769,200.00			\$769,200.00
								23238	2026	UR	\$30,720.00	5307	\$7,680.00	LTD	\$38,400.00			\$38,400.00
								23238	2026	CN	\$2,538,400.00	5307	\$634,600.00	LTD	\$3,173,000.00			\$3,173,000.00
								23238	2026	OT	\$15,520.00	5307	\$3,880.00	LTD	\$19,400.00			\$19,400.00
											<b>\$3,200,000.00</b>		<b>\$800,000.00</b>		<b>\$4,000,000.00</b>		<b>\$0.00</b>	<b>\$4,000,000.00</b>
Lane Transit District	LTD Alternative Fuels Infrastructure (5307)	Installation and/or upgrades to LTD's Glenwood facilities in order to fuel, service, and repair new vehicles with innovative propulsion technologies.	T	T	RTP Goals 6, 7	EXEMPT / Mass Transit - Reconstruction or renovation of transit buildings and structures; Purchase of office, shop , and operating equipment for existing facilities. (IAC conf 2/14/23)	230519	23240	2026	PE	\$3,076,800.00	5307	\$769,200.00	LTD	\$3,846,000.00			\$3,846,000.00
								23240	2026	UR	\$153,600.00	5307	\$38,400.00	LTD	\$192,000.00			\$192,000.00
								23240	2026	CN	\$12,692,800.00	5307	\$3,173,200.00	LTD	\$15,866,000.00			\$15,866,000.00
								23240	2026	OT	\$76,800.00	5307	\$19,200.00	LTD	\$96,000.00			\$96,000.00
											<b>\$16,000,000.00</b>		<b>\$4,000,000.00</b>		<b>\$20,000,000.00</b>		<b>\$0.00</b>	<b>\$20,000,000.00</b>
Lane Transit District	Safety and Amenity Treatments LTD 2025	Project will upgrade safety features and passenger amenities along Lane Transit District's frequent transit network, which hosts highest ridership stops. Some investments include real time information infrastructure, shelter or station improvements, transit signal priority, wayfinding signage, bicycle lockers, ADA improvements, ticket vending machines, and enhanced lighting. These investments will enhance comfort and increase transit ridership.	S	SRC	RTP Goal 1; Funding Considerations 1, 5, 6	EXEMPT / Safety - Projects that correct, improve, or eliminate a hazardous location or feature; Safety - Lighting improvements; Mass Transit - Reconstruction or renovation of transit buildings and structures; Mass Transit - Construction of small passenger shelters and information kiosks (IAC conf 2/14/23)	221008	23113	2024	PE	\$323,028.00	STBG Y230	\$36,972.00	LTD	\$360,000.00			\$360,000.00
								23113	2024	CN	\$1,292,112.00	STBG Y230	\$147,888.00	LTD	\$1,440,000.00			\$1,440,000.00
											<b>\$1,615,140.00</b>		<b>\$184,860.00</b>		<b>\$1,800,000.00</b>		<b>\$0.00</b>	<b>\$1,800,000.00</b>
Lane Transit District	Preventive Maintenance (LTD)	Funding used for preventative maintenance projects to extend useful life of current facilities	TC	T	TSI Transit Policy 1	EXEMPT / Mass Transit - Operating assistance to transit agencies (IAC conf 2/14/23)	190903	22262	2024	OT	\$4,200,000.00	5307	\$1,050,000.00	LTD	\$5,250,000.00			\$5,250,000.00
											<b>\$4,200,000.00</b>		<b>\$1,050,000.00</b>		<b>\$5,250,000.00</b>		<b>\$0.00</b>	<b>\$5,250,000.00</b>
Lane Transit District	LTD Associated Capital Maintenance (2024)	Replacement of major bus components using 5307 funds	TC	T	Finance Policy 2	EXEMPT / Mass Transit - Purchase of operating equipment for vehicles (IAC conf 2/14/23)	200506	22266	2024	OT	\$702,240.00	5307	\$175,560.00	LTD	\$877,800.00			\$877,800.00
											<b>\$702,240.00</b>		<b>\$175,560.00</b>		<b>\$877,800.00</b>		<b>\$0.00</b>	<b>\$877,800.00</b>
Lane Transit District	Energy Storage System Replacement 2024 (LTD)	Replace energy storage systems on hybrid buses	TC	T	Finance Policy 2	EXEMPT / Mass Transit - Purchase of operating equipment for vehicles (IAC conf 4/26/20)	200514	22270	2024	OT	\$800,000.00	5307	\$200,000.00	LTD	\$1,000,000.00			\$1,000,000.00
											<b>\$800,000.00</b>		<b>\$200,000.00</b>		<b>\$1,000,000.00</b>		<b>\$0.00</b>	<b>\$1,000,000.00</b>
Lane Transit District	LTD 5337 Formula Funds (FY21-24)	General formula funds to be used for projects at LTD's discretion. Funding for maintenance, replacement, and rehabilitation transit asset projects of existing high-intensity fixed guideway and high-intensity motorbus systems to maintain a state of good repair.	--	--	Not Applicable	Not Applicable (IAC conf 2/14/23)	200506	22274	2024	OT	\$4,660,930.00	5337	\$1,165,232.50	LTD	\$5,826,162.50			\$5,826,162.50
								22274	2024	OT	\$282,790.80	5337	\$70,697.70	LTD	\$353,488.50			\$353,488.50
											<b>\$4,943,720.80</b>		<b>\$1,235,930.20</b>		<b>\$6,179,651.00</b>		<b>\$0.00</b>	<b>\$6,179,651.00</b>
Lane Transit District	LTD 5339 Formula Funds (FY21-24)	General formula funds to be used for projects at LTD's discretion. Funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.	TC	--	Not Applicable	Not Applicable (IAC conf 2/14/23)	200507	22275	2024	OT	\$3,194,334.40	5339	\$798,583.60	LTD	\$3,992,918.00			\$3,992,918.00
											<b>\$3,194,334.40</b>		<b>\$798,583.60</b>		<b>\$3,992,918.00</b>		<b>\$0.00</b>	<b>\$3,992,918.00</b>
ODOT	I-5: NB McKenzie overflow bridge (MP 196.19)	Complete design to seismically retrofit the bridge to improve it to a state in which it could not only survive a large earthquake but also safely carry traffic immediately after. Bridge 08180N (44.094775, -123.045245)	BR	PNF	RTP Goal 2,7	EXEMPT / Safety - Projects that correct, improve, or eliminate a hazardous location or feature (IAC conf 2/14/23)	230528	23131	2024	PE	\$1,588,941.38	ACPO	\$134,048.62	ODOT	\$1,722,990.00			\$1,722,990.00
								23131	2025	RW	\$26,121.32	ACPO	\$2,203.68	ODOT	\$28,325.00			\$28,325.00
								23131	2025	UR	\$10,448.53	ACPO	\$881.47	ODOT	\$11,330.00			\$11,330.00
											<b>\$1,625,511.23</b>		<b>\$137,133.77</b>		<b>\$1,762,645.00</b>		<b>\$0.00</b>	<b>\$1,762,645.00</b>
ODOT	I-5: NB McKenzie overflow bridge (MP 196.69)	Complete design to seismically retrofit the bridge to improve it to a state in which it could not only survive a large earthquake but also safely carry traffic immediately after. Bridge 08178N (44.101991, -123.044359)	BR	PNF	RTP Goal 2,7	EXEMPT / Safety - Projects that correct, improve, or eliminate a hazardous location or feature (IAC conf 2/14/23)	230527	23130	2025	PE	\$1,426,908.99	ACPO	\$120,379.01	ODOT	\$1,547,288.00			\$1,547,288.00
											<b>\$1,426,908.99</b>		<b>\$120,379.01</b>		<b>\$1,547,288.00</b>		<b>\$0.00</b>	<b>\$1,547,288.00</b>

2024 – 2027 MTIP Project List (7 of 8)

Sponsor	Project Name	Project Description	Work Type	Perf. Meas.	RTP Project Number / Ref.	Air Quality Status	MTIP ID #	STIP Key	FFY	Phase	Federal Funding		Federal Req. Match		Total Fed+ Req Match	Other Funding		Total All Sources
											\$	Source	\$	Source		\$	Source	
ODOT	I-5: Northbound Muddy Creek bridge (Lane County)	Complete design to seismically retrofit the bridge to improve it to a state in which it could not only survive a large earthquake but also safely carry traffic immediately after. Bridge 08171N (44.156434, -123.056861)	BR	PNF	RTP Goal 2,7	EXEMPT / Safety - Projects that correct, improve, or eliminate a hazardous location or feature (IAC conf 2/14/23)	230526	23128	2024	PE	\$1,637,553.31	ACPO	\$138,149.69	ODOT	\$1,775,703.00			\$1,775,703.00
								23128	2025	RW	\$31,344.66	ACPO	\$2,644.34	ODOT	\$33,989.00			\$33,989.00
								<b>TOTAL</b>			<b>\$1,668,897.97</b>		<b>\$140,794.03</b>		<b>\$1,809,692.00</b>		<b>\$0.00</b>	
ODOT	Northwest Oregon 2024-2027 ADA curb ramp design, phase 2	Design curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards. *includes locations outside CLMPO	A	S	RTP Goal 1,4	EXEMPT / Safety - Projects that correct, improve, or eliminate a hazardous location or feature (IAC conf 2/14/23)	230525	23029	2024	PE	\$10,710,000.00	ACPO	\$0.00	ODOT	\$10,710,000.00			\$10,710,000.00
								<b>TOTAL</b>			<b>\$10,710,000.00</b>		<b>\$0.00</b>		<b>\$10,710,000.00</b>		<b>\$0.00</b>	
ODOT	OR569: Beltline ramp signal replacement at MP 10.5 (Eugene)	Complete design to upgrade the signal at this location. Will replace and upgrade traffic signals and poles and upgrade system to new technology for efficiency. (44.089546, -123.091053)	O	NF	RTP Goal 6	EXEMPT / Safety - Traffic control devices and operating assistance *ODOT & MPO decided this was equip. replacement not signization (IAC conf 2/14/23)	230524	22796	2025	PE	\$266,392.22	NHPP Y001	\$30,489.78	ODOT	\$296,882.00			\$296,882.00
								<b>TOTAL</b>			<b>\$266,392.22</b>		<b>\$30,489.78</b>		<b>\$296,882.00</b>		<b>\$0.00</b>	
ODOT	I-5 (NW OR) & OR569 (Eugene) wrong way driving treatments	Complete design to install the wrong way driving deterrents of signing, striping enhancements and/or other items at various exit ramps on I-5 in NW Oregon to aid in preventing wrong way driving at interchange off-ramps. Similar deterrents will be designed for various exit ramps on OR-569 in Eugene. (ARTS) Some locations outside CLMPO, those in CLMPO are OR-569 exits 5,6,7,8,9,12	S	S	RTP Goal 2	EXEMPT / Safety - Highway Safety Improvement Program implementation (IAC conf 2/14/23)	230301	22723	2024	PE	\$545,290.00	HSIP Y532	\$0.00	ODOT	\$545,290.00			\$545,290.00
								<b>TOTAL</b>			<b>\$545,290.00</b>		<b>\$0.00</b>		<b>\$545,290.00</b>		<b>\$0.00</b>	
ODOT	OR99W: Theona Dr. (Eugene)	Increase driver safety by constructing improvements to increase the intersection sight distance	S	S	RTP Goal 2	EXEMPT / Safety - Highway Safety Improvement Program implementation (IAC conf 2/14/23)	190901	21564	2021	PE	\$115,828.32	HSIP ZS30	\$9,771.68	ODOT	\$125,600.00			\$125,600.00
								21564	2024	CN	\$375,058.74	HSIP ZS30	\$31,641.26	ODOT	\$406,700.00			\$406,700.00
								<b>TOTAL</b>			<b>\$490,887.06</b>		<b>\$41,412.94</b>		<b>\$532,300.00</b>		<b>\$0.00</b>	
ODOT	Oregon Transportation Network - LTD FFY24	Urbanized public transit capital funding for Federal fiscal year 2024. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.	T	T	RTP Objective 8	EXEMPT / Activities which do not involve or lead directly to construction (IAC conf 2/14/23)	200803	22056	2024	OT	\$1,008,371.00	STBG Z240	\$115,412.58	ODOT	\$1,123,783.58			\$1,123,783.58
								<b>TOTAL</b>			<b>\$1,008,371.00</b>		<b>\$115,412.58</b>		<b>\$1,123,783.58</b>		<b>\$0.00</b>	
Springfield	Virginia/Daisy Ave.: 32nd St. to Bob Straub Parkway (Springfield)	Design and install various pedestrian and bicycle treatments consistent with a bicycle boulevard on Virginia Avenue/Daisy Avenue. These treatments include improvements to pedestrian crossings, speed bumps and adding bike lane pavement markings. *ARTS	S	SC	903	EXEMPT / Safety - Highway Safety Improvement Program implementation (IAC conf 2/14/23)	230521	22696	2024	PE	\$382,148.00	HSIP Y530	\$0.00	Eugene	\$382,148.00			\$382,148.00
								22696	2025	RW	\$67,977.00	HSIP Y530	\$0.00	Eugene	\$67,977.00			\$67,977.00
								22696	2027	CN	\$1,231,728.00	HSIP Y530	\$0.00	Eugene	\$1,231,728.00			\$1,231,728.00
								<b>TOTAL</b>			<b>\$1,681,853.00</b>		<b>\$0.00</b>		<b>\$1,681,853.00</b>		<b>\$0.00</b>	
Springfield	Springfield Transportation System Planning 2024	Transportation planning work to include updates to Springfield's Transportation System Plan to develop design concepts to facilitate pedestrian and bicycle projects.	PL	--	RTP Goal 1; Funding Consideration 1, 3, 8	EXEMPT / Activities which do not involve or lead directly to construction (IAC conf 2/14/23)	221005	22751	2024	PL	\$300,000.00	CRP Y601	\$34,336.34	Springfield	\$334,336.34			\$334,336.34
								<b>TOTAL</b>			<b>\$300,000.00</b>		<b>\$34,336.34</b>		<b>\$334,336.34</b>		<b>\$0.00</b>	
Springfield	Walking and biking network improvements (Springfield)	Addressing highest need locations for filling gaps in the walking and biking networks and near schools and the downtown corridor in Springfield to complete connections, reduce congestion and address safety. Project includes two portable temporary rapid flashing beacons, crossing on Mohawk Blvd south of I St, crossing on 5th St north of Q St, flashing beacons at Pioneer Parkway East and West at E St, at Thurston Rd at 69th St, and EWEB path crossing enhancements with refuge islands at 5th and 19th Streets; sidewalk rehabilitation at various locations	BP	SC	299	EXEMPT / Air Quality-Bicycle and pedestrian facilities (IAC conf 2/14/23)	200702	22351	2024	PE	\$100,000.00	HIP Z905	\$11,445.45	Springfield	\$111,445.45			\$111,445.45
								22351	2024	PE	\$22,077.00	TA Y301	\$2,526.81	Springfield	\$24,603.81			\$24,603.81
								22351	2024	PE	\$899,596.00	CRP Y601	\$102,962.79	Springfield	\$1,002,558.79			\$1,002,558.79
								22351	2024	RW	\$25,000.00	HIP Z905	\$2,861.36	Springfield	\$27,861.36			\$27,861.36
								22351	2024	RW	\$75,892.00	CRP Y601	\$8,686.18	Springfield	\$84,578.18			\$84,578.18
								22351	2024	UR	\$25,000.00	HIP Z905	\$2,861.36	Springfield	\$27,861.36			\$27,861.36
								22351	2025	CN	\$350,000.00	HIP Z905	\$40,059.07	Springfield	\$390,059.07			\$390,059.07
								22351	2025	CN	\$97,818.00	TA Y301	\$11,195.71	Springfield	\$109,013.71			\$109,013.71
								22351	2025	CN	\$968,168.00	CRP Y601	\$110,811.16	Springfield	\$1,078,979.16			\$1,078,979.16
								22351	2025	CN	\$1,347,751.00	CMAQ Y400	\$154,256.13	Springfield	\$1,502,007.13			\$1,502,007.13
<b>TOTAL</b>			<b>\$3,911,302.00</b>		<b>\$447,666.02</b>		<b>\$4,358,968.02</b>		<b>\$0.00</b>		<b>\$4,358,968.02</b>							

2024 – 2027 MTIP Project List (8 of 8)

Sponsor	Project Name	Project Description	Work Type	Perf. Meas.	RTP Project Number / Ref.	Air Quality Status	MTIP ID #	STIP Key	FFY	Phase	Federal Funding		Federal Req. Match		Total Fed+ Req Match	Other Funding		Total All Sources
											\$	Source	\$	Source		\$	Source	
Springfield	Q St: 5th St to Pioneer Pkwy East reconstruct (Springfield)	Reconstruct Q Street from west of Fifth Street to east of Pioneer Parkway East (approximately 1,615 ft) to bring all facilities to current standards. Project includes reconstruction of travel lanes and bike lanes, ADA improvements, renewed bicycle lane striping, and select sections of sidewalks that are not currently ADA compliant. This project will extend the life of this roadway and make the facility more comfortable for all users.	PR	C	TSI System-wide Policy 2, 3	EXEMPT / Pavement resurfacing and/or rehabilitation (IAC conf 2/14/23)	200708	22352	2024	PE	\$0.00	STBG Z230	\$0.00	Springfield	\$0.00			\$0.00
								22352	2025	RW	\$0.00	STBG Z230	\$0.00	Springfield	\$0.00			\$0.00
								22352	2025	CN	\$0.00	STBG Z230	\$0.00	Springfield	\$0.00			\$0.00
								22352	2025	CN	\$0.00	STBG Z230	\$0.00	Springfield	\$0.00			\$0.00
								<b>TOTAL</b>		<b>\$0.00</b>		<b>\$0.00</b>		<b>\$0.00</b>		<b>\$0.00</b>		<b>\$0.00</b>
Springfield	Mill Street: S. A Street to Centennial Boulevard (Springfield)	Repave roadway to create a smoother driving surface and make ADA upgrades. Complete reconstruction from Main St to Centennial Blvd. Decorative lighting from Main St to A St, replacement of sanitary sewer line, lateral lining, complete replacement of storm water line, adding bicycle facilities, adding traffic calming measures.	M	SC	837	EXEMPT / Safety - Pavement resurfacing and/or rehabilitation (IAC conf 4/26/20)	180903	21393	2020	PL	\$0.00	ACPO Z230	\$0.00	Springfield	\$0.00			\$0.00
								21393	2020	PE	\$1,553,567.56	ACPO Z230	\$177,812.76	Springfield	\$1,731,380.32			\$1,731,380.32
								21393	2020	PE	\$53,838.00	STBG Y240	\$6,162.00	ODOT	\$60,000.00			\$60,000.00
								21393	2023	RW	\$358,920.00	STBG Y230	\$41,080.00	Springfield	\$400,000.00	\$0.00	Springfield	\$400,000.00
								21393	2024	CN	\$6,768,004.59	STBG Y230	\$774,628.40	Springfield	\$7,542,632.99	\$7,014,897.20	Springfield	\$14,557,530.19
								21393	2024	CN	\$231,350.69	STBG Y240	\$26,479.12	ODOT	\$257,829.81			\$257,829.81
<b>TOTAL</b>		<b>\$8,965,680.84</b>		<b>\$1,026,162.28</b>		<b>\$9,991,843.12</b>		<b>\$7,014,897.20</b>		<b>\$17,006,740.32</b>								

FTA SECTION 5307 PROGRAM OF PROJECTS FFY 2024-2027

Lane Transit District - Improvements												
Project Name	Project Description	STIP Key	FFY	Phase	Federal Funding		Federal Req. Match		Total Fed+ Req	Other Funding		Total All Sources
					\$	Source	\$	Source	Match	\$	Source	
LTD Alternative Fuels Infrastructure (5307)	Installation and/or upgrades to LTD's Glenwood facilities in order to fuel, service, and repair new vehicles with innovative propulsion technologies.	23240	2026	PE	\$3,076,800.00	5307	\$769,200.00	LTD	\$3,846,000.00			\$3,846,000.00
		23240	2026	UR	\$153,600.00	5307	\$38,400.00	LTD	\$192,000.00			\$192,000.00
		23240	2026	CN	\$12,692,800.00	5307	\$3,173,200.00	LTD	\$15,866,000.00			\$15,866,000.00
		23240	2026	OT	\$76,800.00	5307	\$19,200.00	LTD	\$96,000.00			\$96,000.00
			<b>TOTAL</b>				<b>\$16,000,000.00</b>		<b>\$4,000,000.00</b>		<b>\$20,000,000.00</b>	<b>\$0.00</b>
LTD Fixed Route Infrastructure (5307)	Update signs, shelters, furniture, and other equipment at various transit stops along Lane Transit District's fixed route transit network, increasing accessibility, comfort, and passenger safety at these boarding areas.	23238	2026	PE	\$615,360.00	5307	\$153,840.00	LTD	\$769,200.00			\$769,200.00
		23238	2026	UR	\$30,720.00	5307	\$7,680.00	LTD	\$38,400.00			\$38,400.00
		23238	2026	CN	\$2,538,400.00	5307	\$634,600.00	LTD	\$3,173,000.00			\$3,173,000.00
		23238	2026	OT	\$15,520.00	5307	\$3,880.00	LTD	\$19,400.00			\$19,400.00
			<b>TOTAL</b>				<b>\$3,200,000.00</b>		<b>\$800,000.00</b>		<b>\$4,000,000.00</b>	<b>\$0.00</b>
LTD Glenwood Board Room Upgrades (5307)	Address needs in the Glenwood Board Room including changes to layout, technology updates, furniture, space capacity, finishes, storage, access and security, as well as a kitchenette.	23230	2026	PE	\$169,224.00	5307	\$42,306.00	LTD	\$211,530.00			\$211,530.00
		23230	2026	CN	\$706,392.00	5307	\$176,598.00	LTD	\$882,990.00			\$882,990.00
		23230	2026	OT	\$4,384.00	5307	\$1,096.00	LTD	\$5,480.00			\$5,480.00
			<b>TOTAL</b>				<b>\$880,000.00</b>		<b>\$220,000.00</b>		<b>\$1,100,000.00</b>	<b>\$0.00</b>
LTD RideSource Facility Expansion (5307)	This project will increase parking capacity for paratransit and employee vehicles and expand the RideSource operational/administrative building at 240 Garfield St in Eugene to better meet the needs of the community.	23223	2027	PE	\$153,840.00	5307	\$38,460.00	LTD	\$192,300.00			\$192,300.00
		23223	2027	UR	\$7,680.00	5307	\$1,920.00	LTD	\$9,600.00			\$9,600.00
		23223	2027	CN	\$634,640.00	5307	\$158,660.00	LTD	\$793,300.00			\$793,300.00
		23223	2027	OT	\$3,840.00	5307	\$960.00	LTD	\$4,800.00			\$4,800.00
			<b>TOTAL</b>				<b>\$800,000.00</b>		<b>\$200,000.00</b>		<b>\$1,000,000.00</b>	<b>\$0.00</b>
LTD EmX Franklin & Gateway Station Treatments (5337)	EmX platforms along Franklin and at Gateway Station will be changed for purposes of passenger safety, comfort, and accessibility while furthering LTD's sustainability goals. Treatments may include but not be limited to repainting structures, installing new signage, repairs and replacement to hardscapes, and rehabilitating furniture and shelters.	23220	2026	PE	\$307,680.00	5337	\$76,920.00	LTD	\$384,600.00			\$384,600.00
		23220	2026	CN	\$1,284,640.00	5337	\$321,160.00	LTD	\$1,605,800.00			\$1,605,800.00
		23220	2026	OT	\$7,680.00	5337	\$1,920.00	LTD	\$9,600.00			\$9,600.00
			<b>TOTAL</b>				<b>\$1,600,000.00</b>		<b>\$400,000.00</b>		<b>\$2,000,000.00</b>	<b>\$0.00</b>
Lane Transit District - State of Good Repair												
LTD Associated Capital Maintenance 2025-2027 (5307)	Replacement of major bus components to extend useful life of current assets using FTA 5307 funds.	23214	2025	OT	\$702,240.00	5307	\$175,560.00	LTD	\$877,800.00			\$877,800.00
		23216	2026	OT	\$702,240.00	5307	\$175,560.00	LTD	\$877,800.00			\$877,800.00
		23217	2027	OT	\$702,240.00	5307	\$175,560.00	LTD	\$877,800.00			\$877,800.00
			<b>TOTAL</b>				<b>\$702,240.00</b>		<b>\$175,560.00</b>		<b>\$877,800.00</b>	<b>\$0.00</b>
LTD Preventive Maintenance 2025-2027 (5307)	LTD's ongoing preventive maintenance program to extend useful life of current assets using FTA 5307 funds.	23210	2025	OT	\$4,200,000.00	5307	\$1,050,000.00	LTD	\$5,250,000.00			\$5,250,000.00
		23212	2026	OT	\$4,200,000.00	5307	\$1,050,000.00	LTD	\$5,250,000.00			\$5,250,000.00
		23213	2027	OT	\$4,200,000.00	5307	\$1,050,000.00	LTD	\$5,250,000.00			\$5,250,000.00
			<b>TOTAL</b>				<b>\$12,600,000.00</b>		<b>\$3,150,000.00</b>		<b>\$15,750,000.00</b>	<b>\$0.00</b>
Glenwood Transit Facilities Treatments, LTD (5307)	Roof replacement, seismic upgrades, mechanical upgrades, system upgrades, and electrical rehabilitation of LTD's Glenwood Facility at 3500 E 17th Ave in Eugene to benefit safety, transit operations and services.	23208	2026	PE	\$599,976.00	5307	\$149,994.00	LTD	\$749,970.00			\$749,970.00
		23208	2026	UR	\$29,952.00	5307	\$7,488.00	LTD	\$37,440.00			\$37,440.00
		23208	2026	CN	\$2,475,096.00	5307	\$618,774.00	LTD	\$3,093,870.00			\$3,093,870.00
		23208	2026	OT	\$14,976.00	5307	\$3,744.00	LTD	\$18,720.00			\$18,720.00
			<b>TOTAL</b>				<b>\$3,120,000.00</b>		<b>\$780,000.00</b>		<b>\$3,900,000.00</b>	<b>\$0.00</b>
ADA Bus Replacement 2027 LTD (5310)	Replacement of vehicles that have met their useful life to improve safety and reliability of transit service using FTA 5310 funding.	23116	2027	OT	\$1,212,069.00	5310	\$0.00	LTD	\$1,212,069.00	\$2,521,631.00	State	\$3,733,700.00
	<b>TOTAL</b>				<b>\$1,212,069.00</b>		<b>\$0.00</b>		<b>\$1,212,069.00</b>	<b>\$2,521,631.00</b>		<b>\$3,733,700.00</b>
Fixed Route Bus Replacement 2027 LTD (5337)	Replacement of vehicles that have met their useful life to improve safety and reliability of transit service using FTA 5337 funding.	23115	2027	OT	\$4,943,721.00	5337	\$1,235,930.25	LTD	\$6,179,651.25			\$6,179,651.25
	<b>TOTAL</b>				<b>\$4,943,721.00</b>		<b>\$1,235,930.25</b>		<b>\$6,179,651.25</b>	<b>\$0.00</b>		<b>\$6,179,651.25</b>
Fixed Route Bus Replacement 2027 LTD (5339)	Replacement of vehicles that have met their useful life to improve safety and reliability of transit service using FTA 5339(a) funding.	23114	2027	OT	\$2,268,448.50	5339	\$567,112.13	LTD	\$2,835,560.63			\$2,835,560.63
	<b>TOTAL</b>				<b>\$2,268,448.50</b>		<b>\$567,112.13</b>		<b>\$2,835,560.63</b>	<b>\$0.00</b>		<b>\$2,835,560.63</b>

## FTA Section 5307 Program of Projects

### [49 USC Section 5307\(b\)](#)<sup>12</sup>

Lane Transit District's listing of their FTA Program of Projects (POP) for FFY 2024-2027 is presented on the preceding page. This reflects how LTD is investing their FTA Section 5307 formula funds for the duration of this MTIP period. The public involvement process for the MTIP also satisfies the FTA program of projects review for federally funded MTIP transit projects. The public notice of public involvement activities and time established for public review and comments on the MTIP development process also noted that the public process is satisfying the FTA's program of projects requirements.

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<sup>12</sup> [49 USC Section 5307\(b\)](#) Program of Projects.-Each recipient of a grant shall-

- (1) make available to the public information on amounts available to the recipient under this section;
- (2) develop, in consultation with interested parties, including private transportation providers, a proposed program of projects for activities to be financed;
- (3) publish a proposed program of projects in a way that affected individuals, private transportation providers, and local elected officials have the opportunity to examine the proposed program and submit comments on the proposed program and the performance of the recipient;
- (4) provide an opportunity for a public hearing in which to obtain the views of individuals on the proposed program of projects;
- (5) ensure that the proposed program of projects provides for the coordination of public transportation services assisted under section 5336 of this title with transportation services assisted from other United States Government sources;
- (6) consider comments and views received, especially those of private transportation providers, in preparing the final program of projects; and
- (7) make the final program of projects available to the public.

## **PROJECT MAP**

The project map, provided on the following page, shows the locations of those projects from the 2024-2027 project list that are site-specific. The MTIP includes additional projects which are not shown on the map, such as funding for outreach and education programs or capital purchases. Projects on the map can be referenced by number on the list that follows the map.





## Mapped Projects by Map ID Number

- 1 Division Avenue Roundabouts Corridor (Eugene)
- 2 Bailey Hill Rd and Bertelsen Rd roundabout (Eugene)
- 3 Goodpasture Island Rd Bridge seismic retrofit (Eugene)
- 4 I-5 (NW OR) & OR569 (Eugene) wrong way driving treatments
- 5 OR99W: Theona Dr. (Eugene)
- 6 Franklin Blvd a Partnership to Rebuild and Revive a Corridor
- 7 Chambers St seismic bridge retrofits (Eugene)
- 8 Mill Street: S. A Street to Centennial Boulevard (Springfield)
- 9 Hunsaker Lane: Daffodil Ct. to Taito St. (Eugene)
- 10 Lincoln St: 5th Ave. - 13th Ave. (Eugene)
- 11 Central city corridor preservation
- 12 18th Ave at Hilyard St (Eugene)
- 13 Oakway Rd protected bike lanes (Eugene)
- 14 Laura St upgrade (Springfield)
- 15 Walking and biking network improvements (Springfield)
- 16 Q St: 5th St to Pioneer Pkwy East reconstruct (Springfield)
- 17 Amazon Creek Bridge at Bailey Hill Rd (Eugene)
- 18 Glenwood Transit Facilities Treatments, LTD (5307)
- 19 LTD EmX Franklin & Gateway Station Treatments (5337)
- 20 LTD RideSource Facility Expansion (5307)
- 21 LTD Glenwood Board Room Upgrades (5307)
- 22 Lane County Local Road Curve Treatments (2027)
- 23 Walking and biking network improvements (Springfield)
- 24 Ferry St over SPRR, 4th, 6th, 7th Aves (City of Eugene)
- 25 I-5: NB McKenzie overflow bridge (MP 196.19)
- 26 I-5: NB McKenzie overflow bridge (MP 196.69)
- 27 I-5: Northbound Muddy Creek bridge (Lane County)
- 28 OR569: Beltline ramp signal replacement at MP 10.5 (Eugene)
- 29 N Coburg Industrial Way (Coburg)
- 30 Berkeley Park Path (Eugene)
- 31 West Bank Path extension (Eugene)
- 32 Maxwell Road and Prairie Road (Eugene)
- 33 Gilham Road: Ayers Road to Mirror Pond Way
- 34 East-West Connector Feasibility Study (Coburg)
- 35 Coburg Rd: Crescent Ave - Ferry St Br Multimodal Plan (Eug)
- 36 30th Ave Active Transportation Corridor Design (Lane County)
- 37 Airport Rd: Douglas Dr-Old Airport Rd, pvmnt preserv. (Eug)
- 38 Clear Lake Rd: Lakeview Dr to Hwy 99 pavement preserv. (Eug)
- 39 Wilkes Dr: River Rd to River Lp 1, urban upgrades (Eugene)
- 40 Virginia/Daisy Ave.: 32nd St. to Bob Straub Parkway (Springfield)

## **DEMONSTRATION OF FINANCIAL CONSTRAINT**

[23 CFR 450.326\(j\)](#), [23 CFR 450.326\(k\)](#), [23 CFR 450.326\(l\)](#)

Federal regulations require that the MTIP be fiscally constrained by year. The financial plan is developed by the MPO in cooperation with the state and the transit agency. ODOT and LTD provide the MPO with estimates of available federal and state funds over the period of the MTIP. Only projects for which construction and operating funds can reasonably be expected to be available may be included in the MTIP. Projects in the first two years of the MTIP must be limited to those for which funds are available or committed. In developing the financial analysis, the MPO takes into account all projects and strategies funded under Title 23, U.S.C., the Federal Transit Act, other federal funds, local sources, state assistance, and private participation.

The financial summary information and the accompanying 24-27 MTIP Project List provide the reasonably expected resources from public and private sources (as applicable) to be made available to carry out the MTIP. Additional financing strategies include coordinating with other agencies to maximize investments and reduce expenses, awareness of new or cycling grant opportunities, working with ODOT to take advantage of fund exchange possibilities especially for non-certified agencies, and coordination with ODOT to Advance Construct funds in order to allow flexibility.

Strategies to address revenue shortfalls include increased Federal and State taxes and fees; accept lower level of service; special road funding opportunities; stormwater management fee; transportation utility fee; increased systems development charges; transfer of jurisdiction; accept lower standards in operations, maintenance, and preservation; bond measures; regional transportation taxes; bridge tolls; broadened assessment practices; postpone project to illustrative projects list.

Funding estimates were calculated based on a formula developed through a cooperative interagency effort between the MPOs, Oregon DOT, and others. The estimates are intentionally conservative to err on the side of under-programming rather than over-programming anticipated revenues. In all cases, year of expenditure dollars are reflected in the project cost based on an assumed default annual inflation rate of 3 percent based on reasonable financial principles and information, developed cooperatively by the MPO, ODOT and LTD. Responsible agencies are asked to update their project costs accordingly any time project phases must slip to a later obligation year.

The TIP's financial plan, for illustrative purposes, may include additional projects for which funding is not yet available, but may become available. The 24-27 MTIP includes no illustrative projects, but relies on the MTIP's established framework for determining how new funds should be invested based on the regional primary funding considerations.

In some cases a percentage of the federal funding that is reasonably expected to be available during the life of the MTIP is accounted for, at the time of MTIP adoption, in general "buckets" of funding by program to satisfy the requirements of a fiscally constrained program, as specific

projects either have not been identified prior to the adoption of the MTIP, or the funding is being reserved for future uses that must be approved by the MPO on an annual basis. Thus, a program of projects may include non-project specific line items to account for available funding. These will be listed under the CLMPO heading for FHWA funds and under the LTD heading for FTA funds. As the funds are programmed during the life of the MTIP, these buckets are replaced with specific projects prioritized and programmed through the established processes. The MPO [website](#)<sup>13</sup> provides the most up-to-date MTIP project list.

Advance Construct (AC, or ACPO in the project list) is a mechanism utilized by ODOT in which non-federal funds temporarily replace federal funds committed to a STIP project prior to obligation, at which time federal funds (perhaps from a different source than originally programmed) are replaced. This allows ODOT with flexibility and helps with timely delivery of projects. Prior to Federal authorization of a project as AC, the project must be included in the Federally-approved STIP/TIP [see 23 CFR [630.705](#)<sup>14</sup>]. The project will support the fiscally constrained element of the STIP/TIP using all or some combination of State, local, and/or private funds. The financial limit on the amount of AC is set by the State's or MPO's ability to demonstrate fiscal constraint. Consideration is given to the future availability of Federal-aid funds to accommodate the AC conversion.

Generally, when an AC project is converted to a Federally funded project, the STIP/TIP will document the full or partial conversion of this project. The amount of conversion is limited to the apportioned Federal-funds available in the category. As with any project, the State is not locked into the category of funds identified in the approved STIP/TIP. If the approved AC "conversion" substantially changes the current STIP/TIP's fiscal constraint determination, the STIP/TIP will need to be amended.

The fiscal constraint determination is based on the individual, or group of project conversions, or the total amount and source(s) of Federal funds which are presented within the STIP/TIP. The tables below reflect the total project cost by fiscal year for each jurisdiction.

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<sup>13</sup> <https://www.lcog.org/thempo/page/metropolitan-transportation-improvement-program>

<sup>14</sup> [23 CFR 630.705\(a\)](#) An advance construction project shall meet the same requirements and be processed in the same manner as a regular Federal-aid project, except, (1) The FHWA authorization does not constitute any commitment of Federal funds on the project, and (2) The FHWA shall not reimburse the State until the project is converted under § 630.709. (b) Project numbers shall be identified by the letters "AC" preceding the regular project number prefix.

Agency	FFY24		FFY25	
	Federal \$	Other \$	Federal \$	Other \$
Eugene	\$30,852,384	\$ 9,962,330	\$ 5,436,007	\$ 795,295
Springfield	\$ 5,428,301	\$ 5,672,152	\$ 6,501,671	\$ 736,365
Coburg	\$ -	\$ -	\$ 1,076,232	\$ 123,180
Lane County	\$ 5,028,881	\$ 553,878	\$ 732,429	\$ 83,830
LCOG	\$ 4,758,572	\$ 544,640	\$ 1,028,567	\$ 117,724
ODOT	\$15,865,214	\$ 419,252	\$ 1,761,216	\$ 156,598
LTD	\$13,840,295	\$ 3,460,074	\$ 7,858,513	\$ 1,563,919
<b>TOTAL</b>	<b>\$75,773,647</b>	<b>\$20,612,326</b>	<b>\$24,394,634</b>	<b>\$ 3,576,910</b>
<b>Grand TOTAL</b>	<b>\$ 96,385,973</b>		<b>\$ 27,971,544</b>	

Agency	FFY26		FFY27	
	Federal \$	Other \$	Federal \$	Other \$
Eugene	\$ 1,765,108	\$ 305,956	\$ 7,381,323	\$ 393,898
Springfield	\$ -	\$ -	\$ 1,231,728	\$ -
Coburg	\$ 358,920	\$ 41,080	\$ -	\$ -
Lane County	\$ 1,698,913	\$ 194,448	\$ 3,459,696	\$ 320,065
LCOG	\$ 1,040,368	\$ 119,075	\$ 6,184,388	\$ 707,831
ODOT	\$ -	\$ -	\$ -	\$ -
LTD	\$31,043,373	\$ 7,579,059	\$15,467,612	\$ 5,903,732
<b>TOTAL</b>	<b>\$35,906,682</b>	<b>\$ 8,239,617</b>	<b>\$33,724,747</b>	<b>\$ 7,325,525</b>
<b>Grand TOTAL</b>	<b>\$ 44,146,299</b>		<b>\$ 41,050,272</b>	

Agency	Total FFY24-27		
	Federal \$	Other \$	All Funds
Eugene	\$ 45,434,821	\$11,457,479	\$ 56,892,300
Springfield	\$ 13,161,700	\$ 6,408,517	\$ 19,570,217
Coburg	\$ 1,435,152	\$ 164,260	\$ 1,599,411
Lane County	\$ 10,919,918	\$ 1,152,221	\$ 12,072,139
LCOG	\$ 13,011,895	\$ 1,489,270	\$ 14,501,165
ODOT	\$ 17,626,430	\$ 575,850	\$ 18,202,281
LTD	\$ 68,209,794	\$18,506,783	\$ 86,716,577
<b>TOTAL</b>	<b>\$169,799,710</b>	<b>\$39,754,379</b>	<b>\$ 209,554,089</b>

The table below presents the funding amount and source of LTD's 2024-2027 MTIP projects as included in the project list of this document.

**Lane Transit District by Federal Fund Type**

Fund Type	Federal Funds				
	FFY24	FFY25	FFY26	FFY27	Total
FTA-5307	\$ 5,702,240	\$ 4,902,240	\$ 28,102,240	\$ 5,702,240	\$ 44,408,960
FTA-5310	\$ -	\$ 1,341,133	\$ 1,341,133	\$ 2,553,202	\$ 5,235,469
FTA-5337	\$ 4,943,721	\$ -	\$ 1,600,000	\$ 4,943,721	\$ 11,487,442
FTA-5339	\$ 3,194,334	\$ -	\$ -	\$ 2,268,449	\$ 5,462,783
STBG	\$ -	\$ 1,615,140	\$ -	\$ -	\$ 1,615,140
<b>Total Federal</b>	<b>\$ 13,840,295</b>	<b>\$ 7,858,513</b>	<b>\$ 31,043,373</b>	<b>\$ 15,467,612</b>	<b>\$ 68,209,794</b>
<b>Match Funds</b>	<b>\$ 3,460,074</b>	<b>\$ 1,563,919</b>	<b>\$ 7,579,059</b>	<b>\$ 3,382,101</b>	<b>\$ 15,985,152</b>
<b>Other Funds</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,521,631</b>	<b>\$ 2,521,631</b>
<b>Overall Total</b>	<b>\$ 17,300,369</b>	<b>\$ 9,422,432</b>	<b>\$ 38,622,432</b>	<b>\$ 21,371,344</b>	<b>\$ 86,716,577</b>

The following table provides a summary of the financial analysis and demonstrates that the MTIP is fiscally constrained. Revenues in the first two years are committed, as programmed in the capital improvement programs of the local and state jurisdictions. Where funds are reasonably anticipated, but specific projects not yet identified for those funds, the funding amounts have been entered into the project list as bulk “bucket” items to demonstrate fiscal constraint in anticipation of future programming (see STBG, TA, 5307, 5310, 5337, 5339).

Strategies for ensuring availability of new funding sources include ongoing representation of the MPO’s interests in state-wide committees, maintaining up-to-date long range plans, and maintaining a cohesive regional staff committee and processes that can quickly turn around funding recommendations to utilize unanticipated funding.

The MPO together with its partner agencies believes that the projects included in the 24-27 MTIP provide each year for adequate operation and maintenance of the MPO’s Federal-aid highways and public transportation, and that the available revenue is adequate to deliver projects on the schedule proposed in this MTIP.

**Financial Analysis Summary Table**

Description	FY24-27 MTIP (\$Year of Expenditure)				Total
	FFY24	FFY25	FFY26	FFY27	FFY24 – 27
Total Revenue	\$96,385,973	\$27,971,544	\$44,146,299	\$41,050,272	<b>\$209,554,089</b>
Total Expenditures	\$96,385,973	\$27,971,544	\$44,146,299	\$41,050,272	<b>\$209,554,089</b>
<b>Balance</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**Statement of Financial Constraint:** Each project programmed in the 2024-2027 MTIP has an identified funding source or combination of sources reasonably expected to be available over the planning period.

## THE PREVIOUS MTIP

### [23 USC 450.326\(n\)\(2\)](#)

On October 1, 2023, this 2024-2027 MTIP replaces the 2021-2024 MTIP as the active MTIP for CLMPO. Some major projects implemented in the 2021-2024 MTIP include:

Franklin Blvd a Partnership to Rebuild and Revive..., Eugene/Springfield/LTD \$35.5M  
OR569: Green Hill Rd. – Coburg Rd., ODOT \$22M  
Preventive Maintenance 2021-2024, LTD \$21M  
I-105: Willamette R – Pacific Hwy., ODOT \$11.2M  
Operation Command Control Center Expansion, LTD \$10.4M  
Mill Street: S. A Street to Centennial Boulevard, Springfield \$9.3M  
Zero Emission Bus Replacement 2023, LTD \$7.3M  
8<sup>th</sup> Avenue Streetscape and Bikeway, Eugene \$6.9M  
Bus Replacement 2022, LTD \$6.8M  
OR99W: 1<sup>st</sup> Ave – Enid Rd, ODOT \$6.4M  
Coburg Rd: Ferry St RR Bridge to Willamette R Bridge, Eugene \$6.2M  
OR132: Green Acres Rd to Good Pasture Island Rd, ODOT \$6.1M  
Electric Bus Replacement, LTD \$5.6M  
Energy Storage System Replacement 2021-2024, LTD \$5.1M  
Systems Synchronization Upgrades, LTD \$5M  
Laura St Upgrade, Lane County/Springfield \$4.9M  
Eugene Station Modernization, LTD \$4.5M  
Associated Capital Maintenance 2021-2024, LTD \$3.5M  
Information Technology Systems Upgrade, LTD \$3.1M  
River Rd at Irving Rd, Eugene \$3M  
Electric Bus Fleet Procurement, LTD \$3M  
Maxwell Road and Prairie Road, Eugene \$3M  
Hunsaker Lane: Daffodil Ct. to Taito St, Eugene/Lane County \$2.7M  
Security Surveillance Upgrades, LTD \$2.5M  
Central Lane MPO Planning SFY23, LCOG \$2.3M  
Chambers St Seismic Bridge Retrofits, Eugene \$2.2M  
Coburg Rd and Game Farm Rd, Lane County \$2.2M  
OR126B at 54<sup>th</sup> St., ODOT \$2.1M

Delivery of 2021-2024 MTIP projects was severely impacted by the effects of the COVID-19 outbreak. In addition to the usual (mostly minor) delays involving IGA turn-around times and/or TIP amendment approval processes, the lock-down and subsequent economic impacts of COVID-19 resulted in drastic delays, revenue losses, furloughs, service closures/discontinuations, and prohibitively high project bids. LTD experienced impactful economic setbacks from which they are still recovering. LTD's Point2point service was discontinued and LCOG has undertaken the responsibility of filling much of P2P's role in delivering Travel Demand Management (TDM)/Safe Routes to School (SRTS) outreach and administration for the Eugene/Springfield metropolitan area.

Starting with the 2021-2024 MTIP, CLMPO has been working with ODOT and the other Oregon MPOs to address timely obligation of federal-aid projects (particularly those utilizing MPO discretionary funds), to reduce project delivery delays, and relieve the administrative burden on ODOT that results from those delays. This is being addressed in CLMPO by continuing to coordinate closely with ODOT to develop and recommend a system of rewards and penalties for annual obligation achievement; by completing an overhaul of the CLMPO funding application to clarify many project details prior to funding including a detailed timeline, conservative cost estimates and declaration of readiness; more active participation by the ODOT Local Agency Liaison at TASC and TPC meetings; and by holding annual project audits with local agency staff to catch potential delays early in the fiscal year. Since this effort has been implemented, CLMPO has exceeded its annual obligation targets each year, and as a result, CLMPO continues to receive federal redistribution funding as it becomes available.

In fulfillment of Section 450.334<sup>15</sup>, CLMPO publishes an annual listing of obligated projects following the end of each federal fiscal year. These reports are provided on the MPO's [website](#)<sup>16</sup>. During the two completed years of the 2021-2024 MTIP nearly \$100 million were obligated in CLMPO including over \$20 million of the MPO's discretionary.

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<sup>15</sup> [23 CFR 450.334](#) (a) In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year. (b) The listing shall be prepared in accordance with § 450.314(a) and shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and shall at a minimum include the TIP information under § 450.326(g)(1) and (4) and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years. (c) The listing shall be published or otherwise made available in accordance with the MPO's public participation criteria for the TIP.

<sup>16</sup> <https://www.lcog.org/thempo/page/annual-obligation-reports>





## **APPENDIX A: Funding Application**

The following pages present CLMPO's application form for discretionary funding proposals.



# FUNDING APPLICATION

## for Discretionary Federal Funds through CLMPO

The *Application Instructions* is a companion document to this application and provides section-by-section instructions, additional details, and helpful hyperlinks to assist applicants as they complete the application.

Section 1: Applicant Information			
Date:			
Sponsoring Organization:			
Contact Person & Title:			
Contact e-mail:		Phone:	

Section 2: Project Information <i>(see instructions)</i>			
Project Title:			
Project Benefit:			
Location:			
Project Limits:			
Length in Feet:			
Functional Class:			
Traffic Volume (yr):			
Bike/Ped Volumes (yr):		STIP Key Number:	
On the NHS? (yes/no):		Project includes bike/ped facility? (yes/no):	
State Senate District(s):	<input type="checkbox"/> 4 <input type="checkbox"/> 6 <input type="checkbox"/> 7	State Rep. District(s):	<input type="checkbox"/> 7 <input type="checkbox"/> 8 <input type="checkbox"/> 11 <input type="checkbox"/> 12 <input type="checkbox"/> 13 <input type="checkbox"/> 14
Project Description:			

<b>Section 3: Eligibility</b>		Yes	No	N/A
Is the project within the <b>Central Lane MPO boundaries?</b> See Instructions if uncertain.				
<b>General Federal Aid Eligibility:</b> Does the project meet the general requirements for federal aid projects as outlined in Title 23, U.S.C.?				
<b>RTP:</b> Is the project listed in, consistent with, or able to be added to the financially constrained Regional Transportation Plan (RTP) during project time frame?				
RTP project number:				
<b>State/Local Plans:</b> Is the project identified in an adopted state or local plan?				
Describe:				
<b>Sufficient Funding:</b> Is the total of requested funds plus local match and other committed funds sufficient to complete the project?				
Provide information if the answer is "No" or "N/A" for any of the above eligibility questions:				
<p>This application does not require applicants to identify a specific funding program for their proposed project. Due to the numerous funding programs, each with its own set of eligibility criteria, each application that meets the general eligibility criteria will be prioritized according to its merits. A staff committee will work in consultation with project sponsors to identify a suitable funding program or combination of programs for successful projects.</p>				

**Section 4: Project Budget and Funding Request Summary:**

-All amounts must reflect year of expenditure dollars (correcting for inflation)

-Federal funds require 10.27% match from non-federal sources.

Estimated Project Cost	Total	\$			
Project Phase	Estimated FFY to Obligate	Federal Funds Requested	Required Match (10.27%)	Additional Committed Funding (incl. Fed.)	Estimated Total Cost
<i>Planning*</i>		\$	\$	\$	\$
<i>Design/Prelim. Engineering</i>		\$	\$	\$	\$
<i>Right of Way</i>		\$	\$	\$	\$
<i>Utility Relocation</i>		\$	\$	\$	\$
<i>Construction</i>		\$	\$	\$	\$
<i>Other</i>		\$	\$	\$	\$
<b>Total request of federal funds:</b>		\$	\$	\$	\$
Enter amounts and sources of "Additional Committed" funding:	\$	Source:			
	\$	Source:			
	\$	Source:			
	\$	Source:			
*State and Federal agencies will not typically approve a project with both a Planning and a Design/Engineering phase under a single Key Number. If your project includes funding for both phases, please explain why.					
Provide other funding information, as relevant:					

### **Section 5: Regional Primary Funding Considerations**

The 2045 RTP identifies 7 general goals and 28 specific objectives to achieve those goals. The following subset of objectives was identified by the MPO as the primary funding considerations for this call for projects:

- Eliminate fatal and serious injury crashes for all modes of travel.
- Preserve and maintain transportation system assets to maximize their useful life and minimize project construction and maintenance costs.
- Eliminate barriers that people of color, low-income people, youth, older adults, people with disabilities and other historically excluded communities face meeting their travel needs.
- Reduce the transportation system's vulnerability to natural disasters and climate change.
- Improve public health by providing safe, comfortable, and convenient transportation options that support active living and physical activity for all ages and abilities to meet daily needs and access services.
- Increase the percentage of trips made using active and low carbon transportation modes while reducing vehicle miles traveled within our region.
- Strive to reduce vehicle-related greenhouse gas emissions and congestion through more sustainable street, bike, pedestrian, transit, and rail network design, location, and management.
- Complete gaps in the regional bicycle and pedestrian networks, including paths.

Describe how the proposed project supports the primary funding considerations listed above (up to three):

**Additional Project Benefits**

Describe any other project benefits worth consideration by those reviewing this application.

--

**Section 6: Performance Measures:**

Indicate which performance measure(s) this project supports. See Instructions for more details.

<b>a. Roadway Safety</b>			
<input type="checkbox"/> Serious Injuries and Fatalities per vehicle-mile traveled	<input type="checkbox"/> Number of Serious Injuries and Fatalities for non-motorized users		
<input type="checkbox"/> Number of Serious Injuries and Fatalities			
<b>b. Pavement and Bridge Condition on the NHS</b>			
<input type="checkbox"/> Condition of Interstate Pavements	<input type="checkbox"/> Condition of NHS Bridges		
<input type="checkbox"/> Condition of Non-Interstate NHS Pavements			
<b>c. Performance of the NHS</b>			
<input type="checkbox"/> Percent of reliable person-miles on Interstate	<input type="checkbox"/> Truck Travel Time Reliability on Interstate		
<input type="checkbox"/> Percent of reliable person-miles on NHS			
<b>d. Transit Asset Management</b>			
<input type="checkbox"/> Percent of vehicles that exceed useful life benchmark	<input type="checkbox"/> Percent of facilities < 3 on the TERM scale		
<b>e. CMAQ Performance Measures</b>			
<input type="checkbox"/> Total Emissions Reductions (PM10)	<input type="checkbox"/> Annual hours of peak hour excessive delay		
<input type="checkbox"/> Percent of non-SOV travel			
<b>Section 7: Air Quality Status</b>		Yes	No
a. Is the project exempt from air quality conformity analysis? see <a href="#">40 CFR Sec. 93.126</a>			
b. If exempt, under what category is the project exempt? (e.g. Safety – Railroad/Highway Crossing)			

<b>Section 8: Submittal Approval</b>	
<b>Project Sponsor Authority Information</b>	
The Authorizing Authority identified below approved the submittal of this application on behalf of the Project Sponsor. Project sponsors will be required to sign an Intergovernmental Agreement (IGA) with ODOT prior to receiving any project funds. The IGA with the state will detail the requirements for the use and management of requested funds.	
Authorizing Authority Name:	
Authorizing Authority Title: (e.g. Mayor, Executive Director, etc.)	
<input type="checkbox"/> Submittal was approved by the identified authorizing individual.	
<b>Co-Sponsor Authority Information</b> (if applicable)	
Authorizing Authority Name:	
Authorizing Authority Title:	
<input type="checkbox"/> Submittal was approved by the identified authorizing individual.	
<b>Section 9: Project Summary Sheet</b>	
Follow the <i>Application Instructions</i> to complete the project summary sheet form and submit it with this completed application.	

## **APPENDIX B: Transportation Committees of the Central Lane MPO**

Metropolitan Policy Committee (decision-making committee) and Transportation Planning Committee (staff committee) are the two transportation committees of the Central Lane MPO. Their public meetings are held monthly, and their membership is described below.

### **Metropolitan Policy Committee** (As amended February 2003)

Two Council Members of the Eugene City Council  
Two Council Members of the Springfield City Council  
Two Commissioners of Lane County  
Two Board Members of Lane Transit District  
One Council Member of the City of Coburg  
One Member from ODOT  
City Manager, Eugene (non-voting)  
City Manager, Springfield (non-voting)  
County Administrator, Lane County (non-voting)  
General Manager of Lane Transit District (non-voting)  
City Administrator, City of Coburg (non-voting)  
Director of the Oregon Department of Transportation or his/her designee (non-voting)

### **Transportation Planning Committee** (As amended May 2005)

Director of Public Works - Lane County  
Director of Public Works - City of Eugene  
Director of Public Works - Springfield  
Director of Planning - Lane County  
Planning Director - City of Eugene  
Planning Manager - City of Springfield  
Director of Development Services - Lane Transit District  
Director of Marketing and Communications - Lane Transit District  
Transportation Planning Engineer - Lane County  
Transportation Engineer - City of Eugene  
Traffic Engineer - City of Springfield  
Region 2 Transportation Representative - Oregon Department of Transportation  
Manager - Eugene Airport  
Representative - Lane Regional Air Pollution Authority  
Representative - City of Coburg  
Commuter Solutions Program Manager  
Federal Highway Administration Division Planning Engineer (non-voting ex-officio member)  
MPO's Citizens' Advisory Committee\* (CAC) chair (non-voting ex-officio member)  
*\*the MPO's CAC is currently inactive*



## APPENDIX C: Air Quality Conformity

[23 CFR 450.326\(a\)](#), [23 CFR 450.326\(g\)\(5-6\)](#), [23 USC 450.326\(o\)](#)

Federal law requires that the MTIP include documentation of Central Lane MPO's air quality conformity and supporting documentation. Project level conformity (including potentially hot-spot analysis) for PM<sub>10</sub> remains a necessity for all project sponsors of non-exempt projects within the MTIP. This is undertaken in consultation with ODOT Environmental during appropriate phases of the project development.

The Central Lane MPO area currently meets all federal clean air standards. PM<sub>10</sub> levels remain low, below the limited maintenance plan threshold. Of the other criteria pollutants that are monitored, carbon monoxide levels are extremely low and show no sign of rebounding. The area is in compliance with the standards for ozone and particle pollution 2.5 microns and smaller, although vigilance is needed to ensure that this remains so.

Pursuant to [40 CFR Section 93](#) the conformity determination associated with this 2024-2027 MTIP meets all the requirements under the conformity rule.

The draft 2024-2027 MTIP project list was first reviewed by MPO staff, then by the Technical Advisory Subcommittee (TASC) to determine exempt status from regional conformity of all projects following the criteria described in [40 CFR Section 93.126](#). The project list was then provided to the Interagency consultation (IAC) group for their review, which included the following individuals representing federal, state, and regional agencies:

Karl Pepple, EPA	Daniel Burgin, ODOT
Claudia Vaupel, EPA	Hope Derrickson, ODOT
Mark Stojak, FTA	Natalie Liljenwall, ODOT
Ned Conroy, FTA	Max Hueftle, LRAPA
Jasmine Harris, FHWA	Steve Dietrich, LRAPA
Thomas Parker, FHWA	Daniel Callister, LCOG
Karen Williams, Oregon DEQ	Kelly Clarke, LCOG
John Maher, ODOT	

IAC's consensus confirming the exempt status of the projects included in the draft 2024-2027 MTIP project list was received February 14, 2023 during a meeting with the IAC committee.

### Non-Exempt Projects

The 24-27 MTIP includes one non-exempt projects at the time of the adoption of this document. Lane County's Airport Rd: Douglas Dr-Old Airport Rd, pavement preservation project (Key Number 22783) is non-exempt due to the inclusion of a new receiving lane for traffic turning south on to Green Hill Rd from the eastern approach of Airport Rd. Adding new lanes for SOV use is considered, in a general sense, to add capacity. However, IAC agreed that this was not a project of local air quality concern due to the anticipated short length of the receiving lane, the low traffic

volume on Green Hill Rd (3,100 in 2019), and the fact that the project also includes the removal of a dedicated right turn lane on Green Hill Rd at the same intersection.

The 2024-2027 MTIP project list includes no project identified as TCMs in the applicable SIP<sup>17</sup>.

### **Regionally Significant Projects**

Any projects determined to be of regional significance (regardless of funding source) were included in this review as well. In the Central Lane MPO, the Transportation Planning Committee (TPC), as the standing committee for air quality under the Oregon Conformity Rulings, has determined regionally significant projects to be:

A transportation project, other than an exempt project, that is on a facility which serves regional transportation needs, such as access to and from the area outside the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves, and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum:

- All fixed guideway transit facilities that offer an alternative to regional highway travel;
- Projects on facilities classified as arterial level and above;
- Projects on multi-lane facilities that impact speed and/or capacity; and
- Construction of new roadways classified as arterial level and above.

The 24-27 MTIP includes no regionally significant projects at the time of the adoption of this document.

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<sup>17</sup> [23 CFR 450.326\(g\)\(5\)](https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450#p-450.326(g)(5)) [https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450#p-450.326\(g\)\(5\)](https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450#p-450.326(g)(5))



## U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration  
Oregon Division  
530 Center Street, Suite 420  
Salem, Oregon 97301  
503-399-5749

Federal Transit Administration  
Region 10  
915 Second Avenue, Room 3142  
Seattle, Washington 98174-1002  
206-220-7954

September 25, 2023

Reply to: HDA-OR/  
FTA-TRO-10  
File Code:  
724.420

Mr. Paul Thompson  
Transportation Program Manager  
Central Lane Metropolitan Planning Organization  
859 Willamette Street, Suite 500  
Eugene, OR 97401

Subject: Air Quality Conformity Determination for the CLMPO 2024-2027 Metropolitan Transportation Improvement Program (TIP)

Dear Mr. Thompson:

The Clean Air Act Amendments of 1990 (CAAA) require 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 the NAAQS. The Federal Highway Administration and Federal Transit Administration is required to make a transportation conformity determination in nonattainment and maintenance areas as outlined in 40 CFR 93.104 and 23 CFR Part 450. The CAAA requires States and Metropolitan Planning Organizations (MPOs) to demonstrate, through the conformity process, that the transportation program is consistent with the State Implementation Plan (SIP). Transportation conformity ensures the 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 United States Environmental Protection Agency (EPA) approved the Eugene-Springfield limited maintenance plan (LMP) for particulate matter of less than 10 microns (PM<sub>10</sub>), effective June 10, 2013 (78 FR 21547). With the approved LMP, the CLMPO is not required to complete regional emissions analysis, however all other transportation conformity requirements still apply (40 CFR 93.109(b)).

FHWA and FTA have completed a review of the Central Lane Metropolitan Planning Organization (CLMPO) conformity determination for the 2021-2024 MTIP, adopted by the Metropolitan Policy Committee (MPC) on May 4, 2023. Based on our review of the CLMPO conformity determination and documentation e-mailed on May 18, 2023, we find that the 2024-2027 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, Oregon Department of Environmental Quality (ODEQ), Lane Regional Air Protection Agency

(LRAPA), and the Oregon Department of Transportation (ODOT), pursuant to the Transportation Conformity Rule.

If you have any questions, please contact Ms. Jasmine Harris of FHWA at [jasmine.harris@dot.gov](mailto:jasmine.harris@dot.gov) or Ms. Danielle Casey of FTA at [danielle.casey@dot.gov](mailto:danielle.casey@dot.gov).

Sincerely,

---

Keith Lynch  
Division Administrator  
Federal Highway Administration

---

Susan Fletcher  
Acting Regional Administrator, Region 10  
Federal Transit Administration

cc:

EPA	Claudia Vaupel, Environmental Protection Specialist
ODEQ	Karen Williams, Senior Air Quality Planner
ODOT	Natalie Liljenwall, Environmental Engineer
	Bill Johnston, Region 2 Senior Transportation Planner
	Erik Havig, Statewide Policy and Planning Manager
	Jeff Flowers, Statewide Investment Management Section Manager
	Naomi Zwerdling, Region 2 Planning & Development Manager
	Stephanie Zellner, Interim Public Transportation Division Policy and Implementation Manager
CLMPO	Dan Callister, Associate Transportation Planner
LRAPA	Steve Dietrich, Executive Director

## **APPENDIX D: Environmental Justice and Title VI**

[23 CFR 450.336\(a\)\(3\)](#), [23 CFR 450.336\(b\)](#)

Environmental justice and Title VI concepts, which focus on understanding and properly addressing the unique needs of different socioeconomic groups, are vital components to effective transportation decision-making. Environmental Justice is intended to ensure that the process of transportation planning is consistent with the provisions of Title VI of the Civil Rights Act. Environmental Justice focuses on enhanced public involvement and an analysis of the distribution of benefits and impacts resulting from the use of federal funds. There are three fundamental environmental justice principles:

To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority populations and low-income populations.

To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.

To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations.

As a TMA, CLMPO's planning processes are reviewed by FHWA and FTA at least every four years to certify that these requirements are being met. CLMPO's processes were last certified October 30, 2019 and the next certification review is planned for 2023.

The Title VI Plan for CLMPO was recently updated and was adopted October 6, 2022. It documents the requirements and procedures that guide CLMPO's processes related to Environmental Justice and Title VI and establishes the following basic principles to serve as overall objectives in implementing CLMPO's Title VI program:

Make transportation decisions that strive to meet the needs of all people.

Enhance the public involvement process to reach all segments of the population and ensure that all groups have a voice in the transportation planning process, regardless of race, color, national origin, gender, age, disability, and income status.

Provide the community with opportunities to learn about and improve the quality and usefulness of transportation in their lives.

Improve data collection, monitoring, and analysis tools that assess the needs of, and analyze the potential impacts of transportation plans and programs on Title VI protected populations.

Avoid disproportionately high and adverse impacts on Title VI protected populations.

Comply with the requirements of Title VI and accompanying rules and orders.

As the agency responsible for coordinating the regional transportation process, the Central Lane MPO makes sure that all segments of the population have been involved with the planning

process. In compiling the projects that make up the regional plan, the Central Lane MPO is responsible for evaluating the impact on proposed transportation investments on population groups that may be traditionally underserved or underrepresented.

It has been Central Lane MPO long-standing policy to actively ensure nondiscrimination, and to ensure that transportation planning includes consideration of the unique needs of Title VI protected populations. As a recipient of federal funds, Central Lane MPO has previously certified its commitment to non-discrimination under Title VI of the Civil Rights Act of 1964.

In addition, Central Lane MPO has developed a Public Participation Plan (PPP) that addresses the need to communicate with communities that may be traditionally underserved, such as people with disabilities, children and youth, senior, low-income, and racial and ethnic minorities. As part of this effort, the Central Lane MPO maintains distribution lists that include members of communities that may be traditionally underserved.

During the project prioritization and selection process for CLMPO's discretionary funds, several factors are considered. Among these factors are the Title VI defined Historically Excluded Populations, which include:

Minority Population	Elderly Population
Households in Poverty	People with Disabilities

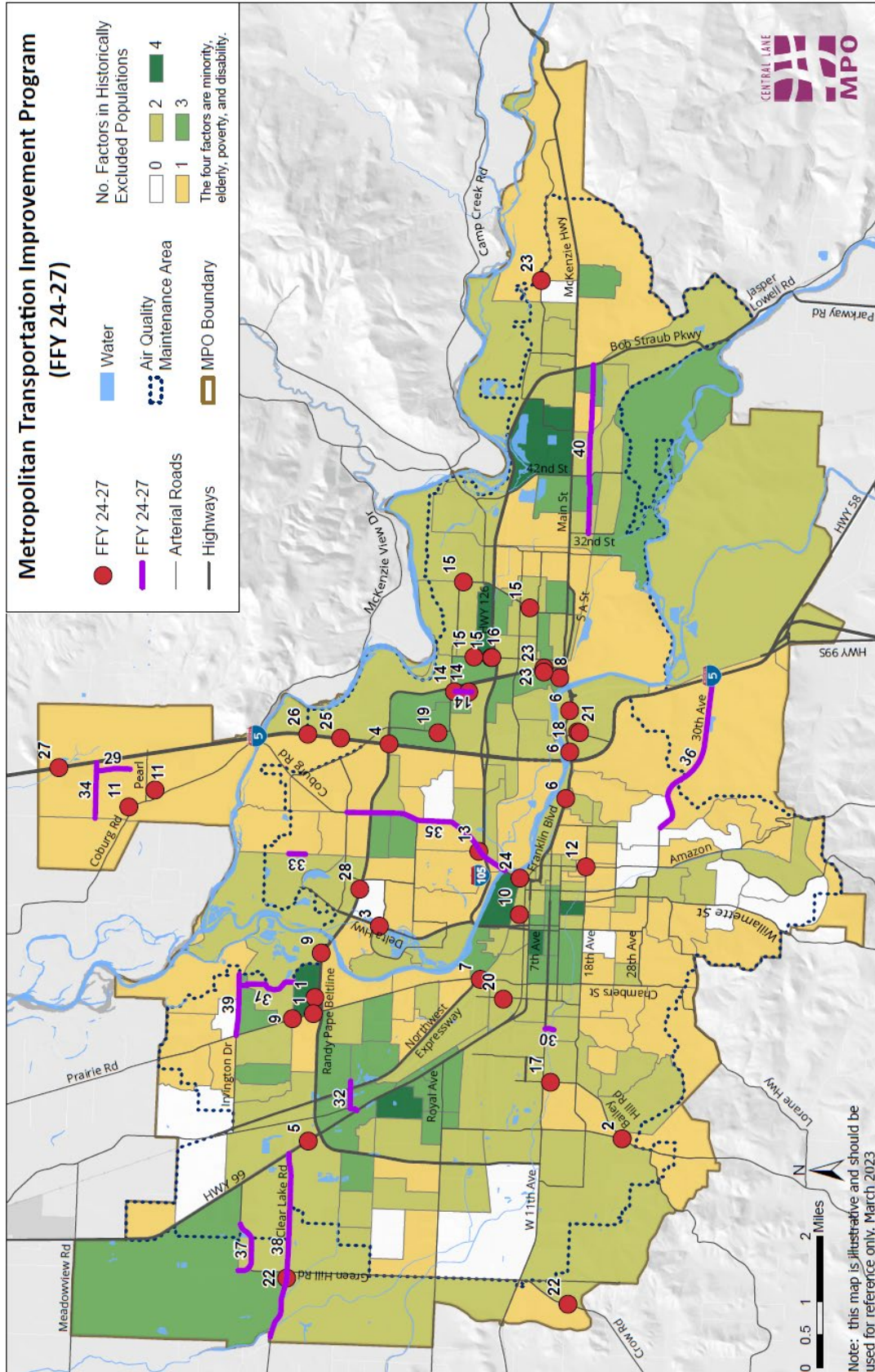
Block group level analysis documented in the Title VI Plan and displayed visually on the CLMPO [website](#)<sup>18</sup> show these populations to be relatively diffused throughout the MPO, rather than concentrated in specific areas, although certain areas do stand out as potentially sensitive for environmental justice considerations and thought is given to the impact of transportation investments in these areas as well as to impacts more generally on historically excluded populations in all projects regardless of location.

The Title VI and Environmental Justice map on the following page illustrates summarily how the mappable projects included in this 2024-2027 MTIP relate geographically to factors in historically excluded populations (by census block group). Reference the Map ID list earlier in this document to identify projects included on this map.

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<sup>18</sup> <https://www.lcog.org/thempo/page/socio-economic-data>

# Title VI and Environmental Justice MTIP Map



## **APPENDIX E: Public Comments**

Comments received from local, State, and Federal agency staff have been incorporated into this document, as have staff comments received through the interagency consultation process regarding project air quality conformity.

The comments provided on the following pages were received through the various public involvement opportunities undertaken for the identification of the MPO's primary funding considerations for the 2024-2027 MTIP, the project prioritization and programming for funding made available within the 2024-2027 time period, as well as for comments solicited more generally for the MTIP document, LTD Program of Projects, and the associated Air Quality Conformity Determination.

### **Summary, Analysis and Report on the Disposition of Comments**

#### **[23 CFR 450.316\(a\)\(2\)](#)**

The written and oral comments received by the MPO regarding the development of the MTIP, the AQCD, and the programming and amending of projects included therein are included in the following pages. In summary, these comments are supportive of the funding proposals, the regions primary funding considerations, and the MTIP, AQCD, and LTD Program of Projects generally. There is some misconception regarding the purposes of various comment solicitations, such as those in relation to MTIP amendments where the funding decisions are outside of the MPO's purview. Some comments are critical of the outreach methods employed by the MPO when soliciting the public's participation.

These comments have been useful for identifying where the MPO's processes could be strengthened and more transparent, and helpful in identifying how messaging can be clarified to be more useful to the public. Each of the comments received is acknowledged and appreciated.

These comments are especially helpful at this time as the MPO is currently working in cooperation with interested parties to develop an update to the Public Participation Plan, which defines a process for providing all interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.



**Date: 3/21/2023**

**Subject: Re: Notice of Public Hearing: 2024-2027 Metropolitan Transportation Improvement Program (MTIP)**

Hello,

What specific options are under consideration at this hearing?

This seems to be a statement of, "Here's a plan, approve it, because it complies with the minimum legal requirements."

There's nothing mentioning how these projects would accomplish community desired goals, such as reducing the number of deaths and fatalities, improving air and water quality, reducing greenhouse gas emissions, providing safe transportation options, or supporting transportation justice and equity.

This is very poor public outreach and communication, even though it may satisfy the minimum legal requirement. You can do much better. Look at the MPO, Santa Cruz County Regional Transportation Commission, and other MPOs in California for how to do so.

<https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fscrtc.org%2F&data=05%7C01%7Cmpo%40lcog.org%7Ca3fd752673104affd25508db2a595c08%7C9a80ddb717904782a634ef32f273169c%7C0%7C0%7C638150335535977286%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6lk1haWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=z58vFxO21ukB62MNFTrKkCOcEHoLg0hLij%2FnUqsnicw%3D&reserved=0>

Thank you for your consideration.

--steve

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**Date: 2/13/2023**

**Subject: Project Proposals for MPO Redistribution Funding - BEST's comments**

Dear Central Lane MPO ... and TPC,

EXECUTIVE SUMMARY: BEST suggests no substantive changes to TPC's proposed recommendation on how to allocate \$2.4 million of federal redistribution STBG funds to five proposed project:

- \$600,000.00: Eugene - Bikeshare Operations & Expansion
- \$500,000.00: Eugene - Hunsaker Safety Improvements project additional funding
- \$198,304.00: Lane County - Coburg Rd and Game Farm Rd local overmatch
- \$242,432.40: Lane County - Clear Lake Rd project local overmatch
- \$859,263.60: Springfield - Mill St Reconstruct South A St to Centennial Blvd
- 
- \$2,400,000.00: TOTAL

POLICY ISSUES: All five projects are for pavement preservation, to support active transportation, or for a combination of the two. In general, as Oregon's Constitution currently limits the use of state and local motor vehicle taxes to be used for investments in roads, we favor using flexible federal funding for projects that could not be funded with such state or local taxes. For example, bike share operations and expansion could not be funded from such state or local funds, hence using federal funds is smart. On the other hand, pavement preservation projects that primarily benefit

motor vehicle drivers should be substantially paid for by revenues aimed at such uses, for example, state or local gas taxes, or street repair bond measures. We appreciate that current revenues streams are not sufficient for preservation needs, but question using flexible federal funds to backfill such needs.

PUBLIC INVOLVEMENT ISSUES: BEST opted to NOT testify to the recent public hearing before MPC. As we have noted before, it is often not clear what sort of public comment is helpful. In this case, as TPC is recommending funding all five proposed projects, and as MPC is likely to ratify that recommendation, it is not clear what, if anything, BEST or other members of the public could say to have any impact on the funding allocation. Absent any apparent alternatives, we are not motivated to oppose funding for any of the five projects. Nor are we motivated to suggest tweaks to the distribution of funding.

For some time, we have been wanting to submit more comprehensive comments on the Central Lane MPO's public participation efforts, but have had more pressing issues to address. In brief, the Central Lane MPO could do a better job INFORMING the public about how taxpayer monies are being spent, in particular, maintaining a comprehensive list of funded projects, not just posting and taking down when there is a public hearing. Beyond simply informing the public, Central Lane MPO could do more to highlight the policy choices they are facing and how the public could be CONSULTED or INVOLVED in helping to set funding priorities. In general, we are seeing the Central MPO operating at the lowest levels of the Spectrum of Public Participation.

For BEST,  
Rob

-----

**Date: 8/28/22**

**Subject: Review of Discretionary Federal Funding Recommendations**

Dear Metropolitan Policy Committee members,

Thank you for the opportunity to review the discretionary federal funding staff recommendations.1, 2, 3, 4

**In general, we support the staff recommendations.**

In preparation for the project selection process, on May 5, 2022, MPC approved eight Regional Primary Funding Considerations<sup>5, 6</sup> drawn from the 28 objectives<sup>7</sup> of the recently adopted 2045 Regional Transportation Plan (RTP) and developed an application form to be used for this process.<sup>8</sup>

1 Cover Memo: Project Proposals & Recommended MPO Funding Package, 7/26/22,  
[https://www.lcog.org/sites/default/files/fileattachments/metropolitan\\_policy\\_committee/meeting/32943/3.mpc6\\_a\\_covermemo\\_funding\\_package\\_recommendation\\_2023-2027.pdf](https://www.lcog.org/sites/default/files/fileattachments/metropolitan_policy_committee/meeting/32943/3.mpc6_a_covermemo_funding_package_recommendation_2023-2027.pdf).

2 Attachment 1: One-Page Funding Application Summaries,  
[https://www.lcog.org/sites/default/files/fileattachments/metropolitan\\_planning\\_organization/page/32823/clmpo\\_application\\_summaries\\_compiled\\_20220725.pdf](https://www.lcog.org/sites/default/files/fileattachments/metropolitan_planning_organization/page/32823/clmpo_application_summaries_compiled_20220725.pdf)

See also: Call for Projects, <https://www.lcog.org/thempo/page/call-projects>.

3 Attachment 2: TPC's Funding Recommendation, 7/22/22,  
[https://www.lcog.org/sites/default/files/fileattachments/metropolitan\\_planning\\_organization/page/32823/attachment2\\_funding\\_recommendation.pdf](https://www.lcog.org/sites/default/files/fileattachments/metropolitan_planning_organization/page/32823/attachment2_funding_recommendation.pdf).

4 Attachment 3: Applications and the Regional Primary Funding Considerations,  
[https://www.lcog.org/sites/default/files/fileattachments/metropolitan\\_planning\\_organization/page/32823/attachment3\\_funding\\_considerations.pdf](https://www.lcog.org/sites/default/files/fileattachments/metropolitan_planning_organization/page/32823/attachment3_funding_considerations.pdf).

5 Cover Memo: Regional Primary Funding Considerations, 4/26/22,  
[https://www.lcog.org/sites/default/files/fileattachments/metropolitan\\_policy\\_committee/meeting/32766/7.mpc6\\_b\\_covermemo\\_regional-primary-fundingconsiderations.pdf](https://www.lcog.org/sites/default/files/fileattachments/metropolitan_policy_committee/meeting/32766/7.mpc6_b_covermemo_regional-primary-fundingconsiderations.pdf).

6 Attachment 1: Recommended Primary Funding Considerations for CLMPO, 4/7/22,

[https://www.lcog.org/sites/default/files/fileattachments/metropolitan\\_policy\\_committee/meeting/32766/8.mpc6\\_b\\_attachment1\\_recommended-primary-fundingconsiderations.pdf](https://www.lcog.org/sites/default/files/fileattachments/metropolitan_policy_committee/meeting/32766/8.mpc6_b_attachment1_recommended-primary-fundingconsiderations.pdf)

7 Attachment 2: 2045 RTP Objectives,

[https://www.lcog.org/sites/default/files/fileattachments/metropolitan\\_policy\\_committee/meeting/32766/9.mpc6\\_b\\_attachment2\\_2045-rtp-objectives.pdf](https://www.lcog.org/sites/default/files/fileattachments/metropolitan_policy_committee/meeting/32766/9.mpc6_b_attachment2_2045-rtp-objectives.pdf)

8 Attachment 3: Funding Application for Discretionary Federal Funds,

[https://www.lcog.org/sites/default/files/fileattachments/metropolitan\\_policy\\_committee/meeting/32766/10.mpc6\\_b\\_attachment3\\_clmpo-funding-application-form.pdf](https://www.lcog.org/sites/default/files/fileattachments/metropolitan_policy_committee/meeting/32766/10.mpc6_b_attachment3_clmpo-funding-application-form.pdf)

**With suggested abbreviations**, the eight Regional Primary Funding Considerations are:

- a. **Crashes:** Eliminate fatal and serious injury crashes for all modes of travel.
- b. **System Assets:** Preserve and maintain transportation system assets to maximize their useful life and minimize project construction and maintenance costs.
- c. **Barriers:** Eliminate barriers that people of color, low-income people, youth, older adults, people with disabilities and other historically excluded communities face meeting their travel needs.
- d. **Resilience:** Reduce the transportation system's vulnerability to natural disasters and climate change.
- e. **Public Health:** Improve public health by providing safe, comfortable, and convenient transportation options that support active living and physical activity for all ages and abilities to meet daily needs and access services.
- f. **Active Transportation:** Increase the percentage of trips made using active and low carbon transportation modes while reducing vehicle miles traveled within our region.
- g. **Greenhouse Gases:** Strive to reduce vehicle-related greenhouse gas emissions and congestion through more sustainable street, bike, pedestrian, transit, and rail network design, location, and management.
- h. **Gaps:** Complete gaps in the regional bicycle and pedestrian networks, including paths.

As we have testified before, we generally support the use of considerations (criteria) for selecting and prioritizing projects for funding. **We specifically support these eight considerations.**

But we observe and see ourselves in practice that each of these eight considerations are open to some interpretation. For this discretionary federal funding process, we understand that applicants themselves were asked to identify up to three considerations that a project advances. **As such, the considerations provide only the most general guidance for what remains a somewhat subjective exercise in professional judgement.**

We note the breakdown of requested and recommended funding by jurisdiction:

<b>Applicant</b>	<b>Requested</b>	<b>Recommended</b>	<b># Funded</b>
<b>Coburg</b>	\$1,077,950	\$1,077,950	3 of 3
<b>Eugene</b>	\$17,521,510	\$8,716,931	4+ of 9
<b>Lane County</b>	\$5,205,346	\$4,985,346	3+ of 4
<b>Lane Transit District</b>	\$4,115,140	\$2,715,140	1+ of 3
<b>Springfield</b>	\$12,750,845	\$5,357,093	4 of 8

#### **Summary of Applications by Jurisdiction**

Below we review each application, for ease of reference bringing together summary information from different documents:

- ▶ **Comments in black:** applications we strongly support.
- ▶ **Comments in blue:** applications for which we seek more information.
- ▶ **Comments in red:** applications for which we question the staff recommendation.

**Coburg**

**\$1,077,950**

***East-West Connector Feasibility Study***

**\$358,920**

*c. Barriers, e. Public Health, h. Gaps*

*This project is a study to determine the feasibility of a new east-west freight and commuter connection between North Coburg Road and I-5, north of the City of Coburg.*

- a. Yes! This has the potential to redirect trucks and other vehicle traffic from passing through downtown Coburg, which will make it more pleasant to walk and bike there.

***Coburg Loop Path Phase 4 on N Industrial Way***

**\$229,159**

*c. Barriers, g. Greenhouse Gases, h. Gaps*

*This application is for additional funds for a previously funded project to design and construct the fourth segment of the Coburg Loop Path.*

- b. Yes! This is an important asset for people who walk, bike, and roll in Coburg.

***N Coburg Industrial Way Pavement Preservation***

**\$489,871**

*b. System Assets, e. Public Health, h. Gaps*

*North Coburg Industrial Way serves as a vital link for many regional needs. The street accesses several service and industrial businesses that serve the entire region. This project is meant to preserve the paving that is in place and enhance spot locations from further break down.*

- c. Yes! Good investment. Adds striping for bike lanes, where none currently exist. Adds a connector to the off-street path.

**Eugene**

**\$8,716,931** (\$17,521,510 requested)

***Bailey Hill Rd and Bertelsen Rd Roundabout***

**\$1,350,000**

*a. Crashes, e. Public Health*

*This project will construct a roundabout with accompanying bicycle and pedestrian facilities at the intersection of Bailey Hill Road and Bertelsen Road. Currently, this location sees speeding traffic that affects both the safety and comfort of roadway users traveling in and out of Eugene, as well as visitors to Wild Iris Ridge Park.*

- ▶ Yes! Absolutely fund this.

***Bridge over Amazon Creek, Seismic Retrofit***

**\$0** (\$1,307,250 requested)

*b. System Assets, d. Resilience*

*The Bertelsen Road bridge over Amazon Creek was constructed in 1977. It is a three-span bridge that was recently evaluated for seismic upgrades.*

- a. Would the retrofit also provide a safe way for people on foot and bike to cross Bertelsen when Amazon Creek floods the Fern Ridge Path underpass? This project appears to not address that condition. As such this crossing is a dangerous, high- speed corridor.

**Coburg Rd: Ferry St Bridge to Crescent Ave Multimodal Plan**

**\$400,000**

- Crashes, e. Public Health, g. Greenhouse Gases

The Coburg Road Multimodal Plan will review the street design of Coburg Road from the Ferry Street Bridge to Crescent Avenue and develop a design concept for the street to function better for all modes with an emphasis on walking, biking and buses.

- b. Yes! Yes! Yes!

**Division Ave Roundabouts and Street Redesign**

**\$0 (\$2,750,000 requested)**

- Crashes, c. Barriers, e. Public Health

The Division Avenue Roundabout Project aims to address a concentration of crashes on Division Avenue between River Road and where Division Avenue diverges from Randy Pape Beltline.

- c. Why isn't this project recommended for funding? This stretch of Division is very hazardous, even deadly. According to LCOG's data portal: 143 crashes, 3 fatality crashes, 5 severe injury crashes, 15 moderate injury crashes.

**Franklin Blvd: Alder St to I-5, Construction**

**\$3,575,000**

- Crashes, e. Public Health, g. Greenhouse Gases

This project will transform an auto-centric state highway into a pleasant, multi-modal urban street that is safe for people walking, biking, riding the bus, driving, or pursuing any other transportation options.

- d. Yes! Yes! Yes!

**re Island Rd Bridge Seismic Retrofit**

**\$2,591,931**

- b. System Assets, d. Resilience

The Goodpasture Island Road bridge over the Delta Highway was constructed in 1964. It is a four span bridge that was recently evaluated for seismic upgrades.

- a. No. This project does not improve conditions for people who walk, bike, or roll. It merely retrofits the bridge. Current conditions are hazardous and unpleasant, and there are numerous points of conflict at the approaches to the bridge. According to LCOG's data portal: 1 fatality crash, 1 severe crash, 4 moderate crashes.

**North Delta Rd Shared Use Path**

**\$0 (\$947,329 requested)**

- e. Public Health, f. Active Transportation, h. Gaps

The North Delta Shared Use Path project will widen the existing sidewalk on the east side of North Delta Road, connecting to existing shared use path segments and providing a continuous path from the residential area north of Ayres Road to the Riverbank Path System along the Willamette River.

- b. Why is this project zeroed out? This project would help connect a neighborhood with nearby professional, commercial, and recreational areas. There have been relatively few crashes here

(only 9 but 3 were moderate severity). Nonetheless with more development taking place in the area, there will be an increase in people traveling. Widening the sidewalk from 5 to 10 feet, making it a multi-use path, would make it a more comfortable space to travel.

**River Rd - Santa Clara Pedestrian & Bicycle Bridge**

**\$200,000** (\$4,000,000 requested)

e. Public Health, f. Active Transportation, h. Gaps

The River Road-Santa Clara Pedestrian and Bicycle Bridge project will construct a bicycle and pedestrian bridge across the Randy Papé Beltline, connecting the Santa Clara and River Road neighborhoods.

- c. Yes! Yes! Yes! Do we understand that this critical project is not recommended for most of the funding as there are other sources anticipated?

**SmartTrips New Movers and Mobility Options (2025-2027)**

**\$600,000**

e. Public Health, f. Active Transportation, g. Greenhouse Gases

Eugene's SmartTrips program is a comprehensive approach to reducing drive-alone trips while boosting walking, biking, public transit, and other transportation options. Previously, SmartTrips programs were condensed to specific city regions, and this initiative will broaden those measures into a new focus of the behavior change model.

- i. Yes, but only if there are measurable goals that demonstrate its effectiveness of getting people to shift trips from driving to walking, biking, and transit. How effective are programs to get people to use existing infrastructure compared to projects to improve infrastructure?

**Lane County**

**\$4,985,346** (\$5,205,346 requested)

**30<sup>th</sup> Ave Active Transportation Corridor Design**

**\$906,382**

a. Crashes, g. Greenhouse Gases, h. Gaps

30<sup>th</sup> Avenue has had more bicycle/pedestrian fatalities/serious injuries than any other road under Lane County jurisdiction. The objective of this project is to advance the design concept resulting from the MPO-funded 30<sup>th</sup> Avenue Active Transportation Plan with preliminary engineering.

- ▶ Yes! Yes! Yes!

**Airport Rd Pavement Preservation**

**\$997,797**

a. Crashes, b. System Assets

Airport Road is a critical facility that provides the surrounding region access to the Eugene Airport. Traffic loads over time have contributed to the deterioration of the pavement, prompting the need for pavement preservation treatment.

- ▶ How does this project align with the eight Regional Primary Funding Considerations?

**Clear Lake Rd Pavement Preservation**

**\$1,959,542** (\$2,179,542 requested)

a. Crashes, b. System Assets

Clear Lake Road is an important transportation corridor that provides access between Highway 99 to Territorial Highway and Fern Ridge Lake. Traffic loads over time have contributed to the deterioration of the pavement, prompting the need for pavement preservation treatment.

- ▶ Not sure why this was reduced. This is an important recreational biking route.

**Wilkes Drive: River Rd to River Lp 1, Urban Upgrades**  
**\$1,121,625**

*b. System Assets, c. Barriers, e. Public Health* The intent of this project is to bring Wilkes Drive up to urban standards.

- j. Yes! This road is an essential connector through the area and would be a Safe Route to School (Madison Middle School) and access to Santa Clara Community Park.

**Lane Transit District**

**\$2,715,140** (\$4,115,140 requested)

**EmX Ticket Vending Machine Replacements**  
**\$1,615,140**

*b. System Assets, c. Barriers*

Funds from this project would purchase 70 ticket vending machines and allow LTD staff to deploy them to all existing EmX station platforms.

- ▶ How much money is collected through these vending machines now? Will that revenue offset this expense for the duration of the new machines' support life by the vendor? In other words, would it be cheaper to not require fares?

**Frequent Transit Network Safety and Amenity Improvements**  
**\$0** (\$1,000,000 requested)

- Crashes, e. Public Health, f. Active Transportation

LTD will upgrade safety features and passenger amenities along the frequent transit network (FTN).

- ▶ Why is this zeroed out? This project is necessary for many reasons.

**Moving Ahead Design Refinement**  
**\$1,100,000** (\$1,500,000 requested)

- Crashes, f. Active Transportation, g. Greenhouse Gases

Funding from this application will pay for implementation planning, design refinement, and environmental review along the MovingAhead corridors.

- ▶ Yes!

**Springfield**

**\$5,357,093** (\$12,750,845 requested)

**Franklin Blvd: OR126 – end of City juris. Urban Standards**  
**\$281,895**

*a. Crashes, c. Barriers, e. Public Health*

This request is to remove local overmatch funds and add federal grant funds to the existing Franklin Blvd (Hwy 225) project.

- a. Yes! This is a needed project.

**Laura St Urban Standards Expanded Scope**  
**\$1,363,896**

*c. Barriers, f. Active Transportation, h. Gaps*

This request is for funding to complete right of way and construction for the City of Springfield portion of the urban standards project on Laura St.

- b. Yes! It provides improved bike and pedestrian infrastructure.

**Mohawk Blvd - 19<sup>th</sup> St to N. of Hwy 126E Resurface**

**\$0 (\$1,345,950 requested)**

- Crashes, b. System Assets, g. Greenhouse Gases This

project will reconstruct the roadway surface within the project limits.

- c. Keep this zero. The project plan excludes improvements for walking and biking, and focuses only on pavement rehabilitation. Crazy that the engineer specifically cites new home construction and does not include walking and biking in the project.

**Pedestrian Crossing Enhancements (various locations)**

**\$0 (\$1,561,302 requested)**

- Crashes, f. Active Transportation, h. Gaps

This project will install pedestrian crossing enhancements (i.e. rapid flashing beacons and refuge islands) on Pioneer Parkway East and West at E Street, at street crossings along the EWEB Path, and on Thurston Road at 69<sup>th</sup> Street.

- d. Yes! Yes! Yes! Why is this project not recommended for funding?

**S 32nd St & Jasper Rd - S 42<sup>nd</sup> St to UPRR/Booth Kelly Rd Pav. Pres**

**\$0 (\$1,561,302 requested)**

- b. System Assets, c. Barriers, e. Public Health

The project would involve milling of the top 3 inches of asphalt and then paving back.

- ▶ Yes! Yes! Yes! Why is this project not recommended for funding, as it is a good investment and includes work for biking and crossing?

**Sidewalk Rehabilitation (various locations)**

**\$0 (\$1,561,302 requested)**

- c. Barriers, e. Public Health, h. Gaps

This project would address construction needs in neighborhoods with the worst sidewalk conditions.

- a. Yes! Yes! Yes! Why is this project not recommended for funding?

**Transportation System Planning**

**\$300,000**

- Crashes, c. Barriers, h. Gaps

These funds could help cover project management, creation of work products, and community engagement costs.

- b. Yes! "The next major update to the Transportation System Plan will include more detail for pedestrian and bicycle projects." Very necessary.

**Walking and Biking Network Improvements**

**\$3,411,302**

- Crashes, f. Active Transportation, h. Gaps

This project will install pedestrian crossing enhancements (i.e., rapid flashing beacons and refuge islands) on Pioneer Parkway East and West at E Street, at street crossings along the EWEB Path, and on Thurston Road at 69<sup>th</sup> Street. These locations have been discussed with or raised by the Springfield Bicycle and



*Pedestrian Advisory Committee and are adopted projects in Springfield's 2035 Transportation System Plan and the Central Lane Regional Transportation Plan.*

C. Yes! Yes! Yes!

For BEST,  
Rob Zako  
Executive Director

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**Excerpt from Minutes of Transportation Planning Committee**

**Date: 8/18/22**

**Comments from the Public:**

Mr. Zako, Executive Director of Better Eugene-Springfield Transportation (BEST), shared that the organization had been commenting on the discretionary federal funding. They were generally pleased with the process and agreed with staff recommendations. Also, BEST had been beta testing the new Metropolitan Transportation Improvement Program (MTIP) amendment process. They had noticed projects going onto the list and then disappearing weeks later. Mr. Zako emphasized that the MTIP amendment process was not understandable for the public. They understood that a lot of amendments were administrative, but if they wanted public input, they would need to make changes.

Mr. Zako brought up the Delta Highway project that was on the MTIP list. It was \$6 million in reprogrammed funding. He wished more details were included to understand where those funds were going. Mr. Inerfeld replied that they created a Beltline Facility Plan and ODOT had created a Beltline Implementation Framework to detail each step in the process and where funds were going. He said that the \$6 million in the MTIP was just going towards the engineering phase. Mr. Inerfeld thought that the MTIP amendments could include more information, with the colloquial name for areas (with technical terms in parathesis), and less complicated language. Mr. Johnston mentioned that project and contact information was available on the ODOT website.

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**Excerpt from Minutes of Transportation Planning Committee**

**Date: 7/21/22**

**Comments from the Public:**

Rob Zako, Executive Director of Better Eugene-Springfield Transportation (BEST), wished Ms. Newman the best going forward in her career. He said that BEST had been beta-testing the Metropolitan Transportation Improvement Program (MTIP) amendment process for public comment. The bad news was the information on the page was hard to understand (not clear what was being asked, acronyms not defined, etc.). The good news was that a lot of the amendments were administrative and did not need public comment on them.

Mr. Callister said that it would be easy to define the acronyms and include links to more detailed information that did not need to be in the document. He thanked Mr. Zako for his comments.

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**Date: 7/29/22**

**Subject: MPO Project Selection**

Howdy,

I want to say THANK YOU for sending out this notice via your mail list of interested parties and for making this notice approachable to mere mortals. It is clear and concise. Please keep it up!

--steve

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**Date: 7/31/22**

**Subject: General Comments**

Just viewed your website on 'How Federal Transportation Funding Is Invested in the Eugene/Springfield Area'. I see under 'Transportation Options': Walk, Bus, Carpool & Vanpool.

How about a category for Bicycles/ Skateboards/Scooters/etc., etc. ??? Don't you believe these exist? They form a large component of our local transportation, and yet they aren't even a category for you!

What planet do you live on?

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**Date: 7/5/22**

**Subject: Comments on MTIP amendments, due June 28, 2022**

Dear Central Lane MPO,

BEST is continuing to "beta test" the public review process for MTIP amendments, as noticed on the [Public Comment Opportunities](#) webpage. (See below.)

We recognize that our comments were due last week. **We again note the inadequacy of a "pull" vs. "push" notice system. It is not practical to expect BEST or any other member of the public to check the webpage so frequently as to catch every public comment opportunity.**

Nonetheless, we note that I-105 resurfacing project clearly advances one of the "Regional Primary Funding Considerations" that the MPO approved at their May meeting:

**2. Preserve and maintain transportation system assets to maximize their useful life and minimize project construction and maintenance costs.**

For BEST,  
Rob

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**Date: 7/13/22**

**Subject: Comments on MTIP amendments, due July 25, 2022: 8<sup>th</sup> Avenue streetscape and bikeway**

Dear Central Lane MPO,

BEST is continuing to "beta test" the public review process for MTIP amendments, as noticed on the [Public Comment Opportunities](#) webpage. (See below.)

**We support the amendment for # 21378 – 8th Avenue streetscape and bikeway (Eugene).**

**We note that the summary on the Public Comment Opportunities is rather cryptic**, at least to the public. For example, what are "PE" and "CN"? Moreover, no link is provided to the project page for more information:

<https://engage.eugene-or.gov/8thavedesignalternatives>

We understand that the City of Eugene is proposing to use additional local City of Eugene funds to complete an underfunded project. An MTIP amendment is needed only because some of the funding is federal, hence required to be reported in the MTIP.

Nonetheless, the amendment is to add approximately \$3.1 million to \$3.5 million already programmed for a new total project cost of approximately \$6.5 million. Whether these are federal, state or local dollars, these are public monies and the fact that the cost of a not insignificant project has almost doubled is noteworthy. **But we are not seeing enough information to evaluate the cost of the project.**

As before, we'd like to take this opportunity to apply the "Regional Primary Funding Considerations" that the MPO approved at their May meeting to this project:

**1. Eliminate fatal and serious injury crashes for all modes of travel.**

Yes, it appears this project aims to slow traffic down and convert 8th Avenue into a complete street.

**2. Preserve and maintain transportation system assets to maximize their useful life and minimize project construction and maintenance costs.**

Yes, insofar as the project reconstructs the street, we presume that it also extends its useful life..

**3. Eliminate barriers that people of color, low-income people, youth, older adults, people with disabilities and other historically excluded communities face meeting their travel needs.**

Yes. Although the project does not explicitly talk about eliminating barriers for particular segments of the population, the conversion to a complete street nonetheless is aimed at reducing barriers.

**4. Reduce the transportation system's vulnerability to natural disasters and climate change.**

No, the project does not appear to have much direct impact on the resilience of the transportation system.

**5. Improve public health by providing safe, comfortable, and convenient transportation options that support active living and physical activity for all ages and abilities to meet daily needs and access services.**

Yes, this project is clearly directed at improving active transportation.

**6. Increase the percentage of trips made using active and low carbon transportation modes while reducing vehicle miles traveled within our region.**

Yes, this project is clearly directed at increasing the percentage of trips made using active and low carbon transportation modes.

**7. Strive to reduce vehicle-related greenhouse gas emissions and congestion through more sustainable street, bike, pedestrian, transit, and rail network design, location, and management.**

Yes, by supporting active modes this project can be expected to have some modest impact on GHG emissions.

**8. Complete gaps in the regional bicycle and pedestrian networks, including paths.**

Yes, this project, part of the Central Eugene in Motion effort, is clearly aimed at building out a network in and through downtown Eugene.

**In brief, the project appears to advance 7 out of 8 of the MPO's the "Regional Primary Funding Considerations."**

Having gone through this exercise several times now, the "Regional Primary Funding Considerations" strike us as perhaps more subjective than objective. Moreover, several of the considerations appear to be duplicative insofar as they are saying similar things in different ways. If the Central Lane MPO intends to actively use these criteria to help select which projects to award competitive funding, **refinements to the considerations or the methods for applying them are probably needed.**

An opportunity to really test the "Regional Primary Funding Considerations" will happen later this summer:

Central Lane MPO has received 26 applications for projects to utilize the MPO's 2025 -2027 discretionary Surface Transportation Block Grant (STBG), Transportation Alternatives (TA), Congestion Mitigation & Air Quality Improvement (CMAQ), Highway Infrastructure Program (HIP), and Carbon Reduction Program (CRP) funding as well as new CRP funding for 2022 - 2024. There are roughly \$24M in federal funding potentially available through this solicitation.

For BEST,  
Rob

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**Date: 7/13/22**

**Subject: [BEST-Safe] Comments on MTIP amendments, due July 25, 2022: 8th Avenue streetscape and bikeway**

Indeed this alphabet soup and wonky talk is beyond anyone who is not a professional transportation project analyst. How in the world is the public supposed to provide relevant comments? Specifically, how is citizenry supposed to know:

- acronyms STBG, CMAQ, PE, CN, and TIP, and
- how to indicate that the project "is consistent with the MPO's Regional Transportation Plan and meets the federal requirements for inclusion in the TIP as described in Title 23 U.S.C. 450.326."?

That said, thank goodness for BEST to help enlighten citizens to frame their comments. I wish to echo and reinforcement BEST's public comments on this project, with one clarification of the term "complete street". In common usage, it means a street that allows people of all transportation modes—walking, biking, transit, vehicles—to safely travel upon it.

Furthermore, the existing condition of 8th Avenue is a one-way two-lane extension of the high-speed Coburg Road offramp for the exclusive use of motorized vehicles. This project will take a step to remedy the poor choices made decades ago by transportation engineers that resulted in a transportation system dominated exclusively by automobiles and all of their negative consequences.

Thank you for your consideration.

--steve

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**Date: 7/12/22**

**Subject: Fund Eugene's 8th Avenue Streetscape and Bikeway**

Dear MPC,

I just visited Eugene's new Farmers Market and it was wonderful to see such a lively and long-awaited addition to downtown Eugene. I hope you will invest in the 8th Avenue Streetscape and Bikeway so we can take full advantage of the Park Blocks and Farmers Market as the focus of a walkable, bike-friendly, people-focused downtown.

I particularly look forward to having protected bike lanes on a two-way 8th Avenue. I'm a confident and experienced bicyclist, but have long struggled to find a way from the Farmers Market or County Courthouse to my home in the East Skinner Butte neighborhood. I've tried riding on the sidewalk, riding the wrong way by the Park Blocks to the alley by Palace Bakery, braving the buses and fast-moving traffic on Oak Street, but none of these options work at all. If it were just me, that wouldn't be such a big deal—but soon many people will be attracted to the new Riverfront Park and development on the former EWEB site, and we certainly hope that most of them will not try to drive. A safe, pedestrian/bike-friendly 8th Avenue will serve both the Park Blocks and the Riverfront, help people move easily between the two areas, and give us a downtown where people want to spend time—and money.

Please help make the 8th Avenue Streetscape and Bikeway project a reality.

Thanks!

Sue Wollig

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**Date: 6/6/22**

**Subject: Comments on MTIP amendments, due June 6 & 17, 2022**

Dear Central Lane MPO,

BEST is continuing to "beta test" the public review process for MTIP amendments, as noticed on the [Public Comment Opportunities](#) webpage. (See below.)

In brief, we support these two amendments:

- 21778 – ODOT City of Springfield signal enhancements (state highways)**
- STIP Key TBD - LTD vehicle servicing platform and hoist 2023 (Glenwood)**

We presume that the Springfield signal enhance project advances the CLMPO's objective to:

"Eliminate fatal and serious injury crashes for all modes of travel."

We presume that the LTD project directly advances the CLMPO's objective to:

"Preserve and maintain transportation system assets to maximize their useful life and minimize project construction and maintenance costs."

Moreover, the LTD project presumably indirectly advances other objectives related to eliminating barriers, increasing active transportation, and reducing greenhouse gas emissions — insofar as public transit supports these objectives.

But to be blunt, the descriptions of the two projects are too sketchy, with no references of where to learn more, to enable even an experienced member of the public to weigh in on the pros or cons of the project.

More broadly, we look to the [IAP2 Spectrum of Public Participation](#) as a guide to assess the effectiveness of the MPO's public participation process for MTIP amendments.

**CONSULT?** We do not see that the current process rises to the level of *CONSULT*, as we are not seeing feedback on how public input influenced the decision:

**Public Participation Goal:** To obtain public feedback on analysis, alternatives and/or decisions.

**Promise to the Public:** We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.

**INFORM?** The current process is not even wholly effective at the basic level of *INFORM*, as the public is not provided with sufficient information to be able to objective evaluate proposed amendments:

**Public Participation Goal:** To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

**Promise to the Public:** We will keep you informed.

We appreciate that approval of some, perhaps even most, MTIP amendments is just a formality: The project is already planned. Funding has already been secured. And the OTC or some other body has already approved the action. In such cases, the Central Lane MPO MTIP functions merely to document—not to decide—what projects are programmed. In such cases, the level of *INFORM* is perhaps adequate. **We do suggest flagging such projects as effectively already decided.**

On the other hand, in cases in which there might be some question as to whether or not to include a project in the MTIP, the level of *CONSULT* is appropriate—with a component of feedback on how public input influenced the decision. **Again, we suggest flagging such projects as somewhat discretionary.**

More broadly, we do not see that the current MTIP public review process serves clear purposes well. **We look forward to the CLMPO reviewing its Public Participation Plan in light of our experience and that of other members of the public.**

For BEST,  
Rob

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#### Excerpts from Metropolitan Policy Committee

Date: 5/5/22

#### Comments from the Audience:

Claire Roth, Better Eugene-Springfield Transportation (BEST), spoke to BEST's support of the West Eugene EmX corridor to promote better transit. The community was now considering the breath and depth of transportation issues and the value of a complete street that was designed and operated to enable safe use and promote mobility for all. She said BEST supported the MovingAhead project as an integral part of a complete street vision and encouraged the MPCs approval of the MovingAhead locally preferred alternative, which would provide eligibility for federal funding to invest in the community and generations to come.

Rob Zako, BEST, spoke to regional primary funding considerations and the tool to link goals and objectives in the Regional Transportation Plan (RTP) to funding for project applications. He said BEST was pleased with the direction the MPC was taking, although the tool was at a fairly high level and the objectives were fairly broad and vague. He looked forward to seeing how the tool was implemented and how it was determined that one or more objectives were being advanced by a project.

**Public Hearing for Unified Planning Work Program:**

Rob Zako, BEST, commented that MPC members represented the public and as such, should have opportunities to hear from the public in order to inform their views. He said decisions were being made during the meeting on four items and the UPWP, perhaps the least important of the four items, was the only one for which a public hearing was being held. He was confused about when public hearings were held and when they were not required. He said BEST supported MovingAhead but MPC had never held a public hearing on it. Likewise, the Metropolitan Transportation Improvement Program (MTIP) amendment included \$30 million for the Franklin Boulevard project and he did not recall an opportunity to comment on the project or know when the decision was made to move forward. He was not questioning whether those items should be approved, only that there should be a public process.

Mr. Zako said there were special projects in the addendum, some of which were discretionary with many agencies engaged in planning at the same, and it was not clear what some of the planning projects were actually buying. He questioned whether planning should be done just because funding was available or should there be more deliberation about how much the MPC as policymakers and the general public could absorb at one time.

There being no other speakers, Mr. Groves invited questions and comments from the MPC.

Ms. Vinis asked staff to provide an explanation of when a public hearing was required and when it was not. Mr. Thompson stated that the MPO's Public Participation Plan (PPP) provided guidelines for when items coming before the MPC for action required a public hearing. A copy of the PPP was available on the MPO website and contained a table that specifically identified what type of involvement was needed for different types of action. Most items only required a public notice and an opportunity for comment without a public hearing.

Mr. Groves agreed with Ms. Vinis about the importance of public comments on large projects. He asked if public hearings on transportation matters had been delegated to the MPC by the Lane Council of Governments (LCOG) Board. Mr. Thompson explained that public hearings on items such as the UPWP and RTP had been fully delegated to the MPC as the final decision-making body. Regarding the special projects in the UPWP, he clarified that the UPWP serves two purposes: first to establish the MPO's work program and its funding for the fiscal year, and second to serve as a public information document that illustrated to the MPC and the public all of the transportation planning activities, including those outside of the MPO's purview, that would be conducted during that fiscal year. The special projects section was not something that was being approved; it was the information piece. Action by the MPC to adopt the UPWP Addendum does not affect the special projects or their funding.

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**Date: 5/13/22**

**Subject: Comments on MTIP amendment, due May 13, 2022**

Dear Central Lane MPO,

BEST is responding to the MTIP amendment public comment opportunity detailed below.

**We support this amendment for # 22351 – Springfield Walking and biking network improvements.**

We note that this is a minor amendment to a project already in the MTIP, slipping the timeline and adjusting the project description.

We'd like to take this opportunity to apply the "Regional Primary Funding Considerations" that Dan presented and the MPO approved at their May meeting:

- 1. Eliminate fatal and serious injury crashes for all modes of travel.

The project is clearly aimed to improve the safety of walking and biking, two of the most vulnerable modes of travel, as designated locations.

2. Preserve and maintain transportation system assets to maximize their useful life and minimize project construction and maintenance costs.

The project does not appear to have much direct impact on preservation and maintenance of the transportation system.

3. Eliminate barriers that people of color, low-income people, youth, older adults, people with disabilities and other historically excluded communities face meeting their travel needs.

Although perhaps not directly aimed at the identified segments of the community, the project is intended to reduce barriers for people walking (seniors?) or biking (youth?).

4. Reduce the transportation system's vulnerability to natural disasters and climate change.

The project does not appear to have much direct impact on the resilience of the transportation system

5. Improve public health by providing safe, comfortable, and convenient transportation options that support active living and physical activity for all ages and abilities to meet daily needs and access services.

The project clearly supports active living (transportation) by supporting walking and biking.

6. Increase the percentage of trips made using active and low carbon transportation modes while reducing vehicle miles traveled within our region.

The project supports increasing the percentage of trips made using active and low carbon transportation modes by supporting walking & biking.

7. Strive to reduce vehicle-related greenhouse gas emissions and congestion through more sustainable street, bike, pedestrian, transit, and rail network design, location, and management.

The project clearly supports reducing GHGs from transportation by supporting lowcarbon modes of transportation: walking & biking.

8. Complete gaps in the regional bicycle and pedestrian networks, including paths.

The project might complete gaps in the regional bicycle and pedestrian networks. But without referencing a plan for those networks or a map, the description of the project provided to the public is insufficient to determine.

In brief, qualitatively the project appears to support or have no impact on each of the regional primary funding considerations.

But note that in a different context to select or prioritize projects considered for funding, the analysis above would not be quantitative or objective enough to clearly distinguish this project from others.

For BEST,  
Rob

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**Date: 4/20/22**

**Subject: Evaluating RTP strategies to better link goals with investments**

Dear Metropolitan Policy Committee members,

Thank you for your productive discussion during your March meeting of regional transportation investment priorities.<sup>1</sup>



As we noted in our recent Resolution for a Better Central Lane RTP,<sup>2</sup> federal law calls on you to undertake a process that is not only continuing and comprehensive but also cooperative.<sup>3</sup> Different jurisdictions, while each representing their own interests, should also work together to find better ways to advance regional interests, especially when it comes to federal and state funding not earmarked to a particular jurisdiction.

We appreciate that there is tension between the individual interests of cities and regional planning. We see that you are grappling with how to better balance these interests. But as you know from your United Front efforts, cooperation is the pathway to accessing federal and state funding needed for transportation options, traffic safety, and healthy communities that the residents and businesses of our region want and need.

As BEST has noted before, the adopted 2022–2045 RTP<sup>4</sup> includes good goals (see Chapter 2):

- Goal 1: Transportation Choices
- Goal 2: Safety, Security and Resiliency
- Goal 3: Healthy People and Environment
- Goal 4: Equity
- Goal 5: Economic Vitality
- Goal 6: Reliability and Efficiency
- Goal 7: System Asset Preservation

We agree with Mayor Vinis in her reluctance to get “into the weeds” of individual projects. But we also believe that the goals and objectives above are too high-level to determine investment priorities. As Mayor Vinis suggested, some middle-level policy that is focused on strategies, rather than individual investments, is where policymakers should concentrate their ongoing discussions.

One easy to implement suggestion is to treat the project categories already in the adopted RTP as strategies (see Chapter 5):

**Constrained Projects: Auto**

Table 23: New Arterial Link or Interchange	\$208,800,000
Table 24: Added Freeway Lanes or Major Interchange Improvements	\$50,100,000
Table 25: Arterial Capacity Improvements	\$192,920,000
Table 26: New Collectors	\$238,800,000
Table 27: Urban Standards	\$135,618,000
Table 28: Study	\$10,115,000
Table 29: Transit Oriented Development Implementation	\$6,200,000
<b><i>Auto Subtotal</i></b>	<b><i>\$842,553,000</i></b>

**Constrained Projects: Transit**

Table 30: Buses and Bus Maintenance	\$264,250,000
Table 31: Frequent Transit Network	\$360,000,000
Table 32: General Stops and Stations	\$83,075,000
<b><i>Transit Subtotal</i></b>	<b><i>\$707,325,000</i></b>

**Constrained Projects: Bike/Ped**

Table 33: Multi-Use Paths Without Road Project	\$70,094,825
Table 34: Multi-Use Paths With Road Project	\$9,300,000
Table 35: On-street Lanes or Routes With Road Project*	NA (part of larger project)
Table 36: On-street Lanes or Routes Without Road Project	\$31,797,500
<b><i>Bike/Ped Subtotal</i></b>	<b><i>\$111,192,325</i></b>

***TOTAL*** ***\$1,661,070,325***

BEST recommends the MPC work with staff to assess how well each project category does, or does not, advance the strategic goals of the RTP. Just as Commissioner Joe Berney stated at the March MPC, any single project *could* be made to fit these goals.

In more detail, BEST and our partners recommend that MPC consider the following questions:

**1. Impacts of Categories:** How effectively does each project category advance each of the RTP’s seven goals?

Consider developing a matrix of categories vs. goals, assessing on, say, a qualitative 3- or 5-point scale the expected impact of such investments. For example, to what extent would a New Arterial Link or Interchange be expected to advance Goal 3: *Healthy People and Environment* or Goal 4: *Equity*. Alternatively, which project categories do the most to advance each goal?

	Goal 1	Goal 2	Goal 3	Goal 4	Goal 5	Goal 6	Goal 7
Category A	↑	↓	—	↓	—	↑	—
Category B	↓	—	↑	—	↑	↓	—
Category C	—	—	↓	↑	↓	—	↑

*Sample matrix for illustrative purposes only.*

**2. Investment Priorities:** Noting how much is planned to be invested in each category, do these amounts reflect how effectively each category advances the goals?

Or are the amounts invested in each category determined by external factors, e.g., how much funding is expected for each category? If so, would the MPC advocate for a different allocation of funding?

It was also noted in the March MPC discussion that climate and greenhouse gas emissions are not a separate RTP goal but are included under Goal 3, *Healthy People and Environment*. To cooperate on climate planning amongst cities, Lane County, state, and federal governments, the MPC could also evaluate whether projects are contributing to the region’s shared climate goals.

BEST and our partners plan to contribute our independent analysis of planned spending in the 2045 RTP, with the aim of promoting public transparency for how funds are currently being allocated in the Central Lane region.

For BEST,

Colin Hill  
Policy Analyst Intern

Rob Zako  
Executive Director

1 MPC March 3, 2020, <https://govhub.ompnetwork.org/sessions/239577/metropolitan-policy-committeemeeting-march-3-2022>.  
2 BEST, Resolution for a Better Central Lane RTP, <https://www.best-oregon.org/wpcontent/uploads/2022/03/Resolution-for-a-Better-Central-Lane-RTP-2022-03-02.pdf>.

3 “The process for developing the plans and TIPs shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate, based on the complexity of the transportation problems to be addressed.” 23 U.S.C. § 134(c)(3).

4 2022–2045 Central Lane RTP, <https://www.lcog.org/thempo/page/regionaltransportation-plan>.

## APPENDIX F: Title 23 CFR 450.326

[23 CFR 450.326\(a\)](#) The MPO, in cooperation with the State(s) and any affected public transportation operator(s), shall develop a TIP for the metropolitan planning area. The TIP shall reflect the investment priorities established in the current metropolitan transportation plan and shall cover a period of no less than 4 years, be updated at least every 4 years, and be approved by the MPO and the Governor. However, if the TIP covers more than 4 years, the FHWA and the FTA will consider the projects in the additional years as informational. The MPO may update the TIP more frequently, but the cycle for updating the TIP must be compatible with the STIP development and approval process. The TIP expires when the FHWA/FTA approval of the STIP expires. Copies of any updated or revised TIPs must be provided to the FHWA and the FTA. In nonattainment and maintenance areas subject to transportation conformity requirements, the FHWA and the FTA, as well as the MPO, must make a conformity determination on any updated or amended TIP, in accordance with the Clean Air Act requirements and the EPA's transportation conformity regulations

[23 CFR 450.326\(b\)](#) The MPO shall provide all interested parties with a reasonable opportunity to comment on the proposed TIP as required by § 450.316(a). In addition, in nonattainment area TMAs, the MPO shall provide at least one formal public meeting during the TIP development process, which should be addressed through the participation plan described in § 450.316(a). In addition, the MPO shall publish or otherwise make readily available the TIP for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web, as described in § 450.316(a).

[23 CFR 450.326\(c\)](#) The TIP shall be designed such that once implemented, it makes progress toward achieving the performance targets established under § 450.306(d).

[23 CFR 450.326\(d\)](#) The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.

[23 CFR 450.326\(e\)](#) The TIP shall include capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the metropolitan planning area proposed for funding under 23 U.S.C. and 49 U.S.C. Chapter 53 (including transportation alternatives; associated transit improvements; Tribal Transportation Program, Federal Lands Transportation Program, and Federal Lands Access Program projects; HSIP projects; trails projects; accessible pedestrian walkways; and bicycle facilities)

[23 CFR 450.326\(f\)](#) The TIP shall contain all regionally significant projects requiring an action by the FHWA or the FTA ... For public information and conformity purposes, the TIP shall include all regionally significant projects proposed to be funded with Federal funds other than those administered by the FHWA or the FTA, as well as all regionally significant projects to be funded with non-Federal funds.

[23 CFR 450.326\(g\)](#) The TIP shall include, for each project or phase (e.g., preliminary engineering, environment/NEPA, right-of-way, design, or construction), the following: (1) Sufficient descriptive material (i.e., type of work, termini, and length) to identify the project or phase; (2) Estimated total project cost, which may extend beyond the 4 years of the TIP; (3) The amount of Federal funds proposed to be obligated during each program year for the project or phase (for the first year, this includes the proposed category of Federal funds and source(s) of non-Federal funds. For the second, third, and fourth years, this includes the likely category or possible categories of Federal funds and sources of non-Federal funds); (4) Identification of the agencies responsible for carrying out the project or phase; (5) In nonattainment and maintenance areas, identification of those projects that are identified as TCMs in the applicable SIP; (6) In nonattainment and maintenance areas, included projects shall be specified in sufficient detail (design concept and scope) for air quality analysis in accordance with the EPA transportation conformity regulations (40 CFR part 93, subpart A); and (7) In areas with Americans with Disabilities Act required paratransit and key station plans, identification of those projects that will implement these plans.

[23 CFR 450.326\(h\)](#) Projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. In nonattainment and maintenance areas, project classifications must be consistent with the “exempt project” classifications contained in the EPA transportation conformity regulations (40 CFR part 93, subpart A). In addition, projects proposed for funding under title 23 U.S.C. Chapter 2 that are not regionally significant may be grouped in one line item or identified individually in the TIP.

[23 CFR 450.326\(i\)](#) Each project or project phase included in the TIP shall be consistent with the approved metropolitan transportation plan.

[23 CFR 450.326\(j\)](#) The TIP shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs. In developing the TIP, the MPO, State(s), and public transportation operator(s) shall cooperatively develop estimates of funds that are reasonably expected to be available to support TIP implementation in accordance with § 450.314(a). Only projects for which construction or operating funds can reasonably be expected to be available may be included. In the case of new funding sources, strategies for ensuring their availability shall be identified. In developing the financial plan, the MPO shall take into account all projects and strategies funded under title 23 U.S.C., title 49 U.S.C. Chapter 53, and other Federal funds; and regionally significant projects that are not federally funded. For purposes of transportation operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(6)) and public transportation (as defined by title 49 U.S.C. Chapter 53). In addition, for illustrative purposes, the financial plan may include additional projects that would be included in the TIP if reasonable additional resources beyond those identified in the financial plan were to become available. Revenue and cost estimates for the TIP must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).

[23 CFR 450.326\(k\)](#) The TIP shall include a project, or a phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project. In nonattainment and maintenance areas, projects included in the first 2 years of the TIP shall be limited to those for which funds are available or committed. For the TIP, financial constraint shall be demonstrated and maintained by year and shall include sufficient financial information to demonstrate which projects are to be implemented using current and/or reasonably available revenues, while federally supported facilities are being adequately operated and maintained. In the case of proposed funding sources, strategies for ensuring their availability shall be identified in the financial plan consistent with paragraph (h) of this section. In nonattainment and maintenance areas, the TIP shall give priority to eligible TCMs identified in the approved SIP in accordance with the EPA transportation conformity regulations (40 CFR part 93, subpart A) and shall provide for their timely implementation.

[23 CFR 450.326\(l\)](#) In cases that the FHWA and the FTA find a TIP to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (i.e., by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint. However, in such cases, the FHWA and the FTA will not act on an updated or amended TIP that does not reflect the changed revenue situation.

[23 CFR 450.326\(m\)](#) Procedures or agreements that distribute suballocated Surface Transportation Program funds to individual jurisdictions or modes within the MPA by pre-determined percentages or formulas are inconsistent with the legislative provisions that require the MPO, in cooperation with the State and the public transportation operator, to develop a prioritized and financially constrained TIP and shall not be used

unless they can be clearly shown to be based on considerations required to be addressed as part of the metropolitan transportation planning process.

[23 USC 450.326\(n\)](#) As a management tool for monitoring progress in implementing the transportation plan, the TIP should: (1) Identify the criteria and process for prioritizing implementation of transportation plan elements (including multimodal trade-offs) for inclusion in the TIP and any changes in priorities from previous TIPs; (2) List major projects from the previous TIP that were implemented and identify any significant delays in the planned implementation of major projects; and (3) In nonattainment and maintenance areas, describe the progress in implementing any required TCMs, in accordance with 40 CFR part 93.

[23 USC 450.326\(o\)](#) In metropolitan nonattainment and maintenance areas, a 12-month conformity lapse grace period will be implemented when an area misses an applicable deadline, according to the Clean Air Act and the transportation conformity regulations (40 CFR part 93, subpart A). At the end of this 12-month grace period, the existing conformity determination will lapse. During a conformity lapse, MPOs may prepare an interim TIP as a basis for advancing projects that are eligible to proceed under a conformity lapse. An interim TIP consisting of eligible projects from, or consistent with, the most recent conforming metropolitan transportation plan and TIP may proceed immediately without revisiting the requirements of this section, subject to interagency consultation defined in 40 CFR part 93. An interim TIP containing eligible projects that are not from, or consistent with, the most recent conforming transportation plan and TIP must meet all the requirements of this section.

[23 USC 450.326\(p\)](#) Projects in any of the first 4 years of the TIP may be advanced in place of another project in the first 4 years of the TIP, subject to the project selection requirements of § 450.332. In addition, the MPO may revise the TIP at any time under procedures agreed to by the State, MPO, and public transportation operator(s) consistent with the TIP development procedures established in this section, as well as the procedures for the MPO participation plan (see § 450.316(a)) and FHWA/FTA actions on the TIP (see § 450.330).