

Air Quality Conformity Determination



***Federal FY2024-2027
Metropolitan Transportation Improvement Program***

Adopted May 4, 2023

This report was financed in part by the Oregon Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration.

<<Insert Governor Approval>>

<<Insert USDOT Approval>>

RESOLUTION 2023-02

ADOPTING THE CENTRAL LANE METROPOLITAN PLANNING ORGANIZATION
AIR QUALITY CONFORMITY DETERMINATION FOR THE FFY24-27 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 MPO area is currently designated as a maintenance area for PM10 under the Clean Air Act; and

WHEREAS, the FFY24-27 MTIP must demonstrate air quality conformity before being approved by the MPO or accepted by the federal Department of Transportation, according to the requirements of OAR-340-252-0010 et. seq. and 40 CFR 93.100 et. seq.; and

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

WHEREAS, the draft AQCD 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 Air Quality Conformity Determination for the FFY24-27 MTIP has been prepared according to state and federal regulations and undertaken through interagency consultation with local, state and federal agencies;

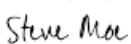
THAT, the Air Quality Conformity Determination for the FFY24-27 MTIP has gone through a public and agency review period in accord with the requirements of the MPO's Public Participation Plan and OAR-340-252-0060;


THAT, the FFY24-27 MTIP has been determined to conform to the requirements related to regional air quality emissions contained in OAR 340-252 (Transportation Conformity), and 40 CFR 93 (Determining Conformity of Federal Actions to State or Federal Implementation Plans); and

THAT, the Metropolitan Policy Committee hereby adopts the Air Quality Conformity Determination for the FFY24-27 MTIP as set forth in Exhibit A, attached to and incorporated by reference to this resolution.

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

ATTEST:

DocuSigned by:

24CDA613EA2B42C
Steve Moe, Chair
Metropolitan Policy Committee

DocuSigned by:

135918057894429
Brendalee Wilson, Executive Director
Lane Council of Governments

Synopsis

An air quality conformity determination (AQCD) for a transportation plan or program is a finding that proposed transportation activities will not impede this area from continuing to meet air quality standards and will not cause or contribute to new air quality violations. The report is required in areas that have previously been determined to have violated standards for at least one of six pollutants identified by US-EPA. In the Eugene-Springfield area, that pollutant is coarse particulate matter (PM₁₀).

Why are we producing this document?

In October 2023, the Central Lane Metropolitan Planning Organization (MPO) (comprised of the local transportation agencies of Eugene, Springfield, Coburg, and Lane County, Lane Transit District, and Oregon Department of Transportation (ODOT)) will begin implementation of a new Metropolitan Transportation Improvement Program (MTIP or TIP). Within this program are projects that generally have regional significance and/or will use federal funds during the 2024–2027 federal fiscal years. While the current 2021-2024 MTIP will remain in force through September 2023, the 2024-2027 MTIP is being conformed at this time in order to meet the ODOT timelines for the 2024-2027 Statewide Transportation Improvement Program (STIP).

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

Within the Eugene-Springfield area, the only air pollutant with a current air quality maintenance plan is that of **coarse particulate matter (PM₁₀)**. In 2013, the Eugene-Springfield area was re-designated by the EPA to attainment for PM₁₀ with an approved 10-year limited maintenance plan. This means that previously poor air quality has improved to the point where it now meets the Clean Air Act NAAQS for PM₁₀. A 20-year maintenance period then began to ensure that no backsliding occurs and that the PM₁₀ standard continues to be met. Although transportation was found not to be a significant contributor of PM₁₀ pollution (home wood heating and industrial sources were the major contributors), analysis is required of certain transportation projects in order to ascertain that localized impacts (such as at intersections) do not occur. This analysis takes place at the time the project is scoped during design in preparation for construction. The AQCD ensures that projects that potentially need to carry out this analysis are identified.

Who takes action?

The Metropolitan Policy Committee (MPC), as the policy board for the Central Lane MPO (CLMPO), must formally adopt the findings described in this report. USDOT must then confer with EPA and if the analysis is acceptable, they will issue a positive ruling. The TIP may become effective only upon confirmation of this positive ruling.

Findings

The Central Lane MPO area currently meets all federal clean air standards. PM₁₀ 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](#) this conformity determination meets all the requirements under the conformity rule.

Purpose

This transportation conformity analysis is being carried out in conjunction with the development of the 2024-2027 MTIP of the Central Lane MPO, located in Eugene, OR.

Air Quality Status

Within the MPO area, transportation conformity is only required for particulate matter air pollution with an aerodynamic diameter less than or equal to 10 μm in size (PM_{10}). The Eugene and Springfield urban growth boundaries (Map 1) constitute the air quality maintenance area for PM_{10} . The area is approximately 77 square miles in size.

In August 1987, the Eugene-Springfield area was designed by US-EPA as a PM_{10} non-attainment area due to measured violations of the 24-hour PM_{10} standard (52 FR 29383). In August 1994, US-EPA approved the attainment plan (State Implementation Plan (SIP)) classifying the area as 'moderate' (59 FR 43483). Smoke from residential wood heating was determined to be the major contributor. The establishment of a mandatory home wood heating curtailment program was identified as a remedy to reduce wood burning emissions during stagnant air episodes in winter. Continued enforcement of existing controls on local industrial sources was also mandated. Emissions from motor vehicles were established to be not significant¹. No transportation control measures (TCM) were identified, and no transportation emissions budget was determined. US-EPA determined that the area was exempted from regional emissions analysis for PM_{10} but that project level conformity requirements continued to apply (Appendix A).

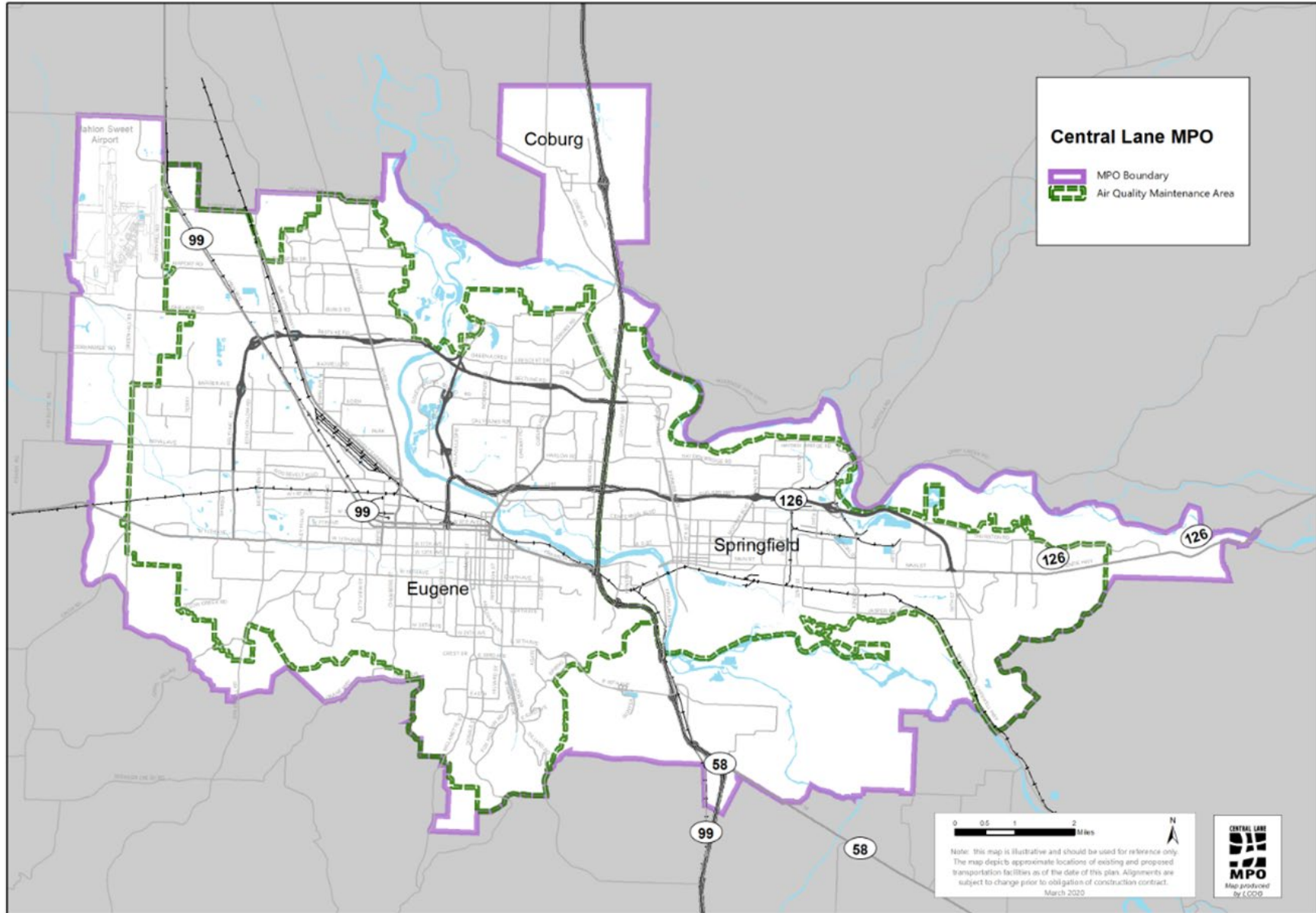
In January 2012, Lane Regional Air Protection Agency (LRAPA) submitted a revision to the Oregon PM_{10} SIP demonstrating attainment and describing a 10-year limited maintenance plan (LMP). US-EPA approved the plan and the area was re-designated as in attainment effective June 10, 2013 (78 FR 21547). The plan identified that the area's 24-hour PM_{10} design value of 66 $\mu\text{g}/\text{m}^3$ (2006-2008) was well below the LMP qualifying critical design value of 98 $\mu\text{g}/\text{m}^3$. The inventory analysis also demonstrated that only limited growth in PM_{10} emissions from motor vehicles was expected² and that these emissions were unlikely to cause a future violation. No TCMs were identified and no transportation budget was established. There are no contingency measures that involve transportation sources.

With the approval of the LMP, the area continues to be exempt from performing a regional emissions analysis for PM_{10} and there is no 'budget' test. The area, however, must meet project level conformity analyses and must also respond to transportation conformity criteria as specified in 78 FR 21547 and in particular, in 40 CFR 93.109(e).

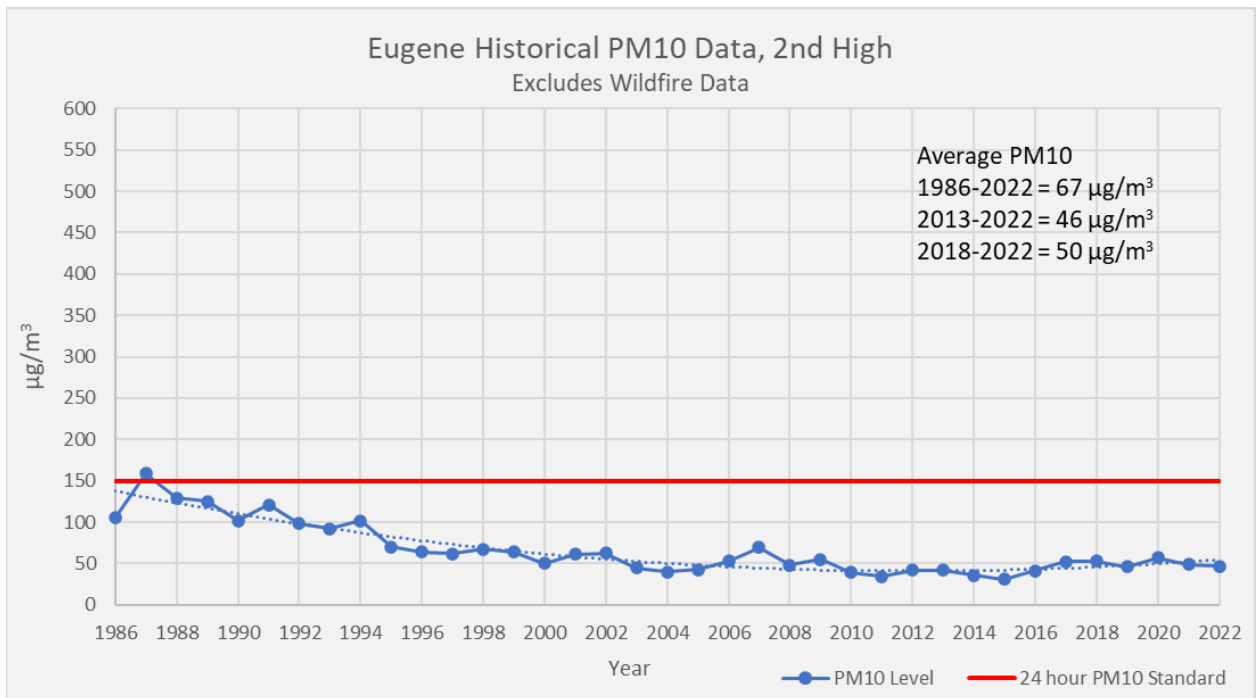
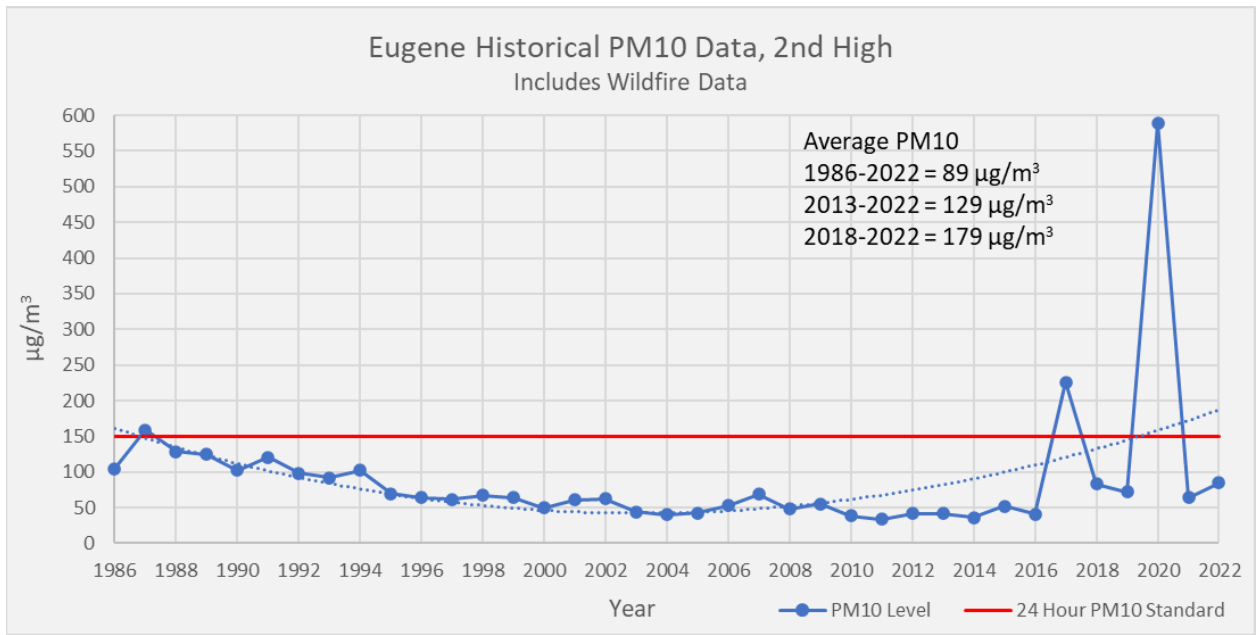
¹ See letter from US-EPA to LRAPA, dated Sept 9, 1994. Appendix B, page B-3.

² For the 2008 inventory, road dust and motor vehicle exhaust, break and tire wear were estimated at 14.6% of the total annual PM_{10} emissions, and 8.5% of the emissions on an average winter day.

Map 1: Eugene-Springfield Air Quality Maintenance Area



The annual PM₁₀ standard, which was revoked by US EPA in 2006, has never been exceeded in this area. The figures below show the PM₁₀ measurements taken by the approved monitor (Hwy 99 at Key Bank). The top figure reflects PM₁₀ measurements including the recent anomalous wildfire events of 2017, 2020, and 2022, while the bottom figure excludes those events. Dismissing the wildfire events, the 24-hour level continues to remain well below the standard, and there have been no exceedances since 1987. The latest data from 2022 shows a 24-hour (5-yr) design value of 48 µg/m³, well below the standard of 150 µg/m³.



These data show that this eligibility is maintained, and that there continues to be very low probability that the region will violate the standard within the period of the maintenance plan.

PM₁₀ Limited Maintenance Plan Conformity Criteria

On June 10, 2013, US-EPA approved a 10-year maintenance plan, known as a “limited maintenance plan” (LMP) for the Eugene-Springfield area. This LMP has a 2023 horizon year. At that time, if a revised LMP is not submitted, the terms of the existing LMP will remain in effect throughout the remainder of the maintenance period. In Spring 2022, Lane Regional Air Protection Agency in consultation with CLMPO, EPA, Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) decided not to submit a revised LMP for the Eugene-Springfield area.

Because of the approved LMP, the Central Lane MPO no longer has to complete a regional emissions analysis for the Eugene-Springfield area for PM₁₀ pursuant to 40 CFR 93.109(e). However, other transportation conformity requirements referred to in Table 1 of §93.109(b), continue to apply. Additionally, the approval of the LMP (78 FR 21547) also directs accordance with §93.104, §93.105, §93.108, §93.123 and §93.125.

40 CFR 93.104 *Frequency of conformity determinations.*

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

The 2045 Regional Transportation Plan (RTP) was conformed January 14, 2022, and the MTIP was most recently conformed on September 30, 2020 (Appendix B).

40 CFR 93.105 *Consultation*

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

The draft 2024-2027 MTIP project list was provided by the MPO to representatives from EPA, FTA, FHWA, Oregon DEQ, ODOT, LRAPA, and LCOG for review and interagency consultation (IAC). The consultation members included:

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	

The air quality implications of each project were noted to determine which projects were considered exempt and which had the potential for being projects of local concern, thus requiring hot spot analysis.

IAC members agreed that all projects in the 2024-2027 list were exempt from conformity requirements, with the exception of the following project:

Lane County's Airport Rd: Douglas Dr-Old Airport Rd, pvmnt preserv. 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**³, and that the requirements of [40 CFR 93.116](#) are met without hot-spot analysis 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.

IAC members also had concerns regarding the following project, which it agreed would still be exempt, by the definitions in 93.126:

LTD RideSource Facility Expansion (Key Number 23223) includes increased parking capacity for employees as part of the facility expansion. IAC members wanted clarification of quantity and justification versus alternatives, which MPO staff provided. If the parking capacity will exceed 250 spaces, which is possible, but unlikely given the limited space on the existing property, it will require an indirect source permit as per LRAPA Title 20.

40 CFR 93.108 ***Transportation plans and TIPs must be fiscally constrained.***

Fiscal constraint is described and affirmed in the RTP and MTIP. Please refer to those [documents](#).

40 CFR 93.109 ***Criteria and procedures for determining conformity of transportation plans, programs and projects: General***

(e) This area has an approved limited maintenance plan and as such is not required to satisfy regional emissions analysis for §93.118 and/or §93.119. Other applicable criteria in Table 1 of §93.109(b) are still required including hot spot requirements for certain projects in this PM₁₀ area.

40 CFR 93.110 ***The conformity determination must be based on the latest planning assumptions.***

The 2024-2027 MTIP implements the 2045 RTP, which was developed using the latest planning assumptions of population, employment, land use, travel and congestion. Service levels of transit are expected to increase over the next few years while fares remain constant with inflation. Transit ridership is expected to

³ [40 CFR 93.123\(b\)\(1\)\(ii\)](https://www.ecfr.gov/current/title-40/chapter-I/subchapter-C/part-93/subpart-A/section-93.123#p-93.123(b)) [https://www.ecfr.gov/current/title-40/chapter-I/subchapter-C/part-93/subpart-A/section-93.123#p-93.123\(b\)](https://www.ecfr.gov/current/title-40/chapter-I/subchapter-C/part-93/subpart-A/section-93.123#p-93.123(b))

increase. No tolls are expected. No TCMs are in effect or are required. Background concentrations of PM₁₀ are expected to remain low, based on monitoring trends.

40 CFR 93.111 ***Conformity determination must be based on the latest emission estimation model available***

Under the LMP, regional emissions modeling is not required for the conformity determination. Thus, the latest emissions model is not required for this action.

40 CFR 93.112 ***Conformity must be determined according to the consultation procedures in this subpart and in the applicable implementation plan, and according to the public involvement procedures established in compliance with 23 CFR Part 450.***

See §93.105 above. This process was conducted in accordance with that laid out in the MPO's public participation plan.

40 CFR 93.113 ***The transportation plan, TIP, or any FWHA/FTA project which is not from a conforming plan or TIP must provide for the timely implementation of TCMs from the applicable implementation plan.***

There are no TCMs specified in the Eugene-Springfield area PM₁₀ State Implementation Plan.

40 CFR 93.123(b) ***Procedures for determining localized PM₁₀ concentrations (hot spot analysis)***

The LMP does not identify any locations, areas or categories of sites of violation or possible violation. Prior to release of the funding or approval of permits for a project, the regulatory agency will identify projects that must undergo hot spot analysis (see Appendix C for a summary of guiding criteria).

Lane County's Airport Rd project (STIP Key 22783) has been identified through the IAC process as a non-exempt project, but not a project of local air quality concern as defined under this CFR due to the lack of increased diesel traffic anticipated as a result of the improvements at the Green Hill Rd intersection. At the time of adoption, there are no projects in the 2024-2027 MTIP requiring hot spot analysis.

The ***project sponsor*** (the agency responsible for implementing the project) is responsible for assuring the conformity at this time. Refer to the MTIP Project List and Map of MTIP Projects (both included later in this document) for identification of projects that are deemed at this time as exempt from this requirement, based on §93.126 and §93.127.

40 CFR 93.125 ***No emissions reductions credits can be applied if the control measure is not included in the transportation plan or the TIP or does not require regulatory action unless there are written commitment to implement those control measures.*** (OAR 340-252-0230)

No control measures have been identified.

Public Involvement

The process for public outreach and involvement activities associated with the AQCD process is prescribed in CLMPO's Public Participation Plan (PPP). Public notice was provided on the MPO's web site, through emails to interested parties in the region, and on the MPO's Facebook and Twitter. A public hearing was held at the policy board review meeting and a 30-day public comment period was completed.

The Transportation Planning Committee (TPC), the standing committee for interagency consultation, reviewed the project lists and subsequently reviewed the results of the public comment period and the interagency consultation. Any comments received at the public hearing or submitted during the public comment period will be provided as an attachment to this document.

Pertinent public involvement dates are listed below:

December 7	Project List provided to IAC group for review
February 14	Interagency Consultation meeting & IAC approval
March 16	TPC reviews and releases draft AQCD for public review
April 6	Public Hearing for AQCD following presentation to MPC
April 16	Public comment period ends (30 days)
April 20	TPC reviews comments, makes recommendation to MPC
May 4	MPC adopts AQCD

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 2024-2027 MTIP includes no projects classified as regionally significant according to the above criteria.

Summary

Current PM₁₀ levels are shown to be well under the NAAQS 24-hour standard, and trends indicate a stable situation.

All projects in the 2024-2027 MTIP were found by IAC to be either exempt from air quality conformity or not projects of local air quality concern.

All requirements for the Transportation Air Quality Conformity Determination have been met and the 2024-2027 MTIP of the Central Lane Metropolitan Planning Organization is in conformity.

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
								TOTAL				\$735,321.87		\$84,160.88		\$819,482.75	\$0.00	\$819,482.75	
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
								TOTAL				\$1,028,566.61		\$117,724.05		\$1,146,290.66	\$0.00	\$1,146,290.66	
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
								TOTAL				\$1,040,368.09		\$119,074.78		\$1,159,442.87	\$0.00	\$1,159,442.87	
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
								TOTAL				\$1,052,561.73		\$120,470.39		\$1,173,032.12	\$0.00	\$1,173,032.12	
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
								TOTAL				\$4,338,044.00		\$496,508.54		\$4,834,552.54	\$0.00	\$4,834,552.54	
								TOTAL				\$4,338,044.00		\$496,508.54		\$4,834,552.54	\$0.00	\$4,834,552.54	
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
								TOTAL				\$2,309,149.17		\$264,292.46		\$2,573,441.63	\$0.00	\$2,573,441.63	
								TOTAL				\$2,309,149.17		\$264,292.46		\$2,573,441.63	\$0.00	\$2,573,441.63	
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
								TOTAL				\$793,782.32		\$90,851.93		\$884,634.25	\$0.00	\$884,634.25	
								TOTAL				\$793,782.32		\$90,851.93		\$884,634.25	\$0.00	\$884,634.25	
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
								TOTAL				\$542,171.41		\$62,053.94		\$604,225.35	\$0.00	\$604,225.35	
								TOTAL				\$542,171.41		\$62,053.94		\$604,225.35	\$0.00	\$604,225.35	
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
								TOTAL				\$1,118,916.37		\$128,064.99		\$1,246,981.36	\$0.00	\$1,246,981.36	
								TOTAL				\$1,118,916.37		\$128,064.99		\$1,246,981.36	\$0.00	\$1,246,981.36	
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
								TOTAL				\$137,380.22		\$15,723.78		\$153,104.00	\$0.00	\$153,104.00	
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
								TOTAL				\$358,920.00		\$41,080.00		\$400,000.00	\$0.00	\$400,000.00	
								TOTAL				\$358,920.00		\$41,080.00		\$400,000.00	\$0.00	\$400,000.00	

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		\$2,000.00	Coburg	\$2,000.00			\$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						
								TOTAL			\$1,347,029.63		\$154,173.57		\$1,501,203.20	\$2,000.00		\$1,503,203.20						
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						
																TOTAL		\$600,000.00		\$68,672.69		\$668,672.69		\$668,672.69
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						
																TOTAL		\$1,867,281.30		\$213,718.70		\$2,081,000.00	\$0.00	\$2,081,000.00
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						
																TOTAL		\$6,488,515.00		\$0.00		\$6,488,515.00	\$0.00	\$6,488,515.00
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						
																TOTAL		\$600,000.00		\$68,672.68		\$668,672.68		\$668,672.68
																TOTAL		\$600,000.00		\$68,672.68		\$668,672.68		\$668,672.68
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						
																TOTAL		\$400,000.00		\$45,781.79		\$445,781.79		\$445,781.79
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						
																TOTAL		\$1,350,000.00		\$154,513.53		\$1,504,513.53		\$1,504,513.53
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						
																TOTAL		\$2,591,931.00		\$296,658.10		\$2,888,589.10		\$2,888,589.10
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						
																TOTAL		\$24,605,000.00		\$5,666,674.75		\$30,271,674.75	\$5,192,500.00	\$35,464,174.75

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
										TOTAL			\$490,666.43		\$56,158.97		\$546,825.40	
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 ZS30	\$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 ZS30	\$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
										TOTAL			\$1,172,104.38		\$116,034.67		\$1,288,139.05	\$0.00
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
										TOTAL			\$700,000.00		\$80,118.13		\$780,118.13	\$0.00
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
										TOTAL			\$1,270,366.84		\$145,399.17		\$1,415,766.01	\$106,282.00
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
										TOTAL			\$2,946,618.79		\$337,253.70		\$3,283,872.49	\$0.00
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
										TOTAL			\$1,550,000.00		\$177,404.44		\$1,727,404.44	\$337,820.00
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 ZS30	\$20,142.42	Eugene	\$258,900.00			\$258,900.00
								21573	2024	CN	\$783,316.68	HSIP ZS30	\$66,083.32	Eugene	\$849,400.00			\$849,400.00
										TOTAL			\$1,022,074.26		\$86,225.74		\$1,108,300.00	\$0.00
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
										TOTAL			\$598,499.10		\$68,500.90		\$667,000.00	\$0.00
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 YS40	\$33,333.33	Eugene	\$333,333.33			\$333,333.33
								21381	2023	RW	\$300,000.00	SWRC YS40	\$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
								21381	2024	CN	\$1,330,343.00	SWRC YS40	\$147,815.89	Eugene	\$1,478,158.89			\$1,478,158.89
		TOTAL			\$2,580,343.00		\$288,877.96		\$2,869,220.96	\$88,104.59	\$2,957,325.55							
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
										TOTAL			\$1,795,000.00		\$205,445.78		\$2,000,445.78	\$199,910.85

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 YS32	\$0.00	Eugene	\$189,594.00			\$189,594.00
								22689	2027	CN	\$663,259.00	HSIP YS32	\$0.00	Eugene	\$663,259.00			\$663,259.00
								TOTAL			\$852,853.00		\$0.00		\$852,853.00	\$0.00	\$852,853.00	
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
								TOTAL			\$906,382.00		\$103,739.48		\$1,010,121.48	\$0.00	\$1,010,121.48	
								TOTAL			\$906,382.00		\$103,739.48		\$1,010,121.48	\$0.00	\$1,010,121.48	
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
								TOTAL			\$997,797.00		\$114,202.33		\$1,111,999.33	\$0.00	\$1,111,999.33	
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
								TOTAL			\$2,201,974.40		\$252,025.82		\$2,454,000.22	\$0.00	\$2,454,000.22	
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
								TOTAL			\$1,121,625.00		\$128,375.00		\$1,250,000.00	\$0.00	\$1,250,000.00	
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
								TOTAL			\$4,403,050.00		\$503,948.77		\$4,906,998.77	\$0.00	\$4,906,998.77	
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
								TOTAL			\$1,659,396.25		\$189,925.33		\$1,849,321.58	\$0.00	\$1,849,321.58	
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
TOTAL			\$1,341,133.29		\$153,498.71		\$1,494,632.00	\$0.00	\$1,494,632.00									

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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							
								TOTAL																	
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							
								TOTAL																	
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							
								TOTAL																	
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							
								TOTAL																	
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							
								TOTAL																	
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							
								TOTAL																	
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							
								TOTAL																	
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							
								TOTAL																	
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							
								TOTAL																	
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							
								TOTAL																	
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							
								TOTAL																	
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							
								TOTAL																	
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							
								TOTAL																	
								TOTAL																	
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	\$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							
								TOTAL																	

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	
								TOTAL			\$880,000.00		\$220,000.00		\$1,100,000.00		\$0.00		\$1,100,000.00
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	
TOTAL			\$3,200,000.00		\$800,000.00		\$4,000,000.00		\$0.00		\$4,000,000.00								
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	
TOTAL			\$16,000,000.00		\$4,000,000.00		\$20,000,000.00		\$0.00		\$20,000,000.00								
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	
								TOTAL			\$1,615,140.00		\$184,860.00		\$1,800,000.00		\$0.00		\$1,800,000.00
								TOTAL			\$1,615,140.00		\$184,860.00		\$1,800,000.00		\$0.00		\$1,800,000.00
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	
								TOTAL			\$4,200,000.00		\$1,050,000.00		\$5,250,000.00		\$0.00		\$5,250,000.00
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	
								TOTAL			\$702,240.00		\$175,560.00		\$877,800.00		\$0.00		\$877,800.00
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	
								TOTAL			\$800,000.00		\$200,000.00		\$1,000,000.00		\$0.00		\$1,000,000.00
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	
								TOTAL			\$4,943,720.80		\$1,235,930.20		\$6,179,651.00		\$0.00		\$6,179,651.00
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	
								TOTAL			\$3,194,334.40		\$798,583.60		\$3,992,918.00		\$0.00		\$3,992,918.00
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	
								TOTAL			\$1,625,511.23		\$137,133.77		\$1,762,645.00		\$0.00		\$1,762,645.00
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	
								TOTAL			\$1,426,908.99		\$120,379.01		\$1,547,288.00		\$0.00		\$1,547,288.00

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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
								TOTAL			\$1,668,897.97		\$140,794.03		\$1,809,692.00	\$0.00		\$1,809,692.00
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. <i>*includes locations outside CLMPO</i>	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
								TOTAL			\$10,710,000.00		\$0.00		\$10,710,000.00	\$0.00		\$10,710,000.00
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 <i>*ODOT & MPO decided this was equip. replacement not signization (IAC conf 2/14/23)</i>	230524	22796	2025	PE	\$266,392.22	NHPP Y001	\$30,489.78	ODOT	\$296,882.00			\$296,882.00
								TOTAL			\$266,392.22		\$30,489.78		\$296,882.00	\$0.00		\$296,882.00
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) <i>Some locations outside CLMPO, those in CLMPO are OR-569 exits 5,6,7,8,9,12</i>	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 YS32	\$0.00	ODOT	\$545,290.00			\$545,290.00
								TOTAL			\$545,290.00		\$0.00		\$545,290.00	\$0.00		\$545,290.00
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
								TOTAL			\$490,887.06		\$41,412.94		\$532,300.00	\$0.00		\$532,300.00
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
								TOTAL			\$1,008,371.00		\$115,412.58		\$1,123,783.58	\$0.00		\$1,123,783.58
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 YS30	\$0.00	Eugene	\$382,148.00			\$382,148.00
								22696	2025	RW	\$67,977.00	HSIP YS30	\$0.00	Eugene	\$67,977.00			\$67,977.00
								22696	2027	CN	\$1,231,728.00	HSIP YS30	\$0.00	Eugene	\$1,231,728.00			\$1,231,728.00
								TOTAL			\$1,681,853.00		\$0.00		\$1,681,853.00	\$0.00		\$1,681,853.00
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
								TOTAL			\$300,000.00		\$34,336.34		\$334,336.34	\$0.00		\$334,336.34
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
TOTAL			\$3,911,302.00		\$447,666.02		\$4,358,968.02	\$0.00		\$4,358,968.02								

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
								TOTAL		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00
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
TOTAL		\$8,965,680.84		\$1,026,162.28		\$9,991,843.12		\$7,014,897.20		\$17,006,740.32								

Project List Key

Phases:

- PL Planning
- PE Preliminary Engineering / Design
- RW Right of Way Acquisition
- UR Utility Relocation
- CN Construction
- OT Other

Work Type:

- BP Bike Ped
- O Operations
- M Modernization
- CM CMAQ
- PR Preservation
- PL Planning
- T Transit
- S Safety
- BR Bridge
- A ADA
- TC Transit Capital
- TD Transportation Demand Management

Performance Measure (Federal):

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

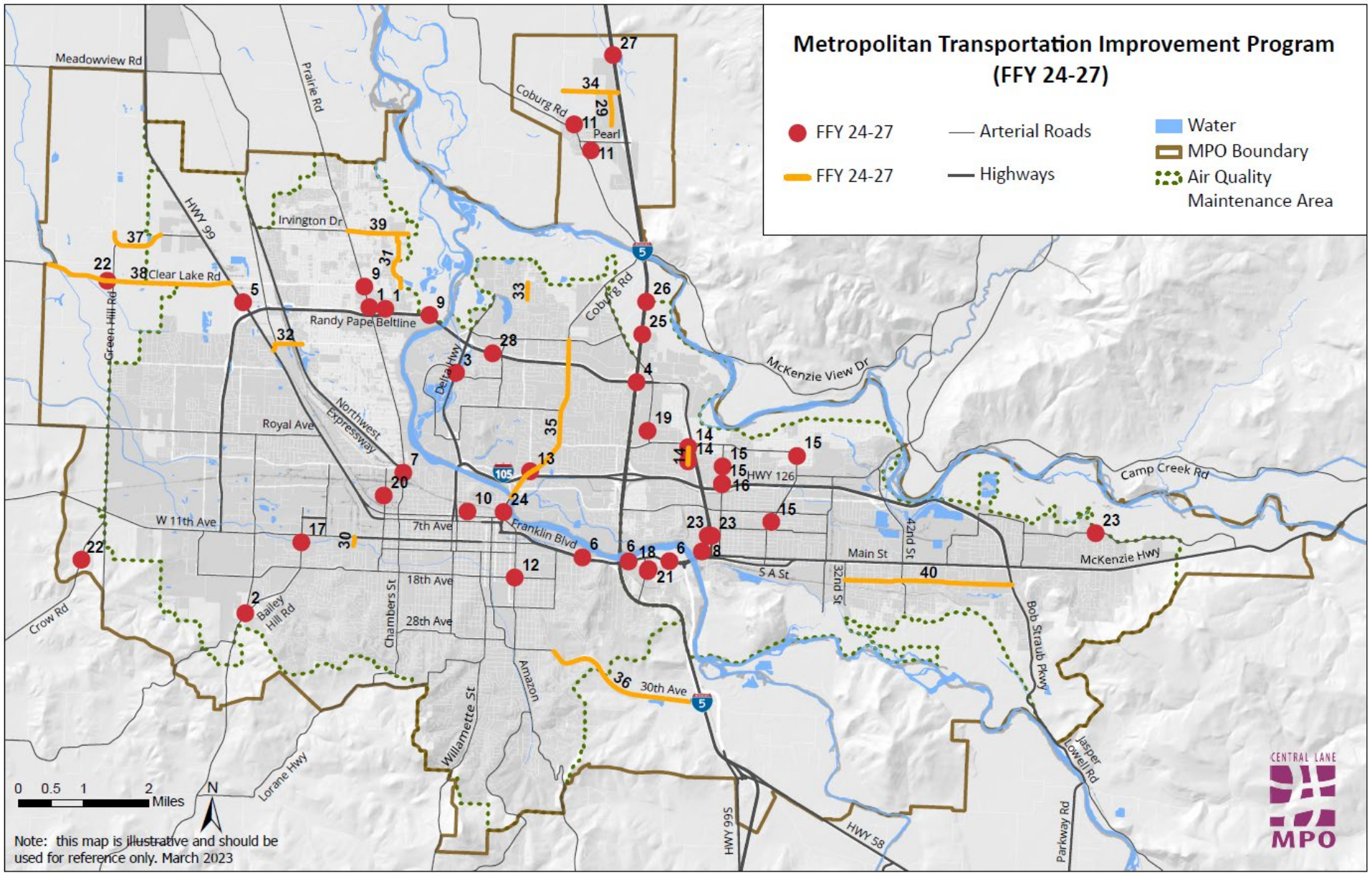
RTP Goals (2045 RTP):

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

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.

Map of MTIP Projects



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)

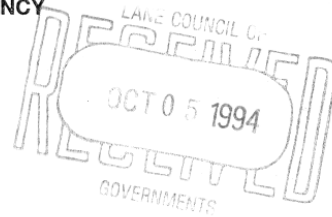
The MTIP includes additional projects which are not shown on the map, such as funding for outreach and education programs or capital purchases.

APPENDIX A

Exemption from Regional Emissions Analysis



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 10
1200 Sixth Avenue
Seattle, Washington 98101



Reply To
Attn Of: AT-082

OCT 03 1994

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

Dear Mr. Arkell:


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

The final federal conformity rule does allow for exempting areas from the regional emissions analysis of the conformity rule if certain criteria are met. I believe your letter demonstrates that the Eugene-Springfield area meets the PM₁₀ conformity criteria and therefore, I concur with your conclusion that the conformity determination is not required to satisfy the PM₁₀ criteria for regional emissions analysis. The preamble for the federal rule, however, does not allow for relief from project level analysis. The projects within the PM₁₀ nonattainment area must comply with the project level conformity requirements as specified in the federal conformity regulation.

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

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

Sincerely,


Jim McCormick, Director
Air and Toxics Division

cc: George Kloeppe, LCOG

APPENDIX B
AQCD For 2045 RTP



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

January 14, 2022

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 (AQCD) for the CLMPO 2045 Regional Transportation Plan (RTP)

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 (FHWA) and Federal Transit Administration (FTA) is required to make a transportation conformity determination in non-attainment 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 (PM₁₀), 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)).

As required in 40 CFR 93.104(b)(1), the CLMPO demonstrated air quality conformity for their updated CLMPO 2045 Regional Transportation Plan (RTP). The RTP and associated AQCD documentation was adopted by the Metropolitan Policy Committee (MPC) on January 6, 2022, by resolutions 2022-01 and 2022-02. The conformity analysis provided by CLMPO indicated that the air quality conformity requirements have been met.

Based on our review of the CLMPO conformity determination, analysis, and documentation e-mailed on January 07, 2022, we find that the CLMPO 2045 RTP 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, and Oregon Department of Transportation, pursuant to the Transportation Conformity Rule. This letter constitutes the joint FHWA and FTA air quality conformity determination (AQCD) for the CLMPO 2045 RTP.

This AQCD does not constitute a review or evaluation of the RTP related corrective actions identified in the 2019 CLMPO Transportation Management Area (TMA) Certification Review.

If you have any questions, please contact Ms. Jasmine Harris of FHWA at (503) 316-2561 or Mr. Jeremy Borrego of FTA at (206) 220-7956.

Sincerely,

PHILLIP A
DITZLER

Digitally signed by PHILLIP A
DITZLER
Date: 2022.01.19 07:05:28 -0800

Phillip A. Ditzler
Division Administrator
Federal Highway Administration

LINDA M
GEHRKE

Digitally signed by
LINDA M GEHRKE
Date: 2022.01.14
14:36:45 -0800

Linda M. Gehrke
Regional Administrator
Federal Transit Administration

cc:

EPA	Karl Pepple, Environmental Protection Specialist Adam Clark, Environmental Protection Specialist
ODEQ	Morgan Schafer, Air Quality Specialist Karen Williams, Air Quality Specialist
ODOT	Natalie Liljenwal, Environmental Engineer Bill Johnston, Region 3 Planning Manager Erik Havig, Planning Section Manager Alice Bibler, Program & Funding Service Manager Jeff Flowers, Statewide Investment Management Section Manager Marsha Hoskins, Public Transit Manager Mark Bernard, Region 2 Transit Coordinator Naomi Zwerdling, Planning & Development Manager Region 2
CLMPO	Kelly Clarke, Senior Planner Ellen Currier, Principal Planner
LRAPA	Steve Dietrich, Director



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 30, 2020

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 2021-2024 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 (PM₁₀), 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 7, 2020. Based on our review of the CLMPO conformity determination and documentation e-mailed on August 11, 2020, we find that the 2021-2024 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 (503) 316-2561 or Mr. Jeremy Borrego of FTA at (206) 220-7956.

Sincerely,

PHILLIP A
DITZLER

Digitally signed by PHILLIP A
DITZLER
Date: 2020.09.30 17:39:16
-0700'

Phillip A. Ditzler
Division Administrator
Federal Highway Administration

LINDA M
GEHRKE

Digitally signed by LINDA M
GEHRKE
Date: 2020.09.30 13:51:03
-0700'

Linda M. Gehrke
Regional Administrator
Federal Transit Administration

cc:

EPA	Karl Pepple, Environmental Protection Specialist Adam Clark, Environmental Protection Specialist
ODEQ	Rachel Sakata, Senior Air Quality Planner
ODOT	Natalie Liljenwall, Environmental Engineer Bill Johnston, Region 3 Planning Manager Erik Havig, Planning Section Manager Alice Bibler, Program & Funding Service Manager Jeff Flowers, Statewide Investment Management Section Manager Marsha Hoskins, Public Transit Manager Lisa Nell, Planning & Development Manager Region 2
CLMPO	Dan Callister, Associate Transportation Planner
LRAPA	Merlyn Hough, Director

APPENDIX C

Notes on Project Conformity⁴ – Localized PM₁₀ hot spot violations, 40 CFR 93.116

The *Project Sponsor* is designated as the agency responsible for implementing the project. The agency is lead for developing the hot spot analysis, meeting interagency consultation and public participation requirements and documenting the project-level conformity determination.

PM hot spot analyses are generally included in documents prepared to meet NEPA requirements. However, if the scope of a project is substantially changed after NEPA has been completed, another project-level conformity determination may be needed.

The design concept and scope of the project must be consistent with that included in the conforming transportation plan and transportation improvement program (40 CFR93.114).

The MPO should be consulted for the latest planning assumptions. PM hot-spot analyses must be based on these assumptions in place when the analysis begins (40 CFR 93.110).

Projects fall into three categories: *exempt* under 40 CFR 93.126 and 93.128; *of local air quality concern* under 40 CFR 93.123(b)(1); and *non-exempt and not of local air quality concern*.

Projects of local air quality concern are defined in 93.123(b)(1) and require PM₁₀ hot spot analysis. These are

(i) New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles;

For example⁵:

- new highways with an AADT of greater than 125,000, and an 8% or more share of AADT is diesel trucks.. [Note: within Central Lane MPO area, the maximum AADT is approximately 77,300 with about 8.3% trucks, on Beltline Hwy; the maximum number of trucks is estimated at 13,300 on I-5S with an AADT of 36,500.]
- new exit ramps or other improvements to connect a highway or expressway to a major freight, bus or intermodal terminal.

(ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number

⁴ Transportation Conformity Guidance for Quantitative Hot-Spot Analyses in PM_{2.5} and PM₁₀ Nonattainment and Maintenance Areas. US Environmental Protection Agency. EPA-420-B-13-053. November 2013. <https://nepis.epa.gov> (search for document 420B13053), December 2016.

⁵ Project Level Conformity Hot-Spot Analysis (Highways), FHWA Resource Center, https://www.fhwa.dot.gov/resourcecenter/teams/airquality/plc_hotspotanalysis.cfm; December 2016.

of diesel vehicles related to the project;

(iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;

(iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location;

- For example, an existing bus or intermodal terminal that has a large vehicle fleet where the number of diesel buses increases by 50% or more, as measured by bus arrivals.

(v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM_{2.5} or PM₁₀ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation. [Note: none are identified in the Eugene-Springfield implementation plan.]

[Note: in the criteria above, 'significant' is subject to interagency consultation]

For **non-exempt projects that are not of local air quality concern**, state and local project sponsors should document in their project-level conformity determinations that the requirements of 40 CFR 93.116 are met without hot-spot analysis. These categorizations are subject to inter-agency consultation.

40 CFR 93.105 also requires a proactive public involvement process for public review and comment. NEPA public involvement typically satisfies this requirement.

APPENDIX D

Public Comments Received

This document (including the project list and air quality status) was presented at public [virtual] meetings of both the TPC (March 16, 2023) and Metropolitan Policy Committee (April 6). A public hearing was held April 6, 2023, at the meeting of the Metropolitan Policy Committee.

A 30-day public comment period was open March 16 through April 16, 2023. Comments were solicited via the MPO's website, emails to the MPO's distribution lists, Facebook, and Twitter.

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.