



# MEETING NOTICE

**MEETING:** METROPOLITAN POLICY COMMITTEE  
**DATE:** Thursday, May 4, 2023  
**TIME:** 11:30 AM - 1:30 PM  
**LOCATION:** VIRTUAL: <https://us06web.zoom.us/j/81275877301?pwd=SEFrMEIwMEtEU2VhS0ZEcWVnQk84QT09>  
Passcode: 663728  
One tap mobile: +17207072699,,81275877301#,,,,\*663728#  
Telephone: 564-217-2000 Webinar ID: 812 7587 7301 Passcode: 663728  
Webcast: <http://metrotv.ompnetwork.org/>  
**CONTACT PERSON:** Paul Thompson, 541-682-4405, [pthompson@lco.org](mailto:pthompson@lco.org)

## A G E N D A

1. WELCOME & INTRODUCTIONS
2. CALL TO ORDER
3. APPROVE April 6, 2023 MPC MEETING MINUTES
4. ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS
5. COMMENTS FROM THE AUDIENCE *(Please see notes at the end of the agenda.)*
6. METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES
  - a. 2024-2027 Metropolitan Transportation Improvement Program (MTIP) and Air Quality Conformity Determination (AQCD) (10 min)  
Staff Contact & Presenter: Dan Callister, LCOG  
*Action Requested:* Approve Resolutions 2023-02 and 2023-03
  - b. FY24/FY25 Unified Planning Work Program (10 min)  
Staff Contacts & Presenters: Ellen Currier and Paul Thompson, LCOG  
*Action Requested:* Approve Resolution 2023-04
  - c. Climate Friendly Equitable Communities Implementation (20 min)  
Staff Contacts & Presenters: Kelly Clarke and Paul Thompson, LCOG  
*Action Requested:* Provide feedback on Governance Structure
  - d. May is Bike Month (10 min)  
Staff Contact & Presenter: Ellen Currier, LCOG  
*Action Requested:* Information only. *(Note – no packet materials)*

**-OVER-**

Location is wheelchair accessible (WCA). American Sign Language (ASL) interpretation is available with 48 hours notice.

LCOG Main Office: 859 Willamette Street, Suite 500, Eugene, Oregon 97401-2910

Phone: (541) 682-4283 • Fax: (541) 682-4099 • TTY: (541) 682-4567 • Web: [www.lco.org](http://www.lco.org)

- e. MPO Youth Council (10 min)  
Staff Contact & Presenter: Ellen Currier, LCOG  
*Action Requested:* Information only. (Note – no packet materials)
- f. Legislative Update (10 min)  
Staff Contact & Presenter: Paul Thompson, LCOG  
*Action Requested:* Information only. (Note – no packet materials)
- g. Follow-up and Next Steps (10 min)
  - 1) ODOT Update
  - 2) Transportation Improvement Program (TIP) Project Changes (information only, see attachment)
  - 3) Next Steps/Agenda Build

**UPCOMING MEETINGS:**

- June 1 Virtual
- July 6 Virtual
- August 3 Virtual (Recess?)

**PLEASE NOTE:**

**The meeting will be conducted via Zoom Webinar, allowing public access to the Zoom meeting as an “attendee.” Anyone wishing to comment in general or during a public hearing will be asked to raise their Zoom virtual “hand” when prompted by the Chair at the beginning of each public comment opportunity. Speakers will be moved to “panelist” status and asked to speak on a first come basis. A limit of 3 minutes per person is requested.**



LCOG is now posting meetings on its website at <https://www.lcog.org/bc-mpc>. These postings will include the agenda, minutes, and attachments. If you no longer want to receive your meeting announcement in paper format, please contact Laura Campbell, 541-682-4006 or [lcampbell@lcog.org](mailto:lcampbell@lcog.org).



This meeting will be broadcast live, and rebroadcast on Metro Television, Comcast cable channel 21, at 1:30 PM on Mondays, 7:00 PM on Tuesdays, and 11:00 AM on Sundays for the rest of the month. A webcast will also be archived for future viewing on the LCOG website. Get details through links at <https://www.lcog.org/bc-mpc>.

***Please mute your phone or computer microphone when connecting to the virtual meeting, and remember to un-mute it if you are speaking to the meeting!***

***Thanks!***

# MINUTES

Metropolitan Policy Committee  
Virtual Meeting via Zoom

April 6, 2023  
11:30 a.m.

**PRESENT:** Steve Moe, Chair; Sean VanGordon (City of Springfield); Lucy Vinis, Randy Groves (City of Eugene); David Loveall. Pat Farr (Lane County); Nancy Bell (City of Coburg); Susan Cox, Kelly Sutherland (Lane Transit District); Vidal Francis (Oregon Department of Transportation), members.

Paul Thompson, Brenda Wilson, Dan Callister, Ellen Currier, Kelly Clarke (Lane Council of Governments); Rob Zako (Better Eugene-Springfield Transportation); John Marshall (City of Coburg)

## **WELCOME, CALL TO ORDER AND INTRODUCTIONS**

Mr. Moe convened the meeting of the Metropolitan Policy Committee (MPC) and a quorum was established.

## **APPROVE February 2, 2023, MPC MEETING MINUTES**

Ms. Bell, seconded by Mr. Van Gordon, moved to approve the March 2, 2023, meeting minutes as submitted. The motion passed unanimously, 9:0.

## **ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS**

Ms. Vinis announced the City of Eugene had launched its electric scooter (e-scooter) program on March 31. Initially 200 e-scooters were deployed, with 400 more to be added over the coming months. She also announced the City's Move EUG initiative was under way. It was a planning project to identify and prioritize walking, biking, and safety programs and infrastructure projects throughout Eugene. An open house as part of the public engagement would be held on April 20, 2023, at the Farmers' Market.

## **COMMENTS FROM THE AUDIENCE**

Rob Zako, Better Eugene-Springfield Transportation (BEST), invited MPC members to a Future of Transportation event, co-sponsored by BEST and ARP-Oregon, on April 10.

## **METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES**

### **Draft 2024-2027 Metropolitan Transportation Improvement Program (MTIP) and Air Quality Conformity Determination (AQCD)**

Mr. Callister provided a brief overview of the MTIP, one of the basic documents required of MPOs, and described how it is part of implementing the goals and objectives of the Regional Transportation Plan over the next four fiscal years. It includes a list of projects for which federal funding had been secured, including projects that were prioritized and selected for use of the MPO's discretionary federal funds. The process for selecting projects was defined in the MTIP and linked RTP goals and objectives to funding decisions. He said approval of the MTIP did not require any funding decisions as those had been made in the fall of 2022 and were documented in the draft MTIP. The document also satisfied federal requirements for Lane Transit District's (LTD) projects.

Mr. Callister pointed out a proposed change in the approval process in the TIP Approval Matrix. Currently MPC must approve initial programming of any MPO discretionary funding. The updated matrix would allow TPC to approve initial programming of “off-cycle” funds to projects or scopes already in the TIP. Off-cycle refers to mostly unanticipated federal funds that come to the MPO either as federal redistribution or by other means. These reflect much smaller amounts than the annual allocations and will sometimes need to be programmed and obligated within a matter of weeks due to the nature of the funds.

Mr. Callister stated that the AQCD was a companion document to the MTIP. The Eugene-Springfield area was subject to conditions of a limited maintenance plan for air quality and the AQCD documented air quality conditions as related to specific pollutants and focused on particulates of 10 microns or less (PM10), which was essentially wood smoke and dust. Air quality data confirmed that PM10 levels in the area consistently remained below the national standard and transportation was not a significant producer of PM10 in the area.

Mr. Callister said the public comment period for both documents is open through April 16 and comments would be provided at the May MPC meeting. He asked for a public hearing on the MTIP and AQCD.

Mr. Moe opened the public hearing.

Rob Zako, BEST, remarked that the MTIP and AQCD were two of the documents required of the MPO by the federal government. He said BEST supported their approval, but questioned why a public hearing was being held as no decisions were to be made with respect to projects and funding. He asked where the key decision points were that would allow the public to engage in discussions around transportation priorities and funding.

There being no one else wishing to speak, Mr. Moe closed the public hearing.

#### **Draft FY24/FY25 Unified Planning Work Program (UPWP)**

Ms. Currier used a slide presentation to review the draft UPWP. She said the document is a two-year work plan for the MPO. The UPWP included ongoing and new projects and communicated to partner agencies where the MPO was in the planning process. Also included was a table of key planning documents, their current status and date of the next update.

Ms. Currier said the UPWP covered the period July 1, 2023 to June 30, 2025 and was separated into long-range planning, programming and implementation, and public participation components. She identified the products in each section and their current status:

Long-range Planning: Regional Transportation Plan, Intelligent Transportation System, Congestion Management Plan, performance-based and safety planning

Programming and Implementation: Metropolitan Transportation Improvement Program, E-TIP platform to track and report projects, Unified Planning Work Program

Public Participation: Public Participation Plan, Title VI Plan, Youth Advisory Council

Transportation System Modeling and Data Maintenance: maintain data for all modes as well as land use, census and employment data, Oregon Modeling Steering Committee, data portal

Transportation Options: implement congestion management, safety and environmental goals through a number of programs



## Intergovernmental Coordination: MPO work and collaboration with other local and statewide committees

Ms. Currier concluded her presentation by noting the UPWP also included a funding table of other regionally significant projects from other agencies and MPO certification and findings.

Mr. Thompson remarked that the UPWP was not just for the MPC, it was also intended to inform the public about coordination of projects across the metropolitan region. He described the UPWP review process with federal agencies and Oregon Department of Transportation (ODOT).

Mr. VanGordon asked for additional information on efforts to target the Gateway area for trip reduction. He said from the public perspective those were dense, thick planning documents and hoped there was a simpler way to convey the information to the public. He asked how LCOG was letting other agencies know it was developing centralized data sets so they would not need to replicate those efforts and could access that transportation data.

Mr. Francis said he was interested in more information on the Youth Advisory Council and efforts to engage young minds in discussions of the transportation system and how it impacted their daily lives. He asked what grade levels were involved in the council. Ms. Currier said she would be happy to provide more information at a future meeting. The council was established in March 2023 and it was amazing to see how engaged and knowledgeable those young people were and their interest in policy. She hoped there could be future engagement of the council with the MPC.

Mr. Moe opened the public hearing.

Rob Zako, BEST, acknowledged that the UPWP provided a useful administrative function of keeping the public informed about MPO activities, but agreed with Mr. VanGordon that a more friendly "reader's digest" version would be more accessible to the public. He said one of the biggest decisions set forth in the UPWP was the RTP, which was last adopted in January 2022. Another adoption was scheduled in 2026. The adoption in January 2022 was an 11th hour action because of limited time and some concerns were not addressed in order to keep federal funds flowing. There was discussion of continuing the conversation among MPC members and the public but that had not happened. He hoped there would be adequate time for the public to address any policy concerns prior to the next adoption in 2026. Regarding questions about how to better engage the public, it was essential to define the role of the public and what was needed to enable the community to participate. BEST supported adoption of the UPWP.

There being no one else wishing to speak, Mr. Moe closed the public hearing.

### **Legislative Update**

Mr. Thompson shared a list of bills considered by the Oregon MPO Consortium for legislative priority and reported on their current status:

HB 2101 - fund exchange legislation - OMPOC supported

HB 2677 - required ODOT to have a funding plan for maintenance when adding lane capacity - no OMPOC support

HB 2095 - local photo radar and flexibility for local jurisdictions to set speed limits - OMPOC supported

HB 3113 - Great Streets funding for local main streets - OMPOC supported

HB 2619 - modify membership of the Oregon Transportation Commission - no OMPOC support

Mr. Thompson said that senate bills related to collecting revenue from electric vehicles generally received OMPOC support. While not identifying a specific bill, OMPOC did support electric vehicles paying their share for use of the transportation system since they won't be paying through the fuel tax. OMPOC did not support SJR 2 that would expand the use of fuel tax and other revenue.

Mr. Thompson shared a draft of testimony in support of HB 3113. The bill would provide \$100 million for local main streets, particularly former ODOT highways that were transferred to local jurisdictions but were still part of the highway system. He asked if the MPC wanted to present that testimony on behalf of the Central Lane MPO.

Mr. VanGordon asked if the \$100 million was new funding that would not impact other ODOT commitments. Mr. Thompson said the legislation as currently written identified the funding as a transfer from the state's General Fund and would not impact ODOT's current funding.

Mr. VanGordon, seconded by Mr. Groves, moved to direct staff to submit testimony regarding HB 3113 in alignment with testimony from OMPOC. The motion passed unanimously, 9:0.

Mr. Thompson concluded with a report on the status of each of the following bills:

HB 2095 - photo radar - passed the House on April 5 and would likely pass the Senate  
HB 3014 - reimbursement to schools for forms of transportation beyond school buses - recommendation out of committee for passage  
HB 2101 - local fund exchange - no movement since January  
HB 2619 - modify OTC - no action since January  
SJRs related to expanding use of state highway revenue and requiring a public vote on tolling projects - not moving forward at this time

Mr. Farr asked if the MPO was coordinating legislative efforts with other jurisdictional legislative efforts. Mr. Thompson replied that the MPO typically acted at the direction of the MPC and the MPC members' responsibility was to bring their jurisdictions' positions forward to the MPC and provide direction to staff. MPO staff also had discussions with legislative liaisons from other jurisdictions.

### **Follow-up and Next Steps**

- **ODOT Update**—Mr. Francis reported on public engagement activities related to the draft 2024-2027 State Transportation Improvement Program (STIP). He announced that ODOT had hired Leah Horner as its new Operations Assistant Director and described her background and experience.
- **Transportation Improvement Program (TIP) Project Changes**—There were no questions.
- **Next Meeting/Agenda Build**—Virtual Meeting, May 4 - Virtual meeting, June 1 - Virtual Meeting

Mr. Moe adjourned the meeting at 12:30 p.m.

(Recorded by Lynn Taylor)



April 20, 2023

To: Metropolitan Policy Committee  
From: Daniel Callister  
Subject: MPC6.a: Air Quality Conformity Determination (AQCD) and 2024-2027 Metropolitan Transportation Improvement Program (MTIP)

**Action Requested:** Approve Resolutions 2023-02 and 2023-03 Adopting the AQCD and 2024-2027 MTIP Respectively

### **Issue Statement**

The Transportation Planning Committee recommends MPC adopt both the 2024-2027 MTIP and its associated AQCD.

### **Background**

The draft MTIP and AQCD were presented to MPC in April. A public hearing was held at that time. A 30-day public comment period completed April 16. The draft MTIP has been updated to include the comments received (See Appendix E). TPC has reviewed the comments and at their April 20 meeting recommended MPC adopt both the 2024-2027 MTIP and the associated AQCD.

### **Discussion**

The Central Lane Metropolitan Planning Organization (CLMPO) is required to develop a Metropolitan Transportation Improvement Program (MTIP aka TIP) that is updated at least every four years. The TIP shows how federal transportation funds will be spent in the MPO area over the next four years. It is the implementation of the MPO's Regional Transportation Plan (2045 RTP) and includes various types of funded projects.

The draft MTIP is fully consistent with the 2045 RTP, is fiscally constrained, makes progress toward achieving the MPO's adopted federal performance targets, and demonstrates conformity to air quality standards. Documentation of how the MPO satisfies the federal requirements for development and content of the TIP are described in the draft MTIP and the AQCD (attached).

### **Funding Decisions (none)**

CLMPO proactively identified projects to utilize the MPO's discretionary funds through a separate process completed in the Summer of 2022 prior to the development of this MTIP update. As such, there are no funding decisions being made as part of the adoption of this MTIP.

### **Approval Matrix**

The MPO's processes, which are also documented in the MTIP, remain unchanged from the current MTIP with the exception of the MPO TIP Approval Matrix. Currently MPC must approve initial programming of any MPO discretionary funding. The updated matrix would allow TPC to approve initial programming of "off-cycle" funds to projects or scopes already in the TIP. Off-cycle refers to mostly unanticipated and relatively small amounts of federal funds that come to the MPO either as federal redistribution or by other means.

### **Air Quality Conformity Determination**

The AQCD documents the conformity of the MTIP to the requirements of the Clean Air Act and Amendments (CAAA). The Eugene-Springfield area has been a limited maintenance area for coarse particulate (PM10) emissions for the last 10 years. The AQCD was created cooperatively by the MPO, LRAPA, ODOT, FHWA, FTA, Oregon DEQ, and US-EPA. Through interagency consultation and review, all projects in the draft TIP were found to be either exempt from the requirements for conformity or not projects of local air quality concern. The most recent data suggests that transportation is not a significant factor contributing to PM10 emissions in the Eugene-Springfield area and that PM10 emissions here remain below the national ambient air quality standards (correcting for wildfire events).

### **LTD's Program of Projects**

The public involvement process for the MTIP also satisfies the FTA Program of Projects (POP) review for the federally funded MTIP transit projects. LTD's POP is included in the draft 24-27 MTIP and identifies the projects to utilize LTD's federal FTA funding allocations through the TIP period.

### **Public Involvement**

A 30-day public comment period was open March 17 through April 16. Outreach was undertaken during this time via the MPO's Facebook and Twitter, with special notices sent to the MPO's distribution lists. A public hearing was held at MPC on April 6. TPC reviewed the public comments at their April 20 public meeting.

**Action Recommended:** Approve Resolutions 2023-02 and 2023-03 Adopting the AQCD and 2024-2027 MTIP Respectively

### **Attachments:**

- 1 – Resolution 2023-02 (adopting AQCD)
- 2 – Exhibit A: AQCD for the 2024-2027 MTIP
- 3 – Resolution 2023-03 (adopting MTIP)
- 4 – Exhibit B: 2024-2027 MTIP

**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 4<sup>th</sup> DAY OF MAY, 2023, BY THE METROPOLITAN POLICY COMMITTEE.

**ATTEST:**

\_\_\_\_\_  
Steve Moe, Chair  
Metropolitan Policy Committee

\_\_\_\_\_  
Brendalee Wilson, Executive Director  
Lane Council of Governments

# Air Quality Conformity Determination



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

Adopted May 4, 2023 (anticipated)

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>>

<<Insert MPC Resolution>>



## 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 (PM<sub>10</sub>).

### 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 (PM<sub>10</sub>)**. In 2013, the Eugene-Springfield area was re-designated by the EPA to attainment for PM<sub>10</sub> 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 PM<sub>10</sub>. A 20-year maintenance period then began to ensure that no backsliding occurs and that the PM<sub>10</sub> standard continues to be met. Although transportation was found not to be a significant contributor of PM<sub>10</sub> 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. PM<sub>10</sub> levels remain low, below the limited maintenance plan threshold. Of the other criteria pollutants that are monitored, carbon monoxide levels are extremely low and show no sign of rebounding. The area is in compliance with the standards for ozone and particle pollution 2.5 microns and smaller, although vigilance is needed to ensure that this remains so.

Pursuant to [40 CFR Section 93](#) 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  $\mu\text{m}$  in size ( $\text{PM}_{10}$ ). The Eugene and Springfield urban growth boundaries (Map 1) constitute the air quality maintenance area for  $\text{PM}_{10}$ . The area is approximately 77 square miles in size.

In August 1987, the Eugene-Springfield area was designed by US-EPA as a  $\text{PM}_{10}$  non-attainment area due to measured violations of the 24-hour  $\text{PM}_{10}$  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 significant<sup>1</sup>. 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  $\text{PM}_{10}$  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  $\text{PM}_{10}$  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  $\text{PM}_{10}$  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  $\text{PM}_{10}$  emissions from motor vehicles was expected<sup>2</sup> 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.

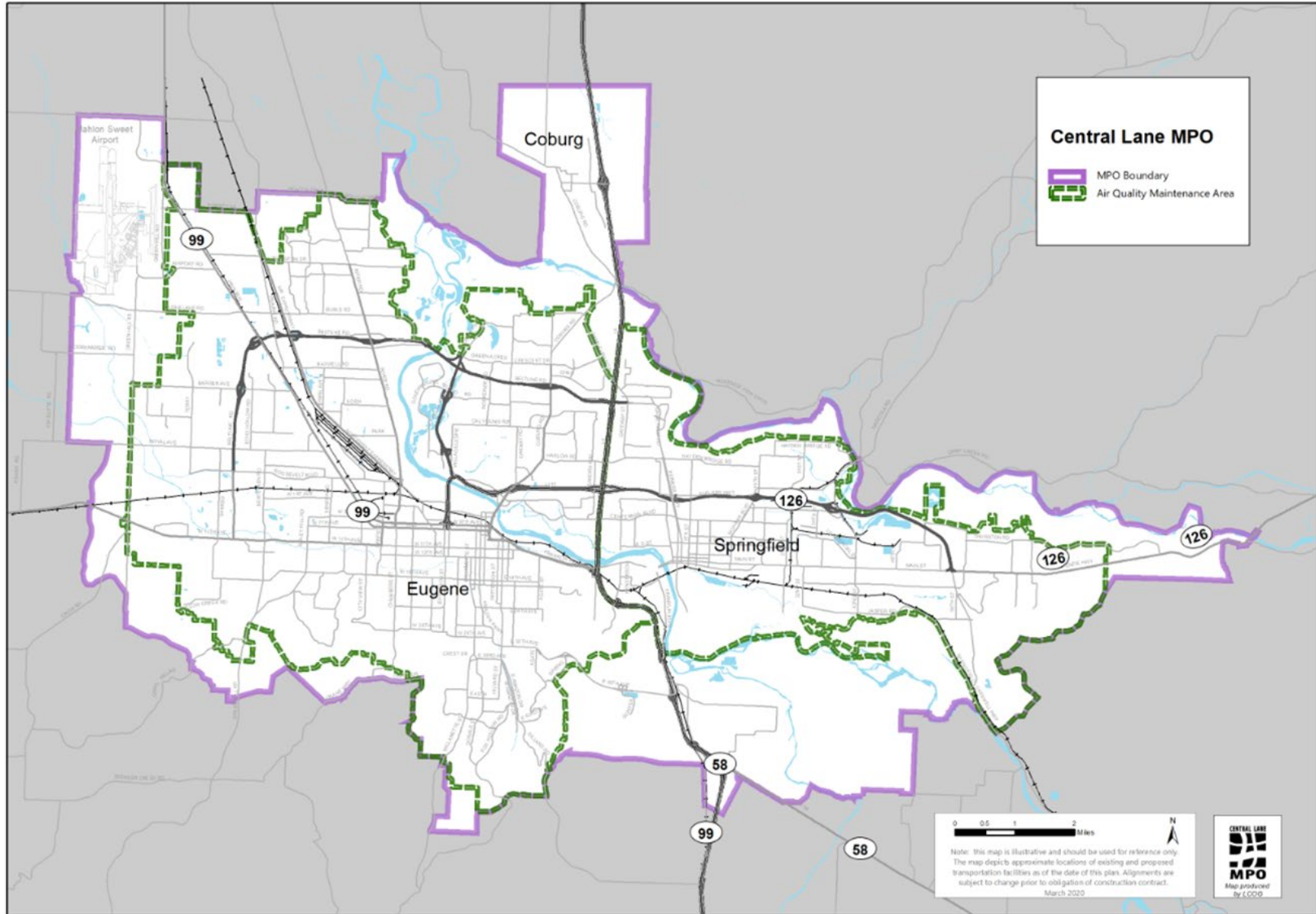
With the approval of the LMP, the area continues to be exempt from performing a regional emissions analysis for  $\text{PM}_{10}$  and there is no 'budget' test. The area, however, must meet project level conformity analyses and must also respond to transportation conformity criteria as specified in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

---

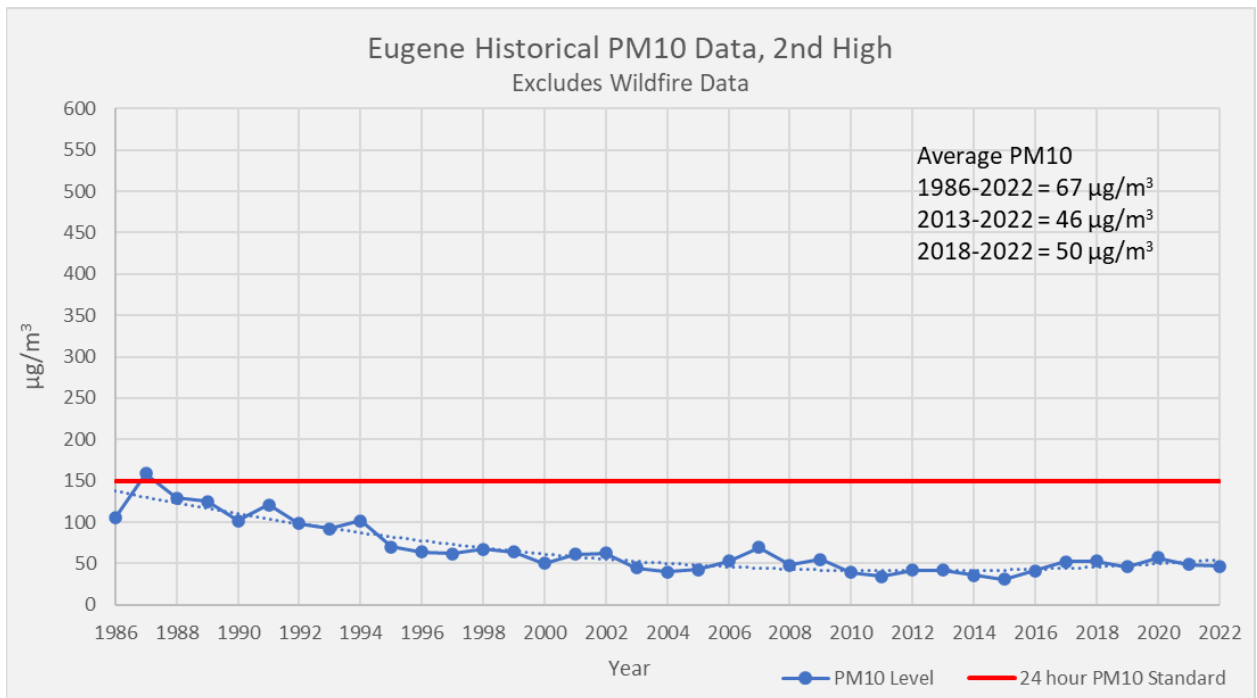
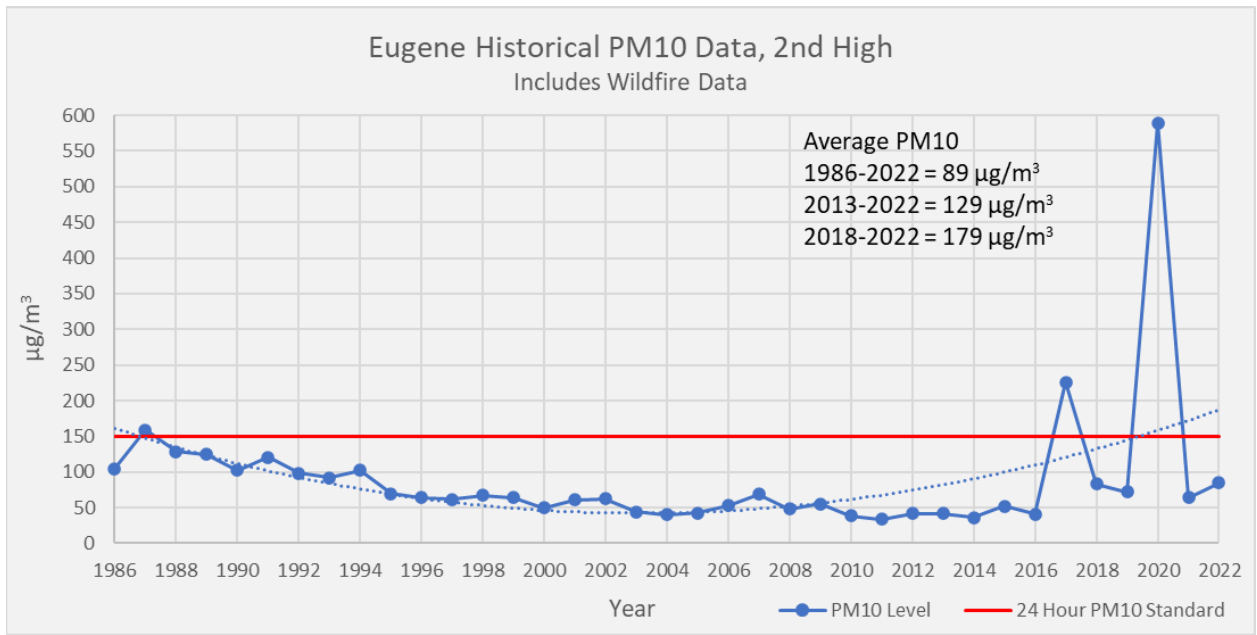
<sup>1</sup> See letter from US-EPA to LRAPA, dated Sept 9, 1994. Appendix B, page B-3.

<sup>2</sup> For the 2008 inventory, road dust and motor vehicle exhaust, break and tire wear were estimated at 14.6% of the total annual  $\text{PM}_{10}$  emissions, and 8.5% of the emissions on an average winter day.

Map 1: Eugene-Springfield Air Quality Maintenance Area



The annual PM<sub>10</sub> standard, which was revoked by US EPA in 2006, has never been exceeded in this area. The figures below show the PM<sub>10</sub> measurements taken by the approved monitor (Hwy 99 at Key Bank). The top figure reflects PM<sub>10</sub> 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/m<sup>3</sup>, well below the standard of 150 µg/m<sup>3</sup>.



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.

## **PM<sub>10</sub> 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 PM<sub>10</sub> 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**<sup>3</sup>, 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 PM<sub>10</sub> area.

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

The 2021-2024 MTIP implements the 2040 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

---

<sup>3</sup> [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 PM<sub>10</sub> 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 PM<sub>10</sub> State Implementation Plan.

40 CFR 93.123(b) ***Procedures for determining localized PM<sub>10</sub> 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 PM<sub>10</sub> 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	--	Not Applicable	EXEMPT / Other-Planning and Technical Studies (IAC conf 4/26/20)	191003	21864	2024	PL		\$565,509.87	PL Y450	\$64,725.13	ODOT	\$630,235.00			\$630,235.00
								21864	2024	PL		\$169,812.00	5303 21MP	\$19,435.75	LTD	\$189,247.75			\$189,247.75
								<b>TOTAL</b>				<b>\$735,321.87</b>		<b>\$84,160.88</b>		<b>\$819,482.75</b>		<b>\$0.00</b>	<b>\$819,482.75</b>
LCOG	Central Lane MPO planning SFY26	Planning funds for projects identified in state fiscal year 2026 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).	PL	--	Not Applicable	EXEMPT / Other-Planning and Technical Studies (IAC conf 2/14/23)	230501	22891	2025	PL		\$747,349.97	PL Y450	\$85,537.55	ODOT	\$832,887.52			\$832,887.52
								22891	2025	PL		\$281,216.64	5303 21MP	\$32,186.50	LTD	\$313,403.14			\$313,403.14
								<b>TOTAL</b>				<b>\$1,028,566.61</b>		<b>\$117,724.05</b>		<b>\$1,146,290.66</b>		<b>\$0.00</b>	<b>\$1,146,290.66</b>
LCOG	Central Lane MPO planning SFY27	Planning funds for projects identified in state fiscal year 2027 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).	PL	--	Not Applicable	EXEMPT / Other-Planning and Technical Studies (IAC conf 2/14/23)	230502	22895	2026	PL		\$747,121.16	PL Y450	\$85,511.36	ODOT	\$832,632.52			\$832,632.52
								22895	2026	PL		\$293,246.93	5303 21MP	\$33,563.42	LTD	\$326,810.35			\$326,810.35
								<b>TOTAL</b>				<b>\$1,040,368.09</b>		<b>\$119,074.78</b>		<b>\$1,159,442.87</b>		<b>\$0.00</b>	<b>\$1,159,442.87</b>
LCOG	Central Lane MPO planning SFY28	Planning funds for projects identified in state fiscal year 2028 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).	PL	--	Not Applicable	EXEMPT / Other-Planning and Technical Studies (IAC conf 2/14/23)	230503	22897	2027	PL		\$746,890.28	PL Y450	\$85,484.93	ODOT	\$832,375.21			\$832,375.21
								22897	2027	PL		\$305,671.45	5303 21MP	\$34,985.46	LTD	\$340,656.91			\$340,656.91
								<b>TOTAL</b>				<b>\$1,052,561.73</b>		<b>\$120,470.39</b>		<b>\$1,173,032.12</b>		<b>\$0.00</b>	<b>\$1,173,032.12</b>
LCOG	STBG-Urban allocation FFY25-27 - Eugene	Surface Transportation Block Grant Program-Urban (STBG-U) funding for the Eugene TMA to use on projects to be determined through their project selection process. Comprised of funding from FY25, 26 and 27 allocations. Includes funding reserved each year for regional planning, regional transportation demand management, and electronic transportation improvement program licensing	--	--	Not Applicable	Not Applicable (IAC conf 2/14/23)	230504	22759	2027	OT		\$4,338,044.00	STBG Y230	\$496,508.54	TBD	\$4,834,552.54			\$4,834,552.54
								<b>TOTAL</b>				<b>\$4,338,044.00</b>		<b>\$496,508.54</b>		<b>\$4,834,552.54</b>		<b>\$0.00</b>	<b>\$4,834,552.54</b>
LCOG	STBG-Urban allocation FFY22-24 - Eugene	Surface Transportation Block Grant Program-Urban (STBG-U) funding for the Eugene TMA to use on projects to be determined through their project selection process. Comprised of funding from FY22, 23 and 24 allocations.	--	--	Not Applicable	Not Applicable (IAC conf 4/26/20)	200501	22253	2024	OT		\$2,309,149.17	STBG Z230	\$264,292.46	TBD	\$2,573,441.63			\$2,573,441.63
								<b>TOTAL</b>				<b>\$2,309,149.17</b>		<b>\$264,292.46</b>		<b>\$2,573,441.63</b>		<b>\$0.00</b>	<b>\$2,573,441.63</b>
LCOG	TA allocation FFY25, 26 and 27 - Eugene	Transportation Alternatives - Urban (TAP-U) funding for the Eugene TMA to use on projects to be determined through their project selection process. Includes FY2025, 2026, and 2027 allocations. Includes funding reserved each year for regional safe routes to school	--	--	Not Applicable	Not Applicable (IAC conf 2/14/23)	230505	22762	2027	OT		\$793,782.32	TA Y301	\$90,851.93	TBD	\$884,634.25			\$884,634.25
								<b>TOTAL</b>				<b>\$793,782.32</b>		<b>\$90,851.93</b>		<b>\$884,634.25</b>		<b>\$0.00</b>	<b>\$884,634.25</b>
LCOG	TA allocation FFY22, 23 and 24 - Eugene	Transportation Alternatives - Urban (TAP-U) funding for the Eugene TMA to use on projects to be determined through their project selection process. Includes 2022, 2023, and 2024 funding.	--	--	Not Applicable	Not Applicable (IAC conf 11/3/21)	200502	22254	2024	OT		\$542,171.41	TA Z301	\$62,053.94	TBD	\$604,225.35			\$604,225.35
								<b>TOTAL</b>				<b>\$542,171.41</b>		<b>\$62,053.94</b>		<b>\$604,225.35</b>		<b>\$0.00</b>	<b>\$604,225.35</b>
LCOG	CMAQ allocation for FY22, 23 and 24 (Eugene)	Congestion Mitigation and Air Quality improvements program (CMAQ) funding, projects to be determined through CLMPO project selection process. *\$329,822.96 CMAQ added March 2022 from canceled K21171	--	C	Not Applicable	Not Applicable (IAC conf 4/26/20)	200503	22255	2024	OT		\$1,118,916.37	CMAQ Z400	\$128,064.99	TBD	\$1,246,981.36			\$1,246,981.36
								<b>TOTAL</b>				<b>\$1,118,916.37</b>		<b>\$128,064.99</b>		<b>\$1,246,981.36</b>		<b>\$0.00</b>	<b>\$1,246,981.36</b>
LCOG	Regional bicycle enhancements (CLMPO)	Regional bicycle improvements including bicycle parking, bicycle repair stations, an e-bike loaner program, and maintenance of electronic bike lockers to promote transportation options.	TD	C	RTP Objective 2, 7; TDM Policy 1	EXEMPT / Air Quality - Bicycle and Pedestrian facilities (IAC conf 2/14/23)	200703	22338	2023	PL		\$22,432.50	STBG Y230	\$2,567.50	LCOG	\$25,000.00			\$25,000.00
								22338	2023	PE		\$50,054.09	STBG Y230	\$5,728.91	LCOG	\$55,783.00			\$55,783.00
								22338	2024	CN		\$53,013.38	STBG Y230	\$6,067.62	LCOG	\$59,081.00			\$59,081.00
								22338	2023	OT		\$11,880.25	STBG Y230	\$1,359.75	LCOG	\$13,240.00			\$13,240.00
<b>TOTAL</b>				<b>\$137,380.22</b>		<b>\$15,723.78</b>		<b>\$153,104.00</b>		<b>\$0.00</b>	<b>\$153,104.00</b>								
Coburg	East-West Connector Feasibility Study (Coburg)	Study to determine the feasibility and potential alignment of a new east-west freight and commuter connection between North Coburg Rd and Interstate 5, north of the City of Coburg. Such a connector would help mitigate safety and mobility concerns in Coburg's historic downtown.	PL	SC	Listed in RTP p151	Not Applicable - Outside PM10 air quality maintenance area (IAC conf 2/14/23)	221001	22679	2026	PL		\$358,920.00	STBG Y230	\$41,080.00	Coburg	\$400,000.00			\$400,000.00
								<b>TOTAL</b>				<b>\$358,920.00</b>		<b>\$41,080.00</b>		<b>\$400,000.00</b>		<b>\$0.00</b>	<b>\$400,000.00</b>

2024 – 2027 MTIP Project List (2 of 8)

Sponsor	Project Name	Project Description	Work Type	Perf. Meas.	RTP Project Number / Ref.	Air Quality Status	MTIP ID #	STIP Key	FFY	Phase	Federal Funding		Federal Req. Match		Total Fed+ Req Match	Other Funding		Total All Sources			
											\$	Source	\$	Source		\$	Source				
Coburg	N Coburg Industrial Way (Coburg)	Preservation of roadway surface to extend the useful life of the facility from 750ft north of Pearl St to Trail's End Park with new striping for bicycle lanes. Includes shared-use path along west side of N Coburg Industrial Way from Sarah Lane Connector to Wetland Park to promote the use of alternative forms of transportation. <i>*scope of K23058 added 11/23/22</i>	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			\$3,343.36
								21327	2025	CN	\$401,533.00	STBG Y230	\$45,957.25	Coburg	\$447,490.25			\$447,490.25			\$447,490.25
								21327	2025	CN	\$448,539.63	STBG Z230	\$51,337.37	Coburg	\$499,877.00			\$499,877.00			\$499,877.00
								21327	2025	CN	\$226,159.00	TA Y301	\$25,884.91	Coburg	\$252,043.91			\$252,043.91			\$252,043.91
							<b>TOTAL</b>				<b>\$1,347,029.63</b>		<b>\$154,173.57</b>		<b>\$1,501,203.20</b>	<b>\$2,000.00</b>		<b>\$1,503,203.20</b>			
Eugene	Bike Share Operations & Expansion (Eugene)	Support basic bike share operations for 2025 through 2027, lay out a plan for expanding access to the bike share system by adding to the number of bikes in the network, expand the network area, increase access to low income community members, improve outreach and marketing to provide transportation options.	TD,C	C	RTP Goal 1; Funding Considerations 5, 6, 7	EXEMPT / Other - Specific activities which do not involve or lead directly to construction (IAC conf 2/14/23)	230301	23420	2024	OT	\$600,000.00	STBG Y230	\$68,672.69	Eugene	\$668,672.69			\$668,672.69			
											<b>\$600,000.00</b>		<b>\$68,672.69</b>		<b>\$668,672.69</b>			<b>\$668,672.69</b>			
Eugene	Ferry St over SPRR, 4th, 6th, 7th Aves (City of Eugene)	Strengthen the existing bridge to maintain load rating for special hauling vehicles. Bridge 40056 (44.0544559, -123.086188)	BR	PN	RTP Goals 6,7	EXEMPT / Safety - Widening narrow pavements or reconstructing bridges (no additional lanes) (IAC conf 2/14/23)	230529	23121	2024	PE	\$421,731.00	STBG Y240	\$48,269.00	Eugene	\$470,000.00			\$470,000.00			
								23121	2024	CN	\$1,445,550.30	STBG Y240	\$165,449.70	Eugene	\$1,611,000.00			\$1,611,000.00			
											<b>\$1,867,281.30</b>		<b>\$213,718.70</b>		<b>\$2,081,000.00</b>	<b>\$0.00</b>		<b>\$2,081,000.00</b>			
Eugene	Division Avenue Roundabouts Corridor (Eugene)	Design and construct two roundabouts on Division Avenue (from River Road to 400 feet southeast of Lone Oak Way) to include additional speed reduction features, travel lane reductions, crossing improvements, and protected bike lanes. This roundabout project includes enhancements that support people walking and biking at this location that will increase safety. <i>*ARTS *KN22700 joined into this KN prior to MTIP adoption</i>	S	SC	RTP Goal 2	EXEMPT / Safety - Highway Safety Improvement Program implementation (IAC conf 2/14/23)	230506	22701	2024	PE	\$973,000.00	HSIP YS32	\$0.00	Eugene	\$973,000.00			\$973,000.00			
								22701	2025	RW	\$750,000.00	HSIP YS32	\$0.00	Eugene	\$750,000.00			\$750,000.00			
								22701	2026	CN	\$4,765,515.00	HSIP YS32	\$0.00	Eugene	\$4,765,515.00			\$4,765,515.00			
											<b>\$6,488,515.00</b>		<b>\$0.00</b>		<b>\$6,488,515.00</b>	<b>\$0.00</b>		<b>\$6,488,515.00</b>			
Eugene	SmartTrips: New Movers and Mobility Options (2025-2027)	Individualized marketing to reduce drive-alone trips and increase biking, walking, public transit and other transportation options focusing on people new to the community. Includes surveys to gather essential information about transportation behavior and awareness of resources.	TD,C	C	RTP Goal 1; Funding Considerations 5, 6, 7	EXEMPT / Other - Specific activities which do not involve or lead directly to construction (IAC conf 2/14/23)	221013	22778	2025	OT	\$600,000.00	CMAQ Y400	68,672.68	Eugene	\$668,672.68			\$668,672.68			
											<b>\$600,000.00</b>		<b>\$68,672.68</b>		<b>\$668,672.68</b>			<b>\$668,672.68</b>			
Eugene	Coburg Rd: Crescent Ave - Ferry St Br Multimodal Plan (Eug)	Develop a multimodal plan for Coburg Road from Ferry Street Bridge to Crescent Avenue. Develop a design concept for the street to function better for all modes with an emphasis on walking, biking and buses. Enhanced safety for all modes, reduce congestion, and increase reliability of bus service.	PL	SC	RTP page151	EXEMPT / Other - Planning and Technical Studies (IAC conf 2/14/23)	221012	22779	2027	PL	\$400,000.00	TA Y301	\$45,781.79	Eugene	\$445,781.79			\$445,781.79			
											<b>\$400,000.00</b>		<b>\$45,781.79</b>		<b>\$445,781.79</b>			<b>\$445,781.79</b>			
Eugene	Bailey Hill Rd and Bertelsen Rd roundabout (Eugene)	Project will construct a roundabout with accompanying bicycle and pedestrian facilities at the intersection of Bailey Hill Rd and Bertelsen Rd to reduce vehicle speeds at the intersection and continuing on to more dense areas of Eugene.	S	SC	315; RTP Goal 1; Funding Consideration 1, 5	EXEMPT / Safety - Projects that correct, improve, or eliminate a hazardous location or feature (IAC conf 2/14/23)	221007	22780	2023	PE	\$300,000.00	STBG Y230	\$34,336.34	Eugene	\$334,336.34			\$334,336.34			
								22780	2026	RW	\$200,000.00	STBG Y230	\$22,890.89	Eugene	\$222,890.89			\$222,890.89			
								22780	2027	CN	\$850,000.00	STBG Y230	\$97,286.30	Eugene	\$947,286.30			\$947,286.30			
											<b>\$1,350,000.00</b>		<b>\$154,513.53</b>		<b>\$1,504,513.53</b>			<b>\$1,504,513.53</b>			
Eugene	Goodpasture Island Rd Bridge seismic retrofit (Eugene)	Project will strengthen the existing bridge on Goodpasture Island Rd over the Delta Highway (bridge number 09359) to reduce the structure's vulnerability during a seismic event.	BR	--	RTP Goal 2, 7	EXEMPT / Safety - Projects that correct, improve, or eliminate a hazardous location or feature (IAC conf 2/14/23)	221006	22781	2025	PE	\$570,894.00	STBG Y230	\$65,341.37	Eugene	\$636,235.37			\$636,235.37			
								22781	2026	RW	\$8,973.00	STBG Y230	\$1,027.00	Eugene	\$10,000.00			\$10,000.00			
								22781	2027	CN	\$2,012,064.00	STBG Y230	\$230,289.73	Eugene	\$2,242,353.73			\$2,242,353.73			
											<b>\$2,591,931.00</b>		<b>\$296,658.10</b>		<b>\$2,888,589.10</b>			<b>\$2,888,589.10</b>			
Eugene	Franklin Blvd a Partnership to Rebuild and Revive a Corridor	The Franklin Boulevard Transformation project will provide a multi-modal complete street across both cities of Eugene and Springfield to better serve the facility's users. From 11th Ave in Eugene to Mississippi Ave in Springfield. Work includes repaving the street, reduce travel lanes, construct bikeways on both sides of the street, construct a dedicated bus lane, add roundabouts to key intersections, and reconstruct sidewalks and sidewalk access ramps. The project will also include traffic signal work at select intersections, lighting, stormwater facilities, and landscaping	S,C, BP, PR	SCPN	830	EXEMPT / Safety - Pavement resurfacing and/or rehabilitation; lighting improvements; Air Quality - bicycle and pedestrian facilities <i>*see NEPA Air Quality Report of 08-17-16 (IAC conf 2/14/23)</i>	220401	22596	2023	PE	\$2,000,000.00	RAISE	\$500,000.00	Eug/Spr	\$2,500,000.00	\$500,000.00	Eug/Spr	\$3,000,000.00			
								22596	2023	RW	\$1,700,000.00	RAISE	\$425,000.00	Eug/Spr	\$2,125,000.00	\$375,000.00	Eug/Spr	\$2,500,000.00			
								22596	2023	UR	\$330,000.00	RAISE	\$82,500.00	Springfield	\$412,500.00	\$87,500.00	Springfield	\$500,000.00			
								22596	2024	CN	\$17,000,000.00	RAISE	\$4,250,000.00	Eug/Spr	\$21,250,000.00	\$4,230,000.00	Eug/Spr	\$25,480,000.00			
								22596	2024	CN	\$1,967,610.00	STBG Y230	\$225,201.77	Eugene	\$2,192,811.77			\$2,192,811.77			
								22596	2024	CN	\$1,607,390.00	CMAQ Y400	\$183,972.98	Eugene	\$1,791,362.98			\$1,791,362.98			
											<b>\$24,605,000.00</b>		<b>\$5,666,674.75</b>		<b>\$30,271,674.75</b>	<b>\$5,192,500.00</b>		<b>\$35,464,174.75</b>			



2024 – 2027 MTIP Project List (3 of 8)

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

2024 – 2027 MTIP Project List (4 of 8)

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



2024 – 2027 MTIP Project List (5 of 8)

Sponsor	Project Name	Project Description	Work Type	Perf. Meas.	RTP Project Number / Ref.	Air Quality Status	MTIP ID #	STIP Key	FFY	Phase	Federal Funding		Federal Req. Match		Total Fed+ Req Match	Other Funding		Total All Sources
											\$	Source	\$	Source	\$	Source	\$	Source
Lane Transit District	Enhanced Mobility E&D (5310) - LTD FY26	Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.	TC	T	RTP Goal 1,4	EXEMPT / Mass Transit - Operating assistance to transit agencies (IAC conf 2/14/23)	230531	23024	2026	OT	\$1,341,133.29	SWTR 5310	\$153,498.71	LTD	\$1,494,632.00			\$1,494,632.00
								<b>TOTAL</b>		<b>\$1,341,133.29</b>		<b>\$153,498.71</b>		<b>\$1,494,632.00</b>	<b>\$0.00</b>		<b>\$1,494,632.00</b>	
Lane Transit District	Enhanced Mobility E&D (5310) - LTD FY27	Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.	TC	T	RTP Goal 1,4	EXEMPT / Mass Transit - Operating assistance to transit agencies (IAC conf 2/14/23)	230530	23039	2027	OT	\$1,341,133.29	SWTR 5310	\$153,498.71	LTD	\$1,494,632.00			\$1,494,632.00
								<b>TOTAL</b>		<b>\$1,341,133.29</b>		<b>\$153,498.71</b>		<b>\$1,494,632.00</b>	<b>\$0.00</b>		<b>\$1,494,632.00</b>	
Lane Transit District	Fixed Route Bus Replacement 2027 LTD (5339)	Replacement of vehicles that have met their useful life to improve safety and reliability of transit service using FTA 5339(a) funding.	TC	T	1110	EXEMPT / Mass Transit - Purchase of new buses to replace existing vehicles or for minor expansions of the fleet. (IAC conf 2/14/23)	230509	23114	2027	OT	\$2,268,448.50	5339	\$567,112.13	LTD	\$2,835,560.63			\$2,835,560.63
								<b>TOTAL</b>		<b>\$2,268,448.50</b>		<b>\$567,112.13</b>		<b>\$2,835,560.63</b>	<b>\$0.00</b>		<b>\$2,835,560.63</b>	
Lane Transit District	Fixed Route Bus Replacement 2027 LTD (5337)	Replacement of vehicles that have met their useful life to improve safety and reliability of transit service using FTA 5337 funding.	TC	T	1110	EXEMPT / Mass Transit - Purchase of new buses to replace existing vehicles or for minor expansions of the fleet. (IAC conf 2/14/23)	230510	23115	2027	OT	\$4,943,721.00	5337	\$1,235,930.25	LTD	\$6,179,651.25			\$6,179,651.25
								<b>TOTAL</b>		<b>\$4,943,721.00</b>		<b>\$1,235,930.25</b>		<b>\$6,179,651.25</b>	<b>\$0.00</b>		<b>\$6,179,651.25</b>	
Lane Transit District	ADA Bus Replacement 2027 LTD (5310)	Replacement of vehicles that have met their useful life to improve safety and reliability of transit service using FTA 5310 funding.	TC	T	1110	EXEMPT / Mass Transit - Purchase of new buses to replace existing vehicles or for minor expansions of the fleet. (IAC conf 2/14/23)	230511	23116	2027	OT	\$1,212,069.00	5310	\$0.00	LTD	\$1,212,069.00	\$2,521,631.00	Formula STIF	\$3,733,700.00
								<b>TOTAL</b>		<b>\$1,212,069.00</b>		<b>\$0.00</b>		<b>\$1,212,069.00</b>	<b>\$2,521,631.00</b>		<b>\$3,733,700.00</b>	
Lane Transit District	Glenwood Transit Facilities Treatments, LTD (5307)	Roof replacement, seismic upgrades, mechanical upgrades, system upgrades, and electrical rehabilitation of LTD's Glenwood Facility at 3500 E 17th Ave in Eugene to benefit safety, transit operations and services.	T	TR	RTP Goal 1,6,7	EXEMPT / Mass Transit - Reconstruction or renovation of transit buildings and structures. (IAC conf 2/14/23)	230512	23208	2026	PE	\$599,976.00	5307	\$149,994.00	LTD	\$749,970.00			\$749,970.00
								23208	2026	UR	\$29,952.00	5307	\$7,488.00	LTD	\$37,440.00			\$37,440.00
								23208	2026	CN	\$2,475,096.00	5307	\$618,774.00	LTD	\$3,093,870.00			\$3,093,870.00
								23208	2026	OT	\$14,976.00	5307	\$3,744.00	LTD	\$18,720.00			\$18,720.00
								<b>TOTAL</b>		<b>\$3,120,000.00</b>		<b>\$780,000.00</b>		<b>\$3,900,000.00</b>	<b>\$0.00</b>		<b>\$3,900,000.00</b>	
Lane Transit District	LTD Preventive Maintenance 2025 (5307)	LTD's ongoing preventive maintenance program to extend useful life of current assets using FTA 5307 funds.	T	T	RTP Goal 6,7	EXEMPT / Mass Transit - Operating assistance to transit agencies (IAC conf 2/14/23)	230513	23210	2025	OT	\$4,200,000.00	5307	\$1,050,000.00	LTD	\$5,250,000.00			\$5,250,000.00
								<b>TOTAL</b>		<b>\$4,200,000.00</b>		<b>\$1,050,000.00</b>		<b>\$5,250,000.00</b>	<b>\$0.00</b>		<b>\$5,250,000.00</b>	
Lane Transit District	LTD Preventive Maintenance 2026 (5307)	LTD's ongoing preventive maintenance program to extend useful life of current assets using FTA 5307 funds.	T	T	RTP Goal 6,7	EXEMPT / Mass Transit - Operating assistance to transit agencies (IAC conf 2/14/23)	230520	23212	2026	OT	\$4,200,000.00	5307	\$1,050,000.00	LTD	\$5,250,000.00			\$5,250,000.00
								<b>TOTAL</b>		<b>\$4,200,000.00</b>		<b>\$1,050,000.00</b>		<b>\$5,250,000.00</b>	<b>\$0.00</b>		<b>\$5,250,000.00</b>	
Lane Transit District	LTD Preventive Maintenance 2027 (5307)	LTD's ongoing preventive maintenance program to extend useful life of current assets using FTA 5307 funds.	T	T	RTP Goal 6,7	EXEMPT / Mass Transit - Operating assistance to transit agencies (IAC conf 2/14/23)	230521	23213	2027	OT	\$4,200,000.00	5307	\$1,050,000.00	LTD	\$5,250,000.00			\$5,250,000.00
								<b>TOTAL</b>		<b>\$4,200,000.00</b>		<b>\$1,050,000.00</b>		<b>\$5,250,000.00</b>	<b>\$0.00</b>		<b>\$5,250,000.00</b>	
Lane Transit District	LTD Associated Capital Maintenance 2025 (5307)	Replacement of major bus components to extend useful life of current assets using FTA 5307 funds.	T	T	RTP Goal 6,7	EXEMPT / Mass Transit - Rehabilitation of transit vehicles. (IAC conf 2/14/23)	230514	23214	2025	OT	\$702,240.00	5307	\$175,560.00	LTD	\$877,800.00			\$877,800.00
								<b>TOTAL</b>		<b>\$702,240.00</b>		<b>\$175,560.00</b>		<b>\$877,800.00</b>	<b>\$0.00</b>		<b>\$877,800.00</b>	
Lane Transit District	LTD Associated Capital Maintenance 2026 (5307)	Replacement of major bus components to extend useful life of current assets using FTA 5307 funds.	T	T	RTP Goal 6,7	EXEMPT / Mass Transit - Rehabilitation of transit vehicles. (IAC conf 2/14/23)	230522	23216	2026	OT	\$702,240.00	5307	\$175,560.00	LTD	\$877,800.00			\$877,800.00
								<b>TOTAL</b>		<b>\$702,240.00</b>		<b>\$175,560.00</b>		<b>\$877,800.00</b>	<b>\$0.00</b>		<b>\$877,800.00</b>	
Lane Transit District	LTD Associated Capital Maintenance 2027 (5307)	Replacement of major bus components to extend useful life of current assets using FTA 5307 funds.	T	T	RTP Goal 6,7	EXEMPT / Mass Transit - Rehabilitation of transit vehicles. (IAC conf 2/14/23)	230523	23217	2027	OT	\$702,240.00	5307	\$175,560.00	LTD	\$877,800.00			\$877,800.00
								<b>TOTAL</b>		<b>\$702,240.00</b>		<b>\$175,560.00</b>		<b>\$877,800.00</b>	<b>\$0.00</b>		<b>\$877,800.00</b>	
Lane Transit District	LTD EmX Franklin & Gateway Station Treatments (5337)	EmX platforms along Franklin and at Gateway Station will be changed for purposes of passenger safety, comfort, and accessibility while furthering LTD's sustainability goals. Treatments may include but not be limited to repainting structures, installing new signage, repairs and replacement to hardscapes, and rehabilitating furniture and shelters.	T	TR	1115	EXEMPT / Mass Transit - Reconstruction or renovation of transit buildings and structures; Construction of small passenger shelters and information kiosks. (IAC conf 2/14/23)	230515	23220	2026	PE	\$307,680.00	5337	\$76,920.00	LTD	\$384,600.00			\$384,600.00
								23220	2026	CN	\$1,284,640.00	5337	\$321,160.00	LTD	\$1,605,800.00			\$1,605,800.00
								23220	2026	OT	\$7,680.00	5337	\$1,920.00	LTD	\$9,600.00			\$9,600.00
								<b>TOTAL</b>		<b>\$1,600,000.00</b>		<b>\$400,000.00</b>		<b>\$2,000,000.00</b>	<b>\$0.00</b>		<b>\$2,000,000.00</b>	
Lane Transit District	LTD RideSource Facility Expansion (5307)	This project will increase parking capacity for paratransit and employee vehicles and expand the RideSource operational/administrative building at 240 Garfield St in Eugene to better meet the needs of the community.	T	T	RTP Goal 1	EXEMPT / Mass Transit - Reconstruction or renovation of transit buildings and structures. (IAC conf 2/14/23)	230516	23223	2027	PE	\$153,840.00	5307	\$38,460.00	LTD	\$192,300.00			\$192,300.00
								23223	2027	UR	\$7,680.00	5307	\$1,920.00	LTD	\$9,600.00			\$9,600.00
								23223	2027	CN	\$634,640.00	5307	\$158,660.00	LTD	\$793,300.00			\$793,300.00
								23223	2027	OT	\$3,840.00	5307	\$960.00	LTD	\$4,800.00			\$4,800.00
								<b>TOTAL</b>		<b>\$800,000.00</b>		<b>\$200,000.00</b>		<b>\$1,000,000.00</b>	<b>\$0.00</b>		<b>\$1,000,000.00</b>	

2024 – 2027 MTIP Project List (6 of 8)

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

2024 – 2027 MTIP Project List (7 of 8)

Sponsor	Project Name	Project Description	Work Type	Perf. Meas.	RTP Project Number / Ref.	Air Quality Status	MTIP ID #	STIP Key	FFY	Phase	Federal Funding		Federal Req. Match		Total Fed+ Req	Other Funding		Total All
											\$	Source	\$	Source	Match	\$	Source	Sources
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	
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	
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 &amp; 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	
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) Locations in CLMPO are OR-569 exits 5,6,7,8,9,12 <i>*includes other locations outside CLMPO</i>	S	S	RTP Goal 2	EXEMPT / Safety - Highway Safety Improvement Program implementation (IAC conf 2/14/23)	230520	22723	2023	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	
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	
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	
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	
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	\$556,326.00	STBG Z230	\$63,674.00	Springfield	\$620,000.00			\$620,000.00
								22352	2025	RW	\$80,757.00	STBG Z230	\$9,243.00	Springfield	\$90,000.00			\$90,000.00
								22352	2025	CN	\$3,403,428.00	STBG Z230	\$389,537.56	Springfield	\$3,792,965.56			\$3,792,965.56
								22352	2025	CN	\$185,772.00	STBG Z230	\$21,262.44	Springfield	\$207,034.44			\$207,034.44
								<b>TOTAL</b>			<b>\$4,226,283.00</b>		<b>\$483,717.00</b>		<b>\$4,710,000.00</b>		<b>\$0.00</b>	
Springfield	Mill Street: S. A Street to Centennial Boulevard (Springfield)	Repave roadway to create a smoother driving surface and make ADA upgrades. Complete reconstruction from Main St to Centennial Blvd. Decorative lighting from Main St to A St, replacement of sanitary sewer line, lateral lining, complete replacement of storm water line, adding bicycle facilities, adding traffic calming measures.	M	SC	837	EXEMPT / Safety - Pavement resurfacing and/or rehabilitation (IAC conf 4/26/20)	180903	21393	2020	PL	\$0.00	ACPO Z230	\$0.00	Springfield	\$0.00			\$0.00
								21393	2020	PE	\$1,553,567.56	ACPO Z230	\$177,812.76	Springfield	\$1,731,380.32			\$1,731,380.32
								21393	2020	PE	\$53,838.00	STBG Y240	\$6,162.00	ODOT	\$60,000.00			\$60,000.00
								21393	2023	RW	\$89,730.00	STBG Z230	\$10,270.00	Springfield	\$100,000.00	\$150,000.00	Springfield	\$250,000.00
								21393	2024	CN	\$1,951,647.99	STBG Z230	\$223,374.84	Springfield	\$2,175,022.83	\$4,996,250.29	Springfield	\$7,171,273.12
								21393	2024	CN	\$231,350.69	STBG Y240	\$26,479.12	ODOT	\$257,829.81			\$257,829.81
								21393	2024	CN	\$859,263.60	STBG Y230	\$98,346.56	Springfield	\$957,610.16			\$957,610.16
<b>TOTAL</b>			<b>\$4,739,397.84</b>		<b>\$542,445.28</b>		<b>\$5,281,843.12</b>		<b>\$5,146,250.29</b>		<b>\$10,428,093.41</b>							

## 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):

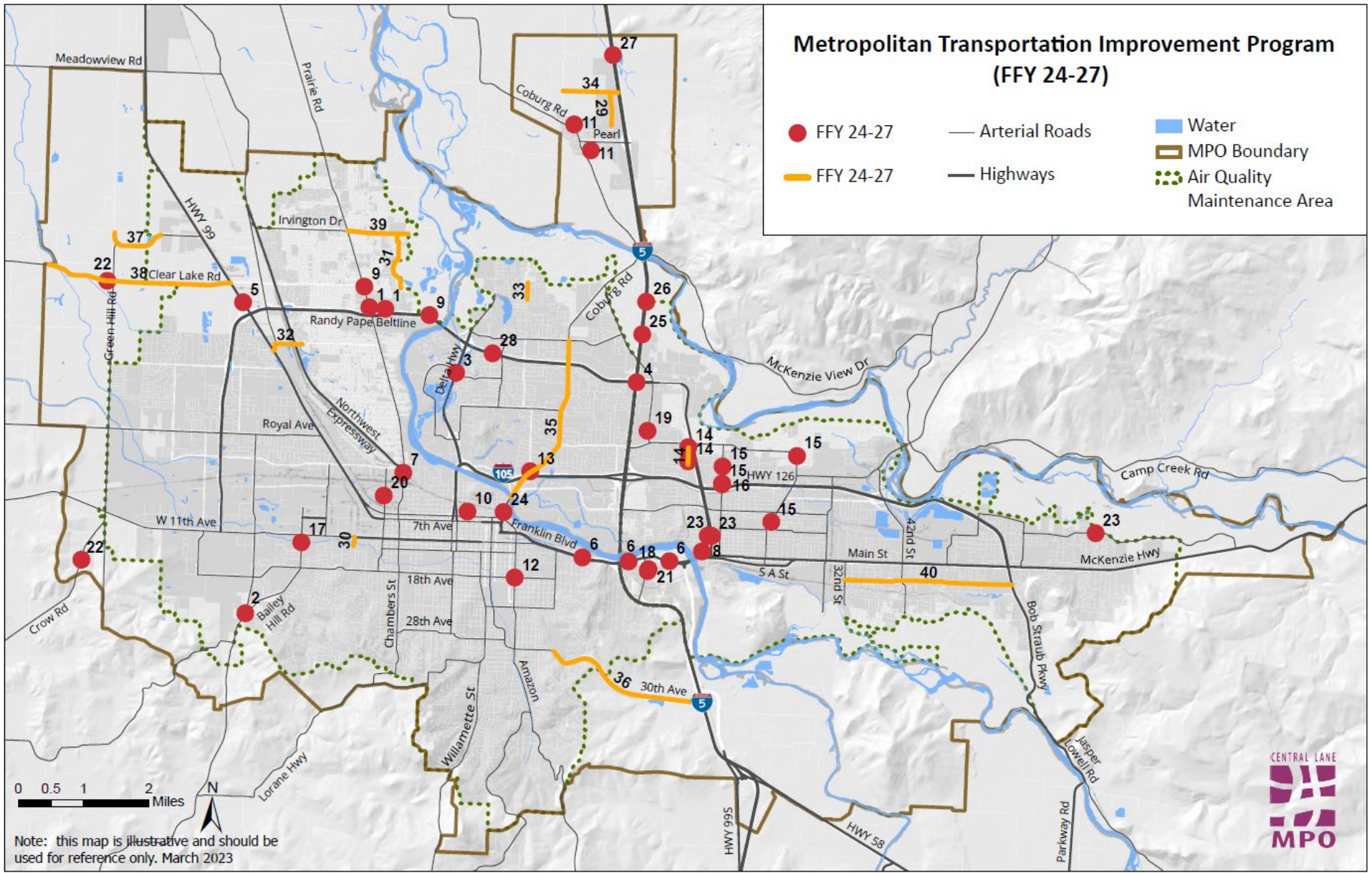
- 1 Transportation Choices
- 2 Safety, Security, and Resiliency
- 3 Healthy People and Environment
- 4 Equity
- 5 Economic Vitality
- 6 Reliability and Efficiency
- 7 System Asset Preservation

### 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 PM<sub>10</sub> conformity criteria and therefore, I concur with your conclusion that the conformity determination is not required to satisfy the PM<sub>10</sub> criteria for regional emissions analysis. The preamble for the federal rule, however, does not allow for relief from project level analysis. The projects within the PM<sub>10</sub> 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,

A handwritten signature in cursive that reads "Jim McCormick".

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 (PM<sub>10</sub>), effective June 10, 2013 (78 FR 21547). With the approved LMP, the CLMPO is not required to complete regional emissions analysis, however all other transportation conformity requirements still apply (40 CFR 93.109(b)).

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 -08'00'

---

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 (PM<sub>10</sub>), effective June 10, 2013 (78 FR 21547). With the approved LMP, the CLMPO is not required to complete regional emissions analysis, however all other transportation conformity requirements still apply (40 CFR 93.109(b)).

FHWA and FTA have completed a review of the Central Lane Metropolitan Planning Organization (CLMPO) conformity determination for the 2021-2024 MTIP, adopted by the Metropolitan Policy Committee (MPC) on May 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 Conformity<sup>4</sup> – Localized PM<sub>10</sub> 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 PM<sub>10</sub> 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 example<sup>5</sup>:

- 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

---

<sup>4</sup> Transportation Conformity Guidance for Quantitative Hot-Spot Analyses in PM<sub>2.5</sub> and PM<sub>10</sub> 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.

<sup>5</sup> Project Level Conformity Hot-Spot Analysis (Highways), FHWA Resource Center, [https://www.fhwa.dot.gov/resourcecenter/teams/airquality/plc\\_hotspotanalysis.cfm](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<sub>2.5</sub> or PM<sub>10</sub> 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.

**RESOLUTION 2023-03**

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

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

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

**WHEREAS**, the development of an MTIP that delineates the funded activities over multiple fiscal years is among the major requirements of the Metropolitan Transportation Planning Process; and

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

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

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

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

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

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

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

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

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

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

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

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

**ATTEST:**

\_\_\_\_\_  
Steve Moe , Chair  
Metropolitan Policy Committee

\_\_\_\_\_  
Brendalee Wilson, Executive Director  
Lane Council of Governments





# **MTIP**

## **2024 - 2027**

Federal Fiscal Years

Adoption Anticipated May 4, 2023

Central Lane Metropolitan Planning Organization



Central Lane MPO

Metropolitan Transportation Improvement Program  
Federal FY 2024 through Federal FY 2027

Published by  
Lane Council of Governments  
859 Willamette Street, Suite 500  
Eugene, Oregon 97401-2910  
(541) 682-4283  
[www.lcog.org](http://www.lcog.org)  
[www.thempo.org](http://www.thempo.org)

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



*[insert signed MPO resolution]*

*[insert signed Governor's letter]*

*[insert USDOT acceptance]*

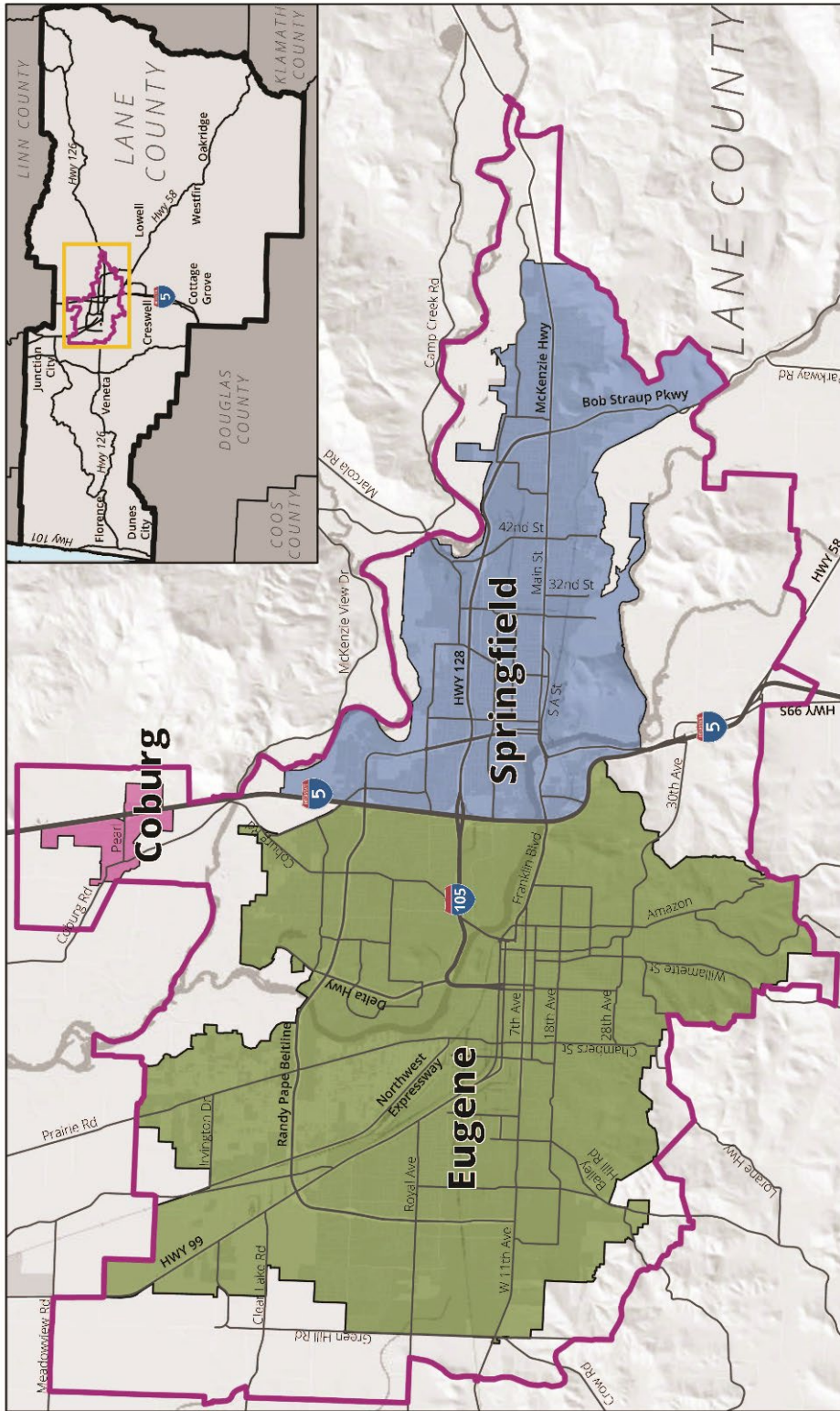
## List of Acronyms

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



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

# Map of the Central Lane MPO



## Central Lane MPO Area

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



## Legend

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



**CONTENTS**

INTRODUCTION – What is the MTIP? ..... 1

DEVELOPMENT AND MODIFICATION OF THE MTIP ..... 2

    REVISIONS & PROJECT MODIFICATIONS..... 7

PUBLIC INVOLVEMENT..... 9

PERFORMANCE BASED PLANNING AND PROGRAMMING ..... 12

HOW THE MTIP HELPS ACHIEVE THE PERFORMANCE TARGETS ..... 14

PROJECT LIST ..... 20

FTA SECTION 5307 PROGRAM OF PROJECTS FFY 2024-2027 ..... 32

PROJECT MAP..... 34

DEMONSTRATION OF FINANCIAL CONSTRAINT ..... 37

THE PREVIOUS MTIP ..... 41

APPENDIX A: Funding Application ..... 44

APPENDIX B: Transportation Committees of the Central Lane MPO ..... 51

APPENDIX C: Air Quality Conformity..... 52

APPENDIX D: Environmental Justice and Title VI..... 55

APPENDIX E: Public Comments..... 58

APPENDIX F: Title 23 CFR 450.326 ..... 78

*page intentionally left blank*

## INTRODUCTION – What is the MTIP?

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

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

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

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

---

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

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

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

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

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

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

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

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

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

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

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

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

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

---

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

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

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

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

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

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

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



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

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

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

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

### **Off-Cycle Programming**

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

### **ELIGIBLE PROJECTS**

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

---

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



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

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

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

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

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

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

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

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

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

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

### **Design and Construction Standards**

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

### **Project Size**

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

---

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

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

## **Matching Funds**

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

## **REVISIONS & PROJECT MODIFICATIONS**

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

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

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

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

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

## Federal Amendment Matrix

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

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

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

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

## MPO TIP Approval Matrix

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

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

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

## PUBLIC INVOLVEMENT

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

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

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

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

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

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

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

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

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

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

---

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

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

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

## PERFORMANCE BASED PLANNING AND PROGRAMMING

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

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

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

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

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

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

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

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

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



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

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

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

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

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

Transit Asset Management Measures	Target
Equipment - Automobiles	8%

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

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

## HOW THE MTIP HELPS ACHIEVE THE PERFORMANCE TARGETS

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

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

### Pavement and Bridge Condition Targets

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

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

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

#### System Performance Targets

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

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

#### Interstate Freight Movement Reliability Targets

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

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

#### Congestion Mitigation and Air Quality Targets

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

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

### Roadway Safety Targets

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

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

### Transit Asset Management Targets

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

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

### Transit Safety Targets

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

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

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

### **Surface Transportation Projects**

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

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

### **Regionally Significant Projects**

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

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

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

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

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

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

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

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

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

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

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

---

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

ODOT submits their discretionary projects to be implemented within the four-year time frame of the MTIP, through the processes established for the development of the STIP. The State uses its federal funds as well as state funds for transportation projects within the MPO area. Some are used on the state highway system; others are grants awarded for specific projects subject to the originating source program's rules. These and all other projects to be included in the MTIP are subject to MPO approval.

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

## PROJECT LIST

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

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

### Description of Project Listings

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

### **RTP Goals**

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

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

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

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

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

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

Preliminary Engineering/Design (PE): engineers investigate the range of design alternatives and specific elements that are to be included in the project through basic engineering work, data collection, and environmental analyses; this phase may include public outreach and input.

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

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

Construction (CN): construction work is accomplished. It does not start until the project bid has been advertised, a bid opening occurs, and a contract is awarded. Bonds, insurance, and subcontractor compliance requirements must be met.

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

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

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

2024 – 2027 MTIP Project List (1 of 8)

Sponsor	Project Name	Project Description	Work Type	Perf. Meas.	RTP Project Number / Ref.	Air Quality Status	MTIP ID #	STIP Key	FFY	Phase	Federal Funding		Federal Req. Match		Total Fed+ Req Match	Other Funding		Total All Sources
											\$	Source	\$	Source		\$	Source	
LCOG	Central Lane MPO planning SFY25	Central Lane MPO planning funds for Federal fiscal year 2024. Projects will be selected in the future through the MPO process.	PL	--	Not Applicable	EXEMPT / Other-Planning and Technical Studies (IAC conf 4/26/20)	191003	21864	2024	PL	\$565,509.87	PL Y450	\$64,725.13	ODOT	\$630,235.00			\$630,235.00
								21864	2024	PL	\$169,812.00	5303 21MP	\$19,435.75	LTD	\$189,247.75			\$189,247.75
									<b>TOTAL</b>		<b>\$735,321.87</b>		<b>\$84,160.88</b>		<b>\$819,482.75</b>	<b>\$0.00</b>	<b>\$819,482.75</b>	
LCOG	Central Lane MPO planning SFY26	Planning funds for projects identified in state fiscal year 2026 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).	PL	--	Not Applicable	EXEMPT / Other-Planning and Technical Studies (IAC conf 2/14/23)	230501	22891	2025	PL	\$747,349.97	PL Y450	\$85,537.55	ODOT	\$832,887.52			\$832,887.52
								22891	2025	PL	\$281,216.64	5303 21MP	\$32,186.50	LTD	\$313,403.14			\$313,403.14
									<b>TOTAL</b>		<b>\$1,028,566.61</b>		<b>\$117,724.05</b>		<b>\$1,146,290.66</b>	<b>\$0.00</b>	<b>\$1,146,290.66</b>	
LCOG	Central Lane MPO planning SFY27	Planning funds for projects identified in state fiscal year 2027 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).	PL	--	Not Applicable	EXEMPT / Other-Planning and Technical Studies (IAC conf 2/14/23)	230502	22895	2026	PL	\$747,121.16	PL Y450	\$85,511.36	ODOT	\$832,632.52			\$832,632.52
								22895	2026	PL	\$293,246.93	5303 21MP	\$33,563.42	LTD	\$326,810.35			\$326,810.35
									<b>TOTAL</b>		<b>\$1,040,368.09</b>		<b>\$119,074.78</b>		<b>\$1,159,442.87</b>	<b>\$0.00</b>	<b>\$1,159,442.87</b>	
LCOG	Central Lane MPO planning SFY28	Planning funds for projects identified in state fiscal year 2028 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).	PL	--	Not Applicable	EXEMPT / Other-Planning and Technical Studies (IAC conf 2/14/23)	230503	22897	2027	PL	\$746,890.28	PL Y450	\$85,484.93	ODOT	\$832,375.21			\$832,375.21
								22897	2027	PL	\$305,671.45	5303 21MP	\$34,985.46	LTD	\$340,656.91			\$340,656.91
									<b>TOTAL</b>		<b>\$1,052,561.73</b>		<b>\$120,470.39</b>		<b>\$1,173,032.12</b>	<b>\$0.00</b>	<b>\$1,173,032.12</b>	
LCOG	STBG-Urban allocation FFY25-27 - Eugene	Surface Transportation Block Grant Program-Urban (STBG-U) funding for the Eugene TMA to use on projects to be determined through their project selection process. Comprised of funding from FY25, 26 and 27 allocations. Includes funding reserved each year for regional planning, regional transportation demand management, and electronic transportation improvement program licensing	--	--	Not Applicable	Not Applicable (IAC conf 2/14/23)	230504	22759	2027	OT	\$4,338,044.00	STBG Y230	\$496,508.54	TBD	\$4,834,552.54			\$4,834,552.54
									<b>TOTAL</b>		<b>\$4,338,044.00</b>		<b>\$496,508.54</b>		<b>\$4,834,552.54</b>	<b>\$0.00</b>	<b>\$4,834,552.54</b>	
LCOG	STBG-Urban allocation FFY22-24 - Eugene	Surface Transportation Block Grant Program-Urban (STBG-U) funding for the Eugene TMA to use on projects to be determined through their project selection process. Comprised of funding from FY22, 23 and 24 allocations.	--	--	Not Applicable	Not Applicable (IAC conf 4/26/20)	200501	22253	2024	OT	\$2,309,149.17	STBG Z230	\$264,292.46	TBD	\$2,573,441.63			\$2,573,441.63
									<b>TOTAL</b>		<b>\$2,309,149.17</b>		<b>\$264,292.46</b>		<b>\$2,573,441.63</b>	<b>\$0.00</b>	<b>\$2,573,441.63</b>	
LCOG	TA allocation FFY25, 26 and 27 - Eugene	Transportation Alternatives - Urban (TAP-U) funding for the Eugene TMA to use on projects to be determined through their project selection process. Includes FY2025, 2026, and 2027 allocations. Includes funding reserved each year for regional safe routes to school	--	--	Not Applicable	Not Applicable (IAC conf 2/14/23)	230505	22762	2027	OT	\$793,782.32	TA Y301	\$90,851.93	TBD	\$884,634.25			\$884,634.25
									<b>TOTAL</b>		<b>\$793,782.32</b>		<b>\$90,851.93</b>		<b>\$884,634.25</b>	<b>\$0.00</b>	<b>\$884,634.25</b>	
LCOG	TA allocation FFY22, 23 and 24 - Eugene	Transportation Alternatives - Urban (TAP-U) funding for the Eugene TMA to use on projects to be determined through their project selection process. Includes 2022, 2023, and 2024 funding.	--	--	Not Applicable	Not Applicable (IAC conf 11/3/21)	200502	22254	2024	OT	\$542,171.41	TA Z301	\$62,053.94	TBD	\$604,225.35			\$604,225.35
									<b>TOTAL</b>		<b>\$542,171.41</b>		<b>\$62,053.94</b>		<b>\$604,225.35</b>	<b>\$0.00</b>	<b>\$604,225.35</b>	
LCOG	CMAQ allocation for FY22, 23 and 24 (Eugene)	Congestion Mitigation and Air Quality improvements program (CMAQ) funding, projects to be determined through CLMPO project selection process. *\$329,822.96 CMAQ added March 2022 from canceled K21171	--	C	Not Applicable	Not Applicable (IAC conf 4/26/20)	200503	22255	2024	OT	\$1,118,916.37	CMAQ Z400	\$128,064.99	TBD	\$1,246,981.36			\$1,246,981.36
									<b>TOTAL</b>		<b>\$1,118,916.37</b>		<b>\$128,064.99</b>		<b>\$1,246,981.36</b>	<b>\$0.00</b>	<b>\$1,246,981.36</b>	
LCOG	Regional bicycle enhancements (CLMPO)	Regional bicycle improvements including bicycle parking, bicycle repair stations, an e-bike loaner program, and maintenance of electronic bike lockers to promote transportation options.	TD	C	RTP Objective 2, 7; TDM Policy 1	EXEMPT / Air Quality - Bicycle and Pedestrian facilities (IAC conf 2/14/23)	200703	22338	2023	PL	\$22,432.50	STBG Y230	\$2,567.50	LCOG	\$25,000.00			\$25,000.00
								22338	2023	PE	\$50,054.09	STBG Y230	\$5,728.91	LCOG	\$55,783.00			\$55,783.00
								22338	2024	CN	\$53,013.38	STBG Y230	\$6,067.62	LCOG	\$59,081.00			\$59,081.00
								22338	2023	OT	\$11,880.25	STBG Y230	\$1,359.75	LCOG	\$13,240.00			\$13,240.00
	<b>TOTAL</b>		<b>\$137,380.22</b>		<b>\$15,723.78</b>		<b>\$153,104.00</b>	<b>\$0.00</b>	<b>\$153,104.00</b>									
Coburg	East-West Connector Feasibility Study (Coburg)	Study to determine the feasibility and potential alignment of a new east-west freight and commuter connection between North Coburg Rd and Interstate 5, north of the City of Coburg. Such a connector would help mitigate safety and mobility concerns in Coburg's historic downtown.	PL	SC	Listed in RTP p151	Not Applicable - Outside PM10 air quality maintenance area (IAC conf 2/14/23)	221001	22679	2026	PL	\$358,920.00	STBG Y230	\$41,080.00	Coburg	\$400,000.00			\$400,000.00
									<b>TOTAL</b>		<b>\$358,920.00</b>		<b>\$41,080.00</b>		<b>\$400,000.00</b>	<b>\$0.00</b>	<b>\$400,000.00</b>	

2024 – 2027 MTIP Project List (2 of 8)

Sponsor	Project Name	Project Description	Work Type	Perf. Meas.	RTP Project Number / Ref.	Air Quality Status	MTIP ID #	STIP Key	FFY	Phase	Federal Funding		Federal Req. Match		Total Fed+ Req	Other Funding		Total All Sources			
											\$	Source	\$	Source	Match	\$	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. <i>*scope of K23058 added 11/23/22</i>	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			\$3,343.36
								21327	2025	CN	\$401,533.00	STBG Y230	\$45,957.25	Coburg	\$447,490.25			\$447,490.25			\$447,490.25
								21327	2025	CN	\$448,539.63	STBG Z230	\$51,337.37	Coburg	\$499,877.00			\$499,877.00			\$499,877.00
								21327	2025	CN	\$226,159.00	TA Y301	\$25,884.91	Coburg	\$252,043.91			\$252,043.91			\$252,043.91
							<b>TOTAL</b>			<b>\$1,347,029.63</b>		<b>\$154,173.57</b>		<b>\$1,501,203.20</b>	<b>\$2,000.00</b>		<b>\$1,503,203.20</b>				
Eugene	Bike Share Operations & Expansion (Eugene)	Support basic bike share operations for 2025 through 2027, lay out a plan for expanding access to the bike share system by adding to the number of bikes in the network, expand the network area, increase access to low income community members, improve outreach and marketing to provide transportation options.	TD,C	C	RTP Goal 1; Funding Considerations 5, 6, 7	EXEMPT / Other - Specific activities which do not involve or lead directly to construction (IAC conf 2/14/23)	230301	23420	2024	OT	\$600,000.00	STBG Y230	\$68,672.69	Eugene	\$668,672.69			\$668,672.69			
								<b>TOTAL</b>			<b>\$600,000.00</b>		<b>\$68,672.69</b>		<b>\$668,672.69</b>			<b>\$668,672.69</b>			
Eugene	Ferry St over SPRR, 4th, 6th, 7th Aves (City of Eugene)	Strengthen the existing bridge to maintain load rating for special hauling vehicles. Bridge 40056 (44.0544559, -123.086188)	BR	PN	RTP Goals 6,7	EXEMPT / Safety - Widening narrow pavements or reconstructing bridges (no additional lanes) (IAC conf 2/14/23)	230529	23121	2024	PE	\$421,731.00	STBG Y240	\$48,269.00	Eugene	\$470,000.00			\$470,000.00			
								23121	2024	CN	\$1,445,550.30	STBG Y240	\$165,449.70	Eugene	\$1,611,000.00			\$1,611,000.00			
								<b>TOTAL</b>			<b>\$1,867,281.30</b>		<b>\$213,718.70</b>		<b>\$2,081,000.00</b>	<b>\$0.00</b>		<b>\$2,081,000.00</b>			
Eugene	Division Avenue Roundabouts Corridor (Eugene)	Design and construct two roundabouts on Division Avenue (from River Road to 400 feet southeast of Lone Oak Way) to include additional speed reduction features, travel lane reductions, crossing improvements, and protected bike lanes. This roundabout project includes enhancements that support people walking and biking at this location that will increase safety. <i>*ARTS *KN22700 joined into this KN prior to MTIP adoption</i>	S	SC	RTP Goal 2	EXEMPT / Safety - Highway Safety Improvement Program implementation (IAC conf 2/14/23)	230506	22701	2024	PE	\$973,000.00	HSIP YS32	\$0.00	Eugene	\$973,000.00			\$973,000.00			
								22701	2025	RW	\$750,000.00	HSIP YS32	\$0.00	Eugene	\$750,000.00			\$750,000.00			
								22701	2026	CN	\$4,765,515.00	HSIP YS32	\$0.00	Eugene	\$4,765,515.00			\$4,765,515.00			
								<b>TOTAL</b>			<b>\$6,488,515.00</b>		<b>\$0.00</b>		<b>\$6,488,515.00</b>	<b>\$0.00</b>		<b>\$6,488,515.00</b>			
Eugene	SmartTrips: New Movers and Mobility Options (2025-2027)	Individualized marketing to reduce drive-alone trips and increase biking, walking, public transit and other transportation options focusing on people new to the community. Includes surveys to gather essential information about transportation behavior and awareness of resources.	TD,C	C	RTP Goal 1; Funding Considerations 5, 6, 7	EXEMPT / Other - Specific activities which do not involve or lead directly to construction (IAC conf 2/14/23)	221013	22778	2025	OT	\$600,000.00	CMAQ Y400	68,672.68	Eugene	\$668,672.68			\$668,672.68			
								<b>TOTAL</b>			<b>\$600,000.00</b>		<b>\$68,672.68</b>		<b>\$668,672.68</b>			<b>\$668,672.68</b>			
Eugene	Coburg Rd: Crescent Ave - Ferry St Br Multimodal Plan (Eug)	Develop a multimodal plan for Coburg Road from Ferry Street Bridge to Crescent Avenue. Develop a design concept for the street to function better for all modes with an emphasis on walking, biking and buses. Enhanced safety for all modes, reduce congestion, and increase reliability of bus service.	PL	SC	RTP page151	EXEMPT / Other - Planning and Technical Studies (IAC conf 2/14/23)	221012	22779	2027	PL	\$400,000.00	TA Y301	\$45,781.79	Eugene	\$445,781.79			\$445,781.79			
								<b>TOTAL</b>			<b>\$400,000.00</b>		<b>\$45,781.79</b>		<b>\$445,781.79</b>			<b>\$445,781.79</b>			
Eugene	Bailey Hill Rd and Bertelsen Rd roundabout (Eugene)	Project will construct a roundabout with accompanying bicycle and pedestrian facilities at the intersection of Bailey Hill Rd and Bertelsen Rd to reduce vehicle speeds at the intersection and continuing on to more dense areas of Eugene.	S	SC	315; RTP Goal 1; Funding Consideration 1, 5	EXEMPT / Safety - Projects that correct, improve, or eliminate a hazardous location or feature (IAC conf 2/14/23)	221007	22780	2023	PE	\$300,000.00	STBG Y230	\$34,336.34	Eugene	\$334,336.34			\$334,336.34			
								22780	2026	RW	\$200,000.00	STBG Y230	\$22,890.89	Eugene	\$222,890.89			\$222,890.89			
								22780	2027	CN	\$850,000.00	STBG Y230	\$97,286.30	Eugene	\$947,286.30			\$947,286.30			
								<b>TOTAL</b>			<b>\$1,350,000.00</b>		<b>\$154,513.53</b>		<b>\$1,504,513.53</b>			<b>\$1,504,513.53</b>			
Eugene	Goodpasture Island Rd Bridge seismic retrofit (Eugene)	Project will strengthen the existing bridge on Goodpasture Island Rd over the Delta Highway (bridge number 09359) to reduce the structure's vulnerability during a seismic event.	BR	--	RTP Goal 2, 7	EXEMPT / Safety - Projects that correct, improve, or eliminate a hazardous location or feature (IAC conf 2/14/23)	221006	22781	2025	PE	\$570,894.00	STBG Y230	\$65,341.37	Eugene	\$636,235.37			\$636,235.37			
								22781	2026	RW	\$8,973.00	STBG Y230	\$1,027.00	Eugene	\$10,000.00			\$10,000.00			
								22781	2027	CN	\$2,012,064.00	STBG Y230	\$230,289.73	Eugene	\$2,242,353.73			\$2,242,353.73			
								<b>TOTAL</b>			<b>\$2,591,931.00</b>		<b>\$296,658.10</b>		<b>\$2,888,589.10</b>			<b>\$2,888,589.10</b>			
Eugene	Franklin Blvd a Partnership to Rebuild and Revive a Corridor	The Franklin Boulevard Transformation project will provide a multi-modal complete street across both cities of Eugene and Springfield to better serve the facility's users. From 11th Ave in Eugene to Mississippi Ave in Springfield. Work includes repaving the street, reduce travel lanes, construct bikeways on both sides of the street, construct a dedicated bus lane, add roundabouts to key intersections, and reconstruct sidewalks and sidewalk access ramps. The project will also include traffic signal work at select intersections, lighting, stormwater facilities, and landscaping	S,C, BP, PR	SCPN	830	EXEMPT / Safety - Pavement resurfacing and/or rehabilitation; lighting improvements; Air Quality - bicycle and pedestrian facilities <i>*see NEPA Air Quality Report of 08-17-16 (IAC conf 2/14/23)</i>	220401	22596	2023	PE	\$2,000,000.00	RAISE	\$500,000.00	Eug/Spr	\$2,500,000.00	\$500,000.00	Eug/Spr	\$3,000,000.00			
								22596	2023	RW	\$1,700,000.00	RAISE	\$425,000.00	Eug/Spr	\$2,125,000.00	\$375,000.00	Eug/Spr	\$2,500,000.00			
								22596	2023	UR	\$330,000.00	RAISE	\$82,500.00	Springfield	\$412,500.00	\$87,500.00	Springfield	\$500,000.00			
								22596	2024	CN	\$17,000,000.00	RAISE	\$4,250,000.00	Eug/Spr	\$21,250,000.00	\$4,230,000.00	Eug/Spr	\$25,480,000.00			
								22596	2024	CN	\$1,967,610.00	STBG Y230	\$225,201.77	Eugene	\$2,192,811.77			\$2,192,811.77			
								22596	2024	CN	\$1,607,390.00	CMAQ Y400	\$183,972.98	Eugene	\$1,791,362.98			\$1,791,362.98			
															<b>TOTAL</b>			<b>\$24,605,000.00</b>		<b>\$5,666,674.75</b>	



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		\$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 Z530	\$11,856.72	Eugene	\$152,400.00		\$152,400.00	
								21567	2023	PE	\$171,000.00	CMAQ Z400	\$19,571.72	Eugene	\$190,571.72		\$190,571.72	
								21567	2024	CN	\$461,561.10	HSIP Z530	\$38,938.90	Eugene	\$500,500.00		\$500,500.00	
								21567	2024	CN	\$399,000.00	CMAQ Z400	\$45,667.34	Eugene	\$444,667.34		\$444,667.34	
									TOTAL		\$1,172,104.38		\$116,034.67		\$1,288,139.05	\$0.00	\$1,288,139.05	
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	\$780,118.13	
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	\$1,522,048.01	
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	\$3,283,872.49	
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	\$2,065,224.44	
Eugene	City of Eugene Signal Improvements (2024)	Upgrade traffic signals at intersections to improve traffic flow and vehicle safety *ARTS	S	SC	RTP Objective 1; TSI Roadway Policy 1	EXEMPT / Safety - Highway Safety Improvement Program implementation (IAC conf 4/26/20)	190902	21573	2022	PE	\$238,757.58	HSIP Z530	\$20,142.42	Eugene	\$258,900.00		\$258,900.00	
								21573	2024	CN	\$783,316.68	HSIP Z530	\$66,083.32	Eugene	\$849,400.00		\$849,400.00	
									TOTAL		\$1,022,074.26		\$86,225.74		\$1,108,300.00	\$0.00	\$1,108,300.00	
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	\$667,000.00	
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	\$2,200,356.63	

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

2024 – 2027 MTIP Project List (5 of 8)

Sponsor	Project Name	Project Description	Work Type	Perf. Meas.	RTP Project Number / Ref.	Air Quality Status	MTIP ID #	STIP Key	FFY	Phase	Federal Funding		Federal Req. Match		Total Fed+ Req Match	Other Funding		Total All Sources					
											\$	Source	\$	Source		\$	Source						
Lane Transit District	Enhanced Mobility E&D (5310) - LTD FY26	Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.	TC	T	RTP Goal 1,4	EXEMPT / Mass Transit - Operating assistance to transit agencies (IAC conf 2/14/23)	230531	23024	2026	OT	\$1,341,133.29	SWTR 5310	\$153,498.71	LTD	\$1,494,632.00			\$1,494,632.00					
								<b>TOTAL</b>															
Lane Transit District	Enhanced Mobility E&D (5310) - LTD FY27	Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.	TC	T	RTP Goal 1,4	EXEMPT / Mass Transit - Operating assistance to transit agencies (IAC conf 2/14/23)	230530	23039	2027	OT	\$1,341,133.29	SWTR 5310	\$153,498.71	LTD	\$1,494,632.00			\$1,494,632.00					
								<b>TOTAL</b>															
Lane Transit District	Fixed Route Bus Replacement 2027 LTD (5339)	Replacement of vehicles that have met their useful life to improve safety and reliability of transit service using FTA 5339(a) funding.	TC	T	1110	EXEMPT / Mass Transit - Purchase of new buses to replace existing vehicles or for minor expansions of the fleet. (IAC conf 2/14/23)	230509	23114	2027	OT	\$2,268,448.50	5339	\$567,112.13	LTD	\$2,835,560.63			\$2,835,560.63					
								<b>TOTAL</b>															
Lane Transit District	Fixed Route Bus Replacement 2027 LTD (5337)	Replacement of vehicles that have met their useful life to improve safety and reliability of transit service using FTA 5337 funding.	TC	T	1110	EXEMPT / Mass Transit - Purchase of new buses to replace existing vehicles or for minor expansions of the fleet. (IAC conf 2/14/23)	230510	23115	2027	OT	\$4,943,721.00	5337	\$1,235,930.25	LTD	\$6,179,651.25			\$6,179,651.25					
								<b>TOTAL</b>															
Lane Transit District	ADA Bus Replacement 2027 LTD (5310)	Replacement of vehicles that have met their useful life to improve safety and reliability of transit service using FTA 5310 funding.	TC	T	1110	EXEMPT / Mass Transit - Purchase of new buses to replace existing vehicles or for minor expansions of the fleet. (IAC conf 2/14/23)	230511	23116	2027	OT	\$1,212,069.00	5310	\$0.00	LTD	\$1,212,069.00	\$2,521,631.00	Formula STIF	\$3,733,700.00					
								<b>TOTAL</b>															
Lane Transit District	Glenwood Transit Facilities Treatments, LTD (5307)	Roof replacement, seismic upgrades, mechanical upgrades, system upgrades, and electrical rehabilitation of LTD's Glenwood Facility at 3500 E 17th Ave in Eugene to benefit safety, transit operations and services.	T	TR	RTP Goal 1,6,7	EXEMPT / Mass Transit - Reconstruction or renovation of transit buildings and structures. (IAC conf 2/14/23)	230512	23208	2026	PE	\$599,976.00	5307	\$149,994.00	LTD	\$749,970.00			\$749,970.00					
								23208	2026	UR	\$29,952.00	5307	\$7,488.00	LTD	\$37,440.00			\$37,440.00					
								23208	2026	CN	\$2,475,096.00	5307	\$618,774.00	LTD	\$3,093,870.00			\$3,093,870.00					
								23208	2026	OT	\$14,976.00	5307	\$3,744.00	LTD	\$18,720.00			\$18,720.00					
								<b>TOTAL</b>															
Lane Transit District	LTD Preventive Maintenance 2025 (5307)	LTD's ongoing preventive maintenance program to extend useful life of current assets using FTA 5307 funds.	T	T	RTP Goal 6,7	EXEMPT / Mass Transit - Operating assistance to transit agencies (IAC conf 2/14/23)	230513	23210	2025	OT	\$4,200,000.00	5307	\$1,050,000.00	LTD	\$5,250,000.00			\$5,250,000.00					
								<b>TOTAL</b>															
Lane Transit District	LTD Preventive Maintenance 2026 (5307)	LTD's ongoing preventive maintenance program to extend useful life of current assets using FTA 5307 funds.	T	T	RTP Goal 6,7	EXEMPT / Mass Transit - Operating assistance to transit agencies (IAC conf 2/14/23)	230520	23212	2026	OT	\$4,200,000.00	5307	\$1,050,000.00	LTD	\$5,250,000.00			\$5,250,000.00					
								<b>TOTAL</b>															
Lane Transit District	LTD Preventive Maintenance 2027 (5307)	LTD's ongoing preventive maintenance program to extend useful life of current assets using FTA 5307 funds.	T	T	RTP Goal 6,7	EXEMPT / Mass Transit - Operating assistance to transit agencies (IAC conf 2/14/23)	230521	23213	2027	OT	\$4,200,000.00	5307	\$1,050,000.00	LTD	\$5,250,000.00			\$5,250,000.00					
								<b>TOTAL</b>															
Lane Transit District	LTD Associated Capital Maintenance 2025 (5307)	Replacement of major bus components to extend useful life of current assets using FTA 5307 funds.	T	T	RTP Goal 6,7	EXEMPT / Mass Transit - Rehabilitation of transit vehicles. (IAC conf 2/14/23)	230514	23214	2025	OT	\$702,240.00	5307	\$175,560.00	LTD	\$877,800.00			\$877,800.00					
								<b>TOTAL</b>															
Lane Transit District	LTD Associated Capital Maintenance 2026 (5307)	Replacement of major bus components to extend useful life of current assets using FTA 5307 funds.	T	T	RTP Goal 6,7	EXEMPT / Mass Transit - Rehabilitation of transit vehicles. (IAC conf 2/14/23)	230522	23216	2026	OT	\$702,240.00	5307	\$175,560.00	LTD	\$877,800.00			\$877,800.00					
								<b>TOTAL</b>															
Lane Transit District	LTD Associated Capital Maintenance 2027 (5307)	Replacement of major bus components to extend useful life of current assets using FTA 5307 funds.	T	T	RTP Goal 6,7	EXEMPT / Mass Transit - Rehabilitation of transit vehicles. (IAC conf 2/14/23)	230523	23217	2027	OT	\$702,240.00	5307	\$175,560.00	LTD	\$877,800.00			\$877,800.00					
								<b>TOTAL</b>															
Lane Transit District	LTD EmX Franklin & Gateway Station Treatments (5337)	EmX platforms along Franklin and at Gateway Station will be changed for purposes of passenger safety, comfort, and accessibility while furthering LTD's sustainability goals. Treatments may include but not be limited to repainting structures, installing new signage, repairs and replacement to hardscapes, and rehabilitating furniture and shelters.	T	TR	1115	EXEMPT / Mass Transit - Reconstruction or renovation of transit buildings and structures; Construction of small passenger shelters and information kiosks. (IAC conf 2/14/23)	230515	23220	2026	PE	\$307,680.00	5337	\$76,920.00	LTD	\$384,600.00			\$384,600.00					
								23220	2026	CN	\$1,284,640.00	5337	\$321,160.00	LTD	\$1,605,800.00			\$1,605,800.00					
								23220	2026	OT	\$7,680.00	5337	\$1,920.00	LTD	\$9,600.00			\$9,600.00					
								<b>TOTAL</b>															
								<b>TOTAL</b>															
Lane Transit District	LTD RideSource Facility Expansion (5307)	This project will increase parking capacity for paratransit and employee vehicles and expand the RideSource operational/administrative building at 240 Garfield St in Eugene to better meet the needs of the community.	T	T	RTP Goal 1	EXEMPT / Mass Transit - Reconstruction or renovation of transit buildings and structures. (IAC conf 2/14/23)	230516	23223	2027	PE	\$153,840.00	5307	\$38,460.00	LTD	\$192,300.00			\$192,300.00					
								23223	2027	UR	\$7,680.00	5307	\$1,920.00	LTD	\$9,600.00			\$9,600.00					
								23223	2027	CN	\$634,640.00	5307	\$158,660.00	LTD	\$793,300.00			\$793,300.00					
								23223	2027	OT	\$3,840.00	5307	\$960.00	LTD	\$4,800.00			\$4,800.00					
								<b>TOTAL</b>															



2024 – 2027 MTIP Project List (6 of 8)

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

2024 – 2027 MTIP Project List (7 of 8)

Sponsor	Project Name	Project Description	Work Type	Perf. Meas.	RTP Project Number / Ref.	Air Quality Status	MTIP ID #	STIP Key	FFY	Phase	Federal Funding		Federal Req. Match		Total Fed+ Req Match	Other Funding		Total All Sources
											\$	Source	\$	Source		\$	Source	
ODOT	I-5: Northbound Muddy Creek bridge (Lane County)	Complete design to seismically retrofit the bridge to improve it to a state in which it could not only survive a large earthquake but also safely carry traffic immediately after. Bridge 08171N (44.156434, -123.056861)	BR	PNF	RTP Goal 2,7	EXEMPT / Safety - Projects that correct, improve, or eliminate a hazardous location or feature (IAC conf 2/14/23)	230526	23128	2024	PE	\$1,637,553.31	ACPO	\$138,149.69	ODOT	\$1,775,703.00			\$1,775,703.00
								23128	2025	RW	\$31,344.66	ACPO	\$2,644.34	ODOT	\$33,989.00			\$33,989.00
										<b>TOTAL</b>	<b>\$1,668,897.97</b>		<b>\$140,794.03</b>		<b>\$1,809,692.00</b>	<b>\$0.00</b>		<b>\$1,809,692.00</b>
ODOT	Northwest Oregon 2024-2027 ADA curb ramp design, phase 2	Design curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards. <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
										<b>TOTAL</b>	<b>\$10,710,000.00</b>		<b>\$0.00</b>		<b>\$10,710,000.00</b>	<b>\$0.00</b>		<b>\$10,710,000.00</b>
ODOT	OR569: Beltline ramp signal replacement at MP 10.5 (Eugene)	Complete design to upgrade the signal at this location. Will replace and upgrade traffic signals and poles and upgrade system to new technology for efficiency. (44.089546, -123.091053)	O	NF	RTP Goal 6	EXEMPT / Safety - Traffic control devices and operating assistance <i>*ODOT &amp; 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
										<b>TOTAL</b>	<b>\$266,392.22</b>		<b>\$30,489.78</b>		<b>\$296,882.00</b>	<b>\$0.00</b>		<b>\$296,882.00</b>
ODOT	I-5 (NW OR) & OR569 (Eugene) wrong way driving treatments	Complete design to install the wrong way driving deterrents of signing, striping enhancements and/or other items at various exit ramps on I-5 in NW Oregon to aid in preventing wrong way driving at interchange off-ramps. Similar deterrents will be designed for various exit ramps on OR-569 in Eugene. (ARTS) Locations in CLMPO are OR-569 exits 5,6,7,8,9,12 <i>*includes other locations outside CLMPO</i>	S	S	RTP Goal 2	EXEMPT / Safety - Highway Safety Improvement Program implementation (IAC conf 2/14/23)	230520	22723	2023	PE	\$545,290.00	HSIP YS32	\$0.00	ODOT	\$545,290.00			\$545,290.00
										<b>TOTAL</b>	<b>\$545,290.00</b>		<b>\$0.00</b>		<b>\$545,290.00</b>	<b>\$0.00</b>		<b>\$545,290.00</b>
ODOT	OR99W: Theona Dr. (Eugene)	Increase driver safety by constructing improvements to increase the intersection sight distance	S	S	RTP Goal 2	EXEMPT / Safety - Highway Safety Improvement Program implementation (IAC conf 2/14/23)	190901	21564	2021	PE	\$115,828.32	HSIP ZS30	\$9,771.68	ODOT	\$125,600.00			\$125,600.00
								21564	2024	CN	\$375,058.74	HSIP ZS30	\$31,641.26	ODOT	\$406,700.00			\$406,700.00
										<b>TOTAL</b>	<b>\$490,887.06</b>		<b>\$41,412.94</b>		<b>\$532,300.00</b>	<b>\$0.00</b>		<b>\$532,300.00</b>
ODOT	Oregon Transportation Network - LTD FFY24	Urbanized public transit capital funding for Federal fiscal year 2024. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.	T	T	RTP Objective 8	EXEMPT / Activities which do not involve or lead directly to construction (IAC conf 2/14/23)	200803	22056	2024	OT	\$1,008,371.00	STBG Z240	\$115,412.58	ODOT	\$1,123,783.58			\$1,123,783.58
										<b>TOTAL</b>	<b>\$1,008,371.00</b>		<b>\$115,412.58</b>		<b>\$1,123,783.58</b>	<b>\$0.00</b>		<b>\$1,123,783.58</b>
Springfield	Virginia/Daisy Ave.: 32nd St. to Bob Straub Parkway (Springfield)	Design and install various pedestrian and bicycle treatments consistent with a bicycle boulevard on Virginia Avenue/Daisy Avenue. These treatments include improvements to pedestrian crossings, speed bumps and adding bike lane pavement markings. <i>*ARTS</i>	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
										<b>TOTAL</b>	<b>\$1,681,853.00</b>		<b>\$0.00</b>		<b>\$1,681,853.00</b>	<b>\$0.00</b>		<b>\$1,681,853.00</b>
Springfield	Springfield Transportation System Planning 2024	Transportation planning work to include updates to Springfield's Transportation System Plan to develop design concepts to facilitate pedestrian and bicycle projects.	PL	--	RTP Goal 1; Funding Consideration 1, 3, 8	EXEMPT / Activities which do not involve or lead directly to construction (IAC conf 2/14/23)	221005	22751	2024	PL	\$300,000.00	CRP Y601	\$34,336.34	Springfield	\$334,336.34			\$334,336.34
										<b>TOTAL</b>	<b>\$300,000.00</b>		<b>\$34,336.34</b>		<b>\$334,336.34</b>	<b>\$0.00</b>		<b>\$334,336.34</b>
Springfield	Walking and biking network improvements (Springfield)	Addressing highest need locations for filling gaps in the walking and biking networks and near schools and the downtown corridor in Springfield to complete connections, reduce congestion and address safety. Project includes two portable temporary rapid flashing beacons, crossing on Mohawk Blvd south of I St, crossing on 5th St north of Q St, flashing beacons at Pioneer Parkway East and West at E St, at Thurston Rd at 69th St, and EWEB path crossing enhancements with refuge islands at 5th and 19th Streets; sidewalk rehabilitation at various locations	BP	SC	299	EXEMPT / Air Quality-Bicycle and pedestrian facilities (IAC conf 2/14/23)	200702	22351	2024	PE	\$100,000.00	HIP Z905	\$11,445.45	Springfield	\$111,445.45			\$111,445.45
								22351	2024	PE	\$22,077.00	TA Y301	\$2,526.81	Springfield	\$24,603.81			\$24,603.81
								22351	2024	PE	\$899,596.00	CRP Y601	\$102,962.79	Springfield	\$1,002,558.79			\$1,002,558.79
								22351	2024	RW	\$25,000.00	HIP Z905	\$2,861.36	Springfield	\$27,861.36			\$27,861.36
								22351	2024	RW	\$75,892.00	CRP Y601	\$8,686.18	Springfield	\$84,578.18			\$84,578.18
								22351	2024	UR	\$25,000.00	HIP Z905	\$2,861.36	Springfield	\$27,861.36			\$27,861.36
								22351	2025	CN	\$350,000.00	HIP Z905	\$40,059.07	Springfield	\$390,059.07			\$390,059.07
								22351	2025	CN	\$97,818.00	TA Y301	\$11,195.71	Springfield	\$109,013.71			\$109,013.71
								22351	2025	CN	\$968,168.00	CRP Y601	\$110,811.16	Springfield	\$1,078,979.16			\$1,078,979.16
								22351	2025	CN	\$1,347,751.00	CMAQ Y400	\$154,256.13	Springfield	\$1,502,007.13			\$1,502,007.13
		<b>TOTAL</b>	<b>\$3,911,302.00</b>		<b>\$447,666.02</b>		<b>\$4,358,968.02</b>	<b>\$0.00</b>		<b>\$4,358,968.02</b>								

2024 – 2027 MTIP Project List (8 of 8)

Sponsor	Project Name	Project Description	Work Type	Perf. Meas.	RTP Project Number / Ref.	Air Quality Status	MTIP ID #	STIP Key	FFY	Phase	Federal Funding		Federal Req. Match		Total Fed+ Req Match	Other Funding		Total All Sources	
											\$	Source	\$	Source		\$	Source		
Springfield	Q St: 5th St to Pioneer Pkwy East reconstruct (Springfield)	Reconstruct Q Street from west of Fifth Street to east of Pioneer Parkway East (approximately 1,615 ft) to bring all facilities to current standards. Project includes reconstruction of travel lanes and bike lanes, ADA improvements, renewed bicycle lane striping, and select sections of sidewalks that are not currently ADA compliant. This project will extend the life of this roadway and make the facility more comfortable for all users.	PR	C	TSI System-wide Policy 2, 3	EXEMPT / Pavement resurfacing and/or rehabilitation (IAC conf 2/14/23)	200708	22352	2024	PE	\$556,326.00	STBG Z230	\$63,674.00	Springfield	\$620,000.00			\$620,000.00	
								22352	2025	RW	\$80,757.00	STBG Z230	\$9,243.00	Springfield	\$90,000.00			\$90,000.00	
								22352	2025	CN	\$3,403,428.00	STBG Z230	\$389,537.56	Springfield	\$3,792,965.56			\$3,792,965.56	
								22352	2025	CN	\$185,772.00	STBG Z230	\$21,262.44	Springfield	\$207,034.44			\$207,034.44	
								<b>TOTAL</b>			<b>\$4,226,283.00</b>		<b>\$483,717.00</b>		<b>\$4,710,000.00</b>		<b>\$0.00</b>		<b>\$4,710,000.00</b>
Springfield	Mill Street: S. A Street to Centennial Boulevard (Springfield)	Repave roadway to create a smoother driving surface and make ADA upgrades. Complete reconstruction from Main St to Centennial Blvd. Decorative lighting from Main St to A St, replacement of sanitary sewer line, lateral lining, complete replacement of storm water line, adding bicycle facilities, adding traffic calming measures.	M	SC	837	EXEMPT / Safety - Pavement resurfacing and/or rehabilitation (IAC conf 4/26/20)	180903	21393	2020	PL	\$0.00	ACPO Z230	\$0.00	Springfield	\$0.00			\$0.00	
								21393	2020	PE	\$1,553,567.56	ACPO Z230	\$177,812.76	Springfield	\$1,731,380.32			\$1,731,380.32	
								21393	2020	PE	\$53,838.00	STBG Y240	\$6,162.00	ODOT	\$60,000.00			\$60,000.00	
								21393	2023	RW	\$89,730.00	STBG Z230	\$10,270.00	Springfield	\$100,000.00	\$150,000.00	Springfield	\$250,000.00	
								21393	2024	CN	\$1,951,647.99	STBG Z230	\$223,374.84	Springfield	\$2,175,022.83	\$4,996,250.29	Springfield	\$7,171,273.12	
								21393	2024	CN	\$231,350.69	STBG Y240	\$26,479.12	ODOT	\$257,829.81			\$257,829.81	
								21393	2024	CN	\$859,263.60	STBG Y230	\$98,346.56	Springfield	\$957,610.16			\$957,610.16	
							<b>TOTAL</b>			<b>\$4,739,397.84</b>		<b>\$542,445.28</b>		<b>\$5,281,843.12</b>	<b>\$5,146,250.29</b>		<b>\$10,428,093.41</b>		

FTA SECTION 5307 PROGRAM OF PROJECTS FFY 2024-2027

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

## FTA Section 5307 Program of Projects

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

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

---

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

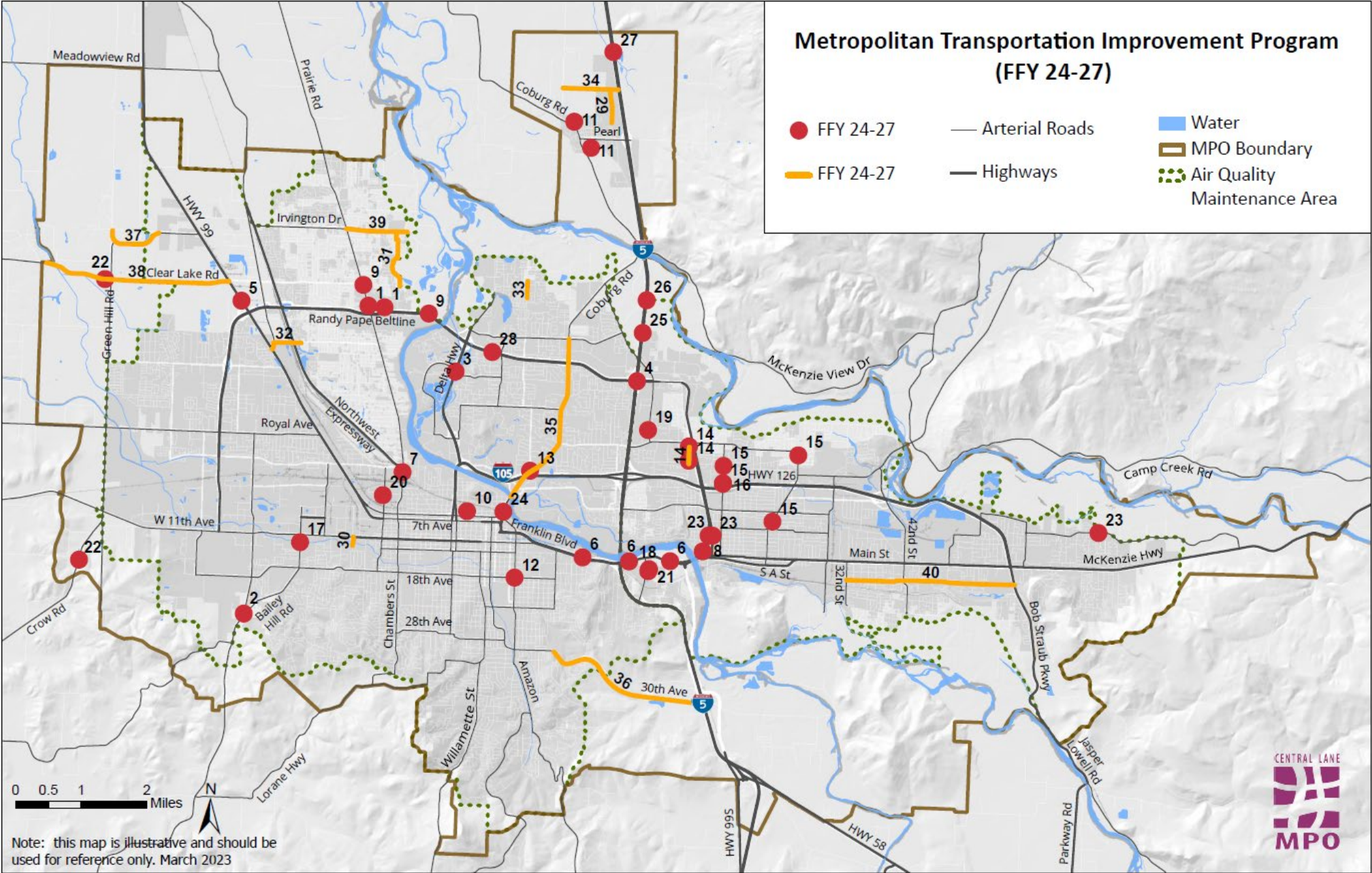
- (1) make available to the public information on amounts available to the recipient under this section;
- (2) develop, in consultation with interested parties, including private transportation providers, a proposed program of projects for activities to be financed;
- (3) publish a proposed program of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

## **PROJECT MAP**

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



# Project Map



## Mapped Projects by Map ID Number

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



## DEMONSTRATION OF FINANCIAL CONSTRAINT

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

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

In all cases, year of expenditure dollars are reflected in the project cost based on an assumed annual inflation rate of 3 percent. Responsible agencies are asked to update their project costs accordingly any time project phases must slip to a later obligation year.

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

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

---

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

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

Consideration is given to the future availability of Federal-aid funds to accommodate the AC conversion.

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

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

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

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

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

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

**Lane Transit District by Federal Fund Type**

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

The following table provides a summary of the financial analysis and demonstrates that the MTIP is fiscally constrained. Revenues in the first two years are committed, as programmed in the capital improvement programs of the local and state jurisdictions. All funds are from current revenue sources, no new funding sources are identified and thus strategies for ensuring their availability are irrelevant. Where funds are reasonably anticipated, but specific projects not yet identified for those funds, the funding amounts have been entered into the project list as bulk “bucket” items to demonstrate fiscal constraint in anticipation of future programming (see STBG, TA, 5307, 5310, 5337, 5339).

In the case of new funding sources (rare in CLMPO’s funding environment), strategies for ensuring their availability must be identified. In early 2022 federal earmark funds (\$6 million) were awarded to City of Eugene to help pay for the completion of a pedestrian and bicycle bridge across the Randy Papé Beltline. This represents a new funding source, however since the project is estimated at this time to have a total cost of \$12 million and the balance of funding is as yet unsecured, neither the project nor the \$6 million federal earmark funds are reflected in this MTIP. City of Eugene has developed a strategy for securing the remaining funds, which includes a combination of competitive grant applications, local funding, and additional MPO support.

**Financial Analysis Summary Table**

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

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

## THE PREVIOUS MTIP

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

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

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

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

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

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

---

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

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



## **APPENDIX A: Funding Application**

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





# FUNDING APPLICATION

## for Discretionary Federal Funds through CLMPO

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

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

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

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

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

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

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

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

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

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

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

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

**Additional Project Benefits**

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

--

**Section 6: Performance Measures:**

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

**a. Roadway Safety**

<input type="checkbox"/> Serious Injuries and Fatalities per vehicle-mile traveled	<input type="checkbox"/> Number of Serious Injuries and Fatalities for non-motorized users
<input type="checkbox"/> Number of Serious Injuries and Fatalities	

**b. Pavement and Bridge Condition on the NHS**

<input type="checkbox"/> Condition of Interstate Pavements	<input type="checkbox"/> Condition of NHS Bridges
<input type="checkbox"/> Condition of Non-Interstate NHS Pavements	

**c. Performance of the NHS**

<input type="checkbox"/> Percent of reliable person-miles on Interstate	<input type="checkbox"/> Truck Travel Time Reliability on Interstate
<input type="checkbox"/> Percent of reliable person-miles on NHS	

**d. Transit Asset Management**

<input type="checkbox"/> Percent of vehicles that exceed useful life benchmark	<input type="checkbox"/> Percent of facilities < 3 on the TERM scale
--	--

**e. CMAQ Performance Measures**

<input type="checkbox"/> Total Emissions Reductions (PM10)	<input type="checkbox"/> Annual hours of peak hour excessive delay
<input type="checkbox"/> Percent of non-SOV travel	

**Section 7: Air Quality Status**

	Yes	No
--	-----	----

a. Is the project exempt from air quality conformity analysis? see [40 CFR Sec. 93.126](#)

b. If exempt, under what category is the project exempt? (e.g. Safety – Railroad/Highway Crossing)

--

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

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

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

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

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

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

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

## APPENDIX C: Air Quality Conformity

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

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

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

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

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

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

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

### Non-Exempt Projects

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



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

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

### **Regionally Significant Projects**

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

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

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

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

---

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

<<insert signed Air Quality Conformity Determination>>

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Minority Population	Elderly Population
Households in Poverty	People with Disabilities

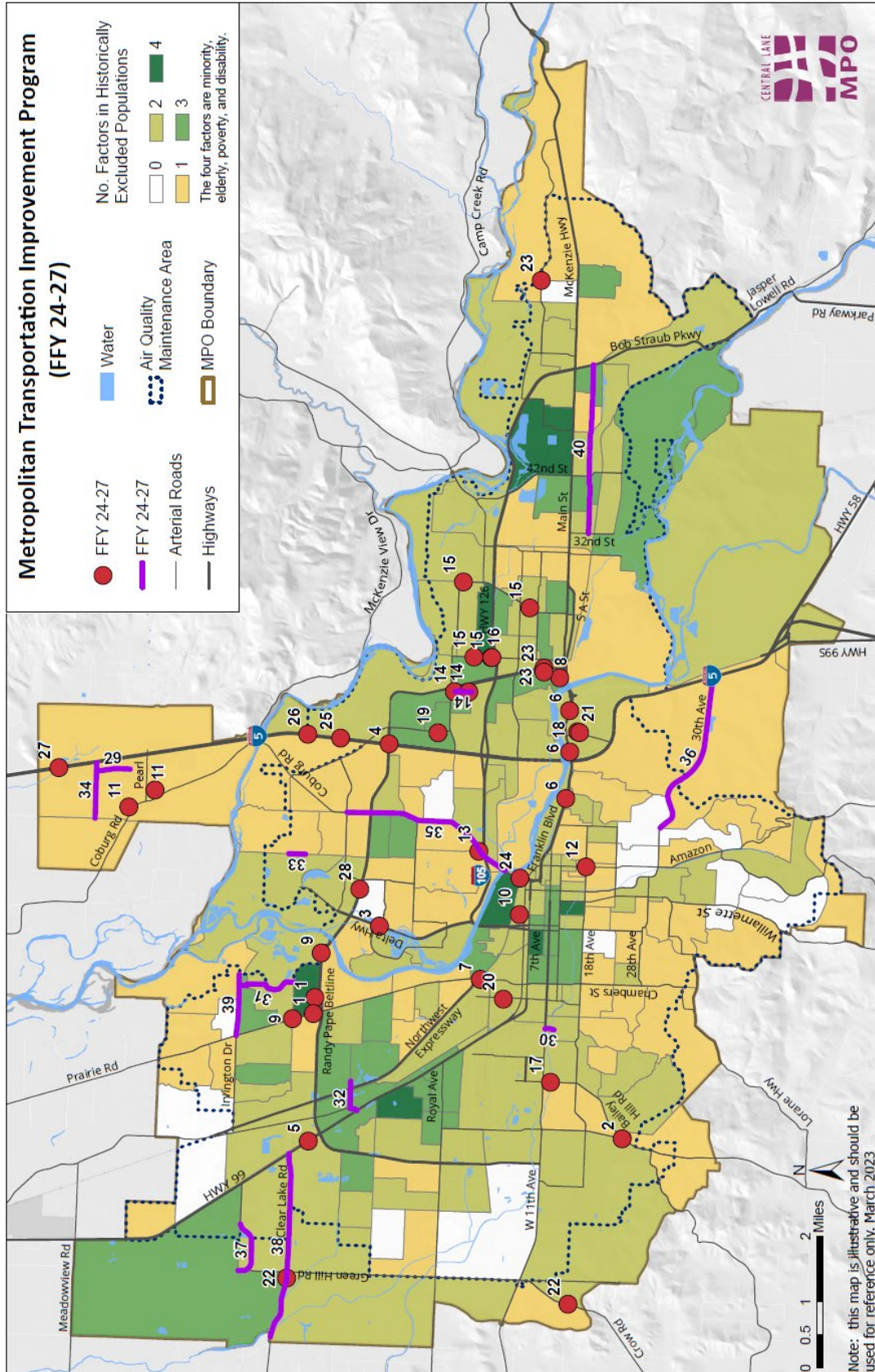
Block group level analysis documented in the Title VI Plan and displayed visually on the CLMPO [website](#)<sup>18</sup> show these populations to be relatively diffused throughout the MPO, rather than concentrated in specific areas, although certain areas do stand out as potentially sensitive for environmental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

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

---

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

# Title VI and Environmental Justice MTIP Map



## **APPENDIX E: Public Comments**

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

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

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

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

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

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

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

**Date: 3/21/2023**

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

Hello,

What specific options are under consideration at this hearing?

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

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

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

<https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fscrtc.org%2F&data=05%7C01%7Cmpo%40lcog.org%7Ca3fd752673104affd25508db2a595c08%7C9a80ddb717904782a634ef32f273169c%7C0%7C0%7C638150335535977286%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6lk1haWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=z58vFxO21ukB62MNFTrKkCOcEHoLg0hLij%2FnUqsnicw%3D&reserved=0>

Thank you for your consideration.

--steve

-----

**Date: 2/13/2023**

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

Dear Central Lane MPO ... and TPC,

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

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

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



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

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

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

For BEST,  
Rob

-----

**Date: 8/28/22**

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

Dear Metropolitan Policy Committee members,

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

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

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

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

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

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

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

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

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

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



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

7 Attachment 2: 2045 RTP Objectives,

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

8 Attachment 3: Funding Application for Discretionary Federal Funds,

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

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

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

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

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

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

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

#### Summary of Applications by Jurisdiction

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

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

**Coburg**

**\$1,077,950**

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

**\$358,920**

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

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

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

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

**\$229,159**

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

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

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

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

**\$489,871**

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

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

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

**Eugene**

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

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

**\$1,350,000**

*a. Crashes, e. Public Health*

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

- ▶ Yes! Absolutely fund this.

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

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

*b. System Assets, d. Resilience*

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

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

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

**\$400,000**

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

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

- b. Yes! Yes! Yes!

**Division Ave Roundabouts and Street Redesign**

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

- Crashes, c. Barriers, e. Public Health

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

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

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

**\$3,575,000**

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

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

- d. Yes! Yes! Yes!

**re Island Rd Bridge Seismic Retrofit**

**\$2,591,931**

- b. System Assets, d. Resilience

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

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

**North Delta Rd Shared Use Path**

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

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

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

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

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

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

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

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

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

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

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

**\$600,000**

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

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

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

**Lane County**

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

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

**\$906,382**

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

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

- ▶ Yes! Yes! Yes!

**Airport Rd Pavement Preservation**

**\$997,797**

a. Crashes, b. System Assets

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

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

**Clear Lake Rd Pavement Preservation**

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

a. Crashes, b. System Assets

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

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

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

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

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

**Lane Transit District**

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

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

*b. System Assets, c. Barriers*

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

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

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

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

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

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

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

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

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

- ▶ Yes!

**Springfield**

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

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

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

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

- a. Yes! This is a needed project.

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

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

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

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

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

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

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

project will reconstruct the roadway surface within the project limits.

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

**Pedestrian Crossing Enhancements (various locations)**

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

- Crashes, f. Active Transportation, h. Gaps

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

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

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

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

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

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

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

**Sidewalk Rehabilitation (various locations)**

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

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

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

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

**Transportation System Planning**

**\$300,000**

- Crashes, c. Barriers, h. Gaps

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

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

**Walking and Biking Network Improvements**

**\$3,411,302**

- Crashes, f. Active Transportation, h. Gaps

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

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

C. Yes! Yes! Yes!

For BEST,  
Rob Zako  
Executive Director

-----

**Excerpt from Minutes of Transportation Planning Committee**

**Date: 8/18/22**

**Comments from the Public:**

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

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

-----

**Excerpt from Minutes of Transportation Planning Committee**

**Date: 7/21/22**

**Comments from the Public:**

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

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

-----

**Date: 7/29/22**

**Subject: MPO Project Selection**

Howdy,

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

--steve

-----

**Date: 7/31/22**  
**Subject: General Comments**

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

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

What planet do you live on?

-----

**Date: 7/5/22**  
**Subject: Comments on MTIP amendments, due June 28, 2022**

Dear Central Lane MPO,

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

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

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

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

For BEST,  
Rob

-----

**Date: 7/13/22**  
**Subject: Comments on MTIP amendments, due July 25, 2022: 8<sup>th</sup> Avenue streetscape and bikeway**

Dear Central Lane MPO,

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

For BEST,  
Rob

-----

**Date: 7/13/22**

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

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

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

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

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

Thank you for your consideration.

--steve

-----

**Date: 7/12/22**

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

Dear MPC,

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

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

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

Thanks!

Sue Wollig

-----

**Date: 6/6/22**

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

Dear Central Lane MPO,

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

In brief, we support these two amendments:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

For BEST,  
Rob

-----

#### Excerpts from Metropolitan Policy Committee

Date: 5/5/22

#### Comments from the Audience:

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

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

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

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

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

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

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

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

-----

**Date: 5/13/22**

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

Dear Central Lane MPO,

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

For BEST,  
Rob

-----

**Date: 4/20/22**

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

Dear Metropolitan Policy Committee members,

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

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

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

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

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

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

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

**Constrained Projects: Auto**

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

**Constrained Projects: Transit**

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

**Constrained Projects: Bike/Ped**

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

<b><i>TOTAL</i></b>	<b><i>\$1,661,070,325</i></b>
---------------------	-------------------------------

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

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

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

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

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

*Sample matrix for illustrative purposes only.*

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

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

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

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

For BEST,

Colin Hill  
Policy Analyst Intern

Rob Zako  
Executive Director

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



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

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

## APPENDIX F: Title 23 CFR 450.326

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



April 26, 2023

To: Metropolitan Policy Committee  
From: Ellen Currier  
Subject: MPC 6.b: Unified Planning Work Program

**Action Recommended:** Approve Resolution 2023-04 adopting Unified Planning Work Program for fiscal years 2024-2025.

### **UPWP Background**

Each year, the partner agencies of the MPO work with the Oregon Department of Transportation (ODOT), the Federal Highway Administration, and the Federal Transit Administration to update and adopt a Unified Planning Work Program (UPWP) for transportation planning.

The UPWP for Fiscal Years 2024 and 2025 contains the following:

- Planning tasks in seven program areas authorized over the two-year period.
- Federally funded studies and all relevant state and local planning activities related to integrated transportation planning conducted without federal funds.
- Funding sources for each program area; and
- The agency or agencies responsible for each task or study.

The attached Unified Planning Work Program describes the MPO work plan and action items that are anticipated to occur within FY2024 and FY2025, and estimated timelines. Although the UPWP is a 2-year work program, funding for MPO planning activities is only available on an annual basis. Therefore, the UPWP only outlines for the funding of those activities in FY2024.

### **Funding**

The adoption of the UPWP also programs fiscal year 2024 funding for the following programs.

1. STBG Regional Planning - \$813,552
2. STBG Regional TDM - \$334,336
3. STBG eTIP licensing- \$19,628

**Developing the UPWP**

Staff and the partner agencies have been developing the UPWP over the past few months. This work combined the results of ongoing MPO activities and discussions with partner agencies.

Federal Highway Administration, Federal Transit Administration, and ODOT staff provided their annual review of the draft UPWP on February 24, 2023 at a meeting with local transportation planning staff. From the comments received at this review, staff prepared the final UPWP included as Attachment 1.

The following public involvement tools were used for the adoption of Unified Planning Work Program:

- Notice to interested parties; and
- Web notice; and
- Public Hearing was conducted at the April 6<sup>th</sup> MPC meeting.

No public comments have been received to date. The Transportation Planning Committee recommended adoption at their April meeting.

**Requested Actions:** Approval of Resolution 2023-04 adopting the Unified Planning Work Program for fiscal years 2024 and 2025.

**Attachment**

1. Resolution 2023-04
2. FY2024/FY2025 Central Lane MPO UPWP
3. March MPC meeting presentation

**RESOLUTION 2023-04**

**ADOPTING THE CENTRAL LANE METROPOLITAN PLANNING ORGANIZATION  
FY24/FY25 UNIFIED PLANNING WORK PROGRAM (UPWP)  
and  
PROGRAMMING FY2024 SURFACE TRANSPORTATION BLOCK GRANT FUNDING**

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

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

**WHEREAS**, the development of a Unified Planning Work Program that delineates the MPO's planning and programming activities over one or more fiscal years is among the major requirements of the Metropolitan Transportation Planning Process; and

**WHEREAS**, the Central Lane Metropolitan Planning Organization has developed an FY2022/2023 Unified Planning Work Program, in coordination with the United States Department of Transportation (USDOT) and the Oregon Department of Transportation (ODOT); and

**WHEREAS**, the Unified Planning Work Program has been reviewed and is found to conform to all federal and state planning regulations and to reflect the priorities, scope of work, and level of effort desired for regional transportation planning for FY2024 and FY2025; and

**WHEREAS**, the draft UPWP 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; and

**WHEREAS**, the proposed funding in the UPWP has been determined to not affect the existing air quality conformity determination or trigger the need for a new air quality conformity determination or affect fiscal constraint of the MTIP;

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

**THAT**, the Metropolitan Policy Committee adopts the Central Lane MPO Unified Planning Work Program as set forth in Exhibit A, attached to and incorporated within this resolution by reference.

**THAT**, the Metropolitan Policy Committee amends the Metropolitan Transportation Improvement Program, as set forth in Exhibit A, attached to and incorporated within this resolution by reference.

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

**ATTEST:**

\_\_\_\_\_  
Steve Moe, Chair  
Metropolitan Policy Committee

\_\_\_\_\_  
Brendalee Wilson, Executive Director  
Lane Council of Governments



# UPWP

## Unified Planning Work Program

### FY 2024 and FY 2025

Covering July 1, 2023 to June 30, 2025

**Prepared by:**

Lane Council of Governments  
City of Eugene  
City of Springfield  
City of Coburg  
Lane County  
Lane Transit District  
Oregon Department of Transportation



May 2023

## Acknowledgements

### **LOCAL AGENCIES**

Lane Council of Governments

City of Eugene

City of Springfield

City of Coburg

Lane County

Lane Transit District

Lane Regional Air Protection Agency

### **STATE AND FEDERAL AGENCIES**

Oregon Department of Transportation

Federal Highway Administration

Federal Transit Administration

### **METROPOLITAN POLICY COMMITTEE (MPC)**

David Loveall, Lane County Commissioner

Pat Farr, Lane County Commissioner

Nancy Bell, City of Coburg Mayor

Sean VanGordon, City of Springfield Mayor

Steve Moe, City of Springfield Councilor

Lucy Vinis, City of Eugene Mayor

Randy Groves, City of Eugene City Councilor

Kelly Sutherland, Lane Transit District Board Member

Susan Cox, Lane Transit District Board Member

Vidal Francis, Oregon Department of Transportation

# Contents

Section I: Overview of the UPWP .....	4
Introduction .....	4
Objectives .....	4
Development of the UPWP.....	5
Roles and Responsibilities .....	5
Funding Sources.....	6
Status of Planning Documents.....	7
Looking Back: An Overview of FY2022 and FY 2023 UPWP .....	9
Section II. UPWP Work Elements.....	10
A. Regional Transportation Plan (RTP) and Long-Range Planning .....	10
B. Programming and Implementation .....	13
C. Public Participation.....	18
D. Air Quality Planning.....	22
E. Transportation System Modeling and Data Maintenance .....	24
F. Transportation Options (TO) .....	33
G. Intergovernmental Coordination.....	34
SECTION III: FUNDING .....	36
Appendices .....	37
Appendix A: Special Projects .....	37
Appendix B: MPO Organization and Management.....	57
Appendix C: Acronyms .....	58
Appendix D: Central Lane MPO Map .....	63
Appendix F: Interlocal Agreement – ODOT/MPO/Transit Operator Agreement.....	65
Appendix G: MPO Self-Certification .....	77
Appendix H: Performance Based Planning Resolutions.....	78
Appendix I: Certification Summary .....	81

# **Section I: Overview of the UPWP**

## Introduction

The Unified Planning Work Program (UPWP) is a federally required certification document describing the transportation planning activities for the Central Lane metropolitan area in the State Fiscal Years 2024 and 2025, from July 1, 2023 - June 30, 2025. The UPWP provides local agencies with an opportunity to identify transportation needs, objectives, and products. The UPWP sets priorities for regional transportation planning activities that reflect the goals in the Regional Transportation Plan (RTP), and the federal mandates of the current transportation funding bill within the guidelines set by the United States Department of Transportation (USDOT).

A **Metropolitan Planning Organization (MPO)** is a transportation planning entity that is required and funded by the federal government in all metropolitan areas of 50,000 people or more. The official policy board for the Central Lane MPO is the **Metropolitan Policy Committee (MPC)**. Members of the MPC represent the Cities of Eugene, Springfield, and Coburg, Lane County, Lane Transit District (LTD) and the Oregon Department of Transportation (ODOT). A map of the Central Lane MPO and a complete list of commonly used transportation acronyms is provided in the appendix of the UPWP.

The Unified Planning Work Program for Fiscal Years 2024 and 2025 contains the following:

- Planning tasks in seven program areas to be conducted over a one- to two-year period.
- Federally funded studies and all relevant state and local planning activities related to integrated transportation planning conducted without federal funds.
- Funding sources for each program area; and
- The agency or agencies responsible for each task or study.

The UPWP describes the amount of funding available for each major activity. It does not detail the level of effort and the level of funding each item within the work task will receive. The MPO policy board can direct staff effort toward certain tasks or can direct amendment of the UPWP to respond to changing needs.

## Objectives

The activities described in this UPWP support seven major objectives for the Central Lane MPO's transportation planning program:

- Provide a neutral forum that allows local officials to make informed decisions and set priorities on area-wide transportation matters.
- Ensure timely and logical development of the transportation system in the Central Lane metropolitan area.
- Ensure maintenance of federal and state ambient air standards for coarse particulate matter (PM<sub>10</sub>); work with Lane Regional Air Protection Agency to ensure that other criteria pollutants remain below the National Ambient Air Quality Standards.

- Ensure development of the Regional Transportation Plan and the Metropolitan Transportation Improvement Program in a manner that is consistent with local plans.
- Improve transportation facilities and services in the Region through an integrated planning process that continues to meet the requirements of the Infrastructure, Investment, and Jobs Act, the Clean Air Act, Title VI, the Statewide Transportation Planning Rule (TPR), the Oregon Transportation Plan (OTP), the Oregon Highway Plan (OHP), State Greenhouse Gas Planning rules, and the other state modal or topic plans, and state facility plans.
- Ensure consideration of the needs of all persons in transportation planning, especially the elderly and persons with disabilities.
- Ensure participation by the public and by the public sector in all phases of transportation planning, programming, and decision-making.

## Development of the UPWP

The UPWP is developed by assembling local, state, and federal transportation planning needs using US Department of Transportation (USDOT) rules for Metropolitan Transportation Planning. Review of the UPWP is a coordinated effort between staff from the Oregon Department of Transportation (ODOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and all the local transportation planning agencies, including Lane Council of Governments, Lane County, the Cities of Coburg, Eugene, and Springfield, and Lane Transit District. ODOT must approve that all federal requirements have been met in the workplan. In addition to reviewing the UPWP, FHWA and FTA must also approve the work plan (23 CFR 420.115).

Following the federal and state review of the draft work plan, a minimum public comment period of 30 days is provided for community input. The draft is reviewed and approved by the Transportation Planning Committee (TPC), which recommends adoption to the Metropolitan Policy Committee (MPC), who adopts it and forwards to ODOT, USDOT, FHWA, and FTA.

## Roles and Responsibilities

Lane Council of Governments (LCOG), ODOT, the Cities of Springfield, Eugene, and Coburg, Lane County, and Lane Transit District (LTD) have specific responsibilities in performing the activities of this UPWP. LCOG is the lead transportation planning agency for regional metropolitan issues. Because ODOT is the direct recipient of Federal Planning funds, ODOT provides an oversight role to ensure all Federal (planning, grant management, other) requirements are met. ODOT additionally assists with the planning process by assigning staff to the MPO's projects, committees, and by providing the match for federal planning funds awarded to LCOG. Lane County, LTD, and the cities assign staff to coordinate and participate on UPWP tasks.

Included with the UPWP is a Memorandum of Understanding (MOU) concerning Agency Responsibilities for Transportation-related Air Quality Planning in the Central Lane Transportation Management Area. This MOU describes the responsibilities concerning air

quality planning for each partner agency in the designated air quality management area. Also included is an intergovernmental agreement titled ODOT/MPO/Transit Operator Agreement for Central Lane Transportation Management Area. This agreement defines the roles and responsibilities for transportation planning between ODOT, the MPO and LTD as required by federal regulation.

By adopting this UPWP, LCOG is making a commitment to promote a transportation system that maximizes mobility and accessibility and promotes the protection of the human and natural environments, as directed under federal regulations. This is achieved through a ***Continuing, Cooperative, and Comprehensive*** (3-C) transportation planning process that results in a long-range plan and short-range program of projects.

### Funding Sources

The work described in this UPWP is funded by a variety of federal, state, and local sources. Local funding sources include direct funds as well as in-kind services. Funding sources include:

- Federal Highway Administration Public Lands (PL) planning funds.
- ODOT match for FHWA Metropolitan Planning (PL) funds.
- FTA funds—Section 5303
- LTD match for FTA funds.
- MPO Discretionary Surface Transportation Block Grant Program (STP) funds (also referred to as STBG or STBG-U).
- Local match for STBG-U, TAP, and CMAQ funds and other local funding.
- Transit-oriented development planning grants under FAST Act; and
- Transportation and Growth Management (TGM) funds.

In some program areas, the planning activities outlined may not be able to be accomplished using the programmed PL, FTA and STBG-U funds. These activities reflect potential work that would be accomplished if additional funding were to become available.

Additional funding sources beyond those set out in the UPWP work program may also become available during the fiscal year for work on special projects. These projects are typically part of the broader multi-jurisdictional transportation planning effort within the MPO. These projects may be financed by ODOT using federal funds for the purpose of facility planning projects and TGM grants focused on providing refinement to and implementation of Transportation System Plans. Details on specific products are described in Section II. Work Elements. Details on specific amounts and use of these funds are provided in Section III. Funding.

## Status of Planning Documents

LCOG develops and maintains several federally mandated planning documents that guide regional work and investments. The following table outlines each planning document.

<b>LCOG Planning Documents</b>	<b>Current Status</b>	<b>Next Update</b>
Unified Planning Work Program	Addendum adopted May 2022	FY24-25 UPWP (This document) anticipated for adoption April/May 2023
Regional Transportation Plan and Air Quality Conformity Determination	Reviewed by MPC November and December 2021. Adopted January 2022.	2025
Regional ITS Operations and Implementation Plan	Approved July 2021	2025
Title VI Plan	Approved November 2022	Next update will be in August 2025. Annual report October 2023.
Annual Listing of Obligated Projects	January 2023	Annually December or January of each year
Transportation Safety Action Plan	Approved April 6, 2017,	To be updated in 2023
Public Participation Plan	Approved October 1, 2015,	To be updated in 2023
Metropolitan Transportation Improvement Program and Air Quality Conformity Determination	FY21-24 MTIP adopted May 5, 2020. AQCD adopted January 2022	FY24-27 MTIP adoption anticipated May 2023. AQCD adoption anticipated 2023.
Regional Transportation Options Plan	Approved November 6, 2014	This plan has been integrated into the RTP and CMP and will be retired. RTP/CMP Adopted January 2022.
Transportation Management Association Certification Review	Final Report received October 30, 2019	FHWA and FTA review and findings will need to be complete by October 30, 2023

***Federal Certification***

The MPO received its 2019 MPO Certification Review Final Report October 30, 2019. This certification will remain in effect for a period of four years. The CLMPO has resolved all corrective actions from the 2019 report. A summary table of the status of corrective actions is included in Appendix I.

## Looking Back: An Overview of FY2022 and FY 2023 UPWP

In May 2021, the MPO adopted a two-year UPWP covering the period from July 1, 2020 to June 30, 2023. An addendum was issued in May 2022 to describe additional and changed action items anticipated to occur from July 1, 2022 to June 30, 2023, and revisions to timelines as needed.

Principle accomplishments of the FY2022 and FY2023 UPWP can be found in the annual accomplishments report on the [MPO website](#).



## **Section II. UPWP Work Elements**

### **A. Regional Transportation Plan (RTP) and Long-Range Planning**

#### **Objective**

Build consensus on policies, strategies, and projects to address the transportation needs of the region. Balance state and federal mandates with the needs and interests of our partner jurisdictions. Carry out the goals and objectives and implement the work activities of the RTP, the area's long-range transportation plan. Continue to meet requirements of federal regulations in a manner consistent with state and local plans and requirements.

#### **Discussion**

A key focus of the work in this program area will be to maintain the adopted 2045 Regional Transportation Plan. The new RTP aligns many of the long-range planning documents including the MPO's including the Intelligent Transportation Systems (ITS) Plan, Congestion Management Process (CMP), and Congestion Management Plan, among other elements. This RTP fully incorporates federal performance-based planning and programming measures and targets.

#### **Core Tasks Include:**

- Assist local agencies in implementation of the RTP.
- Monitor and report on RTP performance measures, including the federal performance measures.
- Develop refinements to plan policy/project elements consistent with direction from elected officials, regional staff and input from the public.
- Conduct public engagement per the Public Participation Plan.
- Assess environmental justice in the RTP and project selection.
- Continue to implement the CMP in discrete regional processes, plans, and products as appropriate. Utilize the results of CMP analysis as part of the regional prioritization of projects for the MTIP and STIP.
- Participate in local, regional, and statewide public-private committees representing various transportation related interests.
- Begin data and model preparations for the next RTP update.
- Conduct ongoing updates of the RTP, ITS, and CMP. Pursue opportunities to implement action items and strategies from the RTP, ITS, and CMP.

#### **Action Items**

##### **1. Regional Transportation Plan (RTP)**

The RTP is the metropolitan area's 20+-year plan for all transportation modes and is required to be updated every four years. It was last adopted by MPC in January 2022. The next update is required by January 2026. Data and model preparation will begin for the next

RTP during this planning period. Ongoing implementation work during this UPWP includes resilience planning, electric vehicle strategy development, and active transportation data updates:

- Resilience planning includes evaluating the need for vulnerability analysis and a regionwide network of emergency transportation routes based on funding availability and regional need; it also includes monitoring PROTECT discretionary funding and potentially applying for funds when they become available.
- Electric vehicle strategy development includes coordinating with the State and Lane County and applying statewide planning efforts to the local level.
- Active transportation data update includes developing regionwide sidewalk and bicycle inventory datasets.

## **2. Regional Intelligent Transportation System Plan and Congestion Management Process**

The Regional ITS Operations and Implementation Plan and CMP for the Eugene-Springfield Metropolitan Area was completed in 2021. The MPO will continue to work with partner agencies on implementation of ITS projects.

## **3. Performance Based Planning and Programming**

The MPO policy board adopted Resolutions to support the State targets for the following Federal Highway Performance Measures:

- Safety (Resolution 2018-01)
  - Number of roadway fatalities
  - Number of roadway severe injuries
  - Roadway fatalities per vehicle miles traveled.
  - Roadway severe injuries per vehicles miles traveled.
  - Combined non-motorized fatalities and non-motorized severe injuries.
- Pavement Condition (Resolution 2018-10, updated 2022-08)
  - Percentage of pavements of Interstate System in Good condition
  - Percentage of pavements of the Interstate System in Poor condition
  - Percentage of pavements of the non-Interstate NHS in Good condition
  - Percentage of pavements of the non-Interstate NHS in Poor condition
- Bridge Condition (Resolution 2018-10, updated 2022-08)
  - Percentage of NHS bridges by deck area classified as in Good condition.
  - Percentage of NHS bridges by deck area classified as in Poor condition.
- National Highway System Performance (Resolution 2018-10, updated resolution 2022-08)
  - Percent of the person-miles traveled on the Interstate that are reliable (Interstate Travel Time Reliability measure)
  - Percent of person-miles traveled on the non-Interstate NHS that are reliable (Non-Interstate Travel Time Reliability measure)
  - Truck Travel Time Reliability Index (Freight Reliability measure)

- Congestion Mitigation and Air Quality- On-Road Mobile Source Emissions (Resolution 2018-10, updated resolution 2022-08)
  - Total Emissions Reduction of PM-10 from Funded CMAQ Projects

The MPO policy board adopted a Resolution to support the State targets for the following Federal Transit Administration Transit Asset Management Tier II and Safety measures (Resolution 2019-02):

- Equipment – Automobiles
- Rolling Stock – Over the Road Bus
- Rolling Stock – Bus
- Rolling Stock – Cutaway
- Rolling Stock – Van
- Rolling Stock – SUV
- Rolling Stock – Automobile
- Facilities – Passenger/ Parking Facilities
- Facilities – Administrative/ Maintenance Facilities
- Safety Performance Targets for Fixed Route Bus and Bus Rapid Transit (fatalities, injuries, safety events, system reliability)

Resolutions are attached. These targets and measures will be included in the RTP, and they will guide regional policy established through the RTP, local TSPs and other planning efforts.

#### **4. Safety Planning**

The Safety plan adopted in 2017 is currently in implementation phase. In 2017 the MPO in partnership with Lane County created the Safe Lane Coalition. The coalition is focused on implementing the plan to reduce fatal and severe crashes using the most effective countermeasures. The coalition works in a collaborative manner to prioritize outreach projects throughout the region. The MPO anticipates an update to the Safety Plan following the update to the ODOT safety plan in 2023.

##### ***Tasks Year 1 & 2***

- Continue MPO’s Safe Communities Program through the Work of the Safe Communities Coordinator and partner agency staff.
- Participate in statewide safety meetings and consult state agencies to better coordinate regional planning with State efforts.
- Continue to collect, analyze, and maintain the collision data, and incorporate into a database.
- Continue to investigate new sources of safety and security data and opportunities to improve the timeliness, quality, accuracy, and completeness of existing data. Work with local enforcement agencies to develop more current data where applicable.
- Continue to coordinate the Regional Transportation Safety and Security Plan with the ITS Plan Update and consider ITS solutions as appropriate.
- Monitor performances measures and maintain the performance measures dashboard. Report to ODOT, FHWA, and FTA, as necessary.

- Continue to explore opportunities to carry out the safety and security improvements throughout the MPO. Generate applications for safety grants, where applicable.
- Coordinate the identification of needs and the implementation of safety improvements with the All-Roads Transportation Safety (ARTS) program.
- Implement Regional Safety Grant. Project Elements include
  - Quick Build Projects in Eugene
  - Additional Safety Analysis
  - DUII and Speed Reduction Education and Outreach campaign

***Products Year 1 & 2***

- Safety grants, where applicable
- Public facing Safe Lane Coalition materials.

**5. Major Facility Studies**

MPO staff will be involved in facility and planning studies as needed. These facility studies are led by the individual jurisdictions but may require coordination for data and modeling support and other technical assistance, as necessary.

**B. Programming and Implementation**

**Objective**

Work in a cooperative, continuous, and comprehensive process to prioritize projects from the RTP for funding. Develop and adopt the area wide MTIP. Develop priorities for the STIP. Enhance project application/selection process. Facilitate project amendments and improve timeliness of project delivery.

**Discussion**

Programming and coordination activities include identifying and allocating funds for short- to mid-range projects and setting area-wide priorities for various classes of federal and state transportation fund sources. In this activity in particular, the planning process provides a neutral forum for local officials to set area-wide transportation priorities. Action items in this work category include participation in the STIP, development of the regional MTIP, programming of STBG-U, CMAQ, TA, and other funds, and development of the UPWP.

Core tasks include:

- Work with partner agencies to coordinate grant and project funding opportunities for regional projects that are consistent with the goals and objectives of the RTP and participate in grant review committees, as needed.
- Prepare and process TIP amendments.
- Maintain consistency between MTIP and STIP by monitoring amendments and other actions.

- Process amendments and administrative adjustments through the appropriate MPO committees.
- Adhere to the procedures established in CLMPO's Public Participation Plan when adopting a TIP, programming new funds, or preparing amendments.
- Update and maintain project database and online and hard copy maps.
- Provide a publicly accessible online MTIP project list that is updated regularly.
- Track projects throughout the year and publish an annual listing of obligated projects.
- Work with the Interagency Consultation committee to ensure the MTIP and its projects conform to National Clean Air Act Amendments.
- Work with ODOT Region and State Coordinators to improve MTIP-STIP coordination and maintenance of the ODOT Financial Plan. Work with partners to develop proposals for funding through State and Federal programs of projects that implement goals and objectives established in the RTP.
- Represent the MPO at ODOT and other project coordination meetings.
- Work with ODOT fiscal planners to obtain revenue estimates as needed.
- Attend conferences and workshops to maintain staff expertise and knowledge of State and Federal project programming & implementation processes and tools.
- Continue to work with MPC to develop and revise policies, criteria, and processes to ensure programming of funds reflects current priorities.

## **Action Items**

### **1. State Transportation Improvement Program (STIP)**

Maintain consistency of the STIP with the MTIP by monitoring amendments to, and other action on, the STIP. Support the adoption and implementation of the FY 24-27 STIP.

#### ***Ongoing Tasks***

- Amend the MTIP as needed to keep project information current; conduct public involvement and air quality conformity determination as needed.  
Assist ODOT with public involvement.

#### ***Tasks Year 1***

- Implementation of the FY 24-27 STIP
- Coordinate with LaneACT and ODOT concerning MPO area projects to utilize the State's discretionary funding as recommendations move forward to the SuperACT and Oregon Transportation Commission.
- Work with ODOT financial staff to develop revenue estimates, and with project partners and ODOT to ensure that year of expenditure estimates are used in programmed projects. Consider application of LCP principles and tools, as available, to MPO's development of projects and priorities.
- Participate in the statewide TIP managers' working group.
- Adhere to procedures established in the MPO's Public Participation Plan to present ODOT's Region 2 STIP projects for approval into the MTIP.

### ***Products Year 1***

- Provide timely project updates for inclusion in Draft FY 24-27 STIP
- Ongoing amendments to the current STIP
- ODOT's relevant Region 2 STIP projects considered for adoption into the MTIP.

### ***Tasks Year 2***

- Participate in the statewide TIP managers' working group.

### ***Products Year 2***

Amendments to the STIP

## **2. Metropolitan Transportation Improvement Program (MTIP)**

Maintain FY 21-24 MTIP, amending, as necessary. Ensure MTIP and STIP consistency. Publish annual reporting of federal obligations. Monitor timeliness of funding obligations and projects' conformity to air quality standards.

### ***Tasks Year 1***

- Guide the draft FY 24-27 MTIP and accompanying Air Quality Conformity Determination through to adoption
- Coordinate with ODOT concerning MPO area projects to utilize the State's discretionary funding.
- Process amendments to the MTIP in a timely manner and ensure STIP consistency with MTIP.
- Utilize the MPO's online eTIP platform and ensure this resource is kept up to date, including geographic information.
- Maintain clear, open, and timely two-way communication with local agency staff and with ODOT Area Planner and Liaison regarding project delivery status and anticipated delays or budgetary concerns.
- Report federal obligations.
- Proactively assist partner agencies and coordinate regularly with ODOT staff to ensure annual obligation targets are met
- Guide process of programming redistribution, project savings, and other windfall funding to maintain fiscal constraint of the MTIP

### ***Products Year 1***

- Adopted FY 24-27 MTIP and Air Quality Conformity Determination
- eTIP platform is live and utilized for maintaining MTIP project information and providing that information to the public
- Publication of interactive online map for FY 24-27 MTIP
- MTIP Appendments
- Air quality conformity determination for regionally significant project amendments (as needed)

- Annual Listing of Obligated Projects
- Obligation targets are met and redistribution funding received
- Fiscal constraint of the MTIP is maintained

***Tasks Year 2***

- Process amendments to the MTIP in a timely manner and ensure STIP consistency with MTIP.
- Utilize the MPO's online eTIP platform and ensure this resource is kept up to date, including geographic information.
- Maintain clear, open, and timely two-way communication with local agency staff and with ODOT Area Planner and Liaison regarding project delivery status and anticipated delays or budgetary concerns.
- Report federal obligations.
- Proactively assist partner agencies and coordinate regularly with ODOT staff to ensure annual obligation targets are met
- Guide process of programming redistribution, project savings, and other windfall funding to maintain fiscal constraint of the MTIP

***Products Year 2***

- eTIP platform is live and utilized for maintaining MTIP project information and providing that information to the public
- Air quality conformity determination for regionally significant project amendments (as needed)
- Obligation targets are met and redistribution funding received
- Fiscal constraint of the MTIP is maintained
- MTIP Amendments
- Annual Listing of Obligated Projects

**3. Surface Transportation Block Grant Program Sub-allocation for Urbanized Areas (STBG-U) and other federal funds**

Establish project priorities and program discretionary federal funds for inclusion into the MTIP.

### ***Tasks Year 1***

- Incorporate project amendments as necessary into the MTIP including public involvement as described in Public Participation Plan
- Incorporate STBG-U, CMAQ and other federally funded projects into MTIP and STIP.
- Facilitate prioritization and selection for off-cycle programming of unanticipated federal funds such as redistribution funding, HIP funding, new federal programs, etc.

### ***Products Year 1***

- Fiscally constrained MTIP

### ***Tasks Year 2***

- Review and update regional criteria and priorities for use of federal funds, primarily STBG-U, TA, CRP, and CMAQ which come via anticipated annual allocations, but also including other federal funds, such as HIP or FTA funds.
- Conduct comprehensive public involvement as described in the Public Participation Plan.

### ***Products Year 2***

- Fiscally constrained MTIP
- Regional criteria and priorities

## **4. Unified Planning Work Program (UPWP)**

### ***Tasks Year 1***

- Conduct a biennium review of the adopted UPWP.
- Create a semi-annual and annual report for ODOT.
- Produce an annual self-certification review as part of the Unified Work Program. Ensure the review includes a list of Certification Review work activities, addressing the status of corrective actions and recommendations from the 2019 Report.
- Meet with USDOT, FHWA, and ODOT to review progress on the first year of the Unified Work Program and document any needed changes.

### ***Products Year 1***

- Semi-annual and annual report for ODOT.
- Draft Addendum
- Meet with USDOT, FHWA, and ODOT to review UPWP.

### ***Tasks Year 2***

- Update the current UPWP to describe the scope of work and draft work program anticipated over the next two years by MPO staff and MPO partner agencies.
- Create a semi-annual and annual report for ODOT.
- Meet with USDOT, FHWA, and ODOT to review UPWP.



### ***Products Year 2***

- Adopted Unified Planning Work Program for July 2023-June 2024.
- Semi-annual and annual report for ODOT.

### Planning Emphasis Area Updates

- Work to incorporate updated 2021 Planning Emphasis Areas into appropriate plans and programs.
  - Tackling the Climate Crisis, Transition to a Clean Energy Resilient Future
  - Equity and Justice<sup>40</sup> in Transportation Planning
  - Complete Streets
  - Public Involvement
  - Strategic High Network (STRAHNET)/US Department of Defense Coordination
  - Federal Land Management Agency (FLMA) Coordination
  - Planning and Environmental Linkages
  - Data in Transportation Planning

## C. Public Participation

### **Objective**

Provide for a proactive two-way public involvement process. Ensure complete and accurate information and documentation, timely public notice, and equal and full public access to public information and decision-making. Support early and continuing involvement of the public in developing the RTP and the MTIP.

### **Discussion**

The public involvement work program element is described as action items or core MPO operational activities in the paragraphs that follow. Core MPO operations relating to Public Participation include performing ongoing public involvement activities and implementing the Title VI Program. The public involvement efforts cover several work elements described elsewhere in the UPWP, including the RTP update, MTIP updates and amendments, and refinement plans as required by FAST ACT.

### **Action Items**

#### **1. Public Participation Program Refinement**

The Central Lane MPO is implementing various approaches to community engagement in the transportation planning process, per the direction of the MPO policy board. These efforts are summarized in the updated MPO Public Participation Program. The MPO continues to use diverse engagement tools to help the public understand and engage with the planning process.

### ***Ongoing Tasks***

- Incorporate strategies and recommendations from the Public Participation Program.
- Continue to grow outreach efforts using social media.
- Provide technical support to ensure opportunity for public review of transportation studies, plans, and programs.
- Respond to inquiries and comments from the public.
- Maintain an up-to-date email distribution list of interested parties and stakeholder groups, including both public and private entities; and look for opportunities to enhance the list.
- Improve outreach to and participation of community members:
  - Members of the business community and other economic development interests.
  - Minority and low-income groups.
- Post all MPO related public comment opportunities on our website, social media accounts, and notify the public via the MPO email distribution group.
- Provide ongoing development and maintenance of the MPO website, to provide information on meetings, plans, projects, and public involvement opportunities; update content on as-needed basis.
- Design outreach materials that show how and by whom decisions are made, how investments achieve public goals, and describe the MPO:
  - MPO fact sheets
  - MPO core product summaries
- Televis and webcast MPO Policy Board meetings. Meetings are televised and are available for review on-demand via a webcast by MetroTV to maximize opportunities for the public to participate and be engaged in the process if they are unable to attend public meeting dates. The public is able to actively participate in real time during the meetings through a call-in option that is made published with the meeting materials one week prior to the meeting date.
- Ensure ongoing coordination with TASC and TPC to exchange information about public outreach events.
- Develop Dynamic Project Fact Sheets for RTP and MTIP including project photos from local jurisdictions and thorough project information including the need for project and solution statements.
- Maintain existing web-based mapping application that provides a digital illustration of regionally significant and/or federally funded projects.
- Enhance visualization of projects by providing access to project illustrations.

### ***Tasks Year 1***

- Update Public Participation Plan
- Explore ways to incorporate University of Oregon into MPO planning activities.
- Launch Youth Advisory Transportation Council in Partnership with Safe Routes to School programs.

- Appoint youth position from Advisory Committee to MPC.

### ***Tasks Year 2***

- Implement new Program initiatives, as needed. Complete adoption process for amendments to the MPO's Public Participation Plan as needed.

### ***Products Year 1 and 2***

- Amendments to the PPP, as needed.
- Memorandum to the MPC, as needed.
- Digital illustration of regionally significant and/or federally funded projects.
- Public outreach materials, including media notices, display ads, email messages.
- Public information materials such as fact sheets, Citizen's Guide, and other graphics to explain the key products and activities of the MPO.
- Informational materials about the transportation planning process, public meetings, and hearings.
- Archived and on-demand webcasts of MPC meetings.
- Active and current MPO website [www.thempo.org](http://www.thempo.org)

## **2. Americans with Disabilities Act (ADA) of 1990**

The MPO will maintain its current ADA program and will ensure continued compliance with the requirements of the ADA of 1990.

As part of our program the MPO assures that no person shall on the grounds of race, color, national origin, disability, age, gender, or income status be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. The MPO further assures every effort will be made to ensure nondiscrimination in all its programs and activities, whether those programs and activities are federally funded or not.

In accordance with the requirements of the ADA of 1990, the MPO will not discriminate against individuals with disabilities on the basis of disability in its services, programs, or activities. The MPO does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under title I of the ADA.

The MPO will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all its programs, services, and activities. The MPO will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in the MPO's programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making

information and communications accessible to people who have speech, hearing, or vision impairments.

The MPO's ADA Coordinator is Paul Thompson, MPO Program Manager. Additional information is found on our website: <http://www.lcog.org/375/Report-a-Concern>

#### ***Ongoing Tasks***

- Maintain commitment to and compliance with the ADA of 1990.
- Update program as needed.

#### ***Products Year 1 and 2***

- Maintain a fully compliant ADA program.

### **3. Title VI Program**

The MPO has prepared a nondiscrimination policy and procedures, also referred to as the Title VI Plan, which addresses how the MPO is integrating nondiscriminatory practices in its transportation planning, public participation, and decision making. The MPO is committed to providing services, programs, and activities fairly, without regard to race, color, national origin, gender, age, disability, or economic status. The MPO will work to prevent discrimination through the impacts of its programs on minority and low-income populations. In addition, the MPO takes reasonable steps to provide meaningful access to programs for persons with limited English proficiency. Administration of the MPO's Title VI program is integrated throughout the key program areas, including public participation.

#### ***Ongoing Tasks***

- Continue implementing the adopted Title VI Plan. Conduct MPO activities in conformance with the MPO Title VI policy statement and assurances contained in the plan.
- Conduct annual evaluation assessments of the Title VI Program.
- Identify, investigate, and eliminate discrimination when found to exist in connection with MPO program areas.
- Process, investigate, and attempt to resolve Title VI complaints regarding MPO and its sub-recipients, consultants or contractors that are received by the MPO.
- Collect and analyze data to ensure policies are being followed and to assess evaluation measurements developed for participation of Title VI protected groups.
- Collect statistical data on the MPO constituency (e.g., race, color, sex, age, disability, and language proficiency) for use in planning. Update statistical data with American Community Survey data when it becomes available.
- Monitor progress, implementation, and compliance issues.

- Review important Title VI-related issues with the MPC, as needed.
- Assess communications and public involvement strategies to ensure adequate participation of impacted Title VI protected groups and address language needs as appropriate.
- Continually investigate and evaluate public outreach techniques and tools to ensure an inclusive public participation process.
- Provide, assist to coordinate, or identify opportunities for Title VI Training for staff of the MPO and MPO partners, and the MPC.
- Provide resources to facilitate participation for those whose primary language is Spanish.
- Develop Disadvantaged Business Enterprise (DBE) goals in cooperation with ODOT.
- Support the work of partner agencies to inventory sidewalks to identify potential ADA barrier and to identify public access (sidewalks) that do not meet current Public Rights of Way Accessibility Guide (PROWAG) standards.
- Follow the development of new FTA circulars on Title VI and Environmental Justice, which may shape actions in the Title VI Program area, depending on the final content of the circulars.
- Incorporate information developed through the Lane Livability Consortium (LLC) planning and engagement processes.

#### ***Products***

- Title VI plan (Adopted 2022)
- Title VI complaints documentation.
- Title VI data plan and summary maps and figures.
- Annual report of Title VI accomplishments and goals.
- Program to review subrecipients Title VI compliance.
- Title VI training program and resource materials.
- Guide detailing how to assist Limited English Proficiency individuals in person or on a telephone call.
- List of Spanish-speaking interpreters.
- List of other non-English interpretation services.
- DBE Goals.

## **D. Air Quality Planning**

### **Objective**

Reduce vehicle miles traveled and associated greenhouse gas and criteria air pollutant emissions consistent with the region's desired outcomes and State goals. Maintain conformity with Federal Clean Air Act Amendments and the Oregon Transportation Conformity rules. Remain informed and engaged in state and/or federal planning and rulemaking to address air pollution from transportation sources. Ensure that staff has the ability and the tools to respond

to policy questions and inform policy discussions and decision-making. Participate in the development of programs, projects, and policies to reduce transportation air pollution.

### **Discussion**

In February 2014, the Central Lane MPO area completed the 20-year maintenance period for carbon monoxide (CO). No local monitoring, transportation control measures, or traffic emissions analyses are now required.

In June 2013, the area was re-designated to attainment for coarse particulate matter (PM<sub>10</sub>) with an approved 10-year limited maintenance plan (LMP). The MPO is required to prepare transportation conformity determinations to ensure that the LMP criteria are maintained and that conformity regulations are met. While no regional analysis is required, project level conformity (“hot spot analysis”) is required of certain projects. This remains the responsibility of the project sponsor.

All other Clean Air Act pollutants levels within the MPO are currently below the National Ambient Air Quality Standards.

FHWA found that the CLMPO 2045 air quality conformity determination (AQCD) met Federal conformity and issued a joint FHWA and FTA AQCD letter for the CLMPO 2045 RTP January 14, 2022.

Conformity determination for FFY24-27 Metropolitan Transportation Improvement Program (MTIP) is anticipated to be approved by MPO Policy Committee on May 4, 2023.

CMAQ is a federal program that provides funds for transportation projects and programs that reduce congestion and improve air quality for areas that do not meet the NAAQS for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

As of January 9, 2023, The Motor Vehicle Emission Simulator (MOVES3) model continues to be updated by US-EPA and is now required for both regional and project level conformity. The model can estimate greenhouse gas emissions and select air toxics in addition to criteria pollutants, and, thus, is a key component in the computation of potential air quality performance measures.

### **Action Items**

#### **1. Air Quality Conformity**

##### ***Ongoing Tasks***

- Provide coordination and technical assistance by providing limited technical assistance to LRAPA and other local partners including air emissions modeling and data analyses.
- Attend training sessions and workshops to remain informed of new air quality regulations and analysis tools.

- Review MOVES air quality emissions model software and input data. Maintain local parameters and emissions factors for use in project level PM10 analysis.
- Maintain open communication with ODOT Air Quality staff.
- Participate in Interagency Consultation committee meetings as needed to reach consensus on conformity of regionally significant and/or non-exempt projects.
- Refer to sections concerning Programming/MTIP and Long-Range Planning/RTP.

## 2. Air Quality Performance Measures

### *Ongoing Tasks*

- Track Performance Measure target for use in regional, transit and local agency plan and program assessments.
- Identify analytic tools and data sources suitable for supporting trend analyses. Add data and measures to the Data Portal and provide visualizations to inform the public and local agency staff of progress.

## E. Transportation System Modeling and Data Maintenance

### **Objective**

Acquire, maintain, update, and analyze data describing and relating to the performance and characteristics of the regional transportation system. Maintain and improve multimodal transportation modeling capabilities for application to policy and facility planning issues. Utilize models and data bases to provide technical assistance to LCOG planners and partner agencies.

### **Discussion**

Informed policy analysis and assessment of progress of plans and programs requires data and forecasting tools: data (historic and contemporary) to describe existing conditions and forecasting tools to describe the predicted impacts of adopted plans, programs, and projects.

The major activities within this program area aim to build on the MPO's databases and modeling capabilities and to monitor the recently adopted RTP and federal performance measures. This work will include surveys and research, implementation of new models and components, model maintenance, maintenance and updates, and statewide and national professional involvement.

LCOG has transitioned to the modeling framework employed at Metro, the Kate model, a traditional 4-step model that forecasts auto, transit, bike and walk performance within the MPO area. The model is used to monitor RTP implementation and transportation system performance, to analyze transportation policy and investment for all travel modes, and to assess air quality conformity in accordance with the Clean Air Act. It provides planning level auto volumes and transit ridership for corridor analyses, particularly associated with Small Starts transit projects and major highway projects, but also for small area studies and transportation impact analyses. It will be the basis for upcoming RTP forecasts and will provide

auto volumes that are input to more detailed engineering studies. Together with the MOVES air emissions model, greenhouse gas estimates for future years can be estimated.

To meet the requirements of exercising an integrated land use-transportation process, the travel model interfaces with UrbanSim, a land-use allocation model that distributes growth in households and employment over buildable lands within the MPO area in accordance with the adopted land use plans and growth policies of the local governments. Together these tools provide assessment of access to jobs by the various modes of travel which inform Title VI planning.

CLMPO engaged in a scenario planning process in 2014 and remains committed to integrating scenario planning into our long range planning work. The VisionEval model is locally used to model and evaluate selected scenarios and better understand potential outcomes of a range of futures and policy directions. The intent is to utilize information gained through this process to make more informed decisions that will direct the region toward achieving our goals. Through this UPWP timeframe, CLMPO will continue to coordinate with ODOT on use of VisionEval within our region.

Many different data sets are needed to calibrate and validate the development and subsequent updates to current and future travel forecasts, and to support development of trends. These data sets include demographic, ethnic, socio-economic, and travel behavior data that characterize travel needs and impacts of the transportation system on various groups of people. An inventory of current land uses, household distribution by density and structure type, employment by sector, approved projects, comprehensive land use plans and other development policies that constrain or encourage certain types of growth are just a few of the data sets needed. Infrastructure networks pertaining to each travel mode must be maintained and updated to reflect their status as new projects are completed and as future projects are planned. Auto, transit boardings and bike counts are essential inputs.

Other data sets such as those for crash data for safety planning are augmented by auto and bike counts to provide crash rates and localization of dangerous areas.

CLMPO's 2045 RTP has a performance-based planning and programming framework, consistent with the requirements of the FAST Act transportation. Monitoring, reporting, evaluating, and implementing the performance metrics will be a key focus in this UPWP.

Core tasks include:

- Provide technical assistance to MPO agencies through data preparation, analysis, summary, and mapping, when the requests are consistent with the MPO's function and when the requests support regional projects. Due to allocation of resources to other tasks in the UPWP, generally only requests that can be met with no more than 10 hours of staff time can be accommodated under UPWP funding.
- Provide transportation, population and employment data and forecasts for local and state projects and transit studies.
- Perform corridor studies and transportation analyses of subarea studies to provide a basis for transportation infrastructure improvements. This task is restricted to providing a base level of technical assistance to partner agencies including ODOT and LTD.



Significant effort in refinement studies are to be done through separate contracts outside the scope of the UPWP.

- Provide GIS analyses, maps and other data products including Census products for transportation project planning and NEPA studies. As above, if significant effort is required, a separate contract will be negotiated with the requesting agency.
- Participate in project coordination and planning meetings associated with refinement studies.
- Assist partner agencies in analysis of travel for purposes of computing selected performance measures.
- Maintain, update, and analyze data describing the performance and characteristics of the regional transportation system.
- Monitor transportation system activity through analysis of traffic counts, bicycle and pedestrian counts, transit on-board survey data, transit ridership data, HPMS data, and other information as appropriate.
- Maintain the travel network data bases for all modes, including transit system routes, stops and park and rides.
- Maintain and update regional land use data that impact travel modeling and analysis.
- Maintain socioeconomic statistical data (e.g. race, color, sex, age, disability, and language proficiency) for use in planning and monitoring.
- Document model procedures.
- Maintain modeling capabilities suitable for major multi-modal studies. As a baseline for model requirements maintain modeling capabilities to meet FTA model requirements for transit alternatives analysis and Small Starts submittals.
- Keep EMME travel modeling software current. Update licenses and maintain software subscription.
- Keep UrbanSim land use allocation model access current.
- Keep TABLEAU data visualization software current for use in the data portal. Maintain software subscription.
- Coordinate with ODOT for VisionEval updates, training, and application.
- Attend selected workshops and conferences to maintain and expand staff capabilities and expertise and attend training related to model software, data sources and modeling topics.
- Participate in ODOT/MPO cooperative modeling research and development programs. Attend oversight committee meetings.
- Continue to participate in the Oregon Modeling Steering Committee, and other subcommittees to coordinate activities between MPOs and ODOT to aid in advancing development of integrated statewide transportation/land use models; specifically during this UPWP:
  - The Travel Survey Subcommittee through implementation of the next Oregon Household Activity Survey
  - The collaborative of ODOT, CLMPO, Metro, and SKATS on the development and estimation of a statewide and MPO specific activity based travel model.

- Work with other Oregon MPO's to investigate the potential for coordinating modeling services.

## Action Items

### 1. Data Portal

Data collection and analysis are key functions of the MPO and are needed to support ongoing transportation planning and performance evaluation processes. With increased emphasis on informed decision-making through use of performance measures and indicators, LCOG will continue to make a concerted effort in this UPWP to formalize transportation related data bases with an emphasis on more easily adding, retrieving and displaying these data. The intent where feasible and permitted is to add the displays to the web for public viewing of progress and trends. Refinement of the LCOG data framework will be undertaken during this UPWP, with the intent that the data portal will house the data and metrics mentioned below and will regularly update and enhance the visualizations. The following briefly lists data sets for which collection is ongoing or planned, and for which data base structures, analysis scripts and visualizations are in progress.

#### a. Traffic Counts

Data to be incorporated include data from all modes including autos, bikes, and transit, for all types of sensors and configurations (intersection, midblock):

- Continue to collect volume, speed, and classification data from multiple sources. Including seasonal count program in partnership with Lane County. (Funding for this effort is provided by ODOT. Refer to IGA 33023.)
- Continue to work with ODOT to acquire counts from ramp meters and other automated sensors within the MPO area. Update the metrics and displays in the MPO's Traffic Data Portal.
- Work to define data, access, and products of use to local agencies.
- Update the web-based map and database and ensure both automatically refresh as new data are loaded.
- Work with partner agencies to develop effective measure for collecting and updating regional data.
- Work with ODOT to integrate traffic count data into statewide database (Ms2).

#### b. Bike Counts

Multiple years of data have now been collected by LCOG across a variety of count sites allowing for bicycle traffic trends to be established. Additional data sources such as the STRAVA crowd-sourced data are available and may add to the coverage and understanding of bike travel. Data have been collected and reported on the LCOG Data Portal for Peace Health Rides usage since the City of Eugene's bikeshare began in 2018.

- Continue to deploy both mobile and permanent automated counters for regional bike count program.

- Continue work with UO and others to establish sites for automated collections.
- Acquire and assess other data sets that can potentially complement the MPO's counts.
- Process data; add to the Data Portal as a part of the traffic counts database.
- Update data report on an annual basis.
- Analyze to examine the effect on bike volumes of the type of infrastructure, access to employment and population, and other factors.
- Work with ODOT to leverage statewide bike counting efforts.

#### **c. Pedestrian Counts**

Using lessons learned from the Bicycle Count program over the past few years, the MPO continues to deploy counters to collect pedestrian volumes across the region to measure and better understand pedestrian traffic activity in key areas of the MPO.

- Deploy and collect pedestrian counts.
- Store, process and visualize results.

#### **d. Counts for Other Modes**

To round out the view of all travel modes within the MPO, data will be collected for air and rail passenger and system data. These data will be included in the Data Portal. Information on air and rail freight will also be sought.

#### **e. Crash Data and FAST Act Safety Performance Measures**

This project continues from the last UPWP. In addition to supporting the analysis required by the MPO Safety and Security Plan, display, and analysis of the ODOT crash data set will support FAST Act safety performance measures.

- Continue to acquire and archive annual geocoded crash data bases from ODOT Safety Division.
- Determine local source(s) of crash data to augment the ODOT (DMV) reports, particularly for bike and pedestrian and other incidents that fall below the DMV reporting threshold. Develop methods/processes for routine data acquisition, processing and formatting for inclusion in the master database for subsequent annual reporting and analysis.
- Work with local agencies to obtain coincident traffic and bike counts in areas of major concern to enable determination of crash rates and exposure to traffic.
- Analyze the data for the FAST Act safety performance measures, link trends to the target, and report progress in the Safety Data Portal.

#### **f. FAST Act Bridge and Pavement Preservation Performance Measures**

FAST Act calls for performance measures describing bridge and pavement condition. LCOG supports the state metrics and will acquire databases from ODOT, and other agencies as needed and will process these to provide the specified metrics. These

results will be displayed in the Data Portal in such a way as to demonstrate progress toward the targets.

### **g. Transit Data**

LCOG works on various regional data products that complement work at both LTD and the MPO. This includes Title VI analysis and mapping of Communities of Concern. Further, LCOG works with LTD to assist in the design of and the geocoding and processing of Origin-Destination Transit Surveys. These surveys are essential in validating the regional travel model transit components as well as providing input to LTD concerning the performance of their system. They are also required by FTA for assessing the changes resulting from major corridor enhancements such as the BRT/EmX implementations. The survey data can provide details on modes of access to transit and service to disadvantaged populations.

LCOG obtains passenger boarding data from the bus automated passenger count (APC) and AVL system semi-annually to assist in validating the transit model, and for use in transit corridor projects. These data can also be used to provide results to track travel time reliability by route, likelihood of delays due to events such as ramp extension and bike loadings, plus information on the highest use stops and stations.

- Update the Data Portal that provides web access in map-oriented visualizations of boardings by stop, route and corridor, and by time of day.
- Continue to work with LTD to acquire, geocode and analyze survey data (bus riders, park and ride users, group fare users, etc.).
- Continue to routinely acquire and archive system routes and schedules; park and ride locations, capacities, and usage; stop and station locations; fares including group pass availability and usage.
- Work with LTD and Point2Point to define, collect and analyze indicators and measures of progress for the TO programs. Add these to the data portal.
- Coordinate with the State and LTD to meet the MPO's transit performance measures requirements.

### **h. Vehicle Fleet Characteristics, VMT, and Fuel Consumption**

Within the MPO and the State, policies encourage the use of alternatives to the automobile to reduce both congestion and emissions. Since 2003, the MPO has tracked fuel sold in the commute shed of the MPO, an expression of the combination of fleet economy and VMT, and an indicator of GHG emissions. Local fleet economy and vehicle types will be able to be determined soon with data provided by ODOT, enabling insight into the rate of adoption of more fuel-efficient cars and the resulting reduction in emissions per mile.

- Continue monitoring fuel sold and fuel price.
- Analyze fleet data to describe vehicle characteristics within MPO area.
- Develop a Data Portal theme to report on these results.

### **i. Auto Travel Time Data**

Travel time through corridors is used to track and characterize congestion trends and can be used to assess changing conditions for transit operations and delay, emergency

response, crash potential, and GHG emissions. Travel time data are a part of the MPO's congestion management process, pinpointing areas in which interventions should be considered to improve performance. ODOT and FHWA have provided LCOG with access to the INRIX and HERE travel time data sets for all freeways and most principal arterials.

The MPO supports performance-based congestion targets established by ODOT and will continue to collect and analyze data trends and report them on the Data Portal.

- Continue access to INRIX and HERE.
- Extract and characterize selected corridors within MPO area including major transit corridors which are showing effects of congestion. Identify chokepoints.
- Compute performance measures; track over time; publish.

#### **j. Socio-Economic, Demographic, and other Social Data**

LCOG provides Census data to local agency partners and particularly to LTD and uses Census data in Title VI studies as well as modeling and other analyses. Local data, some dating back to the 1970's, such as residence type and locations, population and employment by sector can be used to complement Census data for use in equity, access to subsidized housing, and other analyses. Land-use changes that reflect housing density changes (by type of structure), and changes in mix of employment type are useful when considering the degree to which land use affects use of various modes of travel.

- Update frequently used attributes, e.g., Mode of Journey to Work, household size, vacancy rates, location of zero-car households, etc.
- Update commonly used maps and provide interactive access on the web through the Data Portal.

#### **k. Transportation Options Data Collection**

The MPO is in the process of reorganizing the deployment of transportation options in the MPO. Draft principles and goals have been developed to guide the regional program going forward with a strong emphasis on developing a survey and data collection methodology. These programs include, among others: Safe Routes to School, Smart Trips, and discounted transit group pass fares.

#### ***Products Years 1 and 2***

- Updated surveying and data collection process.
- Use the Data Portal to provide the results to the public and others.

## **2. Employment Data – QCEW/ES202**

Lane County-wide employment data are obtained from Oregon Employment Department (OED) approximately every two years. These data are processed by LCOG prior to providing the data to local partners. We now have a timeline of from 1978 through to 2016, providing trends documenting employment growth and decline in many sectors through various economic cycles. These data are a fundamental component of the regional travel model, and are used in forecasting future year employment levels for both the region and for the cities in their TSPs. The data also are used in corridor studies, and in analyses that link land use and transportation, and that characterize employment diversity and numbers in mixed use areas and TODs.

### ***Tasks Year 1***

- Acquire 2019 data from OED when released.
- Augment data set to include known non-reporting firms and agencies (primarily governments at all levels).
- Disaggregate firm data into separate establishments.
- Geocode to building footprints maintained by LCOG.
- Add to the existing data base; summarize by sector.
- Distribute data to local agencies upon request.

### ***Products Year 1***

- Employment database disaggregated and geocoded.

## **3. Oregon Household Activity Survey**

LCOG is working with other MPO and state agencies through the OMSC Travel Survey Subcommittee to establish the approach and implementation strategy of a statewide household and activity survey.

### ***Tasks Year 1 and 2***

- Participate in the Oregon Household Activity Survey.

### ***Products Year 1 and 2***

- Oregon Household Activity Survey in deployment.
- Active collaboration with ODOT, Metro, and SKATS to develop the statewide and CLMPO activity-based travel model.

## **4. Travel Model Development and Implementation**

The LCOG travel model is built with Metro's Kate travel model framework. It has a forecast year of 2045 and provided needed analytics for the 2045 RTP. CLMPO is involved in the collaborative of ODOT, Metro, and SKATS on the development and estimation of a statewide and MPO specific activity-based travel model.

**Tasks Year 1 and 2:**

- Participate in the Oregon Household Activity Survey and other data updates as needed.
- Active collaboration with ODOT, Metro, and SKATS to develop the statewide and CLMPO activity-based travel model.

**Products Year 1 and 2:**

- Maintain travel model

**5. Land Use Allocation Model and Implementation**

LCOG’s land use allocation model is developed with the UrbanSim platform. The UrbanSim model will be maintained during this planning period.

**Tasks Year 1 and 2:**

- Maintain land use allocation model.

**Products Year 1 and 2:**

- Maintain land use models

**F. Transportation Options (TO)**

**Objective**

Plan, program and promote actions to ensure the most effective application of transportation demand management and TO practices. Ensure the efficient use of existing road space, and reduce vehicle use in congested areas through measures aimed at reducing the level of transportation demand. Improve transit service and increase internal transit management efficiency, including the provision of services for senior and disabled populations.

**Discussion**

TO programs and services are a steadily growing component of transportation and mobility planning. Transportation Options principals are found in the current RTP and the ITS plans. In 2020, the region collaboratively assessed the regional TO programming to create a new framework for delivering TO. The region is in the process of assigning projects and staffing throughout the region. The following guiding principles and goals will be the foundation for TO programming going forward. LCOG will continue the role of regional collaboration including SRTS programming and some expanded transportation options work housed at LCOG. City of Eugene staff will deliver TO programming in the City of Eugene, LCOG will support programming in Springfield and Coburg. Additional staff at partner agencies will help support the regional TO program.



Principles:

- TO programs will look different in different parts of our region.
- Programs will prioritize historically underserved communities.
- Rely on evidence-based strategies for investment in programs.

Goals:

- Build in funding and time for pilot programs each year.
- Expand programming to focus on all trips and not just employer trips.
- Prioritize SmartTrips as a functional component of regional TO.
- Identify a regional evaluation program that tracks metrics around TO (come to a consensus on what and how often we report these metrics)

***Year 1 and Year 2 Products***

- Grant writing, then securing of funds for pilot program ideas or projects.
- GetThere campaign marketing materials and database maintenance
- Develop general TO messaging materials for regional staff use.
- Implement EcoRule in the CLMPO area
- Congestion management outreach in partnership with ODOT.
- Continue Regional SRTS coordination.

## G. Intergovernmental Coordination

### **Objective**

Ensure continuing, comprehensive, and cooperative transportation planning in the MPO area.

### **Discussion**

These work activities provide the overall support for the committee structure and functions, including the MPO Policy Committee, the Transportation Planning Committee, and the Transportation Advisory Subcommittee. Work activities also include the efforts needed to coordinate effectively between federal, state, and local agencies. Managing ongoing MPO operations, including staffing, personnel, financing, and general administration is also included in this work program.

Core tasks include:

- Conduct, facilitate and support the Metropolitan Policy Committee.
- Conduct, facilitate and support the Transportation Planning Committee (TPC) and Technical Advisory Subcommittee (TASC).

- Participate in the Lane Area Commission on Transportation (ACT), attending meetings and providing ongoing communications with MPO partner agencies.
- Participate in state-wide quarterly MPO meetings and quarterly Oregon MPO Consortium meetings. Contribute to research, analysis, and advocacy of MPO-related issues of statewide significance.
- Coordinate transportation and transportation options planning activities affecting the metropolitan area with local, state and federal activities.
- Continue to attend state level meetings related to TPR implementation, ODOT Transportation Demand Management Program, and implementation of the FAST Act.
- Participate in relevant local planning activities to build cooperation, represent MPO interests, prevent duplication and ensure efficiency and connectivity in transportation system planning and development.
- Provide documentation of MPO activities, including monthly billing reports and quarterly reports to state and federal agencies as required.
- Perform administrative functions required for the federal 3-C process to ensure continuing, cooperative, and comprehensive transportation planning throughout the MPO area.
- Manage the ongoing operations of the MPO, including staffing, personnel, financing, and general organizational administration.
- Prepare and administer/manage contracts, including ODOT contract coordination and billing reports. Coordinate with MPO partners on contracting for planning tasks funded by Surface Transportation Block Grant Program (STBG) and Congestion Mitigation and Air Quality Program (CMAQ).
- Attend conferences and workshops specific to transportation planning and MPO management to improve and/or maintain core competencies and prepare the agency to meet anticipated changes in technical, regulatory, or financial conditions.

### ***Products***

- Agendas, minutes, and meeting packets for MPC
- Agendas and meeting packets for TPC
- Monthly billing reports
- Quarterly financial reports
- Certification of compliance with federal planning

# SECTION III: FUNDING

**FINAL DRAFT - SUBJECT TO CHANGE**

**Central Lane MPO  
Unified Planning Work Program  
FY 2024 Funding**

		SOURCE OF FUNDS								
		1	2	3a	3b	3c	3d	4	5	
<b>Core Work Elements</b>		<b>FTA Sec 5303</b>	<b>LTD 5303 Match</b>	<b>FHWA PL</b>	<b>ODOT match for FHWA PL</b>	<b>FY 2023 2.5% SATO Set-Aside</b>	<b>FY 2024 2.5% SATO Set-Aside</b>	<b>Central Lane MPO STBG/TA</b>	<b>Local Match</b>	<b>UPWP Total</b>
A	Regional Transportation Plan (RTP) and Long-Range Planning	\$ 19,839	\$ 2,271	\$ 98,749	\$ 11,302			\$ 50,000	\$ 5,725	\$ 187,886
B	Programming and Implementation	\$ 23,807	\$ 2,725	\$ 37,981	\$ 4,347			\$ 50,000	\$ 5,723	\$ 124,582
C	Public Participation	\$ 23,807	\$ 2,725	\$ 68,365	\$ 7,825			\$ 50,000	\$ 5,723	\$ 158,444
D	Air Quality Planning	\$ 11,903	\$ 1,362	\$ 15,192	\$ 1,739			\$ 20,000	\$ 2,289	\$ 52,486
E	Transportation System Modeling and Data Maintenance	\$ 19,839	\$ 2,271	\$ 151,922	\$ 17,388			\$ 80,000	\$ 9,156	\$ 280,576
F	Transportation Options	\$ 13,236	\$ 1,515	\$ 30,384	\$ 3,478	\$ 15,619	\$ 15,990	\$ 90,000	\$ 10,301	\$ 180,523
G	Intergovernmental Coordination	\$ 29,758	\$ 3,406	\$ 155,568	\$ 17,805			\$ 170,638	\$ 19,530	\$ 396,706
H	Direct Costs			\$ 22,433	\$ 2,568			\$ 75,000	\$ 8,584	\$ 108,584
<b>Regional Funds</b>										
I	MPO Partner Regional Transportation Planning							\$ 230,000	\$ 26,324	\$ 256,324
J	Regional Transportation Options Funding							\$ 300,000	\$ 34,336	\$ 334,336
K	Regional Safe Routes to School							\$ 251,795	\$ 28,819	\$ 280,614
L	eTIP Licensing							\$ 19,172	\$ 2,194	\$ 21,366
<b>Discrete Projects</b>										
M	Intelligent Transportation Systems (ITS) Plan									\$ -
N	Land Use Model							\$ 30,000	\$ 3,434	\$ 33,434
O	Traffic Counts							\$ 30,000	\$ 3,434	\$ 33,434
P	LTD Data	\$ 50,000	\$ 5,723							\$ 55,723
Q	Member Services (minimum) <sup>1</sup>	\$ 20,000	\$ 2,289	\$ 17,946	\$ 2,054			\$ 30,000	\$ 3,434	\$ 75,723
<b>TOTALS</b>		\$ 212,189	\$ 24,286	\$ 598,540	\$ 68,506	\$ 15,619	\$ 15,990	\$ 1,476,605	\$ 169,004	\$ 2,580,738

**Funding amounts are estimates only, based on anticipated amounts.**

\* Tentative

1. These costs are for anticipated one-time requests from MPO partners for additional planning assistance from MPO staff.

SATO: Safe & Accessible Transportation Options. Funding set-aside off of the top of the MPO's PL funds.

## **Appendices**

### **Appendix A: Special Projects**

Coordination throughout the life of the transportation projects is vital to their success. The list below contains the special projects scheduled within this UPWP's timeframe.

#### ***Mobility Management Strategy***

New technologies and trends are changing the way that residents of the region travel. These include transportation network companies, dockless bike share, dockless scooters, microtransit, and other micromobility solutions. The Mobility Management Strategy will allow LTD to better understand how it can provide mobility to district residents as these technologies continue to develop and emerge. LTD will be able to determine its role as a mobility manager in the region and which technologies and modes make sense for LTD to pursue.

Lead Agency: LTD

Partner Agencies: Lane County, City of Eugene, City of Springfield, ODOT, LCOG

Current Status: Underway

Estimated Completion: 2023

Estimated Project Cost: \$350,000

Funding Source: STIF

#### ***Comprehensive Operations Analysis (COA)***

The COA will involve a comprehensive assessment of LTD's range of mobility services. The primary objective of the project is to conduct a detailed assessment of transit performance across a range of factors (e.g., ridership, passenger miles traveled, on time performance). In addition, the analysis will consider changes in local and regional travel demand patterns, strategies to increase ridership and improve farebox recovery, and identify opportunities and challenges offered by new mobility options.

Lead Agency: LTD

Partner Agencies: ODOT, City of Springfield, City of Eugene, Lane County, ODOT, LCOG

Current Status: Project initiates in September 2022

Estimated Completion: 2025

Estimated Project Cost: \$745,000

Funding Source: Local

#### ***RideSource Operations Analysis***

The RideSource Call Center (RSCC) has experienced significant changes in programs and models over the past 10 years. This comprehensive look includes a cost/benefit analysis, and recommendations of how LTD can best use its resources to provide value to our community to ensure we are moving forward strategically and intentionally.

Lead Agency: LTD  
Partner Agencies: ODOT, Cities of Springfield, Eugene, Florence Lane County, LCOG  
Current Status: Scoping  
Estimated Completion: 2024  
Estimated Project Cost: \$200,000  
Funding Source: Local

### ***Moving Ahead***

This project is a partnership between the City of Eugene and Lane Transit District to make five major corridors safer and more accessible for people walking, biking, using a mobility device and/or riding the bus. Eugene City Council and LTD's Board of Directors adopted a Locally Preferred Alternative which includes Enhanced Corridor investments along Highway 99, Coburg Road, and Martin Luther King Jr., Boulevard, and EmX investments on River Road. Next steps include implementation planning, identifying the most appropriate funding sources, and design refinement with community engagement.

Lead Agencies: City of Eugene, LTD  
Partner Agencies: ODOT, Lane County, LCOG  
Current Status: In progress  
Estimated Completion: 2025  
Estimated Project Cost: TBD  
Funding Source: STP-U, Carbon Reduction Program

### ***Lane Transit District FY2025-FY2027 Strategic Business Plan***

LTD's Strategic Business Plan (SBP) bridges LTD's mission, vision, and values to our day-to-day operations. This agency-wide collaborative effort will help us focus on the most important outcomes to deliver and guide the agency over a three-year period. The SBP is updated on a 3-year cycle

Lead Agency: Lane Transit District  
Partner Agencies: Partner Agencies within the district  
Current Status: Currently in Scoping.  
Estimated Completion: 2024  
Estimated Project Cost: \$250,000  
Funding Source: Local

### ***LTD Community Outreach and Communications Assessment***

LTD is seeking to develop consistent engagement in the community and conduct 'best in class' public engagement. LTD will assess communications and outreach strategies on recent projects and then develop a Community Outreach and Communications Framework to guide engagement on future projects. Goals include getting consistent engagement from a variety of stakeholder groups, building community trust through transparent engagement processes, and

building the community's capacity for engaging in the difficult tradeoffs associated with public policy.

Lead Agency: Lane Transit District  
Partner Agencies: Partner Agencies within the district  
Current Status: Currently in Procurement  
Estimated Completion: 2023  
Estimated Project Cost: \$250,000  
Funding Source: Local

### ***Franklin Boulevard Transformation (Eugene)***

The Eugene City Council adopted the Walnut Station Special Area Plan in July 2010. One of the major elements of the plan is the transformation of Franklin Boulevard from an auto-oriented arterial to a multimodal boulevard that safely and comfortably accommodates all modes and encourages compact mixed-use development along adjacent properties. The final product will be a refined and more detailed conceptual design and cost estimate. In 2021, the City of Eugene will complete the conceptual design of Franklin Boulevard and initiate the NEPA phase of the project.

Lead Agency: City of Eugene  
Partner Agencies: LTD, ODOT, University of Oregon, City of Springfield  
Current Status: Design process started in December 2018; public involvement began in January 2019  
Estimated Completion: 2021  
Estimated Project Cost: \$650,000  
Funding Source: STP-U and CMAQ

### ***Eugene Street Design Standards***

The document guiding the design of street features in the City of Eugene is currently the 1999 Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways and Accessways. It provides specific direction on transportation policies as they apply to Eugene's major streets and clarifies the process for making decisions that affect existing arterial and collector streets. The focus of the Design Standards and Guidelines has been to create a comprehensive multimodal street network that accommodates bicyclists, pedestrians, transit vehicles, automobiles, and trucks. Eugene Street Design Standards is focused on updating policies and defining guidelines for street features in Eugene that address advances in geometric design and effective accommodation of all transportation modes within the right-of-way.

Lead Agencies: City of Eugene  
Partner Agencies: ODOT, Lane County, LTD  
Current Status: Scoping  
Estimated Completion: 2021  
Estimated Project Cost: \$112,000  
Funding Source: STP-U

### ***South Bank Path Rehabilitation and Lighting***

The City of Eugene is rehabilitating the South Bank Path from the redeveloping Downtown Riverfront (where the path is being replaced and widened with local funding) to the Frohnmayr Bicycle and Pedestrian Bridge. Sections of the path are being realigned and moved further away from the riverbank. Lighting is also being added to the path which will mean that the city's entire South Bank Path from the Greenway Bridge to the Frohnmayr Bridge will have path lighting once this project is complete.

Lead Agency: City of Eugene

Partner Agencies: University of Oregon

Current Status: construction will begin in summer 2021

Estimated Project Cost: \$1,224,174

Funding Source: CMAQ, local parks bond funds, active transportation component of city street bond

### ***8th Avenue Two-Way Conversion and Protected Bike Lanes***

From High Street to Lincoln Street, 8th Avenue is currently a one-way westbound street with a striped bike lane. This project will convert 8th Avenue to two-way and add protected bike lanes from Lincoln Street to Mill Street (one block east of High Street).

riverfront (where the path is being replaced with local funding) to the Frohnmayr Bicycle and Pedestrian Bridge. Sections of the path are being realigned and moved further away from the riverbank. Lighting is also being added to the path which will mean that the city's entire South Bank Path from the Greenway Bridge to the Frohnmayr Bridge will have path lighting once this project is complete.

Lead Agency: City of Eugene

Current Status: construction will begin 2022.

Estimated Project Cost: \$4.1 million

Funding Source: CMAQ, STBG, Transportation SDCs, local street bond, local share of state gas tax revenue

### ***High Street Protected Bikeway***

This project will construct a two-way protected bikeway on High Street from 5th Avenue to 19th Avenue. At the north end, the project will connect to the City of Eugene's Downtown Riverfront and at the south end, the bikeway will connect to the Amazon Path. This is the last phase in completing Eugene's Ridgeline to Riverfront Bikeway. This project will also connect to protected bikeways on 8th Avenue and 13th Avenue.

Lead Agency: City of Eugene

Current Status: project is in design phase with construction expected in early 2022.

Estimated Project Cost: \$1,679,000

Funding Source: CMAQ, Transportation SDCs

***City of Eugene Transportation Demand Management Program***

The recently adopted Eugene 2035 TSP calls for the development of a TDM regulatory program in Eugene. This project will develop a regulatory structure for City Council adoption that covers both employers and developers. The funding will also be used to develop a proposed staffing and technical assistance model and to provide technical assistance to employers and developers.

Lead Agency: City of Eugene

Partner Agencies: Point2Point, LCOG

Current Status: Project scoping and estimating in progress.

Estimated Completion: TBD

Estimated Project Cost: \$400,000

Funding Source: STBG and TGM grant program.

***Beaver Hunsaker Corridor Plan – Design Completion***

This area is relevant to several current planning processes including the Beltline Facility Plan. Lane County recently completed the Beaver-Hunsaker Corridor Plan and now has design funding allocated to develop the recommendations into a shovel-ready project. The corridor plan addressed the need for improved bicycle/pedestrian access along the Hunsaker Lane Beaver Street corridor, from Division Avenue to River Road and from Beaver Street extending north to Wilkes Drive.

Lead Agency: City of Eugene

Partner Agencies: Lane County, ODOT, LTD, and LCOG

Current Status: The corridor plan was adopted by the Board of County Commissioners in 2017.

Estimated Completion: 2023

Estimated Project Cost: \$1,199,844

Funding Source: STBG-U

***Franklin Boulevard Project, Phase 2 Design and Construction***

The City of Springfield received federal funding (RAISE Grant) in partnership with the City of Eugene to complete the design, right-of-way, and construction of the Mississippi roundabout. Bid award is planned for the end of 2024 and construction planned to be complete 2026. As funding becomes available, the City of Springfield intends to complete construction of the remaining phase(s) of Franklin Blvd improvements.



Lead Agency: City of Springfield  
Partner Agencies: ODOT, LTD, City of Eugene  
Current Status: 60% design complete, NEPA complete.  
Estimated Completion: 2026  
Estimated Project Cost: \$10.1 Million  
Funding Source: RAISE grant, remainder TBD.

### ***42nd St Improvements***

The City of Springfield received \$12 million as identified in the 2017 Keep Oregon Moving statewide transportation funding package (HB2017) for key urban standards improvements on 42nd St. between the entrance to International Paper and Marcola Rd. Project intent is to improve turn movement options, bicycle and pedestrian facilities, drainage, and as possible, address improvements to the eastbound and westbound Oregon 126 freeway ramp terminals. Project must also interface with the 42nd Street Levee Modernization project adjacent to the east side of 42<sup>nd</sup> Street.

Lead Agency: City of Springfield  
Partner Agencies: ODOT  
Current Status: Project concept planning anticipated in 2023 - 2024  
Estimated Completion: TBD  
Estimated Project Cost: \$12,000,000  
Funding Source: State transportation earmark dollars identified in HB 2017 and potentially federal funding

It has been identified that there is a need for a preservation project to prolong the existing corridor's functionality while the larger levee project and full reconstruction are contemplated, and funding procured. The preservation project extends from International Paper to Marcola Road and includes a 2" overlay, ADA upgrades to existing curb ramps, striping, and signing.

Lead Agency: City of Springfield  
Partner Agencies: ODOT  
Current Status: Project design anticipated to begin early summer 2023  
Estimated Completion: July 2024  
Estimated Project Cost: \$1,750,000  
Funding Source: Street capital funds

***Springfield Downtown Demonstration Project***

This catalytic project results in pedestrian scale decorative streetlights with LED light fixtures in Springfield’s downtown. Decorative lights have been installed in portions of Springfield’s downtown to improve safety, visibility, and aesthetics in the area and additional phases are planned as funding becomes available.

Lead Agency: City of Springfield

Partner Agencies: ODOT and SUB

Current Status: Phase 1 and Phase 2 completed. Phase 3 in feasibility analysis and scope of work refinement.

Estimated Completion: TBD

Estimated Project Cost: TBD

Funding Source: Urban Renewal

***Gateway and Beltline Area***

The City of Springfield anticipates studying long-term solutions to safety issues in the Gateway and Beltline area. The 2003 I-5/Beltline Revised Environmental Assessment (REA) anticipates future signalization of Hutton/Beltline and creating a localized one-way couplet. Detailed system analysis must occur to support safety projects and to better understand benefits and impacts to nearby intersections.

Lead Agency: City of Springfield

Partner Agencies: ODOT, LTD

Current Status:

Estimated Completion: Study TBD

Estimated Project Cost: study TBD

Funding Source: TBD

### ***Main Street Safety Project***

The City of Springfield and ODOT collaborated to develop a facility plan for the 4.9-mile-long segment of Main Street (OR 126) between S. 20th Street (M.P. 2.98) and 72nd Street (M.P. 7.88). The draft Main Street Facility Plan is available for review and adoption hearings started in winter/spring 2022. The project assessed existing and future transportation safety and mobility conditions within the study area for all modes of travel and identified a draft solution toolbox for adoption into state and local plans. The project analyzed the need, technical viability, and public support for alternative solutions to improve safety, including the incorporation of raised median treatments, roundabouts, and cross-section upgrades to improve walking and biking conditions. The plan was developed in coordination with Main-McVay Transit Study to consider and incorporate current bus service and future transit improvements along the corridor.

Lead Agencies: City of Springfield and ODOT

Partner Agencies: LTD

Current Status: On 6/20/22, the Springfield City Council passed Resolution No. 2022-28 stating that the City Council will not proceed to a public hearing on the Main Street Facility Plan as recommended by the Springfield Planning Commission by Order dated 4/5/22.

Estimated Completion: N/A

Estimated Project Cost: \$913,000 (includes \$200,000 for a portion of City's expenses)

Funding Source: ODOT ARTS (All Roads Transportation Safety), ODOT SPR (State Planning Research)

### ***Main Street/McVay Transit Study***

The purpose of the Main-McVay Transit Study is to evaluate the most promising transit options for the Main Street – McVay Highway Corridor as potential solutions to address growing concerns about safety, congestion, and quality of life that could be improved through transportation improvements.

Local Agency: LTD

Partner Agencies: City of Springfield, ODOT

Current Status: Starting in 2018, the Main-McVay Transit Study coordinated with the planning phase of the Main Street Safety Project to select a transit mode choice and transit alignment for Main Street. A transit recommendation of Enhanced Corridor and using the existing Route 11 alignment was incorporated into the draft Main Street Facility Plan. On 6/20/22, the Springfield City Council passed Resolution No. 2022-28 stating that the City Council will not proceed to a public hearing on the Main Street Facility Plan as recommended by the Springfield Planning Commission by Order dated 4/5/22.

Estimated Completion: 2023

Estimated Project Cost: \$1,500,000

Funding Source: FTA-5339

### ***Virginia-Daisy Bikeway Project***

The City of Springfield engaged the community in developing a design concept for Virginia Avenue and Daisy Street between S. 32<sup>nd</sup> St and Bob Straub Parkway, which was approved by City Council in November 2016. The project goal is to provide a safe and comfortable bicycle corridor that can be used by people of all ages and abilities. The corridor will serve as an east-west bike network option that will provide an alternative to Main Street. The project also strives to enhance the overall appeal of the corridor for all users and residents, improve pedestrian safety and usage, and provide traffic calming to emphasize safety and active transportation along the street.

Lead Agencies: City of Springfield

Partner Agencies: ODOT

Current Status: Improvements from S.42<sup>nd</sup> Pl. to S.51<sup>st</sup> Pl. were completed in 2020. S. 42<sup>nd</sup> St/Daisy St single-lane roundabout intersection horizontal design is complete and will move toward 30% design. Construction estimated to be complete 2024.

Funding Source: ODOT Bike/Ped Enhance Program, STP-U (Surface Transportation Planning – Urban), local funds.

Secured funding for flashing crossing at S. 32<sup>nd</sup> St/Virginia Ave which is now in design. Construction planned to be complete in 2024.

Estimated Project Cost:

- S. 42<sup>nd</sup> Pl to S. 51<sup>st</sup> Pl actual cost \$1,300,000.
- S.42<sup>nd</sup>/Daisy Roundabout: \$990,000 (STBG Grant = \$888,327, Local Match (SDCs) = \$101,673)
- S.32<sup>nd</sup> St/Virginia Flashing crossing: \$350,000 (STGB Grant = \$314,055, Local Match = \$35,945)
- Remaining phases \$1,681,853

### ***Springfield Street Design Standards***

Springfield’s street design standards are outdated. Based on the policies and implementation actions in the 2035 Transportation System Plan, this project will modernize the city’s street standards, moving to a complete street approach that will include water quality facilities, multiple modes, and a context sensitive approach that can be scaled to topographic and built environment conditions.

Lead Agencies: City of Springfield

Partner Agencies: ODOT, Lane County

Current Status: TBD

Estimated Completion: Unprogrammed

Estimated Project Cost: \$100,000

Funding Source: TBD

### ***Springfield Transportation System Plan***

A significant amount of transportation system planning work will need to be completed to serve our community’s changing needs, update plans based on changing contexts, and to comply with state transportation planning requirements. The Springfield 2035 Transportation System Plan (TSP) does not provide the level of detail for many bicycle, pedestrian, and transit projects that would be helpful to seek grant funding for project delivery or to clearly convey to developers the necessary infrastructure improvements. Additional planning work is needed to develop design concepts for many of these projects to prime them for design and construction. The next

major update to the Transportation System Plan will include more detail for pedestrian and bicycle projects.

Lead Agency: City of Springfield

Partner Agencies: LTD, ODOT, Lane County

Current Status: Partially programmed

Estimated Completion: TBD

Estimated Project Cost: TBD, Depending on scope of work

Funding Source: \$300,000 CRP Y601 awarded, seeking additional funding

### ***Gateway Refinement Plan Update***

In December 2016, the City of Springfield and Lane County adopted a modest urban growth boundary expansion for employment lands in north Gateway. This Metro Plan amendment also included adoption of Economic and Urbanization elements for the City's 2030 Comprehensive Plan to replace those in the Metro Plan. The Land Conservation and Development Commission acknowledged the amendments in the spring of 2019. The City will need to amend the Gateway Refinement Plan; update the Transportation System Plan and Public Facilities and Services Plan; and inventory, assess, and adopt protections for locally significant wetlands, riparian corridors (including water quality limited watercourses), and wildlife habitat to plan for the appropriate siting of urban land uses and infrastructure. In December 2019 and November 2021, the Oregon Department of Land Conservation and Development (DLCD) awarded Technical Assistance grants to undertake the natural resource work. The City contracted with Kittelson & Associates to write a memo that outlines transportation considerations as the City prepares for urbanization of these properties. The Eugene-Springfield Public Facilities and Services Plan update (currently underway) includes projects to provide water service to the area. As time and resources allow, the City will continue the inventory and planning work for future plan amendments as part of an overall update of the Gateway Refinement Plan.

Lead Agency: City of Springfield

Partner Agencies: ODOT, DLCD, LTD, Springfield Utility Board (SUB), LCOG, Willamalane Park and Recreation District

Current Status: Wetland, riparian, and wildlife inventories in progress. Public Facilities and Services Plan update in process.

Estimated Completion: Adopt amendments to the Natural Resources Study in 2023. Remainder TBD.

Estimated Project Cost: \$380,000 for wetland, riparian, and wildlife and Springfield Natural Resources Study. Remainder TBD.

Funding Source: DLCD, SUB, and local for natural resources work. Remainder TBD.

### ***Springfield Bicycle and Pedestrian Master Plan***

One of the recommendations in the 2035 Springfield Transportation System Plan (TSP) is to complete a Bicycle and Pedestrian Master Plan that builds off the TSP policy set and project list and further refines the implementation strategy to enhance walking and biking in Springfield.

Lead Agency: City of Springfield  
Partner Agencies: LTD  
Current Status: Unprogrammed  
Estimated Completion: TBD  
Estimated Project Cost: TBD  
Funding Source: TBD

### ***SRTS School Crossings Project (Springfield)***

This project will design and construct rectangular rapid flashing beacons on Jasper Road near Dondea Street and Filbert Lane in Springfield. These two pedestrian crossings will serve Douglas Gardens and Mt Vernon Elementary schools respectively.

Lead Agency: City of Springfield  
Partner Agencies: ODOT  
Current Status: Design complete, construction anticipated 2023  
Estimated Completion: 2023  
Estimated Project Cost: \$445,200  
Funding Source: STBG, OR SRTS Infrastructure, local school district funds

### ***Franklin Blvd (OR 225): Franklin Blvd (OR 126) to End of City Jurisdiction Design***

Franklin Boulevard (OR 225) is a primary north-south connection between I-5 and Franklin Blvd (OR 126). This project will develop a design concept that identifies right-of-way width, various elements such as bicycle, pedestrian, and stormwater needs, intersection layout, and potential realignment of an intersecting street. The project aims to improve connections, provide bike, pedestrian, and stormwater facilities, provide a safer facility for all modes, and help make the Glenwood area a vibrant place to live, work, and visit. Lane County is supporting the City of Springfield with delivering this federal aid design project.

Lead Agency: City of Springfield  
Partner Agencies: Lane County  
Current Status: Procuring a consultant  
Estimated Completion: 2023  
Estimated Project Cost: \$800,000  
Funding Source: STBG, HIP (pending IGA revision)

### ***Mill Street Reconstruct***

This project will design and reconstruct Mill Street from S. A Street to Centennial Boulevard in Springfield. The final project will replace the existing pot-hole laden street with a smooth pavement surface, make ADA ramp upgrades, incorporate modern storm water treatment, and

complete the Springfield Transportation System Plan project PB-20 by restriping for bicycle facilities.

Lead Agency: City of Springfield  
Partner Agencies: ODOT  
Current Status: 30% design is complete  
Estimated Completion: 2024  
Estimated Project Cost: \$9,615,000  
Funding Source: STBG, local funds

***S. 28<sup>th</sup> Street Dust Mitigation***

The existing gravel road will be paved, and a multi-use path will be added on one side of the street to more safely accommodate people walking and biking. The sanitary sewer line was extended in 2022 as part of this project to help serve a recently expanded area of Springfield’s urban growth boundary to accommodate future development.

Lead Agency: City of Springfield  
Partner Agencies: ODOT, Lane County  
Current Status: 95% design complete  
Estimated Completion: 2024  
Estimated Project Cost: \$1,915,000  
Funding Source: CMAQ, local funds

***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.

Lead Agency: City of Springfield  
Partner Agencies: ODOT  
Current Status: Starting IGA process  
Estimated Completion: 2027  
Estimated Project Cost: \$4,359,394  
Funding Source: HIP Z905, TA Y301, CRP Y601, CMAQ Y401, local funds

***Q Street Reconstruct***

Q Street from Pioneer Parkway East to 5<sup>th</sup> Street is a major urban collector in Springfield that requires reconstruction. This section of street has the highest needs in Springfield based on recent surface condition analyses. It serves busy commercial establishments including two grocery stores, restaurant businesses, and retail stores as well as provides access to a

residential zone. This project also feeds into the onramp onto Hwy 126 Expressway. All facilities will be brought up to current standards including making ADA improvements and renewing bike lane striping. This will be used as the City's first Federal Certification test project.

This project was canceled at TPC on March 16<sup>th</sup>, 2023, and all funding was reallocated to Mill Street Reconstruction. Q Street is still a high priority for the City of Springfield and additional funding is being pursued.

Lead Agency: City of Springfield  
Partner Agencies: ODOT  
Current Status: TBD  
Estimated Completion: TBD  
Estimated Project Cost: \$5,125,000  
Funding Source: TBD

### ***Beltline Highway: Delta Highway to River Road Project***

ODOT completed the Beltline Highway: Coburg Road to River Road Facility Plan in 2014. Preliminary designs for the conceptual improvements recommended in the facility plan, along with an environmental study to assess the potential impacts, were completed in 2022. (Refer to STIP project 16223.) One of the projects identified in the facility plan, Delta Highway interchange improvements, was funded (in 2016) for design and construction, which was completed in 2022. (STIP project 19490.) A second phase of improvements to this interchange is funded for design (\$6M) but not construction (\$21M). (STIP project 22627.) Other projects identified in the facility plan are not yet funded for either design or construction.

Lead Agency: ODOT  
Partner Agencies: Lane County, City of Eugene, LTD  
Current Status: Phase 2 of the Delta Highway interchange improvements is funded for design but not construction. Other projects identified in the facility plan are not yet funded for either design or construction.  
Estimated Completion: 2025 (Design)  
Estimated Project Cost: \$6 M, \$21 M (construction)  
Funding Source: Various state and federal funds.

### ***OR126: Eugene to Veneta NEPA study***

The Highway 126 Fern Ridge Corridor Plan was completed in 2012 to identify. It identifies improvements to address congestion and safety concerns along this 8-mile corridor, a portion of which (1 mile) is within the MPO boundary. Alternative solutions identified in the plan included turn lanes, bus pullouts, and widening the roadway to four lanes. Phase 2 of the planning process began in 2020. (Refer to STIP project 21231.) This The scope includes refining design concepts, evaluating potential impacts, selecting a locally preferred alternative, and preparing environmental (NEPA) documentation. This phase of the project will be completed in 2025.



Lead Agency: ODOT

Partner Agencies: Eugene, Lane County, City of Veneta

Current Status: Field work and the first phase of public involvement were completed in 2020. Design concepts were further developed and evaluated in 2021. Preliminary design and NEPA documentation will be completed in 2025. Funding has not been identified for final design or construction.

Estimated Completion: 2025

Estimated Project Cost: \$3 M

Funding Source: State and federal funds specified in Oregon HB 2017.

### ***Safe Lane Coalition***

The regional Safe Lane Coalition Program is a project that will focus on implementing recent regional safety planning efforts across jurisdictions. This collaborative program will focus on reducing fatal and severe injuries because of traffic collisions in Lane County.

Lead Agency: LCOG, Lane County

Partner Agencies: ODOT, City of Springfield, City of Eugene, City of Coburg, LTD, Lane County Public Health, BEST, Oregon Technology Association.

Current Status: Ongoing

Estimated Completion: Ongoing

Estimated Project Cost: \$150,000

Funding Source: ODOT TSD Funds, STBG

### ***Regional Safety Enhancements***

The Safe Lane Coalition is a partnership of local governments, nonprofits, and safety advocates that works to reduce fatal and severe crashes within the Central Lane Metropolitan Planning Organization. The Safe Lane Coalition has built a strong network of collaboration and this project will expand these efforts with funding for implementation. This project funds the following projects, increased safety data analysis in the City of Springfield, educational marketing and outreach, tactical urbanism/ temporary safety installations and speed monitoring equipment, and continued support for the Safe Lane Coalition coordination.

Lead Agency: LCOG, City of Eugene, City of Springfield.

Partner Agencies: ODOT, LTD, Lane County, BEST

Current Status: Contracting

Estimated Completion: 2025

Estimated Project Costs: \$450,000

Funding Source: STBG

### ***LinkLane Transit Service***

Link Lane provides bus routes that connect communities within and beyond Lane County. The service is provided by Lane Council of Governments (LCOG) in partnership with the Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians and is funded by Oregon's Statewide Transportation Improvement Fund.

Lead Agency: LCOG, Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians  
Partner Agencies: ODOT, Lane Transit District, Lane County, City of Florence, City of Veneta,  
Mapleton, City of Cottage Grove  
Current Status: Ongoing  
Estimated Completion: Ongoing  
Estimated Project Cost: \$2,000,000  
Funding Source: ODOT, STIF Funds, FTA 5339

### ***Regional Bike Enhancements***

The Central Lane Metropolitan Planning Organization (CLMPO) Regional Bicycle Enhancement project supports regional bicycle improvements. The project supports secure bike locking in Eugene and bike parking in Springfield (including signage, striping, and bollards). The project will be implemented through contracts with the City of Eugene and City of Springfield.

Lead Agency: LCOG, City of Eugene, City of Springfield

Partner Agencies: ODOT

Current Status: Contracting

Estimated Completion: FY24

Estimated Project Cost: \$153,104

Funding Source: STBG

### ***Lane County Rural Safe Routes to School***

A partnership between Lane County and Lane Council of Governments to develop a Safe Routes to School program to serve school districts in rural Lane County. The program works to improve safety for students to walking and biking to school and encourage more walking and biking where safety is not a barrier. Traditionally underserved communities deserve particular attention, in part because they tend to have more pedestrian and bicyclist injuries.

Lead Agency: Lane County, LCOG

Partner Agencies: ODOT, School Districts

Current Status: Pilot (3 years of funding available)

Estimated Completion: Ongoing

Estimated Project Cost: \$300,000

Funding Source: ODOT Transportation Safety Division Funds

### ***30th Avenue Corridor Active Transportation Corridor Design***

30th Avenue has had more bicycle/pedestrian fatalities/serious injuries than any other road under Lane County jurisdiction. The objective of this project is to advance the design concept resulting from the 30<sup>th</sup> Avenue Active Transportation Plan with preliminary engineering. In 2018, MPO funds were awarded to develop the 30<sup>th</sup> Avenue Active Transportation Plan. The planning effort included technical analysis, public involvement, consideration of design alternatives, and selection of a preferred design alternative. The design concept identifies the high-level footprint of the project and the cross-sections. The preferred design alternative was selected based on safety priorities. People walking and biking will have a wider space that is separated and buffered from vehicle traffic. Intersections with higher crash rates will be designed to reduce the frequency and severity of crashes. Additional design work would enable a determination of needed right-of-way, environmental review and associated permit needs, stormwater management, traffic modeling, wildlife crossings, safety countermeasures, and construction cost estimate. The project location is on 30<sup>th</sup> Avenue, between Agate Street and McVay Highway. The design work is anticipated to be complete within two years.

Lead Agency: Lane County

Partner Agencies: City of Eugene, City of Springfield, ODOT, LTD, and Lane Community College

Current Status: Consultant and staff are currently developing design concepts for the corridor.

Estimated Completion: 2027

Estimated Project Cost: \$1,010,121

Funding Source: CMAQ

### ***Coburg Road and Game Farm Rd***

This project is focused on pavement preservation along sections of Coburg Road (MP 4.84 - 6.60) and Game Farm Road (MP 0.59 - 1.69) to slow structural decline, restriping road surface and bringing curb ramps to ADA compliance to enhance safe transportation facilities and operations.

Lead Agency: Lane County

Partner Agencies: City of Eugene

Current Status: Project is currently being designed.

Estimated Completion: 2023

Estimated Project Cost: \$2,182,000

Funding Source: STBG-U, Lane County

### ***Gilham Road Sidewalk and Safety Improvements***

Gilham Road, between Ayres Road and Sterling Park Place, was built as a rural roadway in the County with no sidewalks; however, the road is within the City of Eugene's UGB. The lack of sidewalks creates a safety issue for people, especially school children, walking on Gilham Road. This project will build sidewalks, bike lane, stormwater facilities, and improve the walkability of the neighborhood. The scope of the project has been adjusted and now terminates at Don Juan Avenue instead of Sterling Park Place.

Lead Agency: Lane County

Partner Agencies: City of Eugene

Current Status: Project has been phased due to the elevated construction cost estimate. Design for first phase of project is being completed.

Estimated Completion: 2024

Estimated Project Cost: \$1,849,322

Funding Source: CMAQ, STBG-U

### ***Howard Elementary - Maxwell Road and North Park Avenue***

The project objective is to improve the safety and comfort of school children crossing Maxwell Road and walking and biking on North Park Avenue to and from Collin Kelly Middle and Howard Elementary. This project is for a pedestrian-activated crossing at the east leg of the Maxwell Road and North Park Avenue intersection and sidewalk infill along the east side of North Park Avenue, between Maxwell Road and Howard Avenue. The schools are located east of North Park Avenue and south of Howard Avenue. Currently, Maxwell Road only has a striped crosswalk and there are no sidewalks on the east side of North Park Avenue.

Lead Agency: Lane County

Partner Agencies: City of Eugene

Current Status: Project is anticipated to be constructed in summer of 2023

Estimated Completion: 2023

Estimated Project Cost: \$1,003,461

Funding Source: STBG-U, Lane County

***Laura Street: MP 0.12 to 0.34, Urban Standards***

Laura Street, between the Monta Loma Park and southern entrance of Oregon Neurology located on Hayden Bridge Way, is under Lane County jurisdiction. The road is located within the City of Springfield’s Urban Growth Boundary, and the remaining segments of road are under City jurisdiction. The segment of Laura Street under County jurisdiction needs to be upgraded to urban standards to 1) create a road that provides safe facilities for all users of the road including those who walk and bike, 2) to improve pavement condition and avoid further costly pavement treatments, and 3) to facilitate the transfer of this segment of road from Lane County to the City of Springfield. Improvements that would bring this segment of Laura Street up to urban standards include sidewalks, curbs, stormwater treatment, and bike lanes. In addition to making this segment of road safer and more accessible to all users of the road, these improvements would allow for jurisdictional transfer from the County to the City, better aligning the needs and interests of residents with the resources of the City.

Lead Agency: Lane County  
Partner Agencies: City of Springfield  
Current Status: Not started  
Estimated Completion: 2025  
Estimated Project Cost: \$3,137,000  
Funding Source: STBG-U

***Lane County Americans with Disabilities Act Transition Plan for the Public Right of Way***

The ADA Transition Plan provides direction for Lane County Public Works (LCPW) to remove accessibility barriers from pedestrian facilities within the County public right-of-way, including curb ramps, street crossings, and pedestrian-activated traffic signal systems. Lane County Public Works is committed to providing safe and equal access for persons with disabilities in our community. Many of these barriers have been identified within the MPO Boundary. Lane County works to identify a project every year to remove accessibility barriers from pedestrian facilities.

Lead Agency: Lane County  
Partner Agencies: City of Eugene, City of Springfield, ODOT, LTD, and LCOG  
Current Status: In progress  
Estimated Completion: Annual program  
Estimated Project Cost: ~ \$250,000 annually  
Funding Source: Lane County

***Lane County Transportation Safety Action Plan (TSAP) Implementation***

The objective of this plan is to help reduce traffic fatalities and serious injuries on County roads, bridges, and paths. The plan identifies a wide range of safety challenges and strategies. Strategies include but are not limited to installing APS signals and other infrastructure improvements, to traffic calming and safety campaigns.

Lead Agency: Lane County  
Current Status: The plan has been completed and Lane County is working on implementing strategies.  
Estimated Completion: TBD  
Estimated Project Cost: TBD  
Funding Source: TBD

***Airport Road Pavement Preservation: MP 0.63-1.52***

Airport Road is a critical facility that provides the surrounding region access to the Eugene Airport. Traffic loads over time have contributed to the deterioration of the pavement, prompting the need for pavement preservation treatment. Implementing this pavement preservation project will prevent more costly repairs in the future and support Lane County’s Strategic Plan goal to maintain robust infrastructure. The project corridor intersects with Green Hill Road, a location with a notable crash history. The implementation of this project will also include safety improvements at the Green Hill Road intersection, including the reconfiguration of the Green Hill Road approach; the elimination of the right turn lane; and the addition of a receiving lane. Additional safety countermeasures will be evaluated for inclusion. The intention of these treatments is to reduce crash severity, in alignment with Lane County’s Transportation Safety Action Plan.

Lead Agency: Lane County  
Current Status:  
Estimated Completion: 2027  
Estimated Project Cost: \$1,112,000  
Funding Source: STBG

***Clear Lake Road Pavement Preservation: MP 0.0-2.75***

Clear Lake Road is an important transportation corridor that provides access between Highway 99 to Territorial Highway and Fern Ridge Lake. Traffic loads over time have contributed to the deterioration of the pavement, prompting the need for pavement preservation treatment. Implementing this pavement preservation project will prevent more costly repairs in the future and support Lane County’s Strategic Plan goal to maintain robust infrastructure. This project also seeks to improve the intersection of Clear Lake Road and Green Hill Road to address safety and operational issues. The current intersection promotes high speed and fails to accommodate bicycle traffic. Speed treatments and other safety countermeasures will be implemented to address these issues. Additionally, operational upgrades will be made to address maintenance needs, including rehabilitation of existing conduits and junction boxes; and a signal upgrade. The City of Eugene will provide additional funding to this project in order to build a left-turn pocket for a driveway for the future Golden Gardens sports complex. The driveway will be located on the south side of Clear Lake Road approximately 3,300 feet west of Hwy 99. The city’s contribution will cover engineering, right of way and construction costs related to adding the left-turn pocket.

Lead Agency: Lane County  
Current Status:  
Estimated Completion: 2027  
Estimated Project Cost: \$2,454,000  
Funding Source: STBG

***Wilkes Drive: River Road to River Loop 1***

The intent of this project is to bring Wilkes Drive up to urban standards. The outcome will be to better serve all users of the road and implement pavement preservation treatments to extend the service life of the road. Lane County also foreshadows this project being the conduit of

jurisdictional transfer of the road to the City of Eugene. This road supports a vibrant neighborhood and leads to city parkland that is in the planning process to be developed into the Santa Clara Community Park. Additionally, Wilkes Drive provides access to Madison Middle School. The current cross-section of the road includes one auto-travel lane in each direction, with shoulders and a separated path that is used by many community members. Lane County will work closely with the City of Eugene staff in the development of the project to ensure the outcome meets City standards and future construction will lead to jurisdictional transfer. Staff will use an in-depth community engagement process to confirm the appropriate cross section of the road. Our plan is to have a clearly identified footprint and cross-section at the end of the Planning Phase to facilitate the needed environmental documentation and lead to a successful Design Phase that meets community and City of Eugene expectations. The Design Phase will complete the environmental work and preliminary engineering to ensure the project is ready for construction. Lane County's plan is to request Construction funding in the following STIP cycle as this project will take three years to Plan and Design (which is the current funding cycle length).

Lead Agency: Lane County

Current Status:

Estimated Completion: 2028

Estimated Project Cost: \$1,121,625

Funding Source: CMAQ

## Appendix B: MPO Organization and Management

### **MPO Organization**

In 1973, the Governor designated LCOG as the Metropolitan Planning Organization (MPO) for the Central Lane area. With this designation came the responsibility for conducting the continuing, comprehensive, and cooperative transportation planning process in the Central Lane metropolitan area.

Acting as the MPO, the LCOG Board has delegated all MPO policy responsibilities to the Metropolitan Policy Committee. The Metropolitan Policy Committee (MPC) is comprised of two elected officials each from Lane County, Eugene, and Springfield, two appointed board members from Lane Transit District, one elected official from Coburg, one designated official from the Oregon Department of Transportation (ODOT) and as ex-officio members, the chief administrative officers of Lane County, Eugene, Springfield, Coburg, and Lane Transit District, and the Region 2 Manager for the Oregon Department of Transportation. MPC adopts the Transportation Improvement Program, the long-range Regional Transportation Plan, the Public Participation Plan, and this UPWP and provides policy guidance related to the conduct of the transportation planning process, the annual review process and other transportation issues. The Transportation Planning Committee (TPC) is composed of staff from all participating jurisdictions and conducts the technical portions of the process.

### **MPO Management**

The LCOG Executive Director, as the agent of LCOG, is held accountable by the contracting agencies. LCOG has a Transportation and Public Infrastructure Program within its Technical Services Division. The Program Manager supervises a work group of professional planners who are aided on some work activities by LCOG staff from other program areas.

In conducting the transportation planning process, LCOG also draws upon the expertise of members of TPC, other staff from member agencies, and LTD, LRAPA and ODOT.



## Appendix C: Acronyms

<b>3-C</b>	Continuing, Comprehensive & Cooperative Planning Process
<b>3R</b>	Resurfacing, Restoring, and Rehabilitating
<b>AAA</b>	American Automobile Association
<b>AASHTO</b>	American Association of State Highway & Transportation Officials
<b>ACSP</b>	Arterial and Collector Street Plan
<b>(Lane)ACT</b>	(Lane County) Area Commission on Transportation
<b>ADA</b>	Americans with Disabilities Act, 1990
<b>(A)ADT</b>	(Annual) Average Daily Traffic
<b>AMPO</b>	Association of Metropolitan Planning Organizations
<b>APA</b>	American Planning Association
<b>APC</b>	Automated Passenger Count
<b>APTA</b>	American Public Transportation Association
<b>AQCD</b>	Air Quality Conformity Determination
<b>ARBA</b>	American Road Builders' Association
<b>ARMA</b>	American Road Makers' Association
<b>ARRA</b>	American Recovery and Reinvestment Act, 2009
<b>ARTBA</b>	American Road & Transportation Builders' Association
<b>ARTS</b>	All Roads Transportation Safety
<b>AVL</b>	Automated Vehicle Location Systems
<b>BMCS</b>	Bureau of Motor Carrier Safety
<b>BMP</b>	Best Management Practice
<b>BMS</b>	Bridge Management System
<b>BRT</b>	Bus Rapid Transit
<b>BTS</b>	Bureau of Transportation Statistics
<b>CAA(A)</b>	Clean Air Act, 1963 (Amendments)
<b>CAC</b>	Citizen Advisory Committee
<b>CATS</b>	(Eugene) Central Area Transportation Study
<b>CFR</b>	Code of Federal Regulations
<b>CIP</b>	Capital Improvement Program
<b>CLMPO</b>	Central Lane Metropolitan Planning Organization
<b>CMAQ</b>	Congestion Mitigation and Air Quality Program
<b>CMP</b>	Congestion Management Plan (Process)
<b>CMS</b>	Congestion Management System
<b>CO</b>	Carbon Monoxide
<b>COG</b>	Council of Governments
<b>CUFC</b>	Critical Urban Freight Corridor
<b>DBE</b>	Disadvantaged Business Enterprise
<b>DEIS</b>	Draft Environmental Impact Statement
<b>DEQ</b>	Department of Environmental Quality
<b>DLCD</b>	Department of Land Conservation and Development
<b>DOT</b>	Department of Transportation
<b>EA</b>	Environmental Assessment
<b>EEO</b>	Equal Employment Opportunity
<b>EIS</b>	Environmental Impact Statement
<b>EJ</b>	Environmental Justice
<b>EMME</b>	Equilibre Multimodal, Multimodal Equilibrium (Transportation Model)
<b>EMP</b>	Expressway Management Plan
<b>EmX</b>	Emerald Express
<b>EPA</b>	Environmental Protection Agency
<b>ERH</b>	Emergency Ride Home

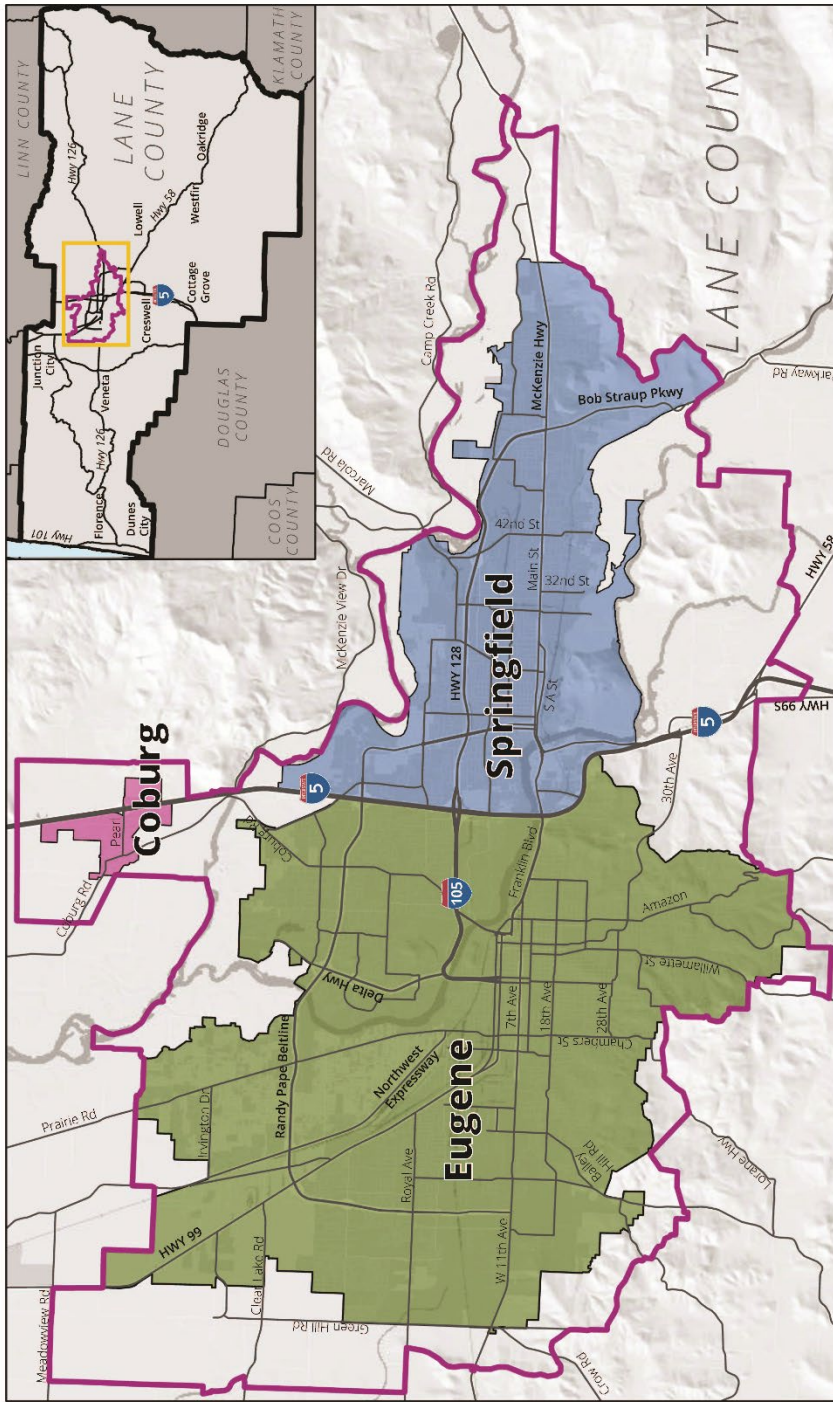
<b>ESMS</b>	Environmental and Sustainability Management System
<b>ETC</b>	Employee Transportation Coordinators
<b>FAA</b>	Federal Aviation Administration
<b>FAHP</b>	Federal –Aid Highway Program
<b>FAP</b>	Federal-Aid Primary
<b>FAS</b>	Federal-Aid Secondary
<b>FAST (Act)</b>	Fixing America’s Surface Transportation Act, 2015
<b>FAU</b>	Federal-Aid Urban
<b>FEIS</b>	Final Environmental Impact Statement
<b>FHWA</b>	Federal Highway Administration
<b>FONSI</b>	Finding of No Significant Impact
<b>FRA</b>	Federal Railroad Administration
<b>FTA</b>	Federal Transit Administration
<b>(F)FY</b>	(Federal) Fiscal Year
<b>GHG</b>	Greenhouse Gas
<b>GIS</b>	Geographic Information Systems
<b>GPS</b>	Global Positioning Systems
<b>GTFS</b>	General Transit Feed Specification
<b>HCM</b>	Highway Capacity Manual
<b>HOV</b>	High Occupancy Vehicle
<b>HPMS</b>	Highway Performance Monitoring Systems
<b>HRB</b>	Highway Research Board
<b>HSIP</b>	Highway Safety Improvement Program
<b>HSR</b>	High Speed Rail
<b>HUD</b>	Housing and Urban Development
<b>I/M</b>	Inspection and Maintenance
<b>IAMP</b>	Interchange Area Management Plan
<b>ICC</b>	Interstate Commerce Commission
<b>IGA</b>	Intergovernmental Agreement
<b>IHS</b>	Interstate Highway System
<b>IM</b>	Interstate Maintenance
<b>IRF</b>	International Road Federation
<b>ISTEA</b>	Intermodal Surface Transportation Efficiency Act, 1991 (replaced by TEA-21, 1998)
<b>ITHIM</b>	Integrated Transit Health Impact Model
<b>ITS</b>	Intelligent Transportation Systems
<b>IVHS</b>	Intelligent Vehicle Highway Systems
<b>JARC</b>	Job Access and Reverse Commute
<b>JTA</b>	Oregon Jobs and Transportation Act, 2009
<b>KUMI</b>	KeepUsMoving.info
<b>LCDC</b>	Land Conservation and Development Commission
<b>LCOG</b>	Lane Council of Governments
<b>LCP</b>	Least Cost Planning
<b>LLC</b>	Lane Livability Consortium
<b>LMP</b>	Limited Maintenance Plan
<b>LOS</b>	Level of Service
<b>LRAPA</b>	Lane Regional Air Protection Agency
<b>LRTP</b>	Long Range Transit Plan; Long Range Transportation Plan
<b>LRTSSP</b>	Lane Regional Transportation Safety and Security Plan
<b>LTD</b>	Lane Transit District
<b>LUAM</b>	Land Use Allocation Model
<b>MAP-21</b>	Moving Ahead for Progress in the 21 <sup>st</sup> Century Act, 2012 (replaced by FAST Act, 2015)
<b>MIS</b>	Major Investment Study
<b>MOA</b>	Memorandum of Agreement

<b>MOU</b>	Memorandum of Understanding
<b>MOVES</b>	Motor Vehicle Emission Simulator (replaced MOBILE6)
<b>MPC</b>	Metropolitan Policy Committee
<b>MPO</b>	Metropolitan Planning Organization
<b>MSA</b>	Metropolitan Statistical Area
<b>MTIP</b>	Metropolitan Transportation Improvement Program
<b>MTP</b>	Metropolitan Transportation Plan
<b>MUTCD</b>	Manual on Uniform Traffic Control Devices
<b>NAA</b>	Non-Attainment Area
<b>NAAQS</b>	National Ambient Air Quality Standards
<b>NEPA</b>	National Environmental Policy Act, 1969
<b>NHPP</b>	National Highway Performance Program
<b>NHS</b>	National Highway System
<b>NHTSA</b>	National Highway Traffic Safety Administration
<b>NITC</b>	National Institute for Transportation and Communities
<b>NOx</b>	Nitrogen Oxides
<b>NTD</b>	National Transit Database
<b>O-D</b>	Origin - Destination
<b>O&amp;M</b>	Operations and Maintenance
<b>ODEQ</b>	Oregon Department of Environmental Quality
<b>ODOT</b>	Oregon Department of Transportation
<b>OED</b>	Oregon Employment Department
<b>OHAS</b>	Oregon Household Activity Survey
<b>OHP</b>	Oregon Highway Plan
<b>OM&amp;P</b>	Operations, Maintenance and Preservation
<b>OMIP</b>	Oregon Modeling Improvement Program
<b>OMPOC</b>	Oregon MPO Consortium
<b>OMSC</b>	Oregon Modeling Steering Committee
<b>ORFS</b>	Oregon Roads Finance Committee
<b>OSTI</b>	Oregon Sustainable Transportation Initiative
<b>OTC</b>	Oregon Transportation Commission
<b>OTF</b>	Oregon Transportation Forum
<b>OTIA</b>	Oregon Transportation Investment Act, 2003
<b>OTP</b>	Oregon Transportation Plan
<b>OTREC</b>	Oregon Transportation Research and Education Consortium
<b>P3</b>	Public-Private Partnership (or PPP)
<b>PC(R)(I)</b>	Pavement Condition (Rating or Index)
<b>PE</b>	Preliminary Engineering
<b>PIARC</b>	Permanent International Association of Road Congresses
<b>PL</b>	Planning Funds; Public Law
<b>PM10</b>	Particulate Matter (10 micrometers or less in diameter)
<b>PM2.5</b>	Fine Particulate Matter (2.5 micrometers or less in diameter)
<b>POP</b>	Program of Projects
<b>PPM</b>	Parts Per Million; Policy and Procedure Memorandum
<b>PPP</b>	Public Participation Plan; Public-Private Partnership (or P3)
<b>PROWAG</b>	Public Rights of Way Accessibility Guide
<b>PS&amp;E</b>	Plans, Specifications, and Estimates
<b>PTD</b>	Oregon Public Transit Division
<b>RAC</b>	Roads Advisory Committee
<b>REA</b>	Revised Environmental Assessment
<b>RFP</b>	Request for Proposals
<b>ROW</b>	Right of Way
<b>RR</b>	Railroad

<b>RTOP</b>	Regional Transportation Options Plan
<b>RTP</b>	Regional Transportation Plan (CLMPO's Long-Range Transportation Plan)
<b>RTSP</b>	Regional Transportation System Plan
<b>SAFETEA-LU</b>	Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users, 2005 (replaced by MAP-21, 2012)
<b>SAT</b>	Stakeholder Advisory Team
<b>SDC</b>	System Development Charge
<b>SHSP</b>	Strategic Highway Safety Plan
<b>SHTF</b>	State Highway Trust Fund
<b>SIB</b>	State Infrastructure Bank
<b>SIP</b>	State Implementation Plan
<b>SOV</b>	Single Occupancy Vehicle
<b>SPR</b>	State Planning and Research funds
<b>SRTS</b>	Safe Routes to School
<b>STA</b>	Special Transportation Area
<b>STBG(P)</b>	Surface Transportation Block Grant (Program) (replaced STP in FAST Act, 2015)
<b>STF</b>	Special Transportation Funds for the elderly and people with disabilities
<b>STG</b>	Special Transportation Grant
<b>STIP</b>	State Transportation Improvement Program
<b>STP</b>	Surface Transportation Program (-U - Urban) (replaced by STBG in Fast Act, 2015)
<b>TAP</b>	Transportation Alternatives Program
<b>TAC</b>	Technical Advisory Committee
<b>TASC</b>	Technical Advisory Sub-Committee (to TPC)
<b>TAZ</b>	Traffic Analysis Zone
<b>TCM</b>	Transportation Control Measure
<b>TDM</b>	Transportation Demand Management
<b>TDP</b>	Transit Development Program
<b>TEA-21</b>	Transportation Equity Act for the 21st Century (replaced by SAFETEA-LU, 2005)
<b>TGM</b>	Transportation Growth Management
<b>TIFIA</b>	Transportation Infrastructure Finance & Innovation Act, 1998
<b>TIP</b>	Transportation Improvement Program, either MTIP or STIP
<b>TMA</b>	Transportation Management Area
<b>TMSF</b>	Transportation Management System Fee
<b>TO</b>	Transportation Options
<b>TOAC</b>	Transportation Options Advisory Committee
<b>TOD</b>	Transit Oriented Development
<b>TPAU</b>	Transportation Planning Analysis Unit
<b>TPC</b>	Transportation Planning Committee
<b>TPR</b>	Transportation Planning Rule
<b>TRB</b>	Transportation Research Board
<b>TRCC</b>	Traffic Records Coordinating Committee
<b>TSAP</b>	Transportation Safety Action Plan
<b>TSI</b>	Transportation System Improvements
<b>TSM</b>	Transportation System Management
<b>TSP</b>	Transportation System Plan
<b>TUF</b>	Transportation Utility Fee
<b>UGB</b>	Urban Growth Boundary
<b>UMTA</b>	Urban Mass Transportation Administration
<b>UO</b>	University of Oregon
<b>UPWP</b>	Unified Planning Work Program
<b>USDOT</b>	United States Department of Transportation
<b>UZA</b>	Urbanized Area
<b>V/C</b>	Volume to Capacity

<b>VMS</b>	Variable Message Signs
<b>VMT</b>	Vehicle Miles Traveled
<b>VOC</b>	Volatile Organic Compounds
<b>VPD</b>	Vehicles Per Day
<b>YOE</b>	Year of Expenditure




Appendix D: Central Lane MPO Map

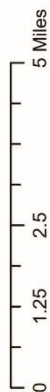


**Central Lane MPO Area**

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

**Legend**

-  MPO Area Boundary
-  Eugene UGB
-  Springfield UGB
-  Coburg UGB



## Appendix E: Memorandum of Understanding concerning Transportation-related Air Quality Planning

### **Memorandum of Understanding concerning Agency Responsibilities for Transportation-related Air Quality Planning in the Central Lane Transportation Management Area**

The continuing, coordinated and comprehensive transportation planning process of 23 USC 134 and 49 USC 5303 in the Central Lane Transportation Management Area (TMA) is dependent upon the cooperation and mutual support of all responsible parties. Air quality planning is recognized as an essential component of this process, and is undertaken within the guidelines of the Clean Air Act to ensure protection of the public health and safety of the region's citizens. Agency responsibilities are outlined in the Oregon Transportation Conformity Rules, OAR 340-252-0060. This MOU describes the responsibilities concerning air quality planning for each partner agency within a designated air quality management area, in accord with 23 CFR 450.310.

**Lane Council of Governments (LCOG)** is the Metropolitan Planning Organization for transportation planning in the Central Lane TMA and has been designated by the Governor as the lead planning agency for transportation pollutants within the TMA. LCOG is responsible for ensuring and documenting transportation conformity of the regional transportation plan and the transportation improvement program. LCOG monitors regionally significant projects within the TMA, and provides regional emissions analyses when necessary. Further, LCOG ensures the adequacy of interagency consultation and public involvement as a part of transportation conformity.

**Lane Regional Air Protection Agency (LRAPA)** is the regional air protection authority for Lane County pursuant to ORS 468A.105, and is responsible for particulate matter planning within the TMA, all air pollutant monitoring and data publication, and adoption and enforcement of air quality rules within the region, including indirect source rules. LRAPA provides monitoring data to LCOG and consults with LCOG on transportation conformity and on SIP development for all transportation-related pollutants within the TMA. LRAPA is also responsible for development of emissions inventories, emission budgets, attainment and maintenance demonstrations for air pollutants, with technical and policy input provided by LCOG as needed.

**Oregon Department of Transportation (ODOT)** provides technical input to LCOG on motor vehicle emission factors, and consults, as needed, on air quality modeling and conformity determinations.

**ODOT, Lane Transit District (LTD), Lane County, and the Cities of Eugene, Springfield and Coburg**, acting as the Transportation Planning Committee, provide LCOG with details of their federally-funded and/or regionally significant transportation projects (as defined in 40 CFR 93.101) within the TMA in order to ensure proper consideration of the projects within any transportation modeling and regional conformity analysis. These agencies disclose to LCOG in a timely manner a summary of the project scope necessary for air quality analysis; timing; funding; regional significance; and any subsequent changes. The respective agencies are responsible for any and all required project level conformity for PM<sub>10</sub> and environmental procedures relating to their projects.

**Lane County** also provides LCOG with details of federally funded and/or regionally significant transportation projects that occur outside the MPO area, but that are within a designated air quality management area (AQMA) for which the MPO must assess transportation conformity.

Appendix F: Interlocal Agreement – ODOT/MPO/Transit Operator Agreement



**INTERGOVERNMENTAL AGREEMENT  
ODOT/MPO/Transit Operator Agreement  
Central Lane Metropolitan Planning Organization  
Lane Transit District**

THIS AGREEMENT is made and entered into by and between the STATE OF OREGON acting by and through its Department of Transportation, hereinafter referred to as "ODOT", the Central Lane Metropolitan Planning Organization, acting by and through the Lane Council of Governments, hereinafter referred to as "LCOG", and the Lane Transit District, acting by and through its Board of Directors, hereinafter referred to as "LTD", hereinafter individually referred to as the "Party" and collectively referred to as the "Parties".

**RECITALS**

1. By authority granted in ORS 190.110, state agencies may enter into agreements with units of local governments for the performance of any or all functions and activities that a party to the agreement, its officers, or agents have the authority to perform.
2. Intergovernmental agreements defining roles and responsibilities for transportation planning between ODOT, the metropolitan planning organization (MPO) for an area, and the public transit operator(s) for the area are required by the Code of Federal Regulation (CFR), Chapter 23, Section 450.314 which states that:

*"The MPO, the State(s), and the public transportation operator(s) shall cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process. These responsibilities shall be clearly identified in written agreements among the MPO, the State(s), and the public transportation operator(s) serving the metropolitan planning area."*

3. LCOG is the designated MPO for the greater Eugene-Springfield urbanized area. It was established in 1973 by the Governor of Oregon. With this designation came the responsibility for conducting the continuing, comprehensive, and cooperative transportation planning process in the Central Lane metropolitan area. Acting as the MPO, the LCOG Board has delegated all MPO policy responsibilities to the Metropolitan Policy Committee. The Metropolitan Policy Committee (MPC) is comprised of two elected officials each from Lane County, Eugene, and Springfield, two appointed board members from LTD, one elected official from Coburg, one designated official from ODOT, and as ex-officio members, the chief administrative officers of Lane County, Eugene, Springfield, Coburg, and LTD, and the Region 2 Manager for ODOT. MPC adopts the Transportation Improvement Program, the long-range Regional Transportation Plan, the Unified Planning Work Program, and the Public Participation Plan, and provides policy guidance related to the conduct of

LCOG/LTD/ODOT  
Agreement No. 24,894

the transportation planning process, the annual review process, and other transportation issues.

4. LTD is the public transportation operator for the Eugene-Springfield area.
5. There also exists a "Memorandum of Understanding concerning Agency Responsibilities for Transportation-related Air Quality Planning in the Central Lane Transportation Management Area." That Memorandum of Understanding (MOU) was executed in April 2007 by the Lane Council of Governments, the Lane Regional Air Protection Agency, the Lane Transit District, the Oregon Department of Transportation, the Cities of Eugene, Springfield, and Coburg, and Lane County. The MOU remains in effect and is not modified in any way by this Agreement.

**NOW THEREFORE**, the premises being in general as stated in the foregoing recitals, it is agreed by and between the Parties hereto as follows:

**TERMS OF AGREEMENT**

1. Pursuant to the authority above, ODOT, LCOG, and LTD agree to define roles and responsibilities in carrying out the metropolitan transportation planning process, as further described in the Statement of Work, marked Exhibit A, attached hereto and by this reference made a part hereof.
2. The term of this Agreement shall begin on the date all required signatures are obtained and shall terminate ten (10) calendar years following the date all required signatures are obtained.
3. This Agreement may be revisited as needed, when the Parties so determine, and will be reviewed upon commencement of the MPO recertification or self-certification process.

**ODOT OBLIGATIONS**

1. ODOT will engage the other Parties to this Agreement in its planning activities as further identified in Exhibit A. Where ODOT is the lead agency for a product, it will be responsible for pursuing communication with the other Parties as agreed. Early communication will be sought in good faith, such that affected Parties have the opportunity to influence the final outcome or decisions.
2. Where ODOT is a party of interest to a planning project, it will participate in the development of the planning product as specified in this Agreement. ODOT will offer information and opinions such that the lead agency and other participants have the opportunity to understand its positions, concerns, conflicts, and any likely objections to proposed outcomes.

LCOG/LTD/ODOT  
Agreement No. 24,894

3. ODOT's Project Manager for this Agreement is the Region 2, Area 5 Senior Planner, or assigned designee in the absence of said individual, 644 A Street, Springfield, Oregon 97477; telephone (541) 744-8080.

**LCOG OBLIGATIONS**

1. LCOG will engage the other Parties to this Agreement in its planning activities as further identified in Exhibit A. Where LCOG is the lead agency for a product, it will be responsible for pursuing communication with the other Parties as agreed. Early communication will be sought in good faith, such that affected Parties have the opportunity to influence the final outcome or decisions.
2. Where LCOG is a party of interest to a planning project, it will participate in the development of the planning product as specified in this Agreement. LCOG will offer information and opinions such that the lead agency and other participants have the opportunity to understand its positions, concerns, conflicts, and any likely objections to proposed outcomes.
3. LCOG's Project Manager for this Agreement is the MPO Program Manager, or assigned designee upon absence of said individual, Lane Council of Governments, 99 East Broadway Suite 400, Eugene, Oregon 97401; telephone (541) 682-4283.

**LTD OBLIGATIONS**

1. LTD will engage the other Parties to this Agreement in its planning activities as further identified in Exhibit A. Where LTD is the lead agency for a product, it will be responsible for pursuing communication with the other Parties as agreed. Early communication will be sought in good faith, such that affected Parties have the opportunity to influence the final outcome or decisions.
2. Where LTD is a party of interest to a planning project, it will participate in the development of the planning product as specified in this Agreement. LTD will offer information and opinions such that the lead agency and other participants have the opportunity to understand its positions, concerns, conflicts, and any likely objections to proposed outcomes.
3. LTD Project Manager for this Agreement is the Director of Planning and Development, or assigned designee upon absence of said individual, Lane Transit District, 3500 East 17<sup>th</sup> Avenue, Eugene, Oregon 97401; telephone (541) 682-6203.

**GENERAL PROVISIONS**

1. This Agreement may be terminated by any Party upon thirty (30) days' notice, in writing and delivered by certified mail or in person.

LCOG/LTD/ODOT  
Agreement No. 24,894

2. Any Party may terminate this Agreement effective upon delivery of written notice to the other Parties, or at such later date as may be established by that Party, under any of the following conditions:
  - a. If the other Parties fail to provide services called for by this Agreement within the time specified herein or any extension thereof.
  - b. If the other Parties fail to perform any of the other provisions of this Agreement, or so fail to pursue the work as to endanger performance of this Agreement in accordance with its terms, and after receipt of written notice from the other Party fails to correct such failures within 10 days or such longer period as other Party may authorize.
  - c. If federal or state laws, regulations or guidelines are modified or interpreted in such a way that either the work under this Agreement is prohibited or either party is prohibited from paying for such work from the planned funding source.
3. Any termination of this Agreement shall not prejudice any rights or obligations accrued to the Parties prior to termination.
4. All Parties shall comply with all federal, state, and local laws, regulations, executive orders and ordinances applicable to the work under this Agreement, including, without limitation, the provisions of ORS 279B.220, 279B.225, 279B.230, 279B.235 and 279B.270 incorporated herein by reference and made a part hereof; Without limiting the generality of the foregoing, all Parties expressly agree to comply with (i) Title VI of Civil Rights Act of 1964; (ii) Title V and Section 504 of the Rehabilitation Act of 1973; (iii) the Americans with Disabilities Act of 1990 and ORS 659A.142; (iv) all regulations and administrative rules established pursuant to the foregoing laws; and (v) all other applicable requirements of federal and state civil rights and rehabilitation statutes, rules and regulations.
5. All employers, including all Parties, that employ subject workers who work under this Agreement in the State of Oregon shall comply with ORS 656.017 and provide the required Workers' Compensation coverage unless such employers are exempt under ORS 656.126. All Parties shall ensure that each of its subcontractors complies with these requirements.
6. All Parties acknowledge and agree that State, the Oregon Secretary of State's Office, the federal government, and their duly authorized representatives shall have access to the books, documents, papers, and records of each Party which are directly pertinent to the specific Agreement for the purpose of making audit, examination, excerpts, and transcripts for a period of six (6) years after completion of Project. Copies of applicable records shall be made available upon request. Payment for costs of copies is reimbursable by the requesting Party.

7. This Agreement may be executed in several counterparts (facsimile or otherwise) all of which when taken together shall constitute one agreement binding on all Parties, notwithstanding that all Parties are not signatories to the same counterpart. Each copy of this Agreement so executed shall constitute an original.
8. This Agreement and attached exhibits constitute the entire agreement between the Parties on the subject matter hereof. There are no understandings, agreements, or representations, oral or written, not specified herein regarding this Agreement. No waiver, consent, modification or change of terms of this Agreement shall bind any Party unless in writing and signed by all Parties and all necessary approvals have been obtained. Such waiver, consent, modification or change, if made, shall be effective only in the specific instance and for the specific purpose given. The failure of State to enforce any provision of this Agreement shall not constitute a waiver by State of that or any other provision.

**IN WITNESS WHEREOF**, the Parties hereto have set their hands as of the day and year hereinafter written.

The Oregon Transportation Commission on June 18, 2003, approved Delegation Order No. 2, which authorizes the Director to approve and execute agreements for day-to-day operations. Day-to-day operations include those activities required to implement the biennial budget approved by the Legislature, including activities to execute a project in the Statewide Transportation Improvement Program.

*Signature Page to Follow*

LCOG/LTD/ODOT  
Agreement No. 24,894

On April 12, 2004, the Director approved Subdelegation Order No. 10 in which the Director delegates authority to the Division Administrator, Transportation Development to approve and execute personal service contracts and agreements over \$75,000 for programs within the Transportation Development Division when the work is related to a project included in the STIP or in other system plans approved by the Oregon Transportation Commission or in a line item in the legislatively adopted biennial budget, and to approve and execute all agreements, approved by the OTC, for Metropolitan Planning Organization agreements outside the Transportation Program Development limitation and acceptance of funds sent to ODOT, but not earmarked for Transportation Program Development.

<p><b>CENTRAL LANE METROPOLITAN PLANNING ORGANIZATION</b>, by and through the Lane Council of Governments</p> <p>By <u><i>George Klappel</i></u> Executive Director</p> <p>Date <u>6-18-08</u></p>	<p><b>STATE OF OREGON</b>, by and through its Department of Transportation</p> <p>By <u><i>Jarrett Richard</i></u> Division Administrator, Transportation Development Division</p> <p>Date <u>7/16/08</u></p>
<p><b>LANE TRANSIT DISTRICT</b>, by and through its Board of Directors</p> <p>By <u><i>Mike Byham</i></u> General Manager</p> <p>Date <u>6-10-08</u></p>	<p>By <u><i>Michael O'Brien</i></u> Division Administrator, Public Transit Division</p> <p>Date <u>7/16/2008</u></p>
<p>Agency Contacts</p> <p>Byron Vanderpool Director, Interim MPO Program Manager Lane Council of Governments 99 East Broadway, Suite 400 Eugene, Oregon 97401</p> <p>Tom Schwetz Director of Planning and Development Lane Transit District 3500 East 17<sup>th</sup> Avenue Eugene, OR 97401</p>	<p><b>APPROVAL RECOMMENDED</b></p> <p>By <u><i>[Signature]</i></u> Region 2 Manager</p> <p>Date <u>7-8-08</u></p> <p>By <u><i>Eric M. Harris</i></u> Region 2 Planning and Development Manager</p> <p>Date <u>7-8-08</u></p>
	<p><b>APPROVED AS TO LEGAL SUFFICIENCY</b></p> <p>By <u><i>[Signature]</i></u> Assistant Attorney General</p> <p>Date <u>7/14/08</u></p>

**EXHIBIT A  
STATEMENT OF WORK**

1. **DEFINITIONS** – the following definitions apply to this Agreement specifically and shall not be construed to apply to any other agreement between any of the Parties. They may differ from those listed for these terms in the federal regulations.
  - a. **Consider:** Take into account opinions and relevant information from other Parties in making a decision. Receive the information or comments, acknowledge such, and document the acknowledgement. Those receiving comments are not bound by the opinions or information received.
  - b. **Consult:** Confer with other identified Parties in accordance with an established process; consider the views of other Parties prior to taking action, inform other Parties about action taken in accordance with established process. The communication should be timely, and ahead of decisions. Those receiving comments are not bound by the opinions or information received.
  - c. **Coordinate:** Develop plans, programs, and schedules in consultation with other agencies such that agencies' separate projects do not conflict. Coordinated projects are usually those for which all Parties, other than the lead agency, do not have a vested interest and are often specific projects rather than policy outcomes. The lead agency is the project proponent and the other Parties are not deeply involved. The lead agency is expected to consult with the others to ensure efficiencies are utilized and conflicts are avoided. Parties with legal standing should be involved in the coordination and Parties should operate in good faith.
  - d. **Cooperate/Collaborate:** Parties involved work together to achieve a common goal or objective. Cooperation or collaboration are often employed where multiple Parties have a vested interest in the outcome and may involve a shared project or policy outcome. Parties may share expertise, resources, etc. to accomplish the goal.
  - e. **Responsible:** Answerable or accountable, as for something within one's power, control, or management. There can be multiple levels or roles in responsibility. Examples of levels of responsibility include:
    - **Authority:** Authority to make the final decision, signature authority
    - **Lead:** Responsible for making sure the activity is completed and communication protocols are followed
    - **Coordination:** Responsible for coordinating all elements necessary to complete an activity
    - **Support:** Provide administrative or technical support necessary to complete an activity
    - **Information:** Provide input and information necessary to complete an activity
  - f. **Owner:** The agency that keeps and maintains the final product.

- g. **Lead Agency:** Agency responsible for making sure the planning project is completed and communication protocols are followed.
  - h. **Levels of communication:** Consider, Consult, Coordinate, Cooperate, or Collaborate.
  - i. **Party of interest:** A party to this Agreement that is not the lead agency for a particular planning project, but is affected by that project.
  - j. **Planning Project:** A planning activity that leads to a planning product. Planning products that may be developed may include plans, programs, tools, and administrative products such as those listed below.
2. All Parties agree to cooperatively develop and share information related to the development of financial plans that support the metropolitan transportation plan, the metropolitan TIP and the development of the annual listing of obligated projects. Such plans may include but shall not be limited to the following:
- a. Plans
    - Oregon Transportation Plan & Component Plans including Safety Plans
    - Regional Transportation Plan (RTP)
    - Transportation System Plan (TSP)
    - Area/Concept Plans
    - Facility Plans (including Corridor Plans, Interchange Area Management Plans, Access Management Plans, etc.)
    - Transit Plans
    - Coordinated Human Services-Transit Plans
  - b. Programs
    - Statewide Transportation Improvement Program (STIP)
    - Metropolitan Transportation Improvement Program (MTIP)
  - c. Tools
    - Transportation Demand Models (TDM)
    - Land Use Models
    - Integrated Models
    - Data resources
    - Geographic Information System (GIS) resources
  - d. Administrative Products
    - Air Quality Conformity
    - Unified Planning Work Program (UPWP)
    - Federal Certification
    - Public Involvement Plan
    - Title VI Plan
    - Environmental Justice Plans
    - Disadvantaged, Minority Business Enterprise Use Plans



LCOG/LTD/ODOT  
 Agreement No. 24,894

- Environmental Impact Statements/Assessments
- State Agency Coordination Agreement

3. LCOG is specifically charged with the development of the RTP, MTIP, and UPWP. As such, LCOG will be the Product Owner and the Lead Agency for these products and other related products, such as the Air Quality Conformity Determination and most of the "Tools" and "Administrative Products" identified above. ODOT and LTD will provide information necessary for these products. All Parties will Cooperate and Collaborate in these processes. Formal communication will take place at the regular meetings of the LOG Technical Advisory Committee and Policy Committee, and may be supplemented with phone calls, emails, letters, and additional meetings as desired by any of the participants. Funding of these activities will be identified in the annual UPWP. The decision making process will be in accordance with Agreement number 20523. This will be the default process used for all planning projects, unless another process is identified. Principal roles for the Parties to this Agreement for Plans and Programs identified are described in the following table.

Plan/Program	Principal Role		
	ODOT	LCOG	LTD
Oregon Transportation Plan and Modal Plans	Product Owner Lead Agency	Consult	Consult
Regional Transportation Plan	Coordinate	Product Owner Lead Agency	Coordinate
Transportation System Plan	Cooperate/Collaborate	Cooperate/Collaborate	Cooperate/Collaborate
Area/Concept Plans <sup>1</sup>	Product Owner Lead Agency Cooperate/Collaborate	Product Owner Lead Agency Cooperate/Collaborate	Product Owner Lead Agency Cooperate/Collaborate
Facility Plans <sup>2</sup>	Product Owner Lead Agency	Cooperate/Collaborate	Cooperate/Collaborate
Transit Plans	Coordinate	Cooperate/Collaborate	Product Owner Lead Agency
Coordinated Human Services – Transit Plans	Coordinate	Cooperate/Collaborate	Product Owner Lead Agency
Statewide Transportation Improvement Program (STIP)	Product Owner Lead Agency	Consult	Consult
Metropolitan Transportation Improvement Program (MTIP) <sup>3</sup>	Consult	Product Owner Lead Agency	Consult

4. Each time a new transportation planning project commences, the roles, responsibilities, and expectations of each Party will be written down and distributed to each participant of the project. The Parties will specify at least nine (9) items identified below; other items should be added as needed to ensure that the responsibilities and expectations of each party are clearly identified.

<sup>1</sup> Plans, other than facility plans, prepared by any of the parties

<sup>2</sup> Facility plans include, but are not limited to, interchange area management plans, expressway management plans, access management plans, or other plans that require approval by the Oregon Transportation Commission.

<sup>3</sup> Pursuant to 23 CFR 450.326, the MTIP is incorporated verbatim into the STIP ("After approval by the MPO and the Governor, the TIP shall be included without change, directly or by reference, in the STIP . . .")

LCOG/LTD/ODOT  
Agreement No. 24,894

- a. Product Owner
- b. Lead Agency
- c. Responsibilities of each agency
- d. Primary levels of communication
- e. Specific communication procedures
- f. Use of consultant services
- g. Decision process
- h. Funding, reporting responsibilities
- i. Resource sharing agreements

If the answers will vary by task, project subpart, or other conditions, the responsibilities of each agency under each condition will be specified. (Definitions set forth in this Agreement will apply). An example of such a project may be an Interchange Area Management Plan, where the lead agency would be ODOT, or a Transit Center study conducted by LTD. However, any of the Parties may request that the roles and responsibilities of any "Planning Project" be clarified and redefined, within the constraints of the Cooperative Agreement. LCOG may develop a form to facilitate the identification of responsibilities.

5. The questions that follow are examples of items to consider when answering the nine items identified above. Not all items may apply to a specific project, nor is this list intended to be all inclusive. Parties should use these considerations as a starting point to answer the nine items above and to evaluate what further items may need to be set forth in specific project agreements.

a. Project Parties

- What agencies will participate in the project?
- Which agency will own the product? (See Definitions)
- Which is the lead agency? (See Definitions)
- Which agency will develop the scope of work? Who will approve it?
- What level of responsibility does each agency have for each task or part of the project? (See Definitions)
- Who are the contact people?
- When are the different Parties involved?

b. Communication

- What levels of communication are appropriate for the planning project? (See Definitions)
- What procedures for communication are appropriate for the level of interaction needed? (See Definitions)
- Who from each agency needs to be informed?
- Who is responsible for implementing communication protocols?
- How will communication occur with the ACT, TAC, or other advisory committees?
- Who is responsible for coordinating communication with the public?
- Who is responsible for coordinating and joint communications with other agencies?

c. Consultants

- Will consultants assist with the project?
- Which agency is responsible for recruiting for and/or selecting any consultants to assist the project?
- Who is responsible for contract administration?
- Who is responsible for communicating with the consultants?
- Who is responsible for reviewing and approving work?

d. Decision process

- Which agency has decision authority for which kinds of issues?
- Who is responsible for providing information/support for the decision? How?
- Who has responsibility to serve on what decision-making bodies?
- How will needs for amendments to the product be communicated and decided upon?
- Who is responsible for completing amendments and when?
- How will differences of opinion be handled?

e. Funding

- What level of funding is available?
- What types of funds are to be used?
- What restrictions are there on use of the funds?
- Who is responsible for authorizing funds?
- Who is responsible for reporting use of funds and accomplishments, at what level of detail and to whom?

f. Sharing Resources

- Who is responsible for what elements of different kinds of products?
- When will each agency be responsible for supporting the others?
- Is this consistent with existing agreements or adopted plans for the area?

g. Transit

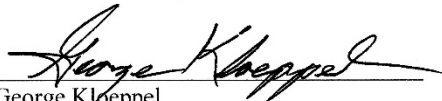
- How will the Parties cooperate with public transit operators in the area?
- How will the public transit operators participate in the planning project?
- Have private providers been considered?

## Appendix G: MPO Self-Certification

### METROPOLITAN TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION

The Lane Council of Governments, acting as the Central Lane Metropolitan Planning Organization for the Central Lane urbanized area, hereby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 49 U.S.C. Section 5303, 23 U.S.C. 134, and 23 CFR 450(c);
- II. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- III. Section 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- IV. The provision of the Americans With Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- V. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- VI. In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- VII. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;
- IX. Section 324 of title 23, U.S.C. regarding the prohibition of discrimination based on gender;
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



George Kloeppe  
Executive Director, Lane Council of Governments  
Central Lane Metropolitan Planning Organization

11-24-10  
Date

**RESOLUTION 2018-01**

**ADOPTING THE STATE SAFETY PERFORMANCE MEASURE TARGETS**

**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 draft targets have 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; and

**WHEREAS**, as part of a coordinated planning effort the state performance measure targets reflect regional priorities for implementation of safety strategies; and

**WHEREAS**, the primary purpose of the performance measures targets is to track progress over time.

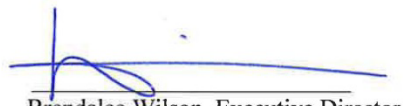
**NOW, THEREFORE, BE IT RESOLVED:**

That the Metropolitan Policy Committee adopts the State Safety Performance Measure Targets for the purposes of federal reporting.

PASSED AND APPROVED THIS 1<sup>st</sup> DAY OF February, 2018, BY THE METROPOLITAN POLICY COMMITTEE.

**ATTEST:**

  
Sid Leiken, Chair  
Metropolitan Policy Committee

  
Brendalee Wilson, Executive Director  
Lane Council of Governments

**RESOLUTION 2018-10**

**SUPPORTING STATE PERFORMANCE MEASURE TARGETS FOR PAVEMENT AND  
BRIDGE CONDITION, SYSTEM PERFORMANCE, AND CMAQ**

**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 state targets have 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 meeting has been conducted, and the Metropolitan Policy Committee has approved the public review process; and

**WHEREAS**, as part of a coordinated planning effort the state performance measure targets reflect regional priorities for implementation of state pavement and bridge condition, system performance, and CMAQ strategies; and


**WHEREAS**, the primary purpose of the performance measures targets are to track progress over time.


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

That the Metropolitan Policy Committee supports the State Performance Measures Targets for Pavement and Bridge Condition, System Performance, and CMAQ for the purposes of federal reporting.

PASSED AND APPROVED THIS 1<sup>st</sup> DAY OF November, 2018, BY THE METROPOLITAN POLICY COMMITTEE.

**ATTEST:**

  
\_\_\_\_\_  
Lucy Vinis, Chair  
Metropolitan Policy Committee

  
\_\_\_\_\_  
Brendalee Wilson, Executive Director  
Lane Council of Governments

**RESOLUTION 2019-02**

**SUPPORTING STATE PERFORMANCE MEASURE TARGETS TIER II TRANSIT ASSET  
MANAGEMENT**

**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 state targets have 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 meeting has been conducted, and the Metropolitan Policy Committee has approved the public review process; and

**WHEREAS**, as part of a coordinated planning effort the state performance measure targets reflect regional priorities for implementation of state transit asset performance strategies; and

**WHEREAS**, the primary purpose of the performance measures targets are to track progress over time.

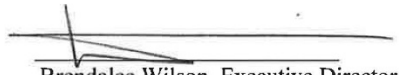
**NOW, THEREFORE, BE IT RESOLVED:**

That the Metropolitan Policy Committee supports the State Performance Measures Targets for Tier II Transit Asset Management targets.

PASSED AND APPROVED THIS 7<sup>th</sup> DAY OF MARCH, 2019, BY THE METROPOLITAN POLICY COMMITTEE.

**ATTEST:**

  
\_\_\_\_\_  
Lucy Vlnis, Chair  
Metropolitan Policy Committee

  
\_\_\_\_\_  
Brendalee Wilson, Executive Director  
Lane Council of Governments

Appendix I: Certification Summary

Topic	Finding	Proposed Actions
CLMPO and ODOT Action to Resolve Findings	<p><b>Recommendation 1: Certification Action Team</b></p> <p>The Certification Review Team recommends CLMPO create a certification action team, composed of local, state, and Federal partners, to assist in the successful resolution of corrective actions.</p>	<p>The action team met three times in 2021 and will meet as needed to ensure resolution of corrective actions prior to 2023 review.</p>
MPO Structure & Air Quality Status	<p><b>Recommendation 2: MPO By-Laws</b></p> <p>It is recommended CLMPO update the Metropolitan Policy Committee (MPC) and Transportation Planning committee (TPC) by-laws to reflect current metropolitan planning processes including committee memberships, voting structures, accurately outlining roles and responsibilities of the MPC and TPC core function, capture FHWA and FTA required documents and amendment procedures, general information on meeting times and location. In addition, By-Laws should be updated on a cycle that aligns with changes to the MPO boundaries and/or urban growth boundaries.</p>	<p>CLMPO staff will work with MPC and TPC to update bylaws to meet stated requirements in 2023.</p>
	<p><b>Recommendation 3: MPO By-Laws</b></p> <p>It is recommended CLMPO post their TPC By-Laws and meeting materials on the CLMPO website to provide the public access to these documents.</p>	<p>Current meeting materials and bylaws are posted on the website. Changes to bylaws will be uploaded when complete.</p>
	<p><b>Recommendation 4: MPO By-Laws</b></p> <p>It is recommended CLMPO separate the MPO core function from other MPC functions in the MPC By-Laws to provide clarity on the roles and responsibilities of the MPC.</p>	<p>Roles and functions of MPC will be clarified in updated bylaws.</p>
	<p><b>Commendation 1: Policy Board Meeting Broadcast</b></p> <p>The CLMPO is commended for making live and archive broadcasts of MPC meetings accessible online.</p>	



<p>Metropolitan Transportation Plan (MTP)</p>	<p style="text-align: center;"><b>Corrective Action 1: MTP Latest Available Estimates and Assumptions</b></p> <p>To meet the requirements set forth in 23 CFR 450.324, CLMPO must:</p> <p>a. Base the MTP on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity and include associated supporting/technical analysis.</p> <p>b. Document an analysis of current and projected transportation demand of persons and goods in the metropolitan area over the full period of the MTP.</p> <p>c. The MPO, the State(s), and the public transportation operator(s) shall validate data used in preparing other existing modal plans for providing input to the transportation plan.</p>	<p>a. Base the MTP on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity and include associated supporting/technical analysis.</p> <p><b>CA 1.a. Has Been Met:</b> <i>CLMPO developed new land use allocation and travel demand models in preparation for the 2045 RTP, CMP, and AQCD. The RTP Appendices K and L include the technical documentation for these two models. Both models have a 2018/2019 base year for data and 2045 horizon year. The land use application model is Urbansim. The travel demand model is developed by Metro and is based on the Metro model's Kate framework; a four-step travel model.</i></p> <p><i>CLMPO accessed the latest available estimates and assumptions (base and horizon) for population, land use, travel, employment, congestion, and economic activity as follows:</i></p> <ul style="list-style-type: none"> <li>• <i>The population estimate and forecast is from Portland State University's Population Research Center.</i></li> <li>• <i>Land use is based upon CLMPO's partner jurisdictions adopted Comprehensive Plans, and existing conditions.</i></li> <li>• <i>Travel is based upon available data including but not limited to modal counts, existing and planned transportation networks, the most recent Oregon Household Activity Survey, RITIS, StreetLight, and transit ridership.</i></li> <li>• <i>Employment data is from the Oregon Department of Employment. DOE releases aggregated employment data every other even year. The latest available for use in this RTP was 2018. LCOG receives this data and disaggregates it to a parcel level.</i></li> <li>• <i>The travel demand model identifies network congestion.</i></li> <li>• <i>Economic activity is based upon the existing land use, particularly activity centers, key destinations,</i></li> </ul>
---	--	--

		<p><i>and job centers coded into the land use allocation model.</i></p> <p>b. Document an analysis of current and projected transportation demand of persons and goods in the metropolitan area over the full period of the MTP.</p> <p><b>CA 1.b. Has Been Met:</b> <i>The RTP's Chapters 3 Regional Assessment and 6 Measuring Plan Outcomes provide documentation and analysis of current and projected transportation demand of persons and goods through the 2045 horizon date. The RTP and CMP have a people first approach with a focus on safety and efficient movement for people within, through, to, and from the CLMPO area. This is shown in the goals, objectives, assessment, analysis, performance measures, and projects. Similarly, economic vitality and movement of freight and goods is also reflected in the goals, objectives, assessment, analysis, performance measures, and projects.</i></p> <p>c. The MPO, the State(s), and the public transportation operator(s) shall validate data used in preparing other existing modal plans for providing input to the transportation plan.</p> <p><b>CA 1.c. Has Been Met:</b> <i>CLMPO conferred with State partners, particularly in the Departments of Transportation and Employment, and with the Lane Transit District for the latest data inputs. As other modal and transportation plans are updated and developed, CLMPO will coordinate to provide analysis and data as needed.</i></p>
	<p><b>Corrective Action 2: MTP Existing and Proposed Facilities</b></p> <p>To meet the requirements set forth in 23 CFR 450.324, CLMPO must:</p> <p>a. Document existing and proposed facilities, intermodal connectors, and emphasize facilities that serve important national and regional</p>	<p>a. Document existing and proposed facilities, intermodal connectors, and emphasize facilities that serve important national and regional transportations functions over the period of the transportation plan and determine the need for proposed facilities and link to MTP goals, objectives, and policies.</p>

	<p>transportations functions over the period of the transportation plan and determine the need for proposed facilities and link to MTP goals, objectives, and policies.</p> <p>b. Document the current system and future needs for pedestrian/ADA infrastructure and bicycle transportation facilities.</p> <p>c. Document actions and short- and long-range strategies that provide for the integration of multimodal systems including accessible pedestrian walkways and bicycle transportation facilities to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.</p> <p>d. Document transportation and transit enhancement activities. The documentation should include consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance the intercity bus system.</p> <p>e. Document a link to the public transit human services transportation plan in the MTP.</p>	<p><b>CA 2.a. Has Been Met:</b> Chapter 3 provides documentation of existing facilities and their functions. Proposed facilities (Chapter 6) are included to meet the goals and objectives (Chapter 2) of an efficient, economically vital, and safe transportation network.</p> <p>b. Document the current system and future needs for pedestrian/ADA infrastructure and bicycle transportation facilities.</p> <p><b>CA 2.b. Has Been Met:</b> Chapter 3 provides documentation of the current pedestrian/ADA and bicycle infrastructure and facilities. Proposed infrastructure and facilities (Chapter 6) are included to meet the goals (Chapter 2) of an efficient, economically vital, and safe transportation network.</p> <p>c. Document actions and short- and long-range strategies that provide for the integration of multimodal systems including accessible pedestrian walkways and bicycle transportation facilities to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.</p> <p><b>CA 2.c. Has Been Met:</b> Chapter 6 includes a detailed description of strategies, projects, programs, and plans identified to achieve the regional multimodal transportation system.</p> <p>d. Document transportation and transit enhancement activities. The documentation should include consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance the intercity bus system.</p> <p><b>CA 2.d. Has Been Met:</b> Benefits of investment in intracity and intercity transit is documented in Chapter 1. Chapter 5 includes discussion of supporting</p>
--	---	---

		<p><i>investments that preserve and enhance the intercity bus system.</i></p> <p>e. Document a link to the public transit human services transportation plan in the MTP.</p> <p><b>CA 2.e. Has Been Met:</b> <i>Chapter 1 references the Lane Transit District Coordinated Public Transit-Human Services Transportation Plan. Findings and strategies from this plan influence Land Transit Districts planning and project programming and are reflected in the RTP project list.</i></p>
	<p><b>Corrective Action 3: Goals, Objectives, and Project Selection</b></p> <p>CLMPO must fully address the following required MTP elements to meet the requirements set forth in 23 CFR 450.324:</p> <p>a. Document a clear linkage between MTP Goals, objectives, and policies to project selection in the MTP.</p> <p>b. Document an assessment of capital investment and identify other strategies to preserve the existing and projected future metropolitan transportation infrastructure.</p> <p>c. Document multimodal capacity increases are based on regional priorities and needs.</p> <p>d. Document vulnerabilities to existing transportation infrastructure to natural disasters.</p> <p>e. Document how all the federal planning factors were considered.</p> <p>f. Document a clear linkage to CLMPO’s Safety Action plan, ODOT Transportation Safety Action Plan, and Public Transportation Safety Action Plans.</p>	<p>These requirements will be included in the next MTP. Preliminary work has been done on performance-based planning that will be incorporated into new planning documents. 2045 MTP goals will be linked to objectives and project selection. Previous safety planning work will be incorporated and updated as necessary as it is incorporated into 2045 MTP.</p> <p>a. Document a clear linkage between MTP Goals, objectives, and policies to project selection in the MTP.</p> <p><b>CA 3.a. Has Been Met:</b> <i>Chapters 3 and 6 provide the RTP’s regional and federal performance measures and analysis of performance measures respectively. Goals and objectives are supported by regional measures to add nuance to the federal measures. All are intended as a package to provide ongoing monitoring and evaluation system wide. Project selection in the RTP reflects the goals and objectives and support the region’s priority towards enhancing the bicycle, pedestrian, and transit networks to achieve the RTP goals.</i></p> <p>b. Document an assessment of capital investment and identify other strategies to preserve the existing and projected future metropolitan transportation infrastructure.</p> <p><b>CA 3.b. Has Been Met:</b> <i>Chapter 3 Regional Assessment assesses capital investment.</i></p>

		<p><i>Chapter 5 Regional Projects identifies system maintenance, operations, and preservation as regional priorities through 2045. Chapter 4 Financial Framework includes funding system maintenance, operations, and preservation.</i></p> <p>c. Document multimodal capacity increases are based on regional priorities and needs.</p> <p><b>CA 3.c. Has Been Met:</b> <i>Chapter 5 Regional Projects contains multiple multimodal capacity increasing projects, each of which will work towards meeting regional goals and needs; and the majority will work toward achieving multiple goals and needs. The CLMPO region has prioritized adding capacity for bicycle, pedestrian, and transit modes over adding capacity for vehicular travel, especially for single occupancy vehicular travel. The project list reflects this priority, and the majority of projects address priorities for safety and bicycle, pedestrian and transit travel. Most arterial capacity improvement projects will address safety and congestion issues and will also contribute to a vibrant economy by making the movement of goods and services more efficient.</i></p> <p>d. Document vulnerabilities to existing transportation infrastructure to natural disasters.</p> <p><b>CA 3.d. Has Been Met:</b> <i>Appendix D Factor 10 White Paper provides an extensive analysis Federal Planning Factor 9 “improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation. It identifies system level vulnerabilities to the existing transportation infrastructure to natural disasters and provides strategies to mitigate vulnerabilities. The work from this analysis has informed the RTP and is integrated throughout, from goals and objectives to assessment of existing infrastructure, to strategies and projects.</i></p>
--	--	--

		<p>e. Document how all the federal planning factors were considered.</p> <p><b>CA 3.e. Has Been Met:</b> <i>The RTP’s goals and objectives are presented in Chapter 2 Goals, Objectives, and Performance Measures. Each of the RTP’s goals has associated objectives that provide actionable ways to achieve the goal, performance measures to measure progress, and its connection to the federal planning factors. All 10 federal planning factors are aligned with at least one goal. Appendix C and Appendix D are thorough analysis of planning factors 9 and 10; what they mean to an RTP and strategies to integrate them.</i></p> <p>f. Document a clear linkage to CLMPO’s Safety Action plan, ODOT Transportation Safety Action Plan, and Public Transportation Safety Action Plans.</p> <p><b>CA 3.f. Has Been Met:</b> <i>Safety is a priority for the CLMPO region and is Goal 2 Safety, Security and Resiliency (goals are not presented in order of importance since each is important) and its associated objectives and performance measures. Chapter 4 Regional Projects discusses the Safe Lane Transportation Coalition: LCOG’s programmatic commitment to actualizing the Safety Action Plan. It also contains several capital projects that will address infrastructure related safety issues. The RTP integrates the safety measures and targets established by ODOT (supporting the ODOT Transportation Safety Action Plan) and Lane Transit District and reinforces the region’s commitment to contributing towards meeting the targets (supporting local safety action plans).</i></p>
	<p><b>Corrective Action 4: MTP Financial Plan</b></p> <p>CLMPO must fully address the following required MTP elements to meet the requirements set forth in 23 CFR 450.324:</p>	<p>a. Document a financial plan that demonstrates how the adopted transportation plan can be implemented. Specifically, address system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways,</p>

	<p>a. Document a financial plan that demonstrates how the adopted transportation plan can be implemented. Specifically, address system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways, bike/pedestrian networks, and public transportation.</p> <p>b. Document how cost estimates were developed for proposed improvements.</p>	<p>bike/pedestrian networks, and public transportation.</p> <p><b>CA 4.a. Has Been Met:</b> Chapter 4 Financial Framework addresses system level estimates of cost and revenue sources reasonably expected to be available to operate and maintain the Federal-aid highways, bike/pedestrian networks, and public transportation.</p> <p>b. Document how cost estimates were developed for proposed improvements.</p> <p><b>CA 4.b. Has Been Met:</b> Chapter 5 Project List provides a cost estimate for each project identified on the fiscally constrained project list. Cost estimates are linked to the estimates provided from partnering agencies' planning document and are planning level estimates. Chapter 4 Financial Framework states explains that project cost estimates for year of expenditure are calculated with an inflation rate of 3.1% from current cost estimate to implementation year band.</p>
	<p><b>Corrective Action 5: MTP Public Involvement</b></p> <p>To meet the requirements set forth in 23 CFR 450.316 and 23 CFR 450.324, CLMPO must conduct and document its outreach efforts consistent with the public participation plan, document a summary of public comments received, and include a disposition of comments in the MTP. CLMPO must include a signed version of the signed MPC resolution documenting the adoption process of the final MTP and make it publicly available.</p>	<p><b>CA 5 Has Been Met:</b> Public participation is documented in Chapter 1 Setting the State, Appendix E RTP Public Involvement Plan, Appendix F RTP Public Outreach Summary, Appendix G 2020 Travel Barriers Survey Report, and is consistent with the CLMPO Public Participation Plan. The Public Outreach Summary and Travel Barriers Survey Report document a summary of public comments received. The RTP reflects public comments received throughout: goals, objectives, needs assessment, projects, strategies, and performance measures. CLMPO included a signed version of the signed MPC resolution documenting the adoption process of the final RTP and has made it publicly available.</p>

	<p style="text-align: center;"><b>Corrective Action 6: MTP Consultation</b></p> <p>To meet the requirements set forth in 23 CFR 450.324, CLMPO must conduct and document the applicable Tribal consultation processes and consultation with local, state, environmental, and historic agencies, and document comments received and disposition of comments in the MTP.</p>	<p><b>CA 6 Has Been Met:</b> Appendix A Consultation and Cooperation documents CLMPO's Tribal consultation processes and consultation with local, state, environmental, and historic agencies. Appendix H Environmental Analysis provides a planning-level environmental analysis of the RTP's potential impacts on environmental justice populations, cultural resources, air quality, water quality, sensitive habitat, and hazard mitigation. CLMPO conducted interagency consultation with local, state, and federal agencies representing airport operators, disaster mitigation, environmental protection, freight management, historic preservation, land use management, natural resources, and tribes. Feedback is reflected in the document and documented in Appendix F RTP Public Outreach Summary</p>
	<p style="text-align: center;"><b>Recommendation 5: MTP Environmental Justice (EJ) Analysis</b></p> <p>It is recommended CLMPO document EJ analysis in the MTP and document disproportionately high and adverse effects on minority populations and low-income populations, including the distribution of benefits and burdens of Federally funded transportation projects in the region.</p>	<p><b>Recommendation 5 Has Been Met:</b> CLMPO analyzes and documents populations that have been historically excluded (EJ populations) to ensure public funds are not spent in a way that encourages, subsidizes, or results in discrimination and to distribute benefits and burdens of Federally funded projects in the region in our Title VI Plan and Annual Report. The analysis is furthered in Appendix H Environmental Analysis and integrated throughout the RTP. The CLMPO region is committed to equity and Goal 4 Equity states: The regional transportation system eliminates transportation-related disparities and barriers and ensures equitable access to destinations. Objectives and performance measures support this Goal and are tied to federal planning factors #4 and #6. Chapter 3 Regional Assessment provides discussion of historically excluded communities in the region and will inform future public outreach and transportation projects, programs, and activities.</p>



	<p style="text-align: center;"><b>Recommendation 6: Emergency and Security</b></p> <p>It is recommended CLMPO document emergency and disaster preparedness strategies and policies that support homeland security.</p>	<p><b>Recommendation 6 Has Been Met.</b> Appendix C Factor 9 White Paper contains analysis, documentation, and recommendations of and for emergency and disaster preparedness and actions/strategies that support homeland security. The analysis, documentation, and recommendations have been integrated into the RTP. Goal 2 Safety, Security, and Resiliency states “The transportation system is resilient, safe, and secure for people and goods.” Associated objectives include reducing the transportation system’s vulnerability to natural disasters, climate change, crime, and terrorism. Chapter 5 Regional Projects contains discussion and actions from the White Paper analysis. CLMPO updated its regional Intelligent Transportation Systems Plan (adopted July 2021), and it contains projects that support emergency and disaster preparedness and homeland security. The ITS Plan projects are also in the RTP.</p>
	<p style="text-align: center;"><b>Recommendation 7: MTP Formatting and General Documentation</b></p> <p>It is recommended CLMPO consider the following items when updating the MTP to make the document easier to read:</p> <ol style="list-style-type: none"> <li>a. Specify the 20-year planning horizon year within and on the cover of the MTP.</li> <li>b. b. Ensure headings and page numbers are consistent between the table of contents and body of the document.</li> <li>c. More clearly differentiate the list of projects and illustrative list with corresponding funded and unfunded headings.</li> </ol>	<p><b>Recommendation 7.a.b.c. Have Been Met:</b> The RTP’s planning horizon year is on the cover. Headings and page numbers are consistent between table of contents and the body of the document. The fiscally constrained project list is in Chapter 5 Regional Projects and the Illustrative project list is in Appendix J.</p>
<p>Congestion Management Process (CMP)</p>	<p style="text-align: center;"><b>Corrective Action 7: Congestion Management Process (CMP) Objectives</b></p> <p>To meet the requirements set forth in 23 CFR 450.322, and to be used in the next MTP/TIP update, CLMPO must develop regional objectives for congestion management that clearly define and support the region’s goals for congestion management. Objectives can be the same or in addition to the MTP objectives and should have</p>	<p><b>CA 7 Has Been Met:</b> CLMPO’s updated Congestion Management Process is Appendix B of the RTP. The CMP includes Objectives from the RTP that define and support the region’s goals for congestion management as well as two additional objectives.</p>

	<p>“SMART” characteristics (specific, measurable, agreed, realistic, and time-bound).</p>	
	<p style="text-align: center;"><b>Corrective Action 8: CMP Data Collection, System Monitoring, and Analysis</b></p> <p>To meet the requirements set forth in 23 CFR 450.322, and to be used in the next MTP/TIP update, CLMPO must:</p> <p>a. Develop a CMP data collection and system monitoring program/plan to ensure data is available to support each performance measure. The plan should include where the data is collected, data sources, how often it will be collected, and by whom, data accuracy levels, data formats, and any other information needed to ensure data is being routinely collected for use in the CMP and to ensure ongoing system monitoring is occurring. To the extent practicable, data collection should be coordinated with existing data sources and coordinated with transportation operators in the region.</p> <p>b. Develop a process, using current data, to identify congested areas using CMP performance measures, to identify underlying causes of the recurring and nonrecurring congestion, and document analysis and results in a format that can be used in the strategy evaluation and identification process.</p>	<p>a. Develop a CMP data collection and system monitoring program/plan to ensure data is available to support each performance measure. The plan should include where the data is collected, data sources, how often it will be collected, and by whom, data accuracy levels, data formats, and any other information needed to ensure data is being routinely collected for use in the CMP and to ensure ongoing system monitoring is occurring. To the extent practicable, data collection should be coordinated with existing data sources and coordinated with transportation operators in the region.</p> <p><b>CA 8.a. Has Been Met:</b> Step 4 of the CMP contains a data collection and system monitoring program/plan that identifies available data to support each performance measure. The CMP lists where the data is collected, data sources, how often it will be collected, and by whom. To the extent practicable, CLMPO will coordinate with existing data sources and with transportation operators in the region.</p> <p>b. Develop a process, using current data, to identify congested areas using CMP performance measures, to identify underlying causes of the recurring and nonrecurring congestion, and document analysis and results in a format that can be used in the strategy evaluation and identification process.</p> <p><b>CA 8.b. Has Been Met:</b> Step 5 of the CMP contains this process.</p>
	<p style="text-align: center;"><b>Corrective Action 9: CMP Strategies</b></p> <p>To meet the requirements set forth in 23 CFR 450.322, and to be used in the next MTP/TIP update, CLMPO must:</p>	<p>a. Develop and use a process for identifying, evaluating, and selecting strategies for congested CMP corridors to help the region meet congestion objectives. This process should build off</p>

	<p>a. Develop and use a process for identifying, evaluating, and selecting strategies for congested CMP corridors to help the region meet congestion objectives. This process should build off data and information collected in previous CMP steps.</p> <p>b. Document an implementation schedule for selected CMP strategies on congested corridors and link to the MTP and TIP project prioritization process.</p> <p>c. Develop a periodic or ongoing process to evaluate system-level effectiveness and strategy effectiveness to ensure implemented strategies are addressing congestion as intended. This information will be used to inform the MTP and TIP and to identify and assess strategies in the CMP</p>	<p>data and information collected in previous CMP steps.</p> <p><b>CA 9.a. Has Been Met:</b> Step 6 of the CMP contains this process.</p> <p>b. Document an implementation schedule for selected CMP strategies on congested corridors and link to the MTP and TIP project prioritization process.</p> <p><b>CA 9.b. Has Been Met:</b> Step 7 of the CMP documents this schedule.</p> <p>c. Develop a periodic or ongoing process to evaluate system-level effectiveness and strategy effectiveness to ensure implemented strategies are addressing congestion as intended. This information will be used to inform the MTP and TIP and to identify and assess strategies in the CMP</p> <p><b>CA 9.c. Has Been Met:</b> Step 8 of the CMP contains this process.</p>
	<p><b>Recommendation 8: CMP Network Evaluation</b></p> <p>It is recommended CLMPO evaluate the identified CMP corridors with current data and information to ensure the CMP network is still appropriate for the current transportation system, travel patterns, and development/traffic generators in the region. The CLMPO should also consider an interconnected multimodal network which also includes transit services, bicycle networks, and pedestrian networks.</p>	<p><b>Recommendation 8 Has Been Met:</b> CLMPO has evaluated the CMP corridors with current data and information and presented CMP network that is appropriate for the current transportation system, travel patterns, and regional development/traffic generators. CLMPO prioritizes an interconnected multimodal network with priority towards transit service, bicycle, and pedestrian networks as well as demand management programs over adding vehicular capacity.</p>
	<p><b>Recommendation 9: CMP Multimodal Performance Measures and Data Development Plan</b></p> <p>It is recommended CLMPO consider a wider array of performance measures (PMs) to include bicycle, pedestrian, freight, accessibility, land use, or non-recurring congestion PMs, and ensure the four existing PMs are still relevant. CLMPO can consider regional and/or corridor, segment, or intersection level performance measures. CLMPO should consider PMs that for which data can be collected and that can be used to assess the extent of congestion, identify locations experiencing</p>	<p><b>Recommendation 9 Has Been Met:</b> CLMPO prioritizes an interconnected multimodal network with priority towards transit service, bicycle, and pedestrian networks as well as demand management programs over adding vehicular capacity and have identified associated Performance Measures to evaluate progress and effectiveness over time. Selected measures from the RTP are in Step 3 of the CMP as they are more directly related to measuring and evaluating the effectiveness of congestion</p>

	<p>congestion, select and evaluate the effectiveness of congestion reduction and mobility enhancement strategies, and monitoring progress to meeting congestion objectives.</p>	<p><i>reduction and mobility enhancement strategies.</i></p>
	<p><b>Recommendation 10: CMP Strategies</b></p> <p>It is recommended CLMPO include a comprehensive list of strategies that fall under each of the six existing broad groups of strategies to further clarify the focus of the CMP. For example: Traffic Operation Strategies should be expanded to include types of highway operations strategies (i.e., reversible commuter lanes, access management) and Arterial operations strategies (i.e., traffic signal optimization, road diets).</p>	<p><b>Recommendation 10 Has Been Met:</b> <i>Step 6 of the CMP contains a strategy toolbox with strategies for each of the six broad groups of categories.</i></p>
	<p><b>Recommendation 11: ITS Plan</b></p> <p>It is recommended CLMPO review and update the ITS Architecture and Plan and determine an appropriate update cycle and strategy so that it complements the MTP planning and TIP and programming.</p>	<p><b>Recommendation 11 Has Been Met:</b> <i>CLMPO updated the ITS Plan. The Metropolitan Policy Committee adopted it July 1, 2021. CLMPO intends to update the Plan with a regular cycle consistent with the RTP and TIP. ITS strategies and projects are included in the RTP and the RTP's goals and objectives provided direction for the ITS Plan.</i></p>
<p>Transportation Improvement Program (TIP)</p>	<p><b>Corrective Action 10: TIP Financial Plan</b></p> <p>To meet the requirements set forth in 23 CFR 450.326(j), the 2021-2024 TIP must include a financial plan that includes clear documentation of:</p> <ul style="list-style-type: none"> <li>a. A cooperative revenue estimation process,</li> <li>b. Adequate funding availability by year to operate and maintain the transportation system (highway, transit, other),</li> <li>c. Adequate revenue availability to deliver projects on the schedule proposed in the TIP,</li> <li>d. Year of expenditure rate and the development and application process,</li> <li>e. Resources from public and private sources that are reasonably expected to be made available to carry out the TIP,</li> <li>f. Recommendations of additional financing strategies for needed projects and programs, and</li> </ul>	<p>The TIP financial plan was updated and include the required documentation. This corrective action has been resolved.</p>

	<p>g. Strategies for ensuring the availability of new funding sources.</p>	
	<p><b>Corrective Action 11: TIP Air Quality Conformity Determination</b></p> <p>To meet the requirements set forth in 23 CFR 450.326(a), the 2021-2024 TIP must include documentation of the CLMPO’s air quality conformity determination and supporting documentation. Key elements include interagency consultation, public involvement, developed from latest planning assumptions, timely implementation of transportation control measures (if applicable), and a demonstration of financial constraint. Projects of regional significance should also clearly be noted and the definition of regionally significant included.</p>	<p>Required elements for Air Quality Conformity are included in the CLMPO’s adopted MTP. This corrective action has been resolved.</p>
	<p><b>Corrective Action 12: TIP Project Prioritization, Monitoring, and Amendment</b></p> <p>To meet the requirements set forth in 23 CFR 450.326 and 23 CFR 450.328, the 2021-2024 TIP must:</p> <p>a. Include documentation of the criteria and process for prioritizing projects or programs, including multimodal tradeoffs, any changes in priorities from the 2018-2021 TIP, major projects that were implemented in the 2018-2021 TIP, and any significant delays in planned implementation of major projects from the 2018-2021 TIP.</p> <p>b. Include amendment procedures which clearly define the thresholds for project changes that trigger an amendment and clearly define what minor changes can be done administratively that do not need Federal approval.</p> <p>ODOT and CLMPO should work with local agencies to identify causes of project delays, identify solutions, and provide the oversight necessary to ensure that project implementation schedules and cost estimates are realistic and that projects are delivered on schedule.</p>	<p>Criteria and process for project selection are now included in the <a href="#">MTIP</a> (page 7, Development and Modification of the MTIP). This corrective action has been resolved.</p>

	<p><b>Recommendation 12: TIP Environmental (EJ) Analysis</b></p> <p>It is recommended CLMPO document EJ analysis in the TIP and document disproportionately high and adverse effects on minority populations and low-income populations, including the distribution of benefits and burdens of Federally funded transportation projects in the region.</p>	<p>EJ will be added to 24-27 MTIP. Online MTIP project map now included Title VI and EJ mapping.</p>
	<p><b>Recommendation 13: TIP Financial Plan format</b></p> <p>It is recommended ODOT work with all Oregon MPOs to cooperatively create a consistent statewide TIP financial planning process and format to demonstrate financial constraint by year.</p>	<p>CLMPO continues to work with ODOT on financial planning</p>
	<p><b>Recommendation 14: TIP - MTP Connection</b></p> <p>It is recommended CLMPO provide consistent and clear language in the TIP on how the short-range programming process is consistent with the MTP, as well as other plans or programs.</p>	<p>Connection from programming funds to broader planning goals will be updated with the next MTIP.</p>
<p>Performance-Based Planning and Programming (PBPP)</p>	<p><b>Recommendation 15: MTP Performance-Based Planning</b></p> <p>It is recommended CLMPO identify and document in the 2045 MTP a process for establishing performance measures and targets in the long-range planning process, including the linkage to the goals, objectives, performance measures, and targets from other performance-based plans and processes to meet the requirements set forth in 23 CFR 450.306.</p>	<p><b>Recommendation 15 Has Been Met:</b> Chapter 2 Goals, Objectives, and Performance Measures of the RTP contains the RTP's goals and associated objectives and performance measures identified to measure progress. Local level performance measures included are intended to measure efficacy of plans and projects towards achieving the RTP's goals. The federal performance measures are of value to the CLMPO region and CLMPO will continue to coordinate with ODOT and support state targets</p>
	<p><b>Recommendation 16: MTP System Performance Report</b></p> <p>It is recommended CLMPO determine process and format for a system performance report that conveys baseline data/condition, performance measures and targets used in assessing the performance of the transportation system in the 2045 MTP, and document progress achieved in meeting performance targets in comparison with system performance to meet the requirements set forth in 23 CFR 450.324(f)(4).</p>	<p><b>Recommendation 16 Has Been Met:</b> The RTP's Chapter 2 Goals, Objectives, and Performance Measures and Chapter 6 Measuring Plan Outcomes contain baseline and future conditions for each performance measure. CLMPO reports much of the data through its Data Portal and intends to evolve this repository of data to reflect performance measures</p>
	<p><b>Recommendation 17: TIP Performance-based Programming</b></p> <p>It is recommended CLMPO review short-range programming processes to ensure they support a performance-based programming process that will make progress toward achieving performance</p>	<p>CLMPO will review short-range programming process to support progress on targets. The process will be documented in 24-27 TIP and posted online.</p>

	<p>targets and is documented in the 2021-2024 TIP to meet the requirements set forth in 23 CFR 450.326(c).</p>	
	<p><b>Recommendation 18: TIP Linking Performance Targets to Investment Priorities</b></p> <p>It is recommended CLMPO work with ODOT, LTD, and member agencies to develop a process to determine and describe the anticipated effect of the 2021-2024 TIP toward achieving performance targets adopted, linking performance targets with investment priorities to meet the requirements set forth in 23 CFR 450.326(d).</p>	<p>CLMPO will work with member agencies to link the TIP to adopted targets and performance measures.</p>
	<p><b>Recommendation 19: CMP and PBPP</b></p> <p>It is recommended that the CLMPO address FHWA's performance measures for traffic congestion, travel time reliability, and freight reliability in their congestion management processes to maximize resources (e.g. funding, staff time, data, etc.) and avoid unnecessary duplication and redundancy to meet requirements set forth in 23 CFR 450.322.</p>	<p><b>Recommendation 19 Has Been Met:</b>  <i>CLMPO included the FHWA performance measures in the RTP and CMP. CLMPO supports the state targets for each measure and will continue to coordinate and collaborate with ODOT.</i></p>
	<p><b>Recommendation 20: PBPP Activities in the UPWP</b></p> <p>It is recommended that the CLMPO allocate sufficient resources in the UPWP to ensure the 2045 MTP and 2021-2024 TIP meet all PBPP requirements.</p>	<p>CLMPO will allocate sufficient funds for 2045 MTP and TIP requirements.</p>



Central Lane MPO - Unified Planning Work Program FY24-25

1

LCOG Planning Documents	Current Status	Next Update
Unified Planning Work Program	Addendum adopted May 2022	FY24-25 UPWP (This document) anticipated for adoption April/May 2023
Regional Transportation Plan and Air Quality Conformity Determination	Reviewed by MPC November and December 2021. Adopted January 2022.	2025
Regional ITS Operations and Implementation Plan	Approved July 2021	2025
Title VI Plan	Approved November 2022	Next update will be in August 2025. Annual report October 2023.
Annual Listing of Obligated Projects	January 2023	Annually December or January of each year.
Transportation Safety Action Plan	Approved April 6, 2017.	To be updated in 2023
Public Participation Plan	Approved October 1, 2015.	To be updated in 2023
Metropolitan Transportation Improvement Program and Air Quality Conformity Determination	FY21-24 MTIP adopted May 5, 2020. AQCD adopted January 2022.	FY24-27 MTIP adoption anticipated May 2023. AQCD adoption anticipated 2023.
Regional Transportation Options Plan	Approved November 6, 2014	This plan has been integrated into the RTP and CMP and will be retired. RTP/CMP Adopted January 2022.
Transportation Management Association Certification Review	Final Report received October 30, 2019	Will need to be completed by October 30, 2023

2

## 24-25 UPWP

Covering July 1, 2023 to June 30, 2025

- Regional Transportation Planning and Long-Range Planning
- Programming and Implementation
- Public Participation
- Transportation System Modeling and Data Maintenance
- Transportation Options
- Intergovernmental Coordination
- Funding
- Special Projects

3

## Long-Range Planning

RTP Planning Process

- 1 Data preparation and Analysis
- 2 Vision and Goal Setting
- 3 Prioritize projects and programs
- 4 Draft and adopt RTP
- 5 Performance Based Planning

Key Products and Activities

- Regional Transportation Plan, Intelligent Transportation System, and Congestion Management Plans (adopted January 2022), next update 2025
- Grant writing to expand resiliency planning (FY24)
- Electric vehicle strategy planning
- Active transportation data improvement
- Performance Based Planning
  - Collaborate with ODOT on reporting requirements for adopted federal performance measures
  - Monitor and report on regionally adopted performance measures.
- Safety Planning
  - Continue MPO's Safe Lane Coalition work
  - Preparation for Safety Plan update (2023/24)

4

## Programming and Implementation

Key Products and Activities

- Metropolitan Transportation Improvement Program (MTIP) adopted 2020
  - Draft 24-27 MTIP, released for review (expected adoption May 2023)
  - Maintain MTIP with amendments as necessary
  - Maintain Consistency with STIP
  - Annual List of Obligated Projects
- Continue E-Tip Platform Implementation
- Unified Planning Work Program
  - Semi-annual and annual reports to ODOT
  - Addendum mid-planning period May 2024

FUND OVERVIEW	FUND HISTORY	REVISION HISTORY
PROJECT	FUND SOURCE	FUND TYPE
Preliminary Engineering	Eugene	\$725,000
Preliminary Engineering	STDS	\$725,000

5

## Public Participation

Key Products and Activities

- Public Participation Plan (adopted 2015, update underway)
  - Youth Advisory Council (launched in March 2023)
  - Communications around project updates, funding, hearings, etc.
- Title VI Plan (adopted 2022, next update 2025)
  - Annual report (October 2023)
  - Maintain Title VI census data and mapping

6




7

## Transportation System Modeling and Data Maintenance

Key Products and Activities

- Data Maintenance
  - Network data for all modes,
  - Land use data
  - Census data (e.g. race, color, sex, age, disability, and language proficiency) for use in planning and monitoring
  - Employment data
  - Integration of 2020 Census Data, MPO Boundary Updates
- Data Portal
  - Bicycle, pedestrian, and vehicle counts
  - Crash data
  - Performance Measures
- Maintain Modeling software
  - Urbansim
  - Emme
  - VisionEval
- Oregon Modeling Steering Committee
  - Oregon Travel Study
  - Development of an Activity Based Travel Model

UPWP 24-25



7

8

## Transportation Options

Key Products and Activities



- GetThere Platform (year long with events in Fall and Spring)
- Safe Routes to School Programming
  - Eugene 4J, Bethel, Springfield, and Rural Lane County
  - Youth Council collaboration
- EcoRule Implementation, large employer outreach
- Smart Trips programming (Individualized Marketing Campaign)
  - City of Eugene – New Movers Campaign
  - LCOG -Springfield Gateway area
- Congestion Management outreach in partnership with ODOT

UPWP 24-25



8

9

## Intergovernmental Coordination

Key Products and Activities

- MPO Committees
  - Metropolitan Policy Committee
  - Transportation Planning Committee
  - Transportation Advisory Subcommittee
  - Transportation Options Advisory Committee
  - Youth Council
- ODOT and statewide Oregon MPO collaboration
  - Lane Area Commission on Transportation
  - Oregon MPO Consortium Meetings
  - Topic specific ODOT Committees (Modeling, Transportation Options, Safety, bike and pedestrian, etc.)



UPWP 24-25




9

10


## Funding and Special Projects

Key Products and Activities



- Funding table (draft, will be updated before adoption)
- Special projects- includes other regional projects
- Certification Review Findings ( Next certification will occur in fall of 2023)


UPWP 24-25




10

11

## Questions



UPWP 24-25



11



April 27, 2023

To: Metropolitan Policy Committee  
From: Kelly Clarke  
Subject: MPC 6.c: Climate Friendly Equitable Communities Scenario Planning Work Program Governance Structure

**Actions Recommended:**

1. Approve MPC as the proposed governance structure for the Scenario Planning Work Program
2. Direct staff on preferred option to include Coburg in governance structure via amendments to the MPC bylaws.

**Climate Friendly Equitable Communities Background**

In March of 2020, Governor Kate Brown issued an executive order directing state agencies to take actions to reduce and regulate greenhouse gas emissions and mitigate the impacts of climate change while also centering the needs of Oregon's most vulnerable communities.

In response, the Oregon Land Conservation and Development Commission developed new requirements, the Climate-Friendly and Equitable Communities (CFEC) rules, for cities to help meet these goals through changes to local transportation and housing planning systems.

Eugene and Springfield, among other metropolitan areas across the state, are required to change development standards to encourage more climate-friendly development and reduce emissions.

The rules require jurisdictions in the Eugene-Springfield metropolitan area to implement the existing [Central Lane Scenario Plan](#) (CLSP) developed in 2015 by the Central Lane MPO, and jointly develop regional performance measures and targets to measure and track progress towards implementation of the preferred scenario and meeting the region's Greenhouse Gas (GHG) reduction target that is in the state's Administrative Rules. The ODOT Climate Office is providing staff and consultant support to complete the requirements. This includes funding for the Lane Council of Governments to coordinate with our local jurisdictions and agencies to collaborate and jointly complete the scenario planning and performance measure requirements. The aim is to develop an Implementation Chapter to the 2015 CLSP, including policy level updates to the plan, and also develop performance measures and targets for each jurisdiction to use for updating their Transportation System Plans.

## **Central Lane Scenario Planning Background**

The CLSP process began in 2013 in response to state legislation that required scenario planning in certain metropolitan regions of Oregon. “Scenario planning” is a process for considering alternative plausible futures, allowing for communities to understand how different choices might affect different outcomes, like economic vitality or GHG emissions, among others. The communities within the Central Lane MPO boundary looked at what might happen in the region if current transportation policies are continued, and what might happen if different policies – like encouraging greater use of transit – are considered.

The CLSP project partners were tasked with selecting a preferred scenario for the region that contains strategies for reducing GHG emissions from transportation but were not required to adopt or implement it. The preferred scenario is called “Enhance Existing Policies (Scenario B). It contains strategies within these categories: transit, cycling and walking, pricing, education and marketing, economy and prosperity, energy consumption and GHG emissions, transportation, air quality, feasibility, health, and equity. This scenario met the state’s GHG reduction target by reducing per capita greenhouse gas emissions from light vehicles by 20%. The CLSP Final Report was approved by MPC in June 2015.

## **Scenario Planning Work Program Governance Structure**

CFEC rulemaking requires this metropolitan area to submit a work program for implementing the preferred scenario. The work program is due to DLCD by June 30, 2023 and must include a proposed Governance Structure, Scope of Work, Community Engagement Plan, Funding Estimate, and Schedule.

The purpose of a governance structure is to ensure regional cooperation, including transit providers, that will make decisions and complete required tasks. Staff anticipates that the governing body will make decisions including, but not limited to, adopting regional and jurisdictional performance measures and target outcomes; overseeing implementation; and reviewing work done by each jurisdiction as the local governments work towards required targets.

OAR 660-044-0100(1) states that “the governance structure may be an existing metropolitan planning organization, a new regional inter-governmental entity, an intergovernmental agreement for collaboration among local governments, or other mechanism. The governance structure must describe how the entity or entities will make decisions and complete tasks. The governance structure must, at a minimum, include cities and counties and describe how transit providers will be involved in the planning process.”

Staff at the Lane Council of Governments, Springfield, and Eugene have been meeting regularly to determine approaches to establishing a governance structure and to begin drafting the work program (Lane County and Coburg will be joining these meetings). The recommended option for a governance structure is to utilize the Metropolitan Policy Committee (MPC). As stated in the MPC bylaws, the purpose of

the MPC is to promote intergovernmental cooperation and coordination between and among local governments (see Attachment 1 for MPC Bylaws). The bylaws of the MPC list one of the functions of the committee as fulfilling intergovernmental functions as recommended by one or more of the three elected bodies and formally accepted by MPC.

*Staff first seeks direction and approval from MPC on the region's proposed scenario planning work program governance structure. Is MPC the preferred governance structure as recommended?*

The MPC bylaws state that General Membership “shall consist of six voting members and three non-voting ex-officio members from Eugene, Springfield, and Lane County.” The bylaws continue “For consideration of metropolitan transportation matters, the Board of the Lane Transit District shall appoint two of its members to serve as voting members.”

Should MPC approve MPC as the proposed governance structure, the MPC bylaws will need to be amended to incorporate Coburg into the decision-making process. Two options present themselves:

1. Amend the current bylaws to add Coburg into the list of agencies under “For consideration of metropolitan transportation matters...”
2. Amend the current bylaws to add one more variant of MPC that is Climate Friendly Equitable Communities specific and that contains the membership needed.

*Staff second seeks direction and approval from MPC on the preferred approach for amending the bylaws to add Coburg into the decision-making process.*

Should MPC determine that use of MPC as the governance structure is not appropriate, the other option is a new governance committee that is modeled after MPC. This committee would ensure elected officials are included in all decision making required. This approach would require a new inter-agency agreement between Springfield, Eugene, Coburg, and Lane County to form a new committee and its bylaws.

**Requested Actions:**

1. Approve MPC as the proposed governance structure for the Scenario Planning Work Program
2. Direct staff on preferred option to include Coburg in governance structure via amendments to the MPC bylaws.

**Attachment**

1. MPC bylaws

**BYLAWS  
METROPOLITAN POLICY COMMITTEE**

**ARTICLE I: NAME**

This Committee, being duly and officially established by joint resolution of the Cities of Springfield and Eugene and Lane County, Oregon, shall be known as the Metropolitan Policy Committee (MPC).

**ARTICLE II: PURPOSES AND FUNCTIONS**

The MPC is an intergovernmental committee created to promote problem solving and to resolve intergovernmental disagreements among the two cities and the county.

A. Purpose: MPC's purposes are as follows:

1. To develop and negotiate solutions to intergovernmental problems.
2. To serve as a forum for developing recommendations for resolving intergovernmental disputes.
3. To identify a long-term agenda for intergovernmental efforts.
4. To promote intergovernmental cooperation and coordination between and among local governments.

B. Functions: MPC's functions are as follows:

1. To fulfill the functions of MPC, as outlined in the Eugene-Springfield Metropolitan Area General Plan, and to resolve intergovernmental land use issues.
2. To fulfill the intergovernmental policy committee functions associated with the metropolitan cable television system, as required of the Metropolitan Cable Television Commission under the franchise ordinances.
3. To fulfill the metropolitan transportation planning responsibilities as delegated by the Lane Council of Governments Board of Directors, the designated Metropolitan Planning Organization for the metropolitan region including, but not limited to:
  - 3.1. Providing policy guidance related to the conduct of the transportation planning process,
  - 3.2. Adoption of the Regional Transportation Plan meeting federal requirements,
  - 3.3. Adoption of the annual Unified Planning Work Program,
  - 3.4. Adoption of the Transportation Improvement Program meeting federal requirements,
  - 3.5. Conducting the Air Quality Conformity determination,
  - 3.6. Adoption of a Congestion Management Plan, and
  - 3.7. Other responsibilities of a Metropolitan Planning Organization/Transportation Management Area as set forth by federal or State statute or rule

- 3.8. Providing a report to the LCOG Board of Directors at least annually on performance of its Metropolitan Planning Organization duties, including the results of any federal certification review
4. To fulfill the policy committee functions associated with the urban services transition process.
5. To fulfill the intergovernmental policy committee functions associated with the oversight of the Regional Parks and Open Space Study.
6. To fulfill other intergovernmental functions as recommended by one or more of the three elected bodies and formally accepted by MPC.

### **ARTICLE III: MEMBERSHIP**

#### Section 1: General Membership

The MPC shall consist of six voting members and three non-voting ex-officio members from Eugene, Springfield, and Lane County.

#### Section 2: Special Membership

When MPC is considering transportation matters related to the MPO, the MPC shall consist of ten voting members and six non-voting ex-officio members.

When MPC is considering matters involving the Regional Parks and Open Space Study, the MPC shall consist of eight voting members and four non-voting ex-officio members.

#### Section 3: Appointment

The members of the MPC shall be appointed in the following manner:

- A. For all matters before MPC, Eugene, Springfield, and Lane County shall each select two elected officials from their respective jurisdictions as voting members.
- B. For consideration of metropolitan transportation matters, the Board of the Lane Transit District shall appoint two of its members to serve as voting members.
- C. For consideration of transportation matters which are related to the MPO, the Director of ODOT shall appoint a senior staff representative (and one or more alternates) to serve as a voting member. The City of Coburg shall appoint an elected or appointed official from that jurisdiction to serve as a voting member.
- D. For consideration of regional parks and open space study matters, the Board of the Willamalane Park and Recreation District shall appoint two of its members to serve as voting members.
- E. The City Managers of Eugene and Springfield and the Lane County Administrator shall serve as non-voting ex-officio members on all matters before MPC.

- F. When MPC is considering metropolitan transportation matters, the General Manager of Lane Transit District or his/her designee shall serve as a non-voting ex-officio member.
- G. For consideration of transportation matters which are related to the MPO, the Director of ODOT or his/her designee, and the City Administrator of Coburg or his/her designee shall serve as non-voting ex-officio members.
- H. When MPC is considering regional parks and open space study matters, the Superintendent of Willamalane Park and Recreation District shall serve as a non-voting ex-officio member.

Section 4: Alternates

The Councils and Board of Commissioners may appoint an elected official alternate. The District Boards may appoint one of their members as an alternate. The ODOT Director may appoint senior staff as alternates. The City of Coburg may appoint an elected or appointed official alternate. Each non-voting ex-officio member may designate an alternate.

Section 5: Tenure

The voting committee members shall serve at the pleasure of their respective Council, Board of Commissioners, District Board, or the ODOT Director.

Section 6: Vacancies

If a vacancy occurs, the respective Council, Board of Commissioners, District Board, or the ODOT Director shall select a new member.

**ARTICLE IV: MEETINGS**

Section 1: Regular Meetings

The Committee shall establish the time and place for the holding of regular monthly meetings. Special meetings may be held as necessary.

Section 2: Special Meetings

- A. Special meetings of the Committee may be called by the Chairperson, Vice-Chairperson, or a majority of the voting MPC membership from Eugene, Springfield, and Lane County.
- B. The person(s) calling such meetings shall fix the time and place for the holding of such meetings.

Section 3: Notice of Meetings

Notice of all meetings shall be given to all members and ex-officio members at least three days prior to such meetings.

Section 4: Conduct of Meeting

- A. Five voting members, including at least one representative from Eugene, Springfield, Lane County, and the Lane Transit District, shall constitute a quorum when the MPC is considering metropolitan transportation.
- B. Five voting members, including at least one representative Eugene, Springfield, Lane County, and the Willamalane Park and Recreation District, shall constitute a quorum when the MPC is considering regional parks and open space study matters.
- C. Otherwise, four voting members from Eugene, Springfield, and Lane County, including at least one elected representative from each of these jurisdictions, shall constitute a quorum of the MPC.
- D. All formal actions shall require the vote of at least a simple majority of the quorum present and the affirmative vote of at least one elected representative from Eugene, Springfield, and Lane County. In the case of a tie vote, the issue shall be considered unresolved and may be voted upon again.
- E. All meetings shall be conducted in accordance with "Roberts's Rules of Order, Newly Revised," and the Oregon Open Meetings Law (ORS 192.610 to 199.710).
- F. Ex-officio members can participate in all discussions and deliberations of the MPC. The ex-officio members shall have no vote and shall not make or second motions.

**ARTICLE V: OFFICERS AND DUTIES**

Section 1: Officers

- A. The officers of the Committee shall be a Chairperson and Vice-Chairperson elected by the voting membership for a one-year term. Officers shall be drawn from Eugene, Springfield, or Lane County voting members.
- B. In the event an officer is not able to complete his or her duties, the Committee shall elect a new officer.

Section 2: Duties

- A. The Chairperson shall preside at all meetings and is entitled to vote on all issues.
- B. The Vice-Chairperson shall perform all duties of the Chairperson when the Chairperson is absent; the Vice-Chairperson is entitled to vote on all issues.
- C. In the absence of the Chairperson and Vice-Chairperson, the Committee shall elect a Chairperson Pro Tem for the particular meeting in question.

**ARTICLE VI: ADOPTION AND AMENDMENTS TO BYLAWS**



Immediately following adoption of the original MPC bylaws, the bylaws shall be submitted to the two Councils and the Board of Commissioners for review. Any Council or Board objections to the original MPC bylaws shall be forwarded to MPC within 14 days of MPC action.

These bylaws may be amended or repealed, or new bylaws may be adopted, by an affirmative vote of the majority of the members of the Committee present at any meeting called for that purpose at which a quorum is present. Written notice of such proposed amendment and the nature thereof shall have been given to the membership of the Committee and the Councils and Board of Commissioners at least 30 days prior to the date of the meeting at which the amendments are to be considered. Distribution of proposed bylaw changes to the Chief Administrative Officers of members agencies shall be in addition to notice to Councils and Boards. Any Council or Board objections to the proposed amendments shall be forwarded to MPC within 30 days of receipt.

Approved by MPC: 5/7/87  
Amended by MPC: 11/14/91  
Amended by MPC: 2/8/01  
Amended by MPC: 8/15/02  
Amended by MPC: 2/13/03

Transportation Improvement Program (TIP) Project Changes  
Transportation Planning Committee (TPC) – Central Lane MPO  
April 20, 2023

*It is proposed that TPC recommend the following changes to the Metropolitan Policy Committee (MPC).*

[none]

*TPC is authorized to formally approve the following proposed changes. Approval is contingent upon completion of the public review period as specified in the individual descriptions. Changes approved by TPC will be forwarded to MPC for their information only.*

**Project Name:** I-105: Willamette R - Pacific Hwy

**Applicant:** ODOT

**STIP Key Number:** 21538

**Description:** Pavement resurfacing to repair rutting and wear, and restore smoothness on multiple bridges to extend useful life.

**Funding:** \$11,221,527 (National Highway Performance Program)

**Proposed Changes:** Reduce construction phase cost from \$10,070,807 to \$6,427,256.17.

**Notes on Changes:** Cost reduction is the result of construction bids coming in lower than originally anticipated. There is no change to the project scope.

**Action:** These changes are requested by Oregon DOT. CLMPO approved the original project scope for inclusion in the TIP. Any changes must be approved by the MPO upon consideration of the federal requirements of [Title 23 U.S.C. 450.326](#). MPO approval signifies that this project is consistent with the [goals and objectives](#) of the MPO's Regional Transportation Plan and meets the federal requirements for inclusion in the TIP.

**Public review period:** March 23 – April 6, 2023

*MPC has authorized MPO staff to approve certain types of project changes. The following proposals were approved by MPO staff, or will be approved upon completion of the public review period (as necessary):*

**Project Name:** OR126B at 54th St. (Springfield)

**Applicant:** ODOT

**STIP Key Number:** 20209

**Description:** Add intersection improvements, including hazmat, survey work, and scoping a pipe to enhance safety.

**Funding:** \$2,140,400 (Highway Safety Improvement Program)

**Proposed Changes:** Correct the project description to be "Add intersection improvements to improve accessibility and safety at this intersection by adding left turn lanes on 54th Street, updating existing signal and installing ADA compliant curb ramps."

**Notes on Changes:** A year ago ODOT added funds to engineering and construction of this project and the project description at that time was changed, but it should not have been. This correction will resolve that error.

**Action:** These changes are requested by Oregon DOT. CLMPO approved the original project scope for inclusion in the TIP. Any changes must be approved by the MPO upon consideration of the federal requirements of [Title 23 U.S.C. 450.326](#). MPO approval signifies that this project is consistent with the [goals and objectives](#) of the MPO's Regional Transportation Plan and meets the federal requirements for inclusion in the TIP.

**Public review period:** not required

**Project Name:** OR99W: Theona Dr. (Eugene)

**Applicant:** ODOT

**STIP Key Number:** 21564

**Description:** Increase driver safety by constructing improvements to increase the intersection sight distance.

**Funding:** \$2,140,400 (Highway Safety Improvement Program)

**Proposed Changes:** Add \$70,000 to preliminary engineering phase and \$121,000 to construction phase using ODOT's Region 2 All Roads Transportation Safety (ARTS) funds.

**Notes on Changes:** According to ODOT, the additional funds are needed due to inflation and increased material costs.

**Action:** These changes are requested by Oregon DOT. CLMPO approved the original project scope for inclusion in the TIP. Any changes must be approved by the MPO upon consideration of the federal requirements of [Title 23 U.S.C. 450.326](#). MPO approval signifies that this project is consistent with the [goals and objectives](#) of the MPO's Regional Transportation Plan and meets the federal requirements for inclusion in the TIP.

**Public review period:** not required

-----

**Comments received:**

[none]