



**MTIP**  
**Metropolitan**  
**Transportation Improvement Program**

**Federal FY 2018 to Federal FY 2021**

Central Lane  
Metropolitan Planning Organization

Adopted  
**May 4, 2017**

# Central Lane MPO

## Metropolitan Transportation Improvement Program Federal FY2018 to Federal FY2021

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# Welcome to the MTIP

The MTIP is the Metropolitan Transportation Improvement Program (MTIP) for the Central Lane metropolitan area. It describes transportation improvements and projects which the area can expect between 2018 and 2021. The MTIP describes the near-term priority projects for achieving the long-range goals of the [Regional Transportation Plan](#). The document is a State and Federal requirement, but it is also a public information tool that can inform local policy makers, affected agencies and the general public about regional transportation investments they can expect over the next four years.

## ACRONYMS

It doesn't take long to realize that transportation documents are rife with acronyms, from the title of the report to the agency preparing it. A complete list of commonly used transportation acronyms is provided in Appendix H. However, there are a few that are used frequently enough to merit immediate introduction:

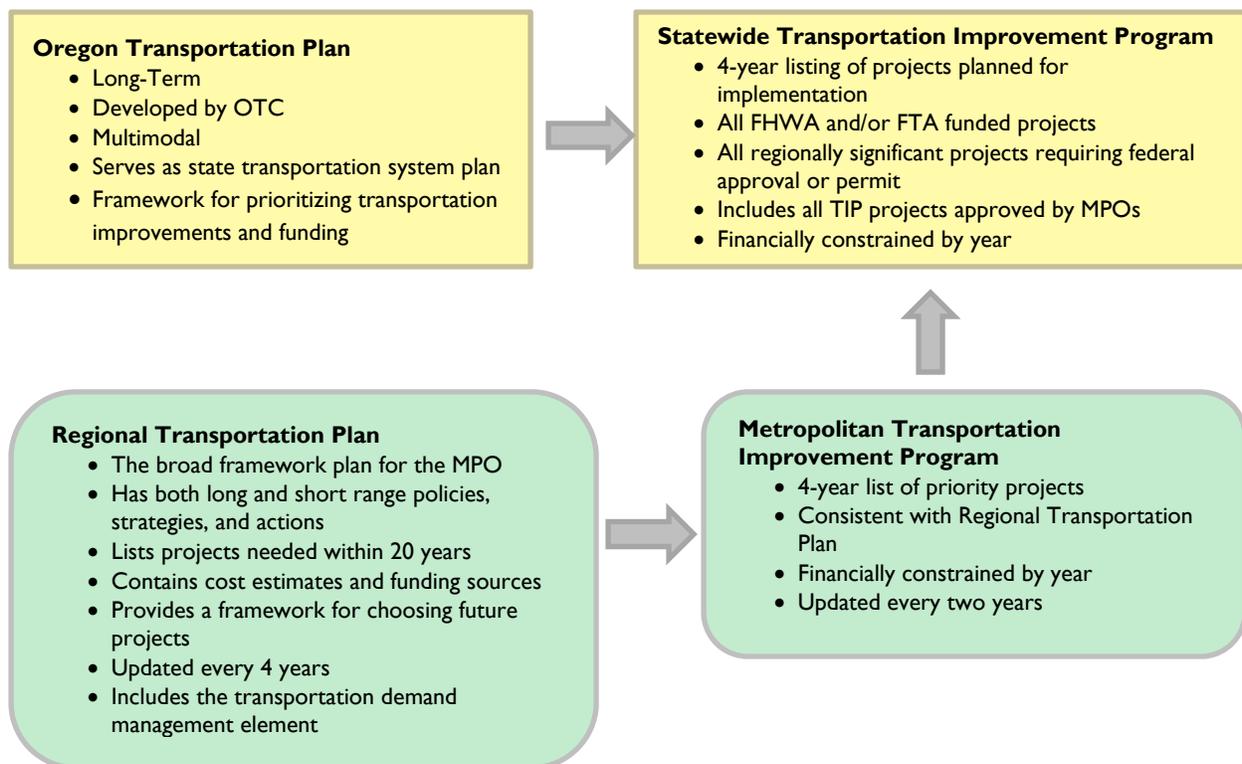
- The **MTIP** is the document you are reading now and its full name is the **Metropolitan Transportation Improvement Program**;
- The **STIP** is the **Statewide Transportation Improvement Program**, prepared by the Oregon Department of Transportation (ODOT) and covers the entire State of Oregon;
- An **MPO** is a **Metropolitan Planning Organization**, a transportation planning entity that is required and funded by the federal government in all metropolitan areas of 50,000 people or more. A map of the Central Lane MPO can be found in Appendix G.
- The official policy board for the Central Lane MPO is the **Metropolitan Policy Committee** or the **MPC**. Members of the MPC represent the Cities of Coburg, Eugene, and Springfield, Lane County, Lane Transit District and the Oregon Department of Transportation.
- Finally, this MTIP covers Federal **FY 2018-2021**, which refers to federal **Fiscal Years 2018 to 2021**. This covers the period of time from October 1, 2017 to September 30, 2021.

Again, these are the most frequently used acronyms and terms. We hope they help you to successfully navigate through the FY 2018-2021 MTIP.

## INTRODUCTION

The Metropolitan Transportation Improvement Program (MTIP) serves as the implementation arm of the MPO's long-range Regional Transportation Plan (RTP). The MTIP contains a list of specific, short-term prioritized transportation projects in the Central Lane metropolitan area surrounding Eugene and Springfield that are scheduled to utilize federal funding during federal fiscal years 2018-2021. The MTIP includes projects that receive federal funds, are subject to a federally required action, or are regionally significant. Apart from some improvements to Eugene's airport and rail lines, all regionally significant transportation projects and federally funded capital projects that are scheduled to be started within the next four years are part of the MTIP. This means that many-but not all-transit, highway, local roadway, bicycle and pedestrian investments in upcoming projects in the region are included in the MTIP.

Most importantly, the MTIP sets forth the MPO's investment priorities for transit and transit-related improvements, highways and roadways, bicycle and pedestrian, and other surface transportation improvements. Only those projects listed in the MTIP will be included in the State Transportation Improvement Plan (STIP) and therefore become eligible for state and federal funding. As a result, the MTIP provides an opportunity to ensure that the transportation investments that the region is making are consistent with its vision and priorities for the regional transportation system. The following diagram outlines the interconnectivity of the MTIP and STIP:



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

Only projects included in or fully consistent with the RTP may be incorporated into the MTIP. The MTIP derives all its projects either directly from the RTP or indirectly from the goals and policies within it. The RTP is the long range policy and planning document while the MTIP is the short range implementing document that enables those planned project 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.

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. The MTIP is considered and adopted by the Metropolitan Policy Committee (MPC).

## How are projects listed in the MTIP?

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

- For federal projects over which the Central Lane MPO has discretionary funding authority (such as Surface Transportation Program – Urban funds) the Central Lane MPO solicits its local partner agencies for projects to be included in the MTIP and funded with the discretionary federal funds. The MPO has established funding targets for different types of projects (e.g. Transportation Options/Transportation Demand Management activities, Planning activities, and Project Development, Preservation, and Modernization (PPM) activities across all transportation modes within the MPO) and allocates funding based upon these targets. For PPM activities, the MPO uses evaluation criteria based upon regional priorities to select projects for programming in the MTIP. The evaluation criteria include the project's impact in preserving existing transportation assets, preserving or enhancing transit services, improving safety, or reducing greenhouse gas emissions. The MPO receives, on average, approximately \$3 million per year in federal Surface Transportation Block Grant–Urban (STBG-U) funds that are allocated through this process. Priorities for the use of STBG-U funds are generally established before or during development of the MTIP. Additional details on the STBG-U funding process are provided in Appendix A.
- Locally funded projects are drawn from the Capital Improvement Programs of Eugene, Springfield, Coburg, Lane County, Lane Transit District (LTD), and the Oregon Department of Transportation (ODOT).
- LTD submits projects to be funded with federal transit funds. LTD has been designated as a direct recipient of a number of different federal funds, permitting LTD to manage their allocation and expenditure, subject to the program rules.
- The Oregon Department of Transportation submits projects to be implemented within the four-year time frame of the MTIP. 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.

## Is the MTIP ever changed after it is adopted?

Yes. Because project schedules and costs and the financial constraints of the MTIP may change during the course of the fiscal year, the MTIP may be modified after it has been adopted. The MTIP contains a process for amending the MTIP after it has been adopted. Some changes may be considered administrative modifications, while others require approval of the MPC.

## Terminology

- The MTIP project list is grouped by the lead jurisdiction managing the project. The project name, project description, unique Key Number (as assigned by ODOT), project phase(s), and funding source(s) are shown for each project.
- The MTIP must be financially constrained by year, meaning that the amount of dollars programmed (committed) must not exceed the amount of dollars known or estimated to be available. All projects must have identified and committed funding or, if not programmed to start within two years, reasonably certain funding within the MTIP period (FY 2018-2021). The MTIP includes a financial summary that demonstrates financial constraint, namely that sufficient financial capacity exists for programmed projects to be implemented.
- The MTIP will also be accompanied by an air quality conformity determination (AQCD). An AQCD ensures that the implementation of the FY 2018-2021 MTIP will not cause or contribute to local air quality violations. Though the community is concerned about transportation's impact on greenhouse gas emissions, an analysis of greenhouse gas emissions is not completed under the AQCD. The MPO has separately completed a greenhouse gas inventory for the region and is focusing on strategies to reduce transportation's impact on greenhouse gas emissions.
- Transportation projects within the MPO area are funded through a variety of different funding sources, including federal funds, but also including local and state funds. The different funding sources are detailed in the MTIP document. Many federal funding programs require that a local government provide a match to the federal funds. The match requirements can vary depending on the source of funds. Local governments also have Capital Improvement Programs and operations budgets which fund transportation improvements and operations, which are listed as either match or other fund sources on the MTIP list. These funds are obtained from bonds, system development charges, and other sources of local revenue. While local funds must be used for matching federal funds, they are also expended for local operations and improvements which are not included in the MTIP.
- A transportation project generally has multiple stages or phases which are funded. The following provides a brief description of the types of activities included under these phases:
  - 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 design (PE) - Under this phase, 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 (RW) - Under this phase, 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) - Under this phase, utilities are relocated, as needed, to accommodate construction.
- Construction (CN) - Under this phase, 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.

By adopting the MTIP, the Metropolitan Policy Committee has selected the projects identified in Table I, Programmed Projects by Agency and Year, for implementation and funding as scheduled. No additional action by MPC is required for the funding of these projects. The schedule of projects utilizes all of the anticipated federal funds as quickly as possible. If additional funds become available or if a project experiences an unexpected delay, MPC may select other projects from the schedule to take advantage of the additional funds or to replace a delayed project.

## **MTIP Requirements**

Federal legislation (23 CFR 450.326) requires that the Central Lane Metropolitan Planning Organization (MPO), in cooperation with the state department of transportation and transit operators, develop an MTIP that is updated and approved at least every four years by MPC and the Governor. The prior MTIP, FY15-18, was adopted and conformed by the MPC on October 2, 2014. Adoption of the FY18-21 MTIP will restart the four year clock.

Copies of the MTIP are provided to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Specific requirements for the MTIP are outlined in various implementation rules developed by FHWA, FTA, and the Environmental Protection Agency (EPA). This section of the MTIP provides a brief explanation of these requirements.

## **Federal Requirements**

Regulations developed to help guide the implementation of the Intermodal Surface Transportation Act of 1991 (ISTEA), Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21), Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), and the Fixing America's Transportation Act (FAST Act) of 2015 specify several requirements:

### ***Time Period***

The MTIP must cover a period of not less than four years. Beyond the four year period, projects in outlying years are considered informational only. The MTIP must be updated at least every four years. (23 CFR 450.326(a))

### ***Public Involvement and Comment***

There must be reasonable opportunity for public comment prior to approval, and the MTIP must be made readily available including in electronically accessible formats and means such as publication on the World Wide Web. Specific procedures as approved by MPC are outlined in the MPO's Public Participation Plan.

The public involvement process for the MTIP also satisfies the Federal Transit Administration (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. (23 CFR 450.326(b))

### ***Performance Targets***

The MTIP must be designed to make progress toward achieving the federally established performance targets and the performance targets identified in the long-range transportation plan, linking investment priorities to those performance targets. (23 CFR 450.326(c), (d))

**Projects**

The MTIP must include all federally funded projects (including pedestrian walkways, bicycle transportation facilities, and transportation alternatives projects) to be funded under Title 23 and the Federal Transit Act, and all regionally significant projects requiring an action by USDOT regardless of funding source, within the MPO area. Projects in the MTIP must be consistent with the long-range transportation plan. (23 CFR 450.326(e), (f), (i))

**Financial Constraint**

The MTIP must be consistent with funding that is expected to be available during the relevant period. The MTIP must be financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenue sources and which projects are to be implemented using proposed revenue sources. Only projects for which funds are reasonably expected to be available can be included in the MTIP. Since the MPO area is an air quality maintenance area, projects included in the first two years of the MTIP must be limited to those for which funds are available or committed. (23 CFR 450.326(g), (j), (k))

**Allocation of Surface Transportation Block Grant–Urban (STBG-U) Funds**

As a Transportation Management Area (TMA), the Central Lane MPO is required to develop a process for allocating the MPO's Federal Surface Transportation Block Grant Urban (STBG-U) and Transportation Alternatives Program (TAP) funds. Prior to the FAST Act, these funds were known as Surface Transportation Program (STP). STBG-U and TAP funds are allocated and programmed for eligible projects at the discretion of the MPO, following federal guidelines. These federal funds must be matched with local funds or other non-federal funds at a minimum currently set by Congress for Oregon of 10.27 percent of the total funding. In other words, a project totaling \$100,000 would have a local match of \$10,270 and a federal STBG-U component of \$89,730. (23 CFR 450.326(m))

The MPO Policy Board has approved a process and framework for allocating the MPO's STBG-U and TAP funds. The process includes the use of a set of screening or eligibility criteria and a set of evaluation criteria and guidelines to be applied to applications for funding. The STBG-U evaluation criteria and guidelines focus on four regional priorities: Preservation of Existing Transportation Assets; Preservation or Enhancement of Transit Service; Safety Improvements; and Reducing Greenhouse Gas Emissions. MPC approved the process and set target funding levels for three categories of need. Appendix A provides additional details on the current STBG-U fund allocation process. The application form developed for this process is presented in Figure A-2.

**Lane Transit District and Federal Transit Administration Funds.**

The Metropolitan Policy Board has designated LTD as direct recipients of FTA funds. Projects utilizing FTA funds are included in the MTIP and are shown in Table I.

### ***Relationship between MTIP and the Statewide Transportation Improvement Program (STIP)***

The frequency and cycle for updating the MTIP must be compatible with Oregon's Statewide Transportation Improvement Program (STIP) development and approval process. The current MTIP expires when FHWA and FTA approval of the current STIP expires. After approval of the MTIP by MPC and the Governor, the MTIP must be included without modification directly or by reference in the STIP. The portion of the STIP in the metropolitan planning area shall be developed by the Central Lane MPO in cooperation with ODOT. (23 CFR 450.326(a); 23 CFR 450.328(b))

### **1990 Clean Air Act Amendments**

On November 15, 1990, amendments to the Clean Air Act (Act) were approved by the federal government. On June 7, 1991, the EPA and the U.S. Department of Transportation issued guidance for determining conformance of transportation programs with the Act during this interim period. On July 16, 1991, these interim guidelines were provided to the MPOs in Oregon. New conformity guidelines were issued in November 1991, and most recently on July 1, 2004.

On March 3, 1995 the Environmental Quality Commission (EQC) adopted new rules regarding the air quality conformity of transportation plans, programs and projects to federal and state implementation plans (the Oregon Conformity State Implementation Plan (SIP)). These rules established criteria and procedures for determining such conformity. The state rule mirrored the federal rule. In 2010, the State revised the SIP, incorporating nearly all of the federal transportation conformity rules by reference. Consultation (OAR 340-252-0060), Timeframe of Conformity Determinations (OAR 340-252-0070), and Written Commitments (OAR 340-252-0230) were retained, more stringent and explicit than those of the federal rule. By meeting these state standards for purposes of demonstrating air quality conformity, the federal standards are also met.

The Central Lane MPO region was redesignated to attainment status for CO and has completed the required maintenance period (1994-2014). With the end of the maintenance period, CO transportation conformity is no longer required. There are no transportation control measures in the CO SIP, and thus no requirements remain for any specific projects to be undertaken.

The Eugene and Springfield UGBs were redesignated to attainment status for PM<sub>10</sub> in 2013. The Eugene-Springfield PM<sub>10</sub> State Implementation Plan (a limited maintenance plan) establishes that only limited growth in PM<sub>10</sub> emissions from motor vehicles is expected and that these emissions are unlikely to cause a future violation. No transportation control measures or contingency measures are required. EPA has approved and concurred that Plan and MTIP regional conformity analysis for PM<sub>10</sub> is not required. A transportation conformity determination document must still be prepared to respond to other parts of the conformity rule.

Project level conformity (including potentially hot-spot analysis) for  $PM_{10}$  remains a necessity for all project sponsors of non-exempt projects within MTIPs and Plans. This is undertaken in consultation with ODOT Environmental during appropriate phases of the project development.

There has not been an exceedance of the  $PM_{10}$  standards in this area since 1987.

## **Development and Modification of the MTIP**

The draft Central Lane MTIP was developed by the Transportation Planning Committee (TPC), the regional staff group which is responsible for most of the technical details of the transportation planning process. The TPC assembled the MTIP from the adopted capital improvement programs (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 (FY15-18) MTIP.

TPC recommends the MTIP to the MPC (the MPO Policy Board) for review and adoption. As the Central Lane MPO policy body, MPC, which is composed of elected or appointed officials from Eugene, Springfield, Lane County, Lane Transit District, Coburg and ODOT, conducts a public hearing and adopts the MTIP. The MPO's Public Participation Plan (PPP) specifies public outreach and involvement activities associated with adoption and amendment of the MTIP. Membership of TPC and MPC is shown in Appendix C.

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 Regional Transportation Plan (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.

The MTIP may be modified by the MPC. TPC may make specific changes determined to be administrative in nature. These include:

1. Additions or deletions of projects which do not involve any funding decision or funding transfer on the part of the MPO (for example, projects which are already fully funded via local, state or federal processes and are required to be included in the MTIP) and which do not affect the financial constraint or air quality conformity of the MTIP;
2. Cost revisions to reflect funding decisions at the local, state or federal level which do not involve any further funding decision on the part of the MPO and which do not affect the financial constraint or air quality conformity of the MTIP;

3. Deletions of local projects which are provided for information purposes;
4. Moving projects from one year to another year in the MTIP period if they do not trigger the need for an air quality conformity determination;
5. Change in project scope, where no funding decision or funding transfer by the MPO is involved, and which does not affect the air quality conformity of the MTIP;
6. Combining or separating projects (for contracting efficiency or other purposes) in the adopted MTIP where the project scope is unchanged and the total project cost is unchanged or involves a minor cost revision;
7. Moving funding from one project phase to another within the same project where no funding decision or funding transfer by the MPO is involved;
8. Other minor cost revisions that do not affect financial constraint of the MTIP or the MTIP's air quality conformity;
9. Emergency additions where an imminent public safety hazard is involved;
10. Recommendation for Project or Program Authority Retraction
  - a. Agencies that have not completed a project prospectus or contract with the ODOT local programming unit, have not obligated project authority or have not received approval of an amendment to reprogram fund authority by the end of the federal fiscal year in which their project was programmed for funding are subject to potential retraction of fund authority. These agencies will be notified by the MPO of this status when it occurs and will have 60 days from the date of the notification documentation to complete the prospectus, contract, obligation or amendment prior to consideration by TPC of a recommendation to MPC for an amendment to retract the funding authority for the project or program.
  - b. Unspent or un-obligated MPO flexible funding authority following final voucher closing of a project (or other action such as a project funding amendment) reverts back for redistribution through the regional project prioritization process.

Minor corrections to make the MTIP consistent with naming conventions or a jurisdiction's project description language, or to fix typographical errors or missing data, may be made by MPO staff.

All administrative amendments approved by TPC shall be forwarded to MPC for information purposes. MPC may request further review of administrative amendments.

### **Project Lists** (23 CFR 450.326(g))

Table I presents the list of Projects by agency and by year, including federally funded projects. Projects in this table are consistent with Regional Transportation Plan policy and include local projects that implement the RTP. This table also indicates if the project is outside the air quality maintenance area, whether projects are exempt from carrying out project conformity (see Appendix B), or whether projects may be required to undertake hot spot analysis. The TPC, as the standing committee for air quality under the Oregon Conformity Rulings, has established criteria for determining regionally significant projects (see Appendix B). For more details, see the corresponding air quality conformity determination.

There are no transportation control measures (TCMs) specified for this area. (23 CFR 450.326(g)(5)).

This area does not have Americans with Disabilities Act required paratransit and key stations plans. (23 CFR 450.326(g)(7)).

## Description of Project Listings

Individual projects vary enough that their descriptions are necessarily general. For street projects, all are assumed to be urban cross-section with curb, gutter, underground drainage, and sidewalks, unless otherwise noted. When provisions for bicycles are anticipated, they are specifically mentioned.

Projects are grouped by agency responsible for carrying out the project.

**Project name** is prepared based on ODOT conventions, and is the name by which the project is known in the State Transportation Improvement Program (STIP).

**Project description** is the description provided by the project sponsor; due to STIP constraints, this description may be abbreviated when included in the STIP.

**RTP project number** provides an indication of the consistency of the project with the long-range plan. A number indicates that the project was specifically identified in the 2040 RTP, as adopted on May 4, 2017, and corresponds to its RTP project number. For projects not specifically identified in the RTP, an RTP policy, goal and or objective is indicated to demonstrate consistency with the plan.

**Air Quality Status** indicates whether a project has  $PM_{10}$  exempt status (based on Federal rules as described in Appendix B) or otherwise, indicates that a project review at the appropriate phase will determine if a project level conformity and a hot-spot analysis are required.

**Key Number** is the project number assigned by ODOT by which the project is known in the STIP. A project which covers several years may have a different key number for each year.

**Fiscal Year** is the federal fiscal year in which the funds for the indicated project phase or stage are expected to be obligated through a contractual or intergovernmental agreement.

**Phase** indicates the type of work undertaken in the year indicated. For projects other than transit or study, this is typically planning, preliminary engineering, right of way acquisition, utility relocation, or construction.

**Federal Cost and Source** indicate the amount of federal funding that is programmed for this phase, and the type of federal funds (see below).

**Federal Required Match Cost and Source** indicate the amount of local money that must be programmed in order to match the federal funding. This is typically 10.27% or 20% of the total project cost, depending on the funding source.

**Other Cost and Source** indicates local funds that are programmed for the project phase in excess of any federal funds or local match to federal funds.

**Total All Sources** indicates the cost estimate of the project phase or stage regardless of fund source.

All costs are expressed in the year of expenditure and are only estimates, although some are more refined than others.

Funding source refers to the agencies expected to participate in the project. In some cases, funding agreements have not yet been finalized so agencies listed will not necessarily participate in the project listed. A description of the various funding sources is provided in Appendix D. Meanings of the abbreviations used in MTIP tables are as follows:

A	Assessment of adjacent property owners
B3A1	same as OTIA
C	City of Coburg
C220	American Recovery and Reinvestment Act (ARRA funds)
C230	American Recovery and Reinvestment Act (ARRA funds)
C240	American Recovery and Reinvestment Act (ARRA funds)
CMAQ	Congestion Mitigation and Air Quality
D	Private Developer
E	City of Eugene
FAA	Federal Aviation Administration
FI60	same as 5310
H010	same as Interstate Maintenance
IM	Interstate Maintenance
FF94	American Recovery and Reinvestment Act (ARRA funds)
H010	same as IM
H050	National Highway System
H210	STP Optional Safety
L220	same as STP-E
H230`	same as STP-U
H240	same as STP
HBR	Highway Bridge Replacement Funds
HCB	High Cost Bridge Projects
HEP	Hazard Elimination Program
HY10	Federal earmark
IM	Interstate Maintenance
L050	National Highway System
L220	Transportation Enhancement funds

L230	same as STP-U
L240	same as STP
L250	same as STP
LC	Lane County
LCOG	Lane Council of Governments
LS30	same as STP-Safety
LTD	Lane Transit District
LY10,20,30,40	Federal earmark
NHS	National Highway System
ODOT	Oregon Department of Transportation
OTIA	Oregon Transportation Investment Act
RRP	Rail-Highway Protection (off-system)
RRS	Rail-Highway Protection (on-system)
S	City of Springfield
State Bike/Ped	Oregon Bike/Pedestrian program funds
5303	Federal Transit Act (FTA), Metropolitan Planning Program
5307	Federal Transit Act (FTA), Formula Funds
5309	Federal Transit Act (FTA), Capital Program
5310	Federal Transit Act (FTA), Elderly and Persons with Disabilities
5311	Federal Transit Act (FTA) Non-urbanized Area Formula Program funds
5316	Federal Transit Act (FTA), Job Access/Reverse Commute Program
5317	Federal Transit Act (FTA), New Freedoms Program
SDC	System Development Charge
SRTS	Safe Routes to School
STBG	Surface Transportation Block Grant
STBG-U	Surface Transportation Block Grant - Urban, TMA/urban areas (funds programmed by the MPO)
STF	Special Transportation Fund
STP	Surface Transportation Program
STP-Safety	Surface Transportation Program – Safety Program
STP-U	Surface Transportation Program – Urban, TMA/urban areas (funds programmed by the MPO)
STP-E	Surface Transportation Program Enhancement
STP-RR	Surface Transportation Program – Railroad
TAP	Transportation Alternatives Program
TIGGER	American Recovery and Reinvestment Act (ARRA funds)
TSM	Federal Transportation Systems Management Grants
Z001	National Highway Performance Program
Z230	STBG-Urban
Z240	STBG flex
Z400	Congestion Mitigation and Air Quality (Z401 – flex funding)
Z300	Transportation Alternatives Program- flex
Z301	Transportation Alternatives Program > 200k
ZS30	Highway Safety Improvement Program

Eugene, Springfield, and Lane County have remonstrance clauses in their charters that may allow property owners to object to assessments on some types of street projects. Thus, anticipated assessments on some projects may not materialize.

For a project which began prior to FFY18, phases that are either under contract, under construction or completed are included here for informational purposes. These phases are listed by the earlier year and are shown in italics.

***Note on Locally Funded Projects***

Since the Eugene-Springfield area is classified as a maintenance area for PM<sub>10</sub> emissions, all regionally significant projects regardless of funding source must be included for informational purposes and air quality analysis. Each metropolitan area has the option of including other projects in the MTIP. For purposes of providing comprehensive information on transportation improvements programmed for the Central Lane area, an attempt has been made to include all major transportation projects in Table I. Improvements to minor streets and maintenance activities were excluded. Local projects listed in Table I are based on adopted local CIPs and other local master plans or transportation project approval processes.

***Table 1. Programmed Projects by Agency***  
*(on following pages)*

# 2018-21 MTIP Project List

rev. 5/5/2017

Project Name	MTIP ID #	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Phase Status	Federal		Federal Req Match		Total Fed+ Req Match	Other		Total All Sources
									\$	Source	\$	Source		\$	Source	
<b>Eugene</b>																
Eugene Regional Transportation Planning	1	Participate and actively collaborate in regional transportation planning	RTP Goal #1, #2	EXEMPT / Other-Planning and Technical Studies	20761	(SFY18) 2017	PL	Pending	\$45,000	STBG-U	\$5,150	Eugene	\$50,150			\$50,150
						<b>TOTAL FFY18-21</b>			<b>\$0</b>		<b>\$0</b>		<b>\$0</b>	<b>\$0</b>		<b>\$0</b>
Amazon Active Corridor: Martin Street -33rd St.	2	Construct extended Amazon multiuse path to South Eugene with enhanced safety features	293	EXEMPT / Air Quality-Bicycle and pedestrian facilities	18856	2015	PE	Obligated	\$5,693	STP-E (L220)	\$652	Eugene	\$6,345			\$6,345
					18856	2015	PE	Obligated	\$29,443	STP-E (L22E)	\$3,370	Eugene	\$32,813			\$32,813
					18856	2015	PE	Obligated	\$94,707	TAP (M300)	\$10,840	Eugene	\$105,547			\$105,547
					18856	2015	PE	Obligated	\$27,909	TAP (M30E)	\$3,194	Eugene	\$31,103			\$31,103
					18856	2018	CN	Approved	\$1,378,956	TAP (M300)	\$157,828	Eugene	\$1,536,783			\$1,536,783
						<b>TOTAL FFY18-21</b>			<b>\$1,378,956</b>		<b>\$157,828</b>		<b>\$1,536,783</b>	<b>\$0</b>		<b>\$1,536,783</b>
13th Avenue Two-way Protected Bikeway	4	Construct two-way protected bikeway along 13th Avenue from Alder Street to Olive Street	188	EXEMPT / Air Quality - Bicycle and Pedestrian facilities / Safety - HSIP	19774	2018	PE	Approved	\$100,000	STBG-U	\$11,445	Eugene	\$111,445			\$111,445
					19774	2019	CN	Approved	\$350,000	STBG-U	\$40,059	Eugene	\$390,059			\$390,059
						<b>TOTAL FFY18-21</b>			<b>\$450,000</b>		<b>\$51,505</b>		<b>\$501,505</b>	<b>\$0</b>		<b>\$501,505</b>
South Willamette Street Enhancement	5	Pavement preservation, ADA improvements, streetscape/bike/pedestrian enhancements	296	EXEMPT / Safety - Pavement resurfacing and/or rehabilitation, bike ped facilities	19773	2017	PE	Approved	\$250,000	STBG-U	\$28,614	Eugene	\$278,614			\$278,614
					19773	2018	CN	Approved	\$1,750,000	STBG-U	\$200,295	Eugene	\$1,950,295			\$1,950,295
						<b>TOTAL FFY18-21</b>			<b>\$1,750,000</b>		<b>\$200,295</b>		<b>\$1,950,295</b>	<b>\$0</b>		<b>\$1,950,295</b>
Coburg Rd: UPRR Viaduct/4-6-7 AVE (Ferry Street)	6	Deck sealing, crack repairs to girder top/deck interface, epoxy injection cracks, repair spalling.	TSI System-wide Policy #1	EXEMPT / Safety - Pavement resurfacing and/or rehabilitation	20297	2018	PE	DRAFT	\$537,662	NHPP	\$61,538	Eugene	\$599,200			\$599,200
					20297	2018	RW	DRAFT	\$9,781	NHPP	\$1,119	Eugene	\$10,900			\$10,900
					20297	2018	UR	DRAFT	\$14,985	NHPP	\$1,715	Eugene	\$16,700			\$16,700
					20297	2018	CN	DRAFT	\$2,828,110	NHPP	\$323,690	Eugene	\$3,151,800			\$3,151,800
						<b>TOTAL FFY18-21</b>			<b>\$3,390,538</b>		<b>\$388,062</b>		<b>\$3,778,600</b>	<b>\$0</b>		<b>\$3,778,600</b>
Coburg Rd: Willamette River (Ferry Street) Bridge	7	Bridge #06648: Cleaning, preparation and spot paint; concrete overlay and other repairs per inspection report. Bridge #40056: Deck sealing, crack repairs to girder top/deck interface, epoxy injection cracks, repair spalling.	TSI System-wide Policy #1	EXEMPT / Safety - Pavement resurfacing and/or rehabilitation	20294	2018	PE	DRAFT	\$860,421	NHPP	\$98,479	Eugene	\$958,900			\$958,900
					20294	2018	RW	DRAFT	\$19,561	NHPP	\$2,239	Eugene	\$21,800			\$21,800
					20294	2018	UR	DRAFT	\$35,533	NHPP	\$4,067	Eugene	\$39,600			\$39,600
					20294	2020	CN	DRAFT	\$4,276,263	NHPP	\$489,437	Eugene	\$4,765,700			\$4,765,700
						<b>TOTAL FFY18-21</b>			<b>\$5,191,778</b>		<b>\$594,222</b>		<b>\$5,786,000</b>	<b>\$0</b>		<b>\$5,786,000</b>
Roosevelt Path/OR99 Path Connection (Eugene)	8	Connect the existing Roosevelt Path to the HWY 99 Path which is currently under construction.	414	EXEMPT / Air Quality - Bicycle and Pedestrian facilities	20237	2018	PE	Approved	\$138,176	STBG-FLX	\$15,815	Eugene	\$153,991			\$153,991
					20237	2019	CN	Approved	\$563,016	STBG-FLX	\$64,440	Eugene	\$627,456			\$627,456
						<b>TOTAL FFY18-21</b>			<b>\$701,192</b>		<b>\$80,255</b>		<b>\$781,447</b>	<b>\$0</b>		<b>\$781,447</b>
River Rd. @ Irving Rd. (City of Eugene)	9	Upgrade signal hardware. Left turn lane on both major road approaches: urban, signalized intersection (Irving legs). Install urban green bike lanes at conflict points	RTP Objective #1; TSI Roadway Policy #1	EXEMPT / Safety - HSIP	20206	2018	PE	Approved	\$195,968	HSIP	\$16,533	Eugene	\$212,500			\$212,500
					20206	2018	RW	Approved	\$121,085	HSIP	\$10,215	Eugene	\$131,300			\$131,300
					20206	2018	UR	Approved	\$78,571	HSIP	\$6,629	Eugene	\$85,200			\$85,200
					20206	2020	CN	Approved	\$1,516,742	HSIP	\$127,958	Eugene	\$1,644,700			\$1,644,700
						<b>TOTAL FFY18-21</b>			<b>\$1,912,366</b>		<b>\$161,334</b>		<b>\$2,073,700</b>	<b>\$0</b>		<b>\$2,073,700</b>
13th Ave: Willamette St. to Alder St. (Eugene)	10	Safety projects at various locations. Work includes illumination, intersection work, bike/pedestrian improvements, ADA upgrades, signal work, signs, warnings, striping, medians, utility relocation, and other safety improvements.	188	EXEMPT / Air Quality - Bicycle and Pedestrian facilities / Safety - HSIP	20165	2018	PE	Approved	\$314,402	HSIP (ARTS)	\$26,598	Eugene	\$341,000			\$341,000
					20165	2018	RW	Approved	\$26,000	HSIP (ARTS)	\$2,200	Eugene	\$28,200			\$28,200
					20165	2018	UR	Approved	\$49,639	HSIP (ARTS)	\$19,761	Eugene	\$69,400			\$69,400
					20165	2019	CN	Approved	\$1,993,502	HSIP (ARTS)	\$168,648	Eugene	\$2,162,150			\$2,162,150
						<b>TOTAL FFY18-21</b>			<b>\$2,383,543</b>		<b>\$217,207</b>		<b>\$2,600,750</b>	<b>\$0</b>		<b>\$2,600,750</b>
River Rd @ River Ave (Eugene)	11	Install raised traffic separators to protect designated left turn lanes on all approaches at the intersection except the north leg.	RTP Objective #1; TSI Roadway Policy #1	EXEMPT / Safety - HSIP	20143	2018	PE	Approved	\$50,444	HSIP	\$4,256	Eugene	\$54,700			\$54,700
					20143	2019	UR	Approved	\$5,164	HSIP	\$436	Eugene	\$5,600			\$5,600
					20143	2021	CN	Approved	\$92,497	HSIP	\$7,803	Eugene	\$100,300			\$100,300
						<b>TOTAL FFY18-21</b>			<b>\$148,105</b>		<b>\$12,495</b>		<b>\$160,600</b>	<b>\$0</b>		<b>\$160,600</b>
<b>Springfield</b>																
Springfield Regional Transportation Planning	12	Participate and actively collaborate in regional transportation planning	RTP Goal #1, #2	EXEMPT / Other-Planning and Technical Studies	20762	(SFY18) 2017	PL	Pending	\$45,000	STBG-U	\$5,150	Springfield	\$50,150			\$50,150
						<b>TOTAL FFY18-21</b>			<b>\$0</b>		<b>\$0</b>		<b>\$0</b>	<b>\$0</b>		<b>\$0</b>
Springfield Traffic Systems Modernization	13	1st phase of project replacing signal cabinets, controllers, communication systems--upgrading the components of existing traffic signals	RTP Objective #1; TSI System-wide Policy #1	EXEMPT / Safety - Traffic control devices and operating assistance	19919	2017	PE	Approved	\$15,000	STBG-U	\$1,717	Springfield	\$16,717			\$16,717
					19919	2018	CN	Approved	\$235,000	STBG-U	\$26,897	Springfield	\$261,897			\$261,897
						<b>TOTAL FFY18-21</b>			<b>\$235,000</b>		<b>\$26,897</b>		<b>\$261,897</b>	<b>\$0</b>		<b>\$261,897</b>
Filling the Gaps - SRTS (Springfield)	14	Cover the community notification, engineering, and construction costs necessary to produce completed sidewalk projects across Springfield for the Safe Routes to School (SRTS) program.	TSI Roadway Policy #1; TSI System-wide Policy #2, #4; TSI Pedestrian Policy #1, #2	EXEMPT / Air Quality - Bicycle and Pedestrian facilities	20236	2019	PE	Approved	\$200,188	STBG-FLX	\$22,912	Springfield	\$223,100			\$223,100
					20236	2019	RW	Approved	\$19,651	STBG-FLX	\$2,249	Springfield	\$21,900			\$21,900
					20236	2020	CN	Approved	\$207,622	STBG-FLX	\$23,763	Springfield	\$231,385	\$161,615	Springfield	\$393,000
						<b>TOTAL FFY18-21</b>			<b>\$427,460</b>		<b>\$48,925</b>		<b>\$476,385</b>	<b>\$161,615</b>		<b>\$638,000</b>
OR126B @ 54th St. (Springfield)	15	Install left turn lanes on 54th St. Modify left turn signal heads to "flashing yellow arrow" on 54th St approaches. Implement a pedestrian crossing safety timing feature with the flashing yellow left turn arrow. Install intersection lighting.	RTP Objective #1; TSI Roadway Policy #1	EXEMPT / Safety - HSIP	20209	2018	PE	Approved	\$195,968	HSIP	\$16,533	ODOT	\$212,500			\$212,500
					20209	2018	RW	Approved	\$4,058	HSIP	\$342	ODOT	\$4,400			\$4,400
					20209	2018	UR	Approved	\$50,444	HSIP	\$4,256	ODOT	\$54,700			\$54,700
					20209	2019	CN	Approved	\$1,263,137	HSIP	\$106,563	ODOT	\$1,369,700			\$1,369,700
						<b>TOTAL FFY18-21</b>			<b>\$1,513,607</b>		<b>\$127,693</b>		<b>\$1,641,300</b>	<b>\$0</b>		<b>\$1,641,300</b>
Gateway St. @ Kruse Way Int Imprv (Springfield)	16	Install rectangular rapid flashing beacon with median island. Install traffic separators to protect the designated left turn on the south leg of Gateway at the Gateway/Beltline signalized intersection.	RTP Objective #1; TSI Roadway Policy #1	EXEMPT / Safety - HSIP	20174	2018	PE	Approved	\$19,274	HSIP	\$1,626	Springfield	\$20,900			\$20,900
					20174	2019	RW	Approved	\$4,150	HSIP	\$350	Springfield	\$4,500			\$4,500
					20174	2019	UR	Approved	\$12,819	HSIP	\$1,081	Springfield	\$13,900			\$13,900
					20174	2021	CN	Approved	\$177,062	HSIP	\$14,938	Springfield	\$192,000			\$192,000
						<b>TOTAL FFY18-21</b>			<b>\$213,305</b>		<b>\$17,995</b>		<b>\$231,300</b>	<b>\$0</b>		<b>\$231,300</b>
OR126B @ MP 2.98 to 8.17	17	Provide a raised median with intermittent breaks for access between 21st St. and 75th Street.	RTP Objective #1; TSI Roadway Policy #1	EXEMPT / Safety - HSIP	20144	2019	PE	Approved	\$370,356	HSIP	\$31,244	ODOT	\$401,600			\$401,600
					20144	2020	RW	Approved	\$4,242	HSIP	\$358	ODOT	\$4,600			\$4,600
					20144	2020	UR	Approved	\$160,739	HSIP	\$13,561	ODOT	\$174,300			\$174,300
					20144	2021	CN	Approved	\$3,235,908	HSIP	\$272,992	ODOT	\$3,508,900			\$3,508,900
						<b>TOTAL FFY18-21</b>			<b>\$3,771,245</b>		<b>\$318,155</b>		<b>\$4,089,400</b>	<b>\$0</b>		<b>\$4,089,400</b>
<b>Coburg</b>																
Coburg Regional Transportation Planning	18	Participate and actively collaborate in regional transportation planning	RTP Goal #1, #2	EXEMPT / Other-Planning and Technical Studies	20765	(SFY18) 2017	PL	Pending	\$10,000	STBG-U	\$1,145	Coburg	\$11,145			\$11,145
						<b>TOTAL FFY18-21</b>			<b>\$0</b>		<b>\$0</b>		<b>\$0</b>	<b>\$0</b>		<b>\$0</b>
Coburg Loop Path, Phase 4	19	Construct shared-use path south from S. Coburg Industrial Way to Selby Way	1005	Outside PM10 air quality mainenance area	19757	2018	PE	Approved	\$179,460	STBG-U	\$20,540	Coburg	\$200,000			\$200,000
					19757	2018	CN	Approved	\$448,540	STBG-U	\$51,337	Coburg	\$499,877			\$499,877
						<b>TOTAL FFY18-21</b>			<b>\$628,000</b>		<b>\$71,877</b>		<b>\$699,877</b>	<b>\$0</b>		<b>\$699,877</b>

Project Name	MTIP ID #	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Phase Status	Federal		Federal Req Match		Total Fed+ Req		Other		Total All Sources	
									\$	Source	\$	Source	Match	\$	Source	\$		Source
<b>Lane County</b>																		
Lane County Regional Transportation Planning	20	Participate and actively collaborate in regional transportation planning	RTP Goal #1, #2	EXEMPT / Other-Planning and Technical Studies	20763	(SFY18) 2017	PL	Pending	\$35,000	STBG-U	\$4,006	Lane Co.	\$39,006				\$39,006	
						<b>TOTAL FFY18-21</b>			<b>\$0</b>		<b>\$0</b>		<b>\$0</b>			<b>\$0</b>	<b>\$0</b>	
Prairie Rd/E Enid Rd Pres/Sidewalk Rehab	21	Pavement preservation, sidewalk rehabilitation	TSI System-wide Policy #1; TSI Pedestrian Policy #3	EXEMPT / Safety - Pavement resurfacing and/or rehabilitation; Air Quality - pedestrian facilities	19914	2017	PE	Approved	\$129,942	STBG-U	\$14,872	Lane Co.	\$144,814				\$144,814	
					19914	2018	CN	Approved	\$1,212,788	STBG-U	\$138,809	Lane Co.	\$1,351,597				\$1,351,597	
						<b>TOTAL FFY18-21</b>			<b>\$1,212,788</b>		<b>\$138,809</b>		<b>\$1,351,597</b>			<b>\$0</b>	<b>\$1,351,597</b>	
<b>LCOG</b>																		
Central Lane MPO UPWP Funding	22	Fund MPO Work Program Activities	RTP Goal #1, #2	EXEMPT / Other-Planning and Technical Studies	19945	(SFY18) 2017	PL	Approved	\$450,000	STBG-U	\$51,505	LCOG	\$501,505				\$501,505	
						<b>TOTAL FFY18-21</b>			<b>\$0</b>		<b>\$0</b>		<b>\$0</b>			<b>\$0</b>	<b>\$0</b>	
Central Lane MPO Planning	23	Central Lane MPO planning funds by Federal fiscal year. Projects will be selected in the future through the MPO process. (Includes 5303 funds)	RTP Goal #1, #2	EXEMPT / Other-Planning and Technical Studies	TBD	2018	PL	Pending	\$151,929	FTA-5303	\$17,389	LTD	\$169,318				\$169,318	
					TBD	2018	PL	Pending	\$474,839	PL (Z450)	\$54,347	ODOT	\$529,186				\$529,186	
					20604	2019	PL	DRAFT	\$161,080	FTA-5303	\$18,436	LTD	\$179,516				\$179,516	
					20604	2019	PL	DRAFT	\$496,532	PL (Z450)	\$56,830	ODOT	\$553,362				\$553,362	
					20605	2020	PL	DRAFT	\$161,080	FTA-5303	\$18,436	LTD	\$179,516				\$179,516	
					20605	2020	PL	DRAFT	\$496,532	PL (Z450)	\$56,830	ODOT	\$553,362				\$553,362	
					20606	2021	PL	DRAFT	\$161,080	FTA-5303	\$18,436	LTD	\$179,516				\$179,516	
					20606	2021	PL	DRAFT	\$496,532	PL (Z450)	\$56,830	ODOT	\$553,362				\$553,362	
						<b>TOTAL FFY18-21</b>			<b>\$2,599,603</b>		<b>\$297,535</b>		<b>\$2,897,138</b>			<b>\$0</b>	<b>\$2,897,138</b>	
TAP Allocation	25	Transportation Alternatives Program (TAP) funding set aside for the Eugene TMA to use on projects to be determined through their project selection process.	NA	NA	20042	2019	OT	DRAFT	\$229,252	TAP	\$26,239	LCOG	\$255,491				\$255,491	
					20043	2020	OT	DRAFT	\$229,252	TAP	\$26,239	LCOG	\$255,491				\$255,491	
					20044	2021	OT	DRAFT	\$229,252	TAP	\$26,239	LCOG	\$255,491				\$255,491	
						<b>TOTAL FFY18-21</b>			<b>\$687,756</b>		<b>\$78,717</b>		<b>\$766,473</b>			<b>\$0</b>	<b>\$766,473</b>	
STBG Allocation	26	Surface Transportation Block Grant (STBG) funding set aside for the Eugene TMA to use on projects to be determined through their project selection process.	NA	NA	20033	2019	OT	DRAFT	\$4,636,816	STBG-U	\$530,704	LCOG	\$5,167,521				\$5,167,521	
					20034	2020	OT	DRAFT	\$4,636,816	STBG-U	\$530,704	LCOG	\$5,167,521				\$5,167,521	
					20035	2021	OT	DRAFT	\$4,636,816	STBG-U	\$530,704	LCOG	\$5,167,521				\$5,167,521	
						<b>TOTAL FFY18-21</b>			<b>\$13,910,449</b>		<b>\$1,592,113</b>		<b>\$15,502,563</b>			<b>\$0</b>	<b>\$15,502,563</b>	
CMAQ Allocation	74	Congestion Mitigation & Air Quality (CMAQ) funding set aside for the Eugene TMA to use on projects to be determined through their project selection process.	NA	NA	TBD	2019	OT	DRAFT	\$2,400,000	CMAQ	\$274,691	LCOG	\$2,674,691				\$2,674,691	
					TBD	2020	OT	DRAFT	\$2,400,000	CMAQ	\$274,691	LCOG	\$2,674,691				\$2,674,691	
					TBD	2021	OT	DRAFT	\$2,400,000	CMAQ	\$274,691	LCOG	\$2,674,691				\$2,674,691	
						<b>TOTAL FFY18-21</b>			<b>\$7,200,000</b>		<b>\$824,072</b>		<b>\$8,024,072</b>			<b>\$0</b>	<b>\$8,024,072</b>	
<b>ODOT</b>																		
OR126: Cornerstone Drive to W. 11th Street	27	3R preservation, miscellaneous safety improvements. Hwy 062 Florence - Eugene MP 17.35 - 52.69; Hwy 062 Beltline MP 0.00 - 3.10 (K18863 was combined into this project - construct bicycle, pedestrian, turn lane, and safety improvements MP 47.84 - MP 52.69)	334	EXEMPT / Safety - projects that correct, improve or eliminate hazards, shoulder improvements; pavement resurfacing	19743	2016	PE	Obligated	\$303,287	NHPP	\$34,713	ODOT	\$338,000				\$338,000	
					19743	2016	PE	Obligated	\$987,030	STBG-FLX	\$112,970	ODOT	\$1,100,000				\$1,100,000	
					19743	2017	RW	Approved	\$121,136	STBG-FLX	\$13,865	ODOT	\$135,000				\$135,000	
					19743	2017	UR	Approved	\$5,384	STBG-FLX	\$616	ODOT	\$6,000				\$6,000	
					19743	2018	CN	Approved	\$7,130,397	STBG-FLX	\$816,106	ODOT	\$7,946,503				\$7,946,503	
						<b>TOTAL FFY18-21</b>			<b>\$7,130,397</b>		<b>\$816,106</b>		<b>\$7,946,503</b>			<b>\$0</b>	<b>\$7,946,503</b>	
Lane County Local Road Roadway Departures	28	Install roadway departure countermeasures to include centerline rumble strips and profiled fog lines: Clear Lake Rd from Hwy 99W to Territorial Hwy; London Rd from Fireclay Rd to Latham Rd; Priarie Rd from Irvington Dr to Hwy 99	RTP Objective #1; TSI Roadway Policy #1	EXEMPT / Safety - HSIP	19797	2017	PE	Approved	\$100,000	HSIP	\$0		\$100,000				\$100,000	
					19797	2018	CN	Approved	\$581,395	HSIP	\$0		\$581,395				\$581,395	
						<b>TOTAL FFY18-21</b>			<b>\$581,395</b>		<b>\$0</b>		<b>\$581,395</b>			<b>\$0</b>	<b>\$581,395</b>	
OR58: Goshen-Pheasant Lane	29	Grind existing surfacing and inlay the travel lanes. (Single Lift Inlay + Localized Asphalt/Concrete Pavement Repair) Update ADA as required.	TSI System-wide Policy #1; TSI Goods Movement Policy #1; TSI Finance Policy #2, #3	EXEMPT / Safety - Pavement resurfacing and/or rehabilitation	20504	2017	PE	Approved	\$358,920	STBG-FLX	\$41,080	ODOT	\$400,000				\$400,000	
					20504	2019	CN	DRAFT	\$2,450,173	STBG-FLX	\$280,433	ODOT	\$2,730,606				\$2,730,606	
						<b>TOTAL FFY18-21</b>			<b>\$2,450,173</b>		<b>\$280,433</b>		<b>\$2,730,606</b>			<b>\$0</b>	<b>\$2,730,606</b>	
I-105 Over Future OR126 Bridge	30	Remove bridge and replace with embankment.	TSI System-wide Policy #1; TSI Goods Movement Policy #1; TSI Finance Policy #2, #3	EXEMPT / Safety - Pavement resurfacing and/or rehabilitation; Guardrails	20446	2018	PE	DRAFT	\$268,072	NHPP	\$22,616	ODOT	\$290,688				\$290,688	
					20446	2018	RW	DRAFT	\$11,002	NHPP	\$928	ODOT	\$11,930				\$11,930	
					20446	2019	CN	DRAFT	\$2,089,873	NHPP	\$176,309	ODOT	\$2,266,182				\$2,266,182	
						<b>TOTAL FFY18-21</b>			<b>\$2,368,947</b>		<b>\$199,853</b>		<b>\$2,568,800</b>			<b>\$0</b>	<b>\$2,568,800</b>	
OR126: Willamette River WB Bridge	31	Paint structure	TSI System-wide Policy #1	EXEMPT / Other - Activity not leading directly to construction	20433	2018	PE	DRAFT	\$796,802	NHPP	\$91,198	ODOT	\$888,000				\$888,000	
					20433	2020	CN	DRAFT	\$5,836,780	NHPP	\$668,046	ODOT	\$6,504,826				\$6,504,826	
						<b>TOTAL FFY18-21</b>			<b>\$6,633,583</b>		<b>\$759,243</b>		<b>\$7,392,826</b>			<b>\$0</b>	<b>\$7,392,826</b>	
OR99: Eugene - Junction City Safety Barrier	32	Install median safety barrier with intermittent breaks for access between Milliron and Airport Roads.	RTP Objective #1; TSI Roadway Policy #1	EXEMPT / Safety - Adding median	20244	2018	PE	Approved	\$224,325	STBG-FLX	\$25,675	ODOT	\$250,000				\$250,000	
					20244	2019	CN	Approved	\$1,130,130	STBG-FLX	\$129,348	ODOT	\$1,259,478				\$1,259,478	
						<b>TOTAL FFY18-21</b>			<b>\$1,354,455</b>		<b>\$155,023</b>		<b>\$1,509,478</b>			<b>\$0</b>	<b>\$1,509,478</b>	
City of Springfield Signal Enhancements	33	Provide signal enhancements at several locations. Enhancements include advanced dilemma zone protection, bike signals, signal hardware upgrades, LED lenses on signal heads, reflectorized back plates on signal heads, countdown pedestrian signals...	RTP Objective #1; TSI Roadway Policy #1	EXEMPT / Safety - HSIP	20221	2018	PE	Approved	\$132,059	HSIP	\$2,434	Springfield	\$143,200				\$143,200	
					20221	2018	PE	Approved			\$8,707	ODOT						
					20221	2018	RW	Approved	\$4,058	HSIP	\$75	Springfield	\$4,400				\$4,400	
					20221	2018	RW	Approved			\$268	ODOT						
					20221	2020	CN	Approved	\$885,128	HSIP	\$16,317	Springfield	\$959,800				\$959,800	
					20221	2020	CN	Approved			\$58,356	ODOT						
						<b>TOTAL FFY18-21</b>			<b>\$1,021,244</b>		<b>\$86,156</b>		<b>\$1,107,400</b>			<b>\$0</b>	<b>\$1,107,400</b>	
City of Eugene Signal Enhancements	34	Provide signal enhancements at various locations throughout the City of Eugene. Install a yellow flashing beacon with advanced intersection warning at Coburg Rd & MLK Jr Blvd.	RTP Objective #1; TSI Roadway Policy #1	EXEMPT / Safety - HSIP	20216	2018	PE	Approved	\$245,029	HSIP	\$2,019	Eugene	\$265,700				\$265,700	
					20216	2018	PE	Approved			\$18,652	ODOT						
					20216	2018	RW	Approved	\$25,268	HSIP	\$208	Eugene	\$27,400				\$27,400	
					20216	2018	RW	Approved			\$1,923	ODOT						
					20216	2018	UR	Approved	\$60,589	HSIP	\$499	Eugene	\$65,700				\$65,700	
					20216	2018	UR	Approved			\$4,612	ODOT						
					20216	2020	CN	Approved	\$949,958	HSIP	\$7,829	Eugene	\$1,030,100				\$1,030,100	
					20216	2020	CN	Approved			\$72,313	ODOT						
						<b>TOTAL FFY18-21</b>			<b>\$1,280,844</b>		<b>\$108,056</b>		<b>\$1,388,900</b>			<b>\$0</b>	<b>\$1,388,900</b>	
Region 2 (Central and South) Rural Signal Improv	35	Install reflectorized signal backplates, countdown pedestrian timers, and advanced dilemma zone protection at various signal locations throughout Areas 4 and 5. (includes locations in Lane County & Eugene)	RTP Objective #1; TSI Roadway Policy #1	EXEMPT / Safety - HSIP	20137	2018	PE	Approved	\$61,787	HSIP	\$5,213	ODOT	\$67,000				\$67,000	
					20137	2020	CN	Approved	\$625,159	HSIP	\$52,741	ODOT	\$677,900				\$677,900	
						<b>TOTAL FFY18-21</b>			<b>\$686,947</b>		<b>\$57,953</b>		<b>\$744,900</b>			<b>\$0</b>	<b>\$744,900</b>	
OR569: Terry St-Pacific HWY	36	Remove raveling surface and inlay or overlay travel lanes, and ramps as needed. MP 3.10 to MP 12.25	TSI System-wide Policy #1; TSI Goods Movement Policy #1; TSI Finance Policy #2, #3	EXEMPT / Safety - Pavement resurfacing and/or rehabilitation	20121	2018	PE	Approved	\$274,753	STBG-FLX	\$31,447	ODOT	\$306,200				\$306,200	
					20121	2019	CN	Approved	\$8,279,490	STBG-FLX	\$947,625	ODOT	\$9,227,115				\$9,227,115	
						<b>TOTAL FFY18-21</b>			<b>\$8,554,244</b>		<b>\$979,071</b>		<b>\$9,533,315</b>			<b>\$0</b>	<b>\$9,533,315</b>	

Project Name	MTIP ID #	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Phase Status	Federal		Federal Req Match		Total Fed+ Req Match	Other		Total All Sources
									\$	Source	\$	Source		\$	Source	
<b>ODOT (continued)</b>																
OR569 Over UPRR & Northwest Expressway	37	Design shelf ready plans for: Rail replacement, joint replacement and a concrete deck overlay.	TSI System-wide Policy #1; TSI Goods Movement Policy #1; TSI Finance Policy #2	EXEMPT / Safety - Pavement resurfacing and/or rehabilitation; Guardrails	20116	2018	PE	DRAFT	\$224,325	NHPP	\$25,675	ODOT	\$250,000			\$250,000
									<b>\$224,325</b>		<b>\$25,675</b>		<b>\$250,000</b>	<b>\$0</b>		<b>\$250,000</b>
Eugene-Springfield Sensors/Cameras Phase 2	38	Install cameras and traffic sensors at various locations in Eugene. Video and data is used for traffic operations and traffic planning. Locations are: OR569 at OR99W, Barger Ave, and W. 11th; and at I-105 at Coburg Road.	TSI Roadway Policy #2, #3; Finance Policy #1	EXEMPT / Other - Activity not leading directly to construction	20078	2018	PE	Approved	\$269,190	STBG-FLX	\$30,810	ODOT	\$300,000			\$300,000
					20078	2020	CN	Approved	\$897,300	STBG-FLX	\$102,700	ODOT	\$1,000,000			\$1,000,000
									<b>\$1,166,490</b>		<b>\$133,510</b>		<b>\$1,300,000</b>	<b>\$0</b>		<b>\$1,300,000</b>
<b>LTD</b>																
LTD Regional Transportation Planning	41	Participate and actively collaborate in regional transportation planning	RTP Goal #1, #2	EXEMPT / Other-Planning and Technical Studies	20764	(SFY18) 2017	PL	Pending	\$35,000	STBG-U	\$4,006	LTD	\$39,006			\$39,006
									<b>\$0</b>		<b>\$0</b>		<b>\$0</b>	<b>\$0</b>		<b>\$0</b>
Bus Support Equipment and Facilities	39	Equipment purchases and facilities improvements in support of transit operations.	1110	EXEMPT / Mass Transit-Purchase of office, shop, and operating equipment for existing facilities	19270	2018	OT	Approved	\$880,000	FTA-5307	\$220,000	LTD	\$1,100,000			\$1,100,000
									<b>\$880,000</b>		<b>\$220,000</b>		<b>\$1,100,000</b>	<b>\$0</b>		<b>\$1,100,000</b>
Passenger Boarding Improvements	40	New shelter placements at new locations, high vandalism locations & ADA improvements	1130	EXEMPT / Mass Transit-Construction of small passenger shelters and information kiosks	19273	2018	OT	Approved	\$80,000	FTA-5307	\$20,000	LTD	\$100,000			\$100,000
									<b>\$80,000</b>		<b>\$20,000</b>		<b>\$100,000</b>	<b>\$0</b>		<b>\$100,000</b>
Energy Storage System Replacement	42	Replace energy storage systems on hybrid buses	Finance Policy #2	EXEMPT / Mass Transit - Purchase of operating equipment for vehicles	19373	2018	OT	Pending	\$260,000	FTA-5307	\$65,000	LTD	\$325,000			\$325,000
					20938	2019	OT	Pending	\$120,000	FTA-5307	\$30,000	LTD	\$150,000			\$150,000
					20939	2020	OT	Pending	\$160,000	FTA-5307	\$40,000	LTD	\$200,000			\$200,000
					20941	2021	OT	Pending	\$240,000	FTA-5307	\$60,000	LTD	\$300,000			\$300,000
									<b>\$780,000</b>		<b>\$195,000</b>		<b>\$975,000</b>	<b>\$0</b>		<b>\$975,000</b>
Preventive Maintenance	43	Preventive Maintenance	TSI Transit Policy #1	EXEMPT / Mass Transit-Operating assistance to transit agencies	19377	2018	OT	Approved	\$4,200,000	FTA-5307	\$1,050,000	LTD	\$5,250,000			\$5,250,000
									<b>\$4,200,000</b>		<b>\$1,050,000</b>		<b>\$5,250,000</b>	<b>\$0</b>		<b>\$5,250,000</b>
LTD Van Pool Contracting	44	Capital cost of contracting for van pool	TDM Policy #2	EXEMPT / Air Quality-Continuation of ride-sharing and van-pooling promotion activities at current levels	19395	2018	OT	Pending	\$81,700	FTA-5307	\$20,425	LTD	\$102,125			\$102,125
					20944	2019	OT	Pending	\$120,000	FTA-5307	\$30,000	LTD	\$150,000			\$150,000
					20945	2020	OT	Pending	\$120,000	FTA-5307	\$30,000	LTD	\$150,000			\$150,000
					20946	2021	OT	Pending	\$120,000	FTA-5307	\$30,000	LTD	\$150,000			\$150,000
									<b>\$441,700</b>		<b>\$110,425</b>		<b>\$552,125</b>	<b>\$0</b>		<b>\$552,125</b>
LTD Accessible Services Vehicles	45	Replacement of accessible services vehicles that have met their useful life.	RTP Objective #2, #3, #9	EXEMPT / Mass Transit-Purchase of new buses and rail cars to replace existing vehicles	19381	2018	OT	Approved	\$250,000	FTA-5310	\$62,500	LTD	\$312,500			\$312,500
					19381	2018	OT	Pending	\$219,645	FTA-5309	\$38,760	LTD	\$258,405			\$258,405
									<b>\$469,645</b>		<b>\$101,260</b>		<b>\$570,905</b>	<b>\$0</b>		<b>\$570,905</b>
Santa Clara Community Transit Center	46	Construct new station near Hunsaker Ln. and River Rd. Include park and ride and ability to accommodate both regular and EmX service	RTP Objective #2, #3; TSI Transit Policy #1, #2, #4	EXEMPT / Mass Transit-Reconstruction or renovation of transit buildings and structures	20947	2018	PL	Pending	\$0		\$0		\$0	\$330,000	LTD	\$330,000
					20947	2018	PE	Pending	\$1,000,000	FTA-5307	\$250,000	LTD	\$1,250,000			\$1,250,000
					20947	2018	CN	Pending	\$2,000,000	FTA-5307	\$500,000	LTD	\$2,500,000	\$3,000,000	ODOT	\$8,420,000
					20947	2018	CN	Pending	\$0		\$0		\$0	\$2,920,000	LTD	\$2,920,000
									<b>\$3,000,000</b>		<b>\$750,000</b>		<b>\$3,750,000</b>	<b>\$6,250,000</b>		<b>\$10,000,000</b>
MovingAhead (NEPA)	47	Complete NEPA process for possible BRT expansion	RTP Objective #4; TSI Transit Policy #1, #2	EXEMPT / Other-Engineering to assess environmental effects of proposed action	18862	2016	PE	Canceled	\$0		\$0		\$0			\$0
					18862	2018	PL	Approved	\$2,000,000	STBG-Flex	\$228,909	LTD	\$2,228,909	\$21,091	LTD	\$2,250,000
									<b>\$2,000,000</b>		<b>\$228,909</b>		<b>\$2,228,909</b>	<b>\$21,091</b>		<b>\$2,250,000</b>
Bus Replacement Projects	48	Purchase 2 Hybrid-Diesel buses, 2 Electric buses, and 1 Hybrid-Electric bus.	RTP Objective #4	EXEMPT / Mass Transit-Purchase of new buses and rail cars to replace existing vehicles	20950	2018	OT	Pending	\$582,947	FTA-5339	\$145,737	LTD	\$728,684			\$728,684
					20950	2018	OT	Pending	\$1,336,346	FTA-5309	\$334,087	LTD	\$1,670,433			\$1,670,433
					20951	2019	OT	Pending	\$1,773,769	FTA-5339	\$443,442	LTD	\$2,217,211			\$2,217,211
									<b>\$3,693,062</b>		<b>\$923,266</b>		<b>\$4,616,328</b>	<b>\$0</b>		<b>\$4,616,328</b>
Fare Management System	49	Purchase and implement an electronic fare management system	RTP Objective #12	EXEMPT / Mass Transit-Purchase of office, shop, and operating equipment for existing facilities	20952	2018	OT	Pending	\$4,200,000	FTA-5307	\$1,050,000	LTD	\$5,250,000			\$5,250,000
									<b>\$4,200,000</b>		<b>\$1,050,000</b>		<b>\$5,250,000</b>	<b>\$0</b>		<b>\$5,250,000</b>
LTD Smart Trips Regional Residential Program	51	City of Eugene West 11th program per IGA	RTP Objective #11; TDM Policy #1	EXEMPT / Air Quality-Continuation of ride-sharing and van-pooling promotion activities at current levels	20953	2018	OT	Pending	\$189,770	FTA-5307	\$21,720	LTD	\$211,490			\$211,490
									<b>\$189,770</b>		<b>\$21,720</b>		<b>\$211,490</b>	<b>\$0</b>		<b>\$211,490</b>
Regional TDM Program P2P	52	City of Eugene River Road Program per IGA	RTP Objective #11, #12; TDM Policy #1	EXEMPT / Air Quality-Continuation of ride-sharing and van-pooling promotion activities at current levels	20954	2018	OT	Pending	\$35,052	FTA-5307	\$2,773	SSD/LTD	\$37,825			\$37,825
									<b>\$35,052</b>		<b>\$2,773</b>		<b>\$37,825</b>	<b>\$0</b>		<b>\$37,825</b>
Regional Safe Routes to Schools	53	Establish a long-term Safe Routes to Schools program within the Springfield School District.	RTP Objective #1, #2; TSI Pedestrian Policy #1, #2, #3	EXEMPT / Other-specific activities that do not lead directly to construction	20964	2018	OT	Pending	\$132,652	FTA-5307	\$15,183	SSD/LTD	\$147,835	\$13,805	ODOT	\$267,079
					20964	2018	OT	Pending	\$0		\$0		\$0	\$105,439	SSD/LTD	\$105,439
									<b>\$132,652</b>		<b>\$15,183</b>		<b>\$147,835</b>	<b>\$119,244</b>		<b>\$267,079</b>
LTD - Drive Less Connect Outreach 2018	54	Individualized marketing and drive less connect outreach	TDM Policy #1, #3	EXEMPT / Other-specific activities that do not lead directly to construction	20966	2018	OT	Pending	\$42,500	STBG-Flex	\$0	LTD	\$42,500			\$42,500
					20969	2019	OT	Pending	\$42,500	STBG-Flex	\$0	LTD	\$42,500			\$42,500
									<b>\$85,000</b>		<b>\$0</b>		<b>\$85,000</b>	<b>\$0</b>		<b>\$85,000</b>
RideSource Vehicle Replacement	55	Replacement of accessible services vehicles that have met their useful life.	RTP Objective #3, #6, #9; TSI Transit Policy #1	EXEMPT / Mass Transit-Purchase of new buses and rail cars to replace existing vehicles	20982	2018	OT	Pending	\$259,140	FTA-5310	\$45,731	LTD	\$304,871			\$304,871
									<b>\$259,140</b>		<b>\$45,731</b>		<b>\$304,871</b>	<b>\$0</b>		<b>\$304,871</b>
JARC Mobility Management 2018	56	Transportation assessments, transit training and host services	RTP Objective #3, #5	EXEMPT / Other-specific activities that do not lead directly to construction	20983	2018	OT	Pending	\$36,753	FTA-5316	\$9,188	LTD	\$45,941			\$45,941
									<b>\$36,753</b>		<b>\$9,188</b>		<b>\$45,941</b>	<b>\$0</b>		<b>\$45,941</b>
New Freedom Grant 2018	57	In-person transportation assessments and transit training and host services	RTP Objective #3, #6, #9; TSI Transit Policy #1	EXEMPT / Other-specific activities that do not lead directly to construction	20984	2018	OT	Pending	\$17,831	FTA-5316	\$4,458	LTD	\$22,289			\$22,289
									<b>\$17,831</b>		<b>\$4,458</b>		<b>\$22,289</b>	<b>\$0</b>		<b>\$22,289</b>
RideSource Preventive Maintenance	58	Programmed preventive maintenance for LTD owned metro fleet, plus Diamond Express (Oakridge/Eugene), Rhody Express (within Florence), South Lane Wheels (Cottage Grove), and Willamalane Adult Activity Center (Springfield).	RTP Objective #3, #6, #9; TSI Transit Policy #1; Finance Policy #1	EXEMPT / Other-specific activities that do not lead directly to construction	20985	2018	OT	Pending	\$288,917	FTA-5310	\$33,068	LTD	\$321,985			\$321,985
					20986	2019	OT	Pending	\$312,992	FTA-5310	\$35,823	LTD	\$348,815			\$348,815
									<b>\$601,909</b>		<b>\$68,891</b>		<b>\$670,800</b>	<b>\$0</b>		<b>\$670,800</b>
ADA Pilot Transit Vehicle	60	25-30 foot transit vehicle for an ADA pilot between Yachats and Florence	RTP Objective #3, #6, #9; TSI Transit Policy #1	EXEMPT / Mass Transit-Purchase of new buses and rail cars to replace existing vehicles	20987	2018	OT	Pending	\$89,730	FTA-5311	\$10,270	ODOT	\$100,000			\$100,000
									<b>\$89,730</b>		<b>\$10,270</b>		<b>\$100,000</b>	<b>\$0</b>		<b>\$100,000</b>

Project Name	MTIP ID #	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Phase Status	Federal		Federal Req Match		Total Fed+ Req Match	Other		Total All Sources
									\$	Source	\$	Source		\$	Source	
<b>LTD (continued)</b>																
River Road Transit Community Implementation Plan	63	Identifying opportunities and enabling the pursuit of transit-oriented-development, is a collaborative effort between the City of Eugene and LTD.	RTP Objective #3, #12; Land Use Policy #1, #2; TSI System-wide Policy #4	EXEMPT / Other-specific activities that do not lead directly to construction	20988	2018	PL	Pending	\$450,000	FTA-5307	\$78,750	Eugene	\$562,500	\$1,050	Eugene	\$564,000
					20988	2018	PL	Pending			\$33,750	LTD		\$450	LTD	
					<b>TOTAL FFY18-21</b>				<b>\$450,000</b>		<b>\$112,500</b>		<b>\$562,500</b>		<b>\$1,050</b>	
Diamond Express Vehicle Replacement	64	Service connects Oakridge and Westfir communities to the Eugene/Springfield metro area, and Amtrak. Current vehicle has failed and back-up vehicle is nearing 500k mi	TSI Transit Policy #1; Finance Policy #2	EXEMPT / Mass Transit-Purchase of new buses and rail cars to replace existing vehicles	20990	2018	OT	Pending	\$84,535	FTA-5309	\$9,676	LTD	\$94,210	\$130,000	Oakridge	\$224,210
					20990	2018	OT	Pending	\$84,535	FTA-5339	\$9,675	LTD	\$94,210	\$11,580	LTD	\$105,790
					<b>TOTAL FFY18-21</b>				<b>\$169,069</b>		<b>\$19,351</b>		<b>\$188,420</b>		<b>\$141,580</b>	
RideSource ADA Paratransit & Shopper	65	Origin-to-destination service for those unable to use fixed route service due to a disability; operates within metro service area, within 3/4 mile of fixed route service.	RTP Objective #3, #6, #9; TSI Transit Policy #1	EXEMPT / Mass Transit-Operating assistance to transit agencies	20991	2018	OT	Pending	\$140,503	FTA-5310	\$16,081	LTD	\$156,584	\$2,401,426	STF, LTD	\$2,558,010
					20992	2019	OT	Pending	\$140,504	FTA-5310	\$16,081	LTD	\$156,585	\$2,401,425	STF, LTD	\$2,558,010
					<b>TOTAL FFY18-21</b>				<b>\$281,007</b>		<b>\$32,162</b>		<b>\$313,169</b>		<b>\$4,802,851</b>	
Accessible Services - LCOG Volunteer Escort	66	Mileage reimbursement for medical appointments; operates throughout Lane County.	RTP Objective #3	EXEMPT / Other-specific activities that do not lead directly to construction	20993	2018	OT	Pending	\$67,210	FTA-5310	\$7,692	LTD	\$74,902	\$20,333	STF/Farebox	\$95,235
					20994	2019	OT	Pending	\$67,210	FTA-5310	\$7,692	LTD	\$74,902	\$20,334	STF/Farebox	\$95,236
					<b>TOTAL FFY18-21</b>				<b>\$134,420</b>		<b>\$15,384</b>		<b>\$149,804</b>		<b>\$40,667</b>	
Accessible Services - Mental Health, Veterans & Crucial Connections	67	Provide critical transportation to people who are unable to use fixed route due to mental health; access veterans benefits; have urgent medical need but no transportation alternatives. Primarily within metro area.	RTP Objective #3, #6, #9; TSI Transit Policy #1	EXEMPT / Other-specific activities that do not lead directly to construction	20995	2018	OT	Pending	\$101,709	FTA-5310	\$11,641	LTD	\$113,350			\$113,350
					20996	2019	OT	Pending	\$101,709	FTA-5310	\$11,641	LTD	\$113,350			\$113,350
					<b>TOTAL FFY18-21</b>				<b>\$203,418</b>		<b>\$23,282</b>		<b>\$226,700</b>		<b>\$0</b>	
Accessible Services - Pearl Buck Preschool	68	Provides transportation to and from Pearl Buck preschool. Children of people with disabilities; operates within MPO boundary.	RTP Objective #3, #6, #9; TSI Transit Policy #1	EXEMPT / Other-specific activities that do not lead directly to construction	20997	2018	OT	Pending	\$86,850	FTA-5310	\$9,940	Pearl Buck	\$96,790	\$58,081	Pearl Buck	\$154,871
					20998	2019	OT	Pending	\$86,850	FTA-5310	\$9,940	Pearl Buck	\$96,790	\$58,081	Pearl Buck	\$154,871
					<b>TOTAL FFY18-21</b>				<b>\$173,700</b>		<b>\$19,880</b>		<b>\$193,580</b>		<b>\$116,162</b>	
Accessible Services - Travel Training & Transit Host	69	Transit training for seniors and people with disabilities to use fixed routes	RTP Objective #3, #6, #9; TSI Transit Policy #1	EXEMPT / Other-specific activities that do not lead directly to construction	20999	2018	OT	Pending	\$138,218	FTA-5310	\$15,819	LTD	\$154,037			\$154,037
					21000	2019	OT	Pending	\$138,219	FTA-5310	\$15,820	LTD	\$154,039			\$154,039
					<b>TOTAL FFY18-21</b>				<b>\$276,437</b>		<b>\$31,639</b>		<b>\$308,076</b>		<b>\$0</b>	
Accessible Services - Mobility Mgt Transportation	70	Assessments to determine transportation programs and benefits individuals qualify for, and least cost/most appropriate method of travel	RTP Objective #3, #6, #9; TSI Transit Policy #1	EXEMPT / Other-specific activities that do not lead directly to construction	21001	2018	OT	Pending	\$148,656	FTA-5310	\$17,014	LTD	\$165,670	\$219,610	Medicaid	\$385,280
					21002	2019	OT	Pending	\$148,657	FTA-5310	\$17,015	LTD	\$165,672	\$219,611	Medicaid	\$385,283
					<b>TOTAL FFY18-21</b>				<b>\$297,313</b>		<b>\$34,029</b>		<b>\$331,342</b>		<b>\$439,221</b>	
Accessible Services - Willamalane Vehicle	71	Transportation for seniors and people with disabilities to access Adult Activity Center programs (Springfield)	RTP Objective #3, #6, #9; TSI Transit Policy #1	EXEMPT / Mass Transit-purchase new bus to replace existing	21003	2018	OT	Pending	\$61,534	FTA-5310	\$7,043	LTD	\$68,577			\$68,577
					<b>TOTAL FFY18-21</b>				<b>\$61,534</b>		<b>\$7,043</b>		<b>\$68,577</b>		<b>\$0</b>	
Accessible Services - Oakridge Diamond Express Operations	72	Service connects Oakridge and Westfir communities to the metro area and Amtrak	RTP Objective #9	EXEMPT / Other-specific activities that do not lead directly to construction	21004	2018	OT	Pending	\$93,861	FTA-5311	\$93,861	LTD/Oakr.	\$187,722	\$88,100	LTD	\$275,822
					21005	2019	OT	Pending	\$93,862	FTA-5311	\$93,862	LTD/Oakr.	\$187,724	\$88,100	LTD	\$275,824
					<b>TOTAL FFY18-21</b>				<b>\$187,723</b>		<b>\$187,723</b>		<b>\$375,446</b>		<b>\$176,200</b>	
Accessible Services - Rhody Express Operations	73	Fixed route and origin-to-destination service (Florence)	RTP Objective #9	EXEMPT / Other-specific activities that do not lead directly to construction	21006	2018	OT	Pending	\$80,028	FTA-5311	\$61,475	LTD/Flor.	\$141,503			\$141,503
					21007	2019	OT	Pending	\$80,028	FTA-5311	\$61,475	LTD/Flor.	\$141,503			\$141,503
					<b>TOTAL FFY18-21</b>				<b>\$160,056</b>		<b>\$122,950</b>		<b>\$283,006</b>		<b>\$0</b>	

## Demonstration of Financial Constraint

As indicated above, Federal regulations require that the MTIP be financially constrained by year. Specifically, for the MTIP:

“...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...” (23 CFR 450.326(k))

The financial plan must be developed by the MPO in cooperation with the state and the transit operator. ODOT and the Lane Transit District must provide the MPO with estimates of available federal and state funds, which the MPO must utilize in developing financial plans. Only projects for which construction and operating funds can reasonably be expected to be available may be included. Projects in the first two years of the MTIP must be limited to those for which funds are available or committed. In the case of new funding sources, strategies for ensuring their availability must be identified. In developing the financial analysis, the MPO must take 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.

Table 2 below provides a summary of the financial analysis and demonstrates that the MTIP is financially 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.

*Table 2. FY18-21 Financial Constraint Assessment*

Description	FY18-21 MTIP (\$Year of Expenditure)				Total
	FY18	FY19	FY20	FY21	FY18 – FY21
Total Revenue	\$62,745,432	\$36,075,221	\$21,176,451	\$13,081,782	\$133,078,885
Total Expenditures	\$62,745,432	\$36,075,221	\$21,176,451	\$13,081,782	\$133,078,885
<b>Difference Between Revenues &amp; Expenditures</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<p><b><u>Statement of Financial Constraint:</u></b> Each project programmed in the FY18-21 MTIP has an identified funding source or combination of sources reasonably expected to be available over the planning period.</p>					

Table 3 summarizes the costs for each year of the MTIP for each agency.

Table 3. Total Project Cost by Fiscal Year and LTD by Fund Type

Jurisdiction	FFY18		FFY19		FFY20		FFY21		Total FFY18-21	
	Federal \$	Other \$	Federal \$	Other \$	Federal \$	Other \$	Federal \$	Other \$	Federal \$	Other \$
Eugene	\$ 12,785,557	\$ 1,653,166	\$ 2,911,683	\$ 273,582	\$ 1,516,742	\$ 135,786	\$ 7,803	\$ 92,497	\$ 17,306,479	\$ 2,070,337
Springfield	\$ 932,204	\$ 241,572	\$ 1,650,461	\$ 1,081	\$ 164,982	\$ 16,317	\$ 14,938	\$ 3,412,970	\$ 6,160,617	\$ 273,908
Coburg	\$ 628,000	\$ 71,877	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 628,000	\$ 71,877
Lane Co.	\$ 1,212,788	\$ 138,809	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,212,788	\$ 138,809
LCOG	\$ 626,768	\$ -	\$ 7,923,680	\$ 831,636	\$ 7,923,680	\$ 831,636	\$ -	\$ -	\$ 24,397,808	\$ 2,494,907
ODOT	\$ 10,034,298	\$ 3,965,067	\$ 13,949,666	\$ 1,728,353	\$ 9,194,326	\$ 1,024,546	\$ 329,822	\$ -	\$ 33,178,290	\$ 7,047,788
Willamalane	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LTD	\$ 19,720,622	\$ 10,734,704	\$ 3,226,300	\$ 3,578,779	\$ 280,000	\$ 88,436	\$ 108,436	\$ 360,000	\$ 23,586,922	\$ 14,510,355
Others	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>	<b>\$ 45,940,237</b>	<b>\$ 16,805,195</b>	<b>\$ 29,661,790</b>	<b>\$ 6,413,431</b>	<b>\$ 19,079,730</b>	<b>\$ 2,096,721</b>	<b>\$ 1,292,635</b>	<b>\$ 11,789,147</b>	<b>\$ 106,470,904</b>	<b>\$ 26,607,981</b>
<b>Overall TOTAL</b>	<b>\$ 62,745,432</b>	<b>\$ 36,075,221</b>	<b>\$ 21,176,451</b>	<b>\$ 13,081,782</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Lane Transit District by Fund Type, FFY18-21

Fund Type	FFY18		FFY19		FFY20		FFY21		Total
	Federal	Other	Federal	Other	Federal	Other	Federal	Other	
FTA-5307	\$ 13,509,174	\$ 240,000	\$ 280,000	\$ 360,000	\$ 280,000	\$ -	\$ 360,000	\$ -	\$ 14,389,174
FTA-5309	\$ 1,640,526	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,640,526
FTA-5310	\$ 1,542,737	\$ 996,141	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,538,878
FTA-5311	\$ 263,619	\$ 173,890	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 437,509
FTA-5316	\$ 54,584	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 54,584
FTA-5339	\$ 667,482	\$ 1,773,769	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,441,251
SITP-Flex	\$ 2,042,500	\$ 42,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,085,000
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total Federal</b>	<b>\$ 19,720,622</b>	<b>\$ 3,226,300</b>	<b>\$ 280,000</b>	<b>\$ 360,000</b>	<b>\$ 280,000</b>	<b>\$ -</b>	<b>\$ 360,000</b>	<b>\$ -</b>	<b>\$ 23,586,922</b>
			LTD Local Match						
	\$ 4,428,594	\$ 791,228	\$ 88,436	\$ 108,436	\$ 88,436	\$ 108,436	\$ 108,436	\$ 5,416,694	
	\$ 6,306,110	\$ 2,787,551	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,093,661	
<b>Overall Total</b>	<b>\$ 30,455,326</b>	<b>\$ 6,805,079</b>	<b>\$ 368,436</b>	<b>\$ 468,436</b>	<b>\$ 368,436</b>	<b>\$ 468,436</b>	<b>\$ 468,436</b>	<b>\$ 38,097,277</b>	

Table 4. FTA Section 5307 Program of Projects FFY 18-21

Project Name	MTP ID #	Project Description	RTP Project Number	Key #	Federal Fiscal Year	Phase	Phase Status	Federal Source		Federal Reg Match Source	Total Fed. Reg Match	Total Fed. Reg Match	Other Source	Total All Sources
								\$						
LTD Bus Support Equipment and Facilities	39	Equipment purchases and facilities improvements in support of transit operations.	1110	19270	2018 OT	Approved		\$880,000	FTA-5307	\$220,000	LTD	\$1,100,000		\$1,100,000
Passenger Boarding Improvements	40	New shelter placements at new locations, high vandalism locations & ADA improvements	1130	19273	2018 OT	Approved		\$880,000	FTA-5307	\$20,000	LTD	\$1,100,000	\$0	\$1,100,000
Energy Storage System Replacement	42	Replace energy storage systems on hybrid buses	Finance Policy #2	19373	TOTAL FFY18-21	Pending		\$90,000		\$20,000		\$100,000	\$0	\$100,000
				20938	2018 OT	Pending		\$260,000	FTA-5307	\$65,000	LTD	\$325,000		\$325,000
				20939	2019 OT	Pending		\$120,000	FTA-5307	\$30,000	LTD	\$150,000		\$150,000
				20941	2020 OT	Pending		\$160,000	FTA-5307	\$40,000	LTD	\$200,000		\$200,000
				20941	2021 OT	Pending		\$240,000	FTA-5307	\$60,000	LTD	\$300,000		\$300,000
				19377	TOTAL FFY18-21	Pending		\$780,000		\$195,000		\$975,000	\$0	\$975,000
Preventive Maintenance	43	Preventive Maintenance	TSI Transit Policy #1	20947	2018 OT	Approved		\$4,200,000	FTA-5307	\$1,050,000	LTD	\$5,250,000	\$0	\$5,250,000
LTD Van Pool Contracting	44	Capital cost of contracting for van pool	TDM Policy #2	19385	2018 OT	Pending		\$4,200,000		\$1,050,000		\$5,250,000	\$0	\$5,250,000
				20944	2018 OT	Pending		\$30,000	FTA-5307	\$7,500	LTD	\$37,500		\$37,500
				20945	2019 OT	Pending		\$30,000	FTA-5307	\$7,500	LTD	\$37,500		\$37,500
				20946	2020 OT	Pending		\$30,000	FTA-5307	\$7,500	LTD	\$37,500		\$37,500
				20946	2021 OT	Pending		\$30,000	FTA-5307	\$7,500	LTD	\$37,500		\$37,500
				TOTAL FFY18-21		Pending		\$441,700		\$110,425		\$552,125	\$0	\$552,125
Santa Clara Community Transit Center	46	Construct new station near Hursaker Ln. and River Rd. Include park and ride and ability to accommodate both regular and EmX service	RTP Objective #2, #3, TSI Transit Policy #1, #2, #4	20947	2018 PL	Pending		\$0		\$0		\$0	\$330,000	\$330,000
				20947	2018 PE	Pending		\$1,000,000	FTA-5307	\$250,000	LTD	\$1,250,000		\$1,250,000
				20947	2018 CN	Pending		\$2,000,000	FTA-5307	\$500,000	LTD	\$2,500,000		\$2,500,000
				20947	2018 CN	Pending		\$0		\$0		\$0	\$3,000,000	\$3,000,000
				TOTAL FFY18-21		Pending		\$3,000,000		\$750,000		\$3,750,000	\$6,250,000	\$10,000,000
Fare Management System	49	Purchase and implement an electronic fare management system	RTP Objective #12	20952	2018 OT	Pending		\$4,200,000	FTA-5307	\$1,050,000	LTD	\$5,250,000	\$0	\$5,250,000
LTD Smart Trips Regional Residential Program	51	City of Eugene West 11th program per IGA	RTP Objective #11; TDM Policy #1	20953	2018 OT	Pending		\$4,200,000		\$1,050,000		\$5,250,000	\$0	\$5,250,000
				20953	2018 OT	Pending		\$189,770	FTA-5307	\$47,442	LTD	\$237,212	\$21,490	\$258,702
Regional TDM Program P-2P	52	City of Eugene River Road Program per IGA	RTP Objective #11, #12; TDM Policy #1	20954	TOTAL FFY18-21	Pending		\$189,770		\$47,442		\$237,212	\$0	\$237,212
Regional Safe Routes to Schools	53	Establish a long-term Safe Routes to Schools program within the Springfield School District.	RTP Objective #1, #2, TSI Pedestrian Policy #1, #2, #3	20964	2018 OT	Pending		\$35,082	FTA-5307	\$8,771	SSD/LTD	\$43,853	\$0	\$43,853
				20964	2018 OT	Pending		\$132,632	FTA-5307	\$33,163	SSD/LTD	\$165,795	\$13,805	\$179,600
				20964	2018 OT	Pending		\$0		\$0		\$0	\$105,439	\$105,439
River Road Transit Community Implementation Plan	63	Identifying opportunities and enabling the pursuit of transit-oriented development, is a collaborative effort between the City of Eugene and LTD.	RTP Objective #3, #12; Land Use Policy #1, #2; TSI System-wide Policy #4	20988	TOTAL FFY18-21	Pending		\$132,632		\$15,183		\$147,815	\$119,244	\$267,059
				20988	2018 PL	Pending		\$450,000	FTA-5307	\$112,500	Eugene	\$562,500	\$1,050	\$563,550
				20988	2018 PL	Pending		\$33,750	LTD	\$8,437		\$42,187	\$490	\$42,677
				TOTAL FFY18-21		Pending		\$450,000		\$112,900		\$562,900	\$1,050	\$563,950
				TOTAL ALL:				\$14,389,174		\$3,547,601		\$17,936,775	\$6,370,519	\$24,307,294

**Appendix A**  
**STBG-U and TAP Fund Allocation Process**



## Appendix A: STBG-U and TAP Fund Allocation Process

As a Transportation Management Area (TMA), the Central Lane MPO is required to develop a process for allocating the MPO's Federal Surface Transportation Block Grant Urban (STBG-U) and Transportation Alternatives Program (TAP) funds. Prior to the FAST Act, these funds were known as Surface Transportation Program (STP). STBG-U and TAP funds are allocated and programmed for eligible projects at the discretion of the MPO, following federal guidelines. These federal funds must be matched with local funds or other non-federal funds at a minimum currently set by the U.S. Congress for Oregon of 10.27 percent of the total funding. For example, a project totaling \$100,000 would have a local match of \$10,270 and a federal STBG-U component of \$89,730.

The MPO Policy Board has approved a process for the use of a set of screening or eligibility criteria and a set of evaluation criteria and guidelines to be applied to applications for STBG-U and/or TAP funding. The Policy Board also set target STBG-U funding levels for 3 categories of need. This appendix provides additional details on the current STBG-U and TAP fund allocation process. Figure A-1 presents the target STBG-U funding levels for the 3 categories of need. Figure A-2 presents the most recent combined STBG-U and TAP application form developed for this process.

*Figure A-1*

<b>Existing STBG-U Framework</b>			
Funding targets established for three activity/project categories <i>(dollar amounts are illustrative only, based on average STBG-U annual revenue of \$3,000,000)</i>	Operational Planning	25%	\$750,000
	Transportation Demand Management	10%	\$300,000
	Project Development, Preservation and Modernization	65%	\$1,950,000
	TOTAL	100%	\$3,000,000

Figure A-2



**APPLICATION FOR:  
STBG-U FUNDS** (Project Development, Preservation, Modernization)

Project Information				
<b>Project Title:</b>				
<b>Agency Applying:</b>				
<b>Applying for STBG or TAP:</b>				
<b>Fiscal Year(s):</b>				
<b>Staff Contact:</b>			<b>Staff Phone:</b>	
<b>Staff Email:</b>				
<b>Project Type:</b>	<input type="checkbox"/> Preservation	<input type="checkbox"/> Modernization	<input type="checkbox"/> Project Development	<input type="checkbox"/> Other
<b>Mode:</b>	<input type="checkbox"/> Roadway	<input type="checkbox"/> Transit	<input type="checkbox"/> Bike/Ped	<input type="checkbox"/> Other
<b>Project Description:</b>				
<b>Description of Need or Problem</b>				
Eligibility			YES	NO
<b>RTP</b> Is the project listed in, consistent with, or able to be added to financially constrained RTP, during project time frame?			<input type="checkbox"/>	<input type="checkbox"/>
<b>Timeliness.</b> Does the agency have the ability to utilize funds in FY requested?			<input type="checkbox"/>	<input type="checkbox"/>
<b>Federal Eligibility.</b> Is project eligible for STBG-U or TAP funding under Federal guidelines <sup>1</sup>			<input type="checkbox"/>	<input type="checkbox"/>
<b>Local Match.</b> Can agency provide minimum required matching funds (10.27% of project total)?			<input type="checkbox"/>	<input type="checkbox"/>
<b>Sufficient Funding.</b> Has sufficient funding been identified to complete project/phase			<input type="checkbox"/>	<input type="checkbox"/>
<sup>1</sup> For STBG-U, see <a href="http://www.lcog.org/documents/meetings/mpc/0609/MPC5f-Attachment1-FederalGuidelinesforSTP-U.pdf">http://www.lcog.org/documents/meetings/mpc/0609/MPC5f-Attachment1-FederalGuidelinesforSTP-U.pdf</a> For TAP, see <a href="http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm">http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm</a>				
Cost Estimate/Funding Needs				
<b>Total Estimated Project Cost</b>			\$	

<b>Funding Available</b>	\$	Source:	
	\$	Source:	
	\$	Source:	
<b>Amount of STBG-U Request</b> (Indicate to the right funding source requested)	\$		

Note: Total non-federal funding must meet minimum match requirement of 10.27% of Total Project Cost.

### Regional Priorities

#### PRESERVES EXISTING TRANSPORTATION ASSETS

<b>Goal:</b>	Meet a minimum Pavement Condition Index (PCI) on high volume Arterials, Collectors and Multi-Use Paths.			
<b>Measures:</b>	<b>Roadway</b> <input type="checkbox"/>	<b>Transit Route</b> <input type="checkbox"/>	<b>Bike Lanes</b> <input type="checkbox"/>	<b>Multi-Use Path</b> <input type="checkbox"/>
	<b>Functional Class:</b>		<b>Transit Volume:</b>	
	<b>PCI:</b>		<b>Freight Volume:</b>	
	<b>Traffic Volume:</b>		<b>Bike/Ped Counts:</b>	

Qualitative Assessment:

### Regional Priorities

#### PRESERVES OR ENHANCES TRANSIT SERVICES

<b>Goal:</b>	Maintain or increase transit ridership.			
<b>Measures:</b>	<b>Existing ridership:</b>		<b>Projected ridership</b>	
	<b>Existing service hrs:</b>		<b>Proj. service hrs:</b>	
	<b>Ex. area of service:</b>		<b>Proj. service area:</b>	
	<b>Title VI Issues:</b>		<b>Title VI Issues:</b>	

Qualitative Assessment:

### Regional Priorities

#### IMPROVES SAFETY

<b>Goals:</b>	Reduce the number and severity of accidents involving pedestrians, bicyclists, and/or vehicles. Address areas perceived to have safety issues to increase the use of multi-use paths.			
<b>Measures:</b>	<b>Roadway</b> <input type="checkbox"/>	<b>Multi-Use Path</b> <input type="checkbox"/>	<b>Sidewalk</b> <input type="checkbox"/>	<b>Mixed</b> <input type="checkbox"/>
	<b>Vehicular Crash Data:</b>		<b>Traffic Volume:</b>	
	<b>Bicycle Crash Data:</b>		<b>Transit Volume:</b>	

	<b>Pedestrian Crash Data:</b>		<b>Bike/Ped Counts:</b>	
<b>Qualitative Assessment:</b>				
<b>Regional Priorities</b>				
<input type="checkbox"/>	<b>REDUCES GREENHOUSE GAS EMISSIONS</b>			
<b>Goals:</b>	Reduce greenhouse gas emissions by reducing congestion, increasing operational efficiency, supporting alternative modes, and managing transportation demand.			
<b>Measures:</b>	<b>Congestion Reduction</b> <input type="checkbox"/>	<b>Operational Efficiency</b> <input type="checkbox"/>	<b>Alternative Modes</b> <input type="checkbox"/>	<b>Trans. Demand Management (TDM)</b> <input type="checkbox"/>
<b>Qualitative Assessment:</b>				
<b>Additional Project Benefits</b>				
<b>Connectivity</b>		Will completed project fill in key gaps in the transportation system, complete system components, or provide better pedestrian, bicycle, or roadway connectivity at a regional scale?		
<b>Measures:</b>				
<b>Multiple Modes</b>		How will completed project benefit more than one mode or purpose (i.e., roadway & transit, bicycle & roadway users, or roadway & identified freight route)?		
<b>Measures:</b>				
<b>Congestion Reduction</b>		Will completed project reduce congestion through provision of additional capacity or critical link or other means?		
<b>Measures:</b>				
<b>Freight</b>		Will completed project improve the freight system and freight movement?		
<b>Measures:</b>				
<b>Public Health</b>		Will the completed project provide public health benefits?		
<b>Measures:</b>				
<b>Economic Development</b>		Will the completed project promote or support economic development?		
<b>Measures:</b>				

<b>Other</b>	Are there other benefits that the completed project will provide?
<b>Measures:</b>	
<b>Other Project Information</b>	
<b>Scope of improvement, i.e., regional, community, neighborhood, local</b>	
<b>Ratio of STBG-U Overhead to Overall Project Cost</b>	
<b>Opportunity Costs, i.e., cost of not doing activity/project</b>	
PLEASE SUBMIT APPLICATION ELECTRONICALLY TO PAUL THOMPSON, LCOG <a href="mailto:pthompson@lcog.org">pthompson@lcog.org</a>	

**Appendix B**  
**Air Quality Exemptions and**  
**Regionally Significant Project Description**



## Appendix B: Regionally Significant Project Description and Air Quality Exemptions

The Transportation Planning Committee, 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.*

### **Exempt Projects** (40 CFR 93.126)

Notwithstanding the other requirements of this rule, highway and transit projects of the types listed in Table 2 are exempt from the requirement to determine conformity. Such projects may proceed toward implementation even in the absence of a conforming transportation plan and MTIP. A particular action of the type listed in Table 2 of this section is not exempt if the MPO or ODOT in consultation with other agencies under OAR 340-252-0060, and the EPA, and the FHWA (in the case of a highway project) or the FTA (in the case of a transit project) concur that it has potentially adverse emissions impacts for any reason. States and MPOs must ensure that exempt projects do not interfere with TCM implementation.

### **Table 2 - Exempt Projects**

#### **Safety**

Railroad/highway crossing.

Projects that correct, improve, or eliminate a hazardous location or feature.

Safer non-Federal-aid system roads.

Shoulder improvements.

Increasing sight distance.

Highway Safety Improvement Program implementation.

Traffic control devices and operating assistance other than signalization projects.

Railroad/highway crossing warning devices.

Guardrails, median barriers, crash cushions.

Pavement resurfacing and/or rehabilitation.

Pavement marking.

Emergency relief (23 U.S.C. 125).

Fencing.

Skid treatments.

Safety roadside rest areas.

Adding medians.

Truck climbing lanes outside the urbanized area.

Lighting improvements.

Widening narrow pavements or reconstructing bridges (no additional travel lanes).

Emergency truck pullovers.

### **Mass Transit**

Operating assistance to transit agencies.

Purchase of support vehicles.

Rehabilitation of transit vehicles<sup>1</sup>.

Purchase of office, shop, and operating equipment for existing facilities.

Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.).

Construction or renovation of power, signal, and communications systems.

Construction of small passenger shelters and information kiosks.

Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).

Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way.

Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet<sup>1</sup>.

Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771.

### **Air Quality**

Continuation of ride-sharing and van-pooling promotion activities at current levels.

Bicycle and pedestrian facilities.

### **Other**

Specific activities which do not involve or lead directly to construction such as:

- Planning and technical studies.

- Grants for training and research programs.

- Planning activities conducted pursuant to titles 23 and 49 U.S.C.

- Federal-aid systems revisions.

Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.

Noise attenuation.

Emergency or hardship advance land acquisitions (23 CFR 710.503).

Acquisition of scenic easements.

Plantings, landscaping, etc.

Sign removal.

Directional and informational signs.

Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities).

Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes.

Note: <sup>1</sup>In PM10 and PM2.5 nonattainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan.

### **Projects Exempt From Regional Emissions Analyses** (40 CFR 93.127)

Notwithstanding the other requirements of this subpart, highway and transit projects of the types listed in Table 3 of this section are exempt from regional emissions analysis requirements. The local effects of these projects with respect to CO concentrations must be considered to determine if a hot-spot analysis is required prior to making a project-level conformity determination. The local effects of projects with respect to PM10 and PM2.5 concentrations must be considered and a hot-spot analysis performed prior to making a project-level conformity determination, if a project in Table 3 also meets the criteria in §93.123(b)(1). These projects may then proceed to the project development process even in the absence of a conforming transportation plan and TIP. A particular action of the type listed in Table 3 of this section is not exempt from regional emissions analysis if the MPO in consultation with other agencies (see §93.105(c)(1)(iii)), the EPA, and the FHWA (in the case of a highway project) or the FTA (in the case of a transit project) concur that it has potential regional impacts for any reason.

### **Table 3 - Projects Exempt From Regional Emissions Analyses:**

- Intersection channelization projects.
- Intersection signalization projects at individual intersections.
- Interchange reconfiguration projects.
- Changes in vertical and horizontal alignment.
- Truck size and weight inspection stations.
- Bus terminals and transfer points.

**Appendix C**  
**Transportation Committees of**  
**the Central Lane MPO**



## **Appendix C: Transportation Committees of the Central Lane MPO**

### **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)  
*(note that the MPO's CAC is currently inactive)*

**Appendix D**  
**Financial Resources**



## Appendix D: Financial Resources

Many sources of funding are available for transportation projects from federal, state, and local sources. A short explanation of the different funding programs follows.

### Federal Sources

The MTIP development process must address the requirements as defined in the TEA-21, SAFETEA-LU, MAP-21, and FAST Act transportation acts and give full consideration to the flexibility provisions in these acts. Reflecting the broader mandates of the transit program, the Federal Transit Administration administers transit programs.

**Surface Transportation Block Grant (STBG)**, a block grant program (formerly Surface Transportation Program (STP)) replacing federal-aid systems, is available for all roads not functionally classified as local or rural minor collector. Transit capital projects and bicycle-pedestrian projects are also eligible under this program.

**Enhancement funds** are available for environmental programs such as pedestrian and bicycle activities and mitigation of water pollution due to highway runoff. Enhancement projects must have a direct relationship to the intermodal transportation system and go beyond what is customarily provided as environmental mitigation. Requests for enhancement funding will be submitted to the Oregon Department of Transportation (ODOT) and the Oregon Transit Commission (OTC) as part of the metropolitan planning process.

**FTA Section 5309 funds** are available for transit capital improvements. Funds are administered by the FTA regional office and are granted on a project-by-project basis. Lane Transit District (LTD) anticipates receiving some Section 5309 funds during the next five years. Should these funds be available, they will be used to finance one-time capital improvements. The funding ratio for these funds is 80 percent federal and 20 percent local.

**FTA Section 5307 funds** are distributed on a statutory formula basis to support capital, operating, and planning expenditures for publicly owned transit systems. LTD anticipates receipt of some funding from this program in the next few years. When used for capital or planning projects, Section 5307 funds have a funding ration of 80 percent federal and 20 percent local; when used for operations, the maximum federal percentage is 50 percent.

**FTA Section 5310** program provides transportation services for elderly and disabled persons. The funds are allocated to ODOT for distribution to local transit agencies. The funds may go to private, non-profit organizations or to public bodies that coordinate service. ODOT is currently recommending an allocation formula based on operating miles and population. OTC will make a decision on the allocation formula when it adopts the transit section of the ODOT Transportation Improvement Program (STIP).

**FTA Section 5311 funds** are used to fund capital, operating, and planning needs of public transit. The Section 5311 program also provides for planning, marketing, capital assistance, purchase of service agreements, user-side subsidy projects and demonstrations, and rural connections coordinating between inter-city bus and rural public transportation operators.

**FTA Section 5316 funds (Job Access – Reverse Commute)** are used to support the development and maintenance of transportation services so that welfare recipients and eligible low-income individuals can access jobs and job-related activities.

**FTA Section 5317 funds (New Freedom)** are used to provide improved public transportation services and alternatives to public transportation, for people with disabilities, beyond those required by the Americans with Disabilities Act of 1990.

## **State Sources**

The state plays a major role in the street and highway program and a minor role in the transit program.

The **State Highway Fund** consists primarily of user fees, such as the state gas tax, license fees, and weight-mile tax. Nearly one-third of the fund is transferred to cities and counties throughout the state for street and highway improvements. Most of the remaining portion of the fund is available to the state for maintenance, state construction, and matching of federal aid funds. One percent of state highway construction funds are required by law to be used for bicycle facilities. Priorities for use of the State Highway Fund are established by the OTC. Generally, the state provides the entire eight percent match required on interstate projects and half of the 12 percent match required on federal highway-related projects.

The **State General Fund** is the source of funding for the State's Public Transit Division, including funds that it distributes to transit districts including LTD. In the past, Oregon's Public Transit Division provided some funding for capital purchases. Future state funding for capital projects is uncertain.

The **Oregon Transportation Investment Act (OTIA)** was initiated by the Oregon state legislature in 2001-2002 to fund highway infrastructure. To date, a total of three acts (OTIA I, II and III) have resulted in the issuance of bonds to secure revenue for projects approved by the Oregon Transportation Commission.

## **Local Sources**

The **State Highway Fund Transfer** results in state-collected user fees being distributed to the cities and county for local improvements. Eugene, Springfield, and Lane County collectively receive about \$4 million annually through this transfer. This amount could change if the state increases the gas tax, license fees, and weight-mile tax.

**Federal Timber Receipts** received by Lane County from timber sales on federal lands make up a majority of the County's budget for street and highway improvements. By law, 75 percent of

the Federal Timber Receipts must be used for street and highway projects, but legislative proposals at the federal and state levels could reduce this percentage. Federal Timber Receipts currently account for a significant portion of the county's annual road improvement budget.

**Economic Development Assistance Program funds** are available from Lane County to finance public road improvements needed for projects that result in the creation or retention of permanent jobs.

**Assessments** of adjoining property owners often constitutes a large portion of the total cost of specific street improvements. The assessment depends on the type of street and the agency. The cost of curbs, gutters, and sidewalks is usually assessed to property owners. Sometimes, assessments include part of the cost of the pavement, underground drainage and street lighting. The cost of features not normally required on similar streets, as well as oversize facilities or additional width, are absorbed by the implementing agency. The public works department of the implementing agency should be consulted for the specific details of the assessment on individual projects.

Local funds are derived by the cities from user fees, parking revenues, citations, bond issues, and other taxes. A large number of locally generated funds are used by the cities for street improvements. The Employer Payroll Tax accounts for a majority of LTD's local revenues.



**Appendix E**  
**Federal Guidelines for STBG Funding**

# Appendix E: Federal Guidelines for STBG (formerly STP) Funding

## SURFACE TRANSPORTATION BLOCK GRANT (STBG) ELIGIBLE EXPENDITURES

**STATUS:** ACTIVE

**FEDERAL PARTICIPATION:** Generally 80 percent. When STBG funds are used for Interstate projects (including projects to add high occupancy vehicle or auxiliary lanes, but not any other lanes), the Federal share may be 90 percent. Certain safety improvements have a Federal share of 100 percent.

**PERIOD AVAILABLE:** FY + 3 Years

**FUND:** Highway Trust Fund

**FUND DISTRIBUTION METHOD:** Apportionment

**AUTHORITY:** Contract

**SUBJECT TO OBLIGATION LIMITATION:** Yes

**STATUTORY REFERENCE:** FAST Act § 1109; 23 U.S.C. 133

**CFR REFERENCE:** None

**ELIGIBILITY:** Eligible activities as listed in 23 U.S.C. 133(b):

- Construction of-
  - highways, bridges, tunnels, including designated routes of the Appalachian development highway system and local access roads under [section 14501 of title 40](#);
  - ferry boats and terminal facilities eligible for funding under [section 129\(c\)](#);
  - transit capital projects eligible for assistance under [chapter 53 of title 49](#);
  - infrastructure-based intelligent transportation systems capital improvements, including the installation of vehicle-to-infrastructure communication equipment;
  - truck parking facilities eligible for funding under [section 1401 of MAP-21 \(23 U.S.C. 137 note\)](#); and
  - border infrastructure projects eligible for funding under [section 1303 of SAFETEA-LU \(23 U.S.C. 101 note\)](#).

- Operational improvements and capital and operating costs for traffic monitoring, management, and control facilities and programs.
- Environmental measures eligible under sections 119(g), 328, and 329 and transportation control measures listed in section 108(f)(1)(A) (other than clause (xvi) of that section) of the Clean Air Act (42 U.S.C. 7408(f)(1)(A)).
- Highway and transit safety infrastructure improvements and programs, including railway-highway grade crossings.
- Fringe and corridor parking facilities and programs in accordance with section 137 and carpool projects in accordance with section 146.
- Recreational trails projects eligible for funding under section 206, pedestrian and bicycle projects in accordance with section 217 (including modifications to comply with accessibility requirements under the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.)), and the safe routes to school program under section 1404 of SAFETEA-LU (23 U.S.C. 402 note).
- Planning, design, or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
- Development and implementation of a State asset management plan for the National Highway System and a performance-based management program for other public roads.
- Protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) for bridges (including approaches to bridges and other elevated structures) and tunnels on public roads, and inspection and evaluation of bridges and tunnels and other highway assets.
- Surface transportation planning programs, highway and transit research and development and technology transfer programs, and workforce development, training, and education under chapter 5 of this title.
- Surface transportation infrastructure modifications to facilitate direct intermodal interchange, transfer, and access into and out of a port terminal.
- Projects and strategies designed to support congestion pricing, including electronic toll collection and travel demand management strategies and programs.
- At the request of a State, and upon Secretarial approval of credit assistance under chapter 6, subsidy and administrative costs necessary to provide an eligible entity Federal credit assistance under chapter 6 with respect to a project eligible for assistance under this section.
- The creation and operation by a State of an office to assist in the design, implementation, and oversight of public-private partnerships eligible to receive funding under this title and chapter 53 of title 49, and the payment of a stipend to unsuccessful private bidders to offset their proposal development costs, if necessary to encourage robust competition in public-private partnership procurements.
- Any type of project eligible under this section as in effect on the day before the date of enactment of the FAST Act, including projects described under section 101(a)(29) as in effect on such day.

**BACKGROUND:** Section 1007 of the Intermodal Surface Transportation Efficiency Act of 1991 (1991 ISTEA, Public Law 102-240) introduced the Surface Transportation Program (STP) which added Section 133 to Title 23, United States Code. The 1991 ISTEA authorized \$23.9 billion to be appropriated out of the Highway Trust Fund for the 6-years FYs 1992-1997. These funds were apportioned to the States based on a State's percentage share of apportionments for FYs 1987-1991.

The Transportation Equity Act for the 21st Century (TEA-21, Public Law 105-178), enacted on June 9, 1998, authorized \$33.3 billion from the Highway Trust Fund for the 6-years FYs 1998-2003.

The Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), enacted on August 10, 2005, authorized from the Highway Trust Fund \$6.9 billion for FY 2005, \$6.3 billion for FY 2006, \$6.4 billion for FY 2007, \$6.5 billion for FY 2008, and \$6.6 billion for FY 2009 for the STP. The authorized amounts are subject to deductions of \$560,000 in FY2005 for Operation Lifesaver, \$5.25 million in FY 2005 for elimination of hazards at railway-highway crossings in high speed rail corridors, \$10 million in FY2005 and FY2006 for administration of the program for On-the-Job Training/ Supportive Services, and \$10 million in FY2005 and FY2006 for administration of the Disadvantaged Business Enterprise Training program.

The SAFETEA-LU continued the TEA-21 formula for apportionment of STP funds to the States as follows:

- 25 percent in the ratio that total lane miles of Federal-aid highways in a State bears to total lane miles of Federal-aid highways in all States.
- 40 percent in the ratio that total vehicle miles of travel on lanes on Federal-aid highways in a State bears to the total vehicle miles of travel on lanes on such highways in all States, and
- 35 percent in the ratio the estimated tax payments attributable to highway users in each State paid into the Highway Trust Fund (other than the Mass Transit Account) in the latest fiscal year bears to the total of such payments in all the States. Each State is to receive a minimum of 1/2 percent of the funds apportioned. The Equity Bonus Program replaces TEA-21's minimum guarantee program. Each State's apportioned STP funds are suballocated in the following manner:
  - Ten percent of each State's apportionment is set-a-side for safety construction activities (i.e., hazard elimination and rail-highway crossings) in FY2005 only;
  - Another 10 percent is set-a-side in FY2005 for transportation enhancements, which encompass a broad range of environmental related activities; in FY2006 and thereafter, the set-a-side is the greater of 10% of the State's STP apportionment or the dollar amount of the 2005 set-a-side.
  - Fifty percent (62.5 percent of the remaining 80 percent) of the funds is divided between urbanized areas over 200,000 in population ("STP-U" funds) and the remaining areas of the State. (The portion that goes to urbanized areas over 200,000 population must be

distributed on the basis of population unless the State and relevant MPOs request the use of other factors and the FHWA approves. This provision is not applicable to Alaska and Hawaii.),

- The remaining 30 percent (37.5 percent of the remaining 80 percent) can be used in any area of the State. (This provision is not applicable to Alaska and Hawaii.),
- After FY2005, 62.5 percent of the amount remaining after the transportation enhancement set-a-side is divided among the sub-State areas based on population,
- As for TEA-21, States with STP funds suballocated to urbanized areas over 200,000 population must make obligation authority available in each of two 3-year periods, FYs 2004-2006 and FYs 2007-2009, and
- If a State or local government has failed to comply substantially with any provision of 23 U.S.C. 133 and the State fails to take corrective action within 60 days from the date of receipt of notification of noncompliance, future STP apportionments will be withheld until appropriate corrective action has been taken.

MAP-21 continued the Surface Transportation Program (STP), providing an annual average of \$10 billion in flexible funding that may be used by States and localities for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for nonmotorized transportation, transit capital projects and public bus terminals and facilities.

MAP-21 continued most STP eligibilities, with some additions and clarifications. Activities of some programs that were no longer separately funded are incorporated, including transportation enhancements (replaced by “transportation alternatives” which encompassed many transportation enhancement activities and some new activities), recreational trails, ferry boats, truck parking facilities, and Appalachian Development Highway System projects (including local access roads). Explicit eligibilities were added for electric vehicle charging infrastructure added to existing or included in new fringe and corridor parking facilities, and projects and strategies that support congestion pricing, including electronic toll collection and travel demand management strategies and programs.

Fifty percent of a State’s STP funds (after deducting the set-asides for State Planning and Research and the Transportation Alternatives Program, or TAP) were to be distributed to areas based on population (suballocated), with the remainder to be used in any area of the State. Consultation with rural planning organizations, if any, is required. Also, a portion of its STP funds (equal to 15 percent of the State’s FY 2009 Highway Bridge Program apportionment) was to be set aside for bridges not on Federal-aid highways (off-system bridges), unless the Secretary determines the State has insufficient needs to justify this amount. A special rule is provided to allow a portion of funds reserved for rural areas to be spent on rural minor collectors, unless the Secretary determines this authority is being used excessively.

The suballocated funds are divided into three categories and must be used in the areas described below:

- Urbanized areas with a population over 200,000.-The funds for this category are further divided into amounts for the individual areas over 200,000 based on their relative share of the population of the areas. The State and relevant metropolitan planning organizations may jointly apply to the Secretary for permission to base the distribution on other factors. Although the suballocation is based on the population within the urbanized area boundaries, the suballocated funds may be obligated beyond the urbanized boundaries in the larger metropolitan planning organization (MPO) metropolitan planning area established under 23 U.S.C. 134 that encompasses contiguous area anticipated to become urbanized in the next 20 years.
- Areas with a population of 5,000 or less.
- Urban areas with a population of 5,001 to 200,000.

Transportation Alternatives Program (TAP) funds are also subject to a fifty percent apportionment of a State's TAP funding (after deducting the set-aside for the Recreational Trails Program) for suballocation to areas based on their relative share of the total State population with the remaining 50 percent available for use in any area of the State. The suballocation is made in the same manner as for STP funds.

The FAST Act converts the long-standing Surface Transportation Program into the Surface Transportation *Block Grant* Program acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program's name with how FHWA has historically administered it. The STBG promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.

As under MAP-21, the FAST Act directs FHWA to apportion funding as a lump sum for each State then divide that total among apportioned programs. Each State's STBG apportionment is calculated based on a percentage specified in law.

The following are to be set aside from a State's STBG apportionment:

- Funding for Transportation Alternatives.
- 2% for State Planning and Research (SPR).
- Funding for bridges not on Federal-aid highways (see "Off-system bridges" below).

Additionally, from the portion of a State's STBG apportionment available for use in any area of the State, the Governor of a border State may designate up to 5% for border infrastructure projects eligible under the SAFETEA-LU Coordinated Border Infrastructure Program.

A percentage of a State's STBG apportionment (after set-asides for Transportation Alternatives) is to be obligated in the following areas in proportion to their relative shares of the State's population:

- *Urbanized areas with population greater than 200,000*— This portion is to be divided among those areas based on their relative share of population, unless the Secretary approves a joint request from the State and relevant MPO(s) to use other factors.
- *Areas with population greater than 5,000 but no more than 200,000*—The State is to identify projects in these areas for funding, in consultation with regional planning organizations, if any.
- *Areas with population of 5,000 or less.*

The percentage to be suballocated grows over the period of the FAST Act (51% in FY 2016; 52% in FY 2017; 53% in FY 2018; 54% in FY 2019; 55% in FY 2020). The remainder net of suballocated amounts may be used in any area of the State.

The FAST Act also extends the requirement for States to make available obligation authority to urbanized areas over 200,000 population, but changes the period of time to which that requirement attaches (now over the period of FY 2016-2020).

A State may transfer to the National Highway Performance Program, National Highway Freight Program, Highway Safety Improvement Program, and Congestion Mitigation and Air Quality Improvement Program up to 50% of STBG funds made available each fiscal year. STBG funds suballocated under 23 U.S.C. 133(d)(1)(A) may not be transferred.

The FAST Act's STBG Program continues all prior STP eligibilities (see in particular 23 U.S.C. 133(b)(15), as amended). It also adds the following new eligibilities:

- A State may use STBG funds to create and operate a State office to help design, implement, and oversee public-private partnerships (P3) eligible to receive Federal highway or transit funding, and to pay a stipend to unsuccessful P3 bidders in certain circumstances; and
- At a State's request, the U.S. DOT may use the State's STBG funding to pay the subsidy and administrative costs for TIFIA credit assistance for an eligible STBG project or group of projects..

The FAST Act also adds specific mention of the eligibility of installation of vehicle-to-infrastructure communication equipment.

**ADDITIONAL INFORMATION:** Contact the Office of Metropolitan Planning and Programs (HEMP) or the Office of Program Administration (HIPA).

(<https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm>)

**Appendix F**  
**Project Location Map**

# Metropolitan Transportation Improvement Program FFY18-21

## MTIP 18-21 Projects

- |   |   |
|---|---|
| <span style="color: green;">●</span> BICYCLE/PEDESTRIAN   | <span style="color: green;">—</span> BICYCLE/PEDESTRIAN   |
| <span style="color: red;">●</span> CAPACITY/MODERNIZATION | <span style="color: red;">—</span> CAPACITY/MODERNIZATION |
| <span style="color: blue;">●</span> BRIDGE                | <span style="color: purple;">—</span> PLANNING            |
| <span style="color: orange;">●</span> PRESERVATION        | <span style="color: orange;">—</span> PRESERVATION        |
| <span style="color: blue;">●</span> SAFETY                | <span style="color: blue;">—</span> SAFETY                |
| <span style="color: yellow;">●</span> TRANSIT             | <span style="color: yellow;">—</span> TRANSIT             |
| <span style="color: green;">●</span> OPERATIONS           |   |
| NE Livable Streets: Multiple Roadways (Eugene)            |   |

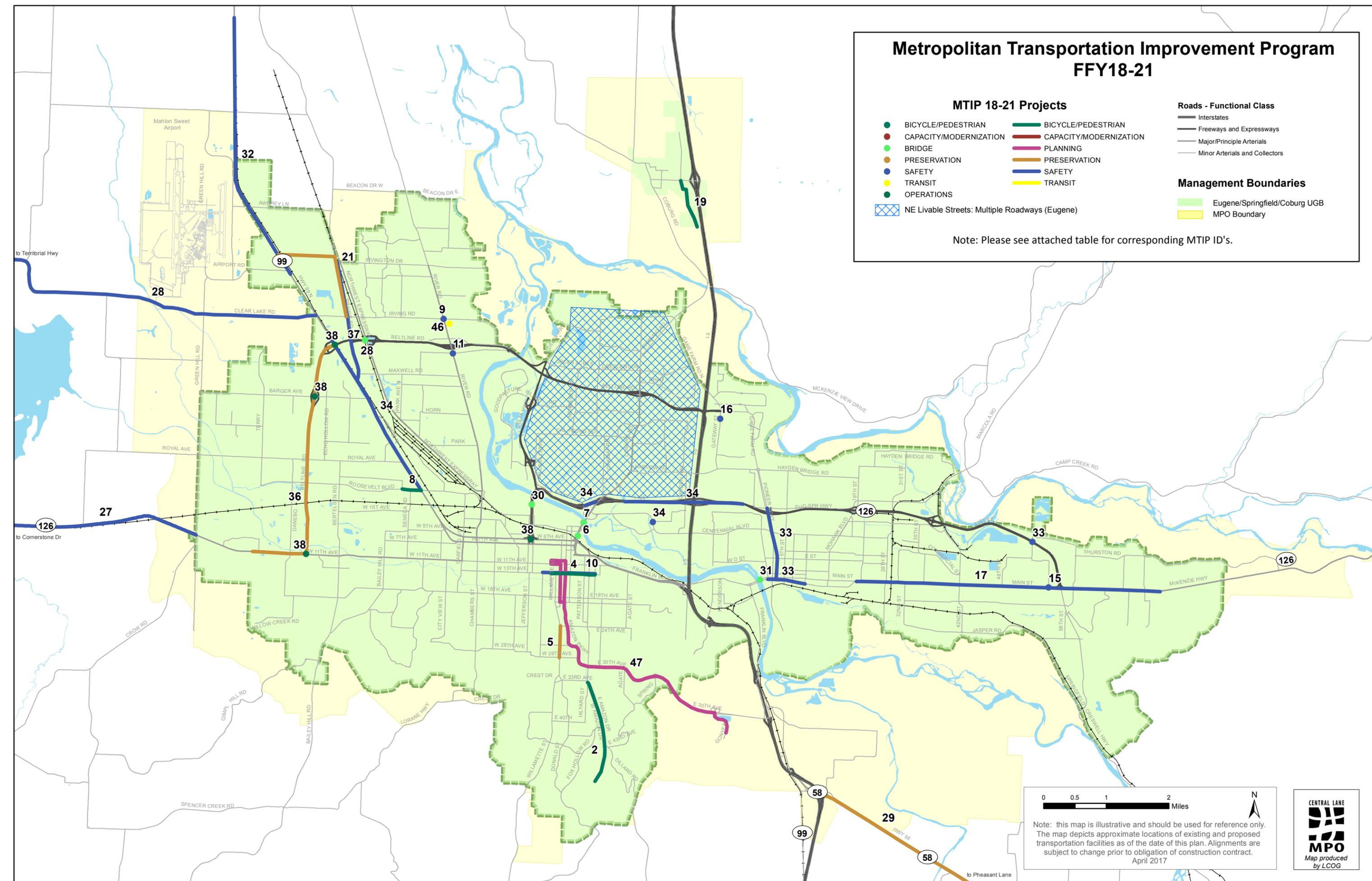
## Roads - Functional Class

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

## Management Boundaries

- Eugene/Springfield/Coburg UGB
- MPO Boundary

Note: Please see attached table for corresponding MTIP ID's.



0 0.5 1 2 Miles

N

Note: this map is illustrative and should be used for reference only. The map depicts approximate locations of existing and proposed transportation facilities as of the date of this plan. Alignments are subject to change prior to obligation of construction contract.  
April 2017



## MAP KEY

MTIP Projects on Map						
MTIP ID#	PROJECT	KEY #	JURISDICTION	MODE	FUNCTIONAL CLASS	
2	Amazon Active Corridor: Martin Street - 33rd St	18856	Eugene	PEDESTRIAN	NA	
3	NE Livable Streets Multiple Roadways (Eugene)	18861	Eugene	PEDESTRIAN	NA	
4	13th Ave Two-way Protected Bikeway (Alder - Olive)	19774	Eugene	BIKE LANE/ON-STREET	Minor Arterial	
5	South Willamette Street Enhancement	19773	Eugene	PRESERVATION	Minor Arterial	
6	Coburg Rd: UPRR Viaduct.4-6-7 AVE (Ferry Street)	20297	Eugene	BRIDGE	Other Principal Arterial	
7	Coburg Rd: Willamette River (Ferry Street) Bridge	20294	Eugene	BRIDGE	Other Principal Arterial	
8	Roosevelt Path/OR99 Path Connection (Eugene)	20237	Eugene	PEDESTRIAN	NA	
9	River Rd @ Irving Rd (City of Eugene)	20206	Eugene	SAFETY	Other Principal Arterial	
10	13th Ave: Lincoln St to Alder St (Eugene)	20165	Eugene	SAFETY	Minor Arterial	
11	River Rd @ River Ave (Eugene)	20143	Eugene	SAFETY	Other Principal Arterial	
15	OR126B @ 54th St (Springfield)	20209	Springfield	SAFETY	Minor Arterial	
16	Gateway St @ Kruse Way Int Imprv (Springfield)	20174	Springfield	SAFETY	Minor Arterial	
17	OR126B @ MP 2.98 to 7.88	20144	Springfield	SAFETY	Other Principal Arterial/Minor Arterial	
19	Coburg Loop Path, Phase 4	19757	Coburg	PEDESTRIAN	NA	
21	Prairie Rd/E Enid Rd Pres/Sidewalk Rehab	19914	Lane County	PRESERVATION	Major Collector	
27	OR126: Cornerstone Dr to W 11th St	19743	ODOT	SAFETY	Other Principal Arterial	
28	Lane Co Local Roadway/Departures: Clear Lake Rd, Prairie Rd	19797	ODOT	SAFETY	Major Collector	
29	OR58: Goshen-Pheasant Lane	20504	ODOT	PRESERVATION	Other Principal Arterial	
30	I-105 (bridge) Over Future OR126	20446	ODOT	BRIDGE	Interstate	
31	OR126: Willamette River-WB Bridge	20433	ODOT	BRIDGE	Minor Arterial	
32	OR99: Eugene - Junction City Safety Barrier	20244	ODOT	SAFETY	Other Principal Arterial	
33	City of Springfield Signal Enhancements: OR126 (MP 1.5 - 2.2, 9.05); OR528 (MP .26 - .64)	20221	ODOT	SAFETY	Minor Arterial, Other Freeways and Expressways	
34	City of Eugene Signal Enhancements: OR99W (MP 118.35 - 121.14); OR126 (MP 2.35 - 4.24); I-105 (MP 1.8 - 1.9); MLK Jr. at Kinsrow	20216	ODOT	SAFETY	Other Principal Arterial, Minor Arterial, Interstate/Other Freeways and Expressways	
36	OR569: Terry St - Pacific HWY	20121	ODOT	PRESERVATION	Other Principal Arterial/Other Freeways and Expressways	
37	OR569 over UPRR & Northwest Expressway	20116	ODOT	BRIDGE	Other Freeways and Expressways	
38	Eugene-Springfield Sensors/Cameras Phase 2: OR569 at OR99W, Barger, W. 11th, I-105 at 6th (OR99W)	20078	ODOT	OPERATIONS	Other Freeways and Expressways, Other Principal Arterial, Interstate	
46	Santa Clara Community Transit Center	20947	LTD	TRANSIT	NA	
47	MovingAhead (NEPA)	18862	LTD	PLANNING	Minor Arterial	

Note that not all MTIP projects have a geographic component, and are thus not represented on the MTIP map.

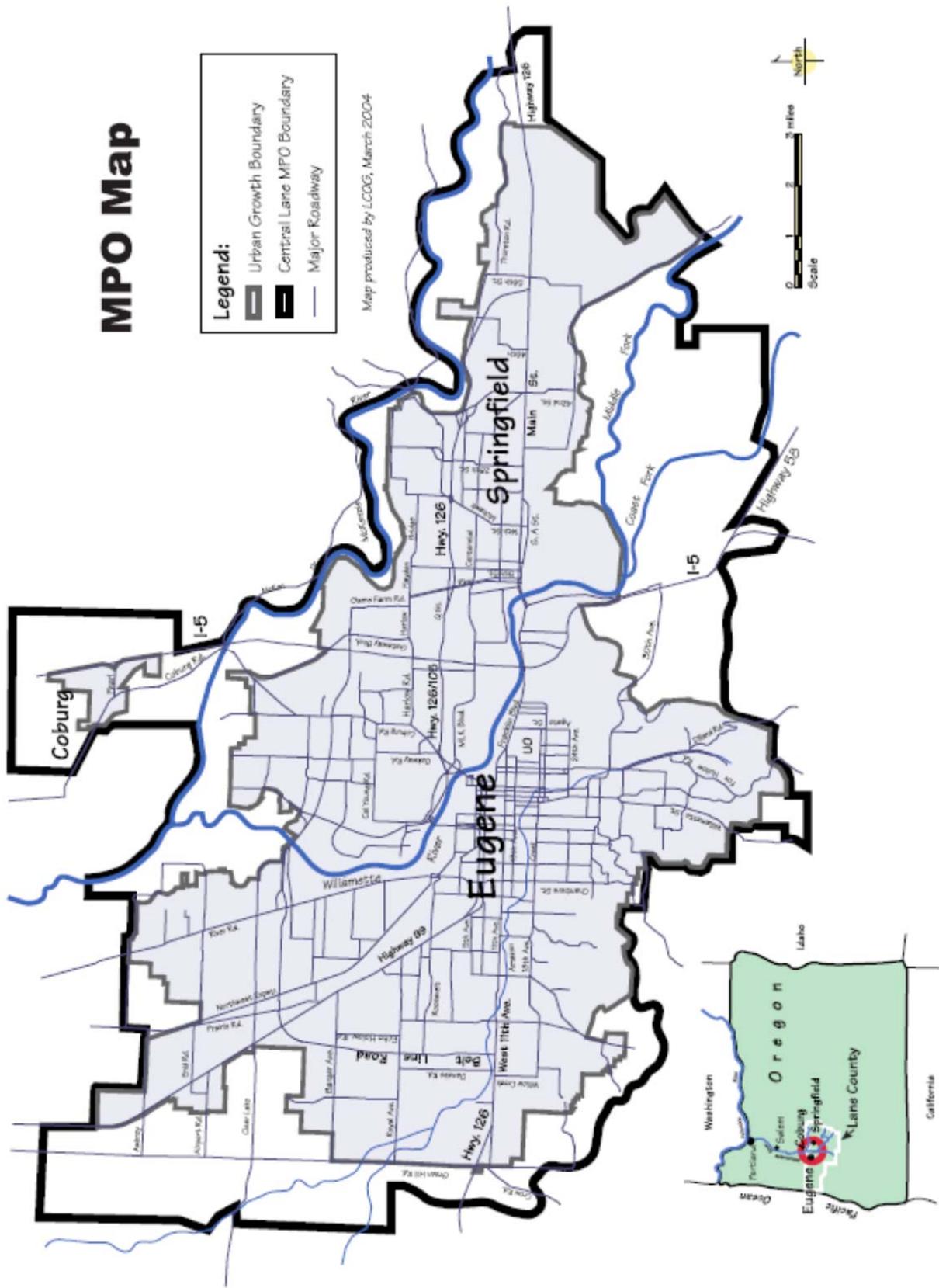


**Appendix G**  
**MPO Area Map**

# MPO Map

- Legend:**
-  Urban Growth Boundary
  -  Central Lane MPO Boundary
  -  Major Roadway

Map produced by LCOG, March 2004



**Appendix H**  
**List of Common MPO 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>L RTP</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