



MTIP
Metropolitan
Transportation Improvement Program

Federal FY 2015 to Federal FY 2018

Central Lane
Metropolitan Planning Organization

Adopted
October 2014

Central Lane MPO

Metropolitan Transportation Improvement Program Federal FY2015 to Federal FY2018

Published by

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the Federal Highway Administration, and the Federal Transit Administration.

RESOLUTION 2014-04
APPROVING THE FFY15-18 CENTRAL LANE
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP)

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

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

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

WHEREAS, the public involvement process described in the MPO's adopted Public Participation Plan has been followed, and public comment has been received and responded to; and,

WHEREAS, transportation projects using several categories of federal funds and projects that are regionally significant for air quality purposes are included in the FFY15-18 MTIP with details describing lead agency, phase, project scope, and cost; and

WHEREAS, the Central Lane MPO Transportation Planning Process has been determined to be in substantial compliance with the required elements of federal transportation legislation; and

WHEREAS, the improvements included in the FFY15-18 MTIP have been drawn from or have been determined to be wholly consistent with the long range regional transportation plan; and,

WHEREAS, the improvements included in the FFY15-18 MTIP using STP-U funds are consistent with the project selection criteria and process identified in the FFY15-18 MTIP; and,

WHEREAS, the improvements included in the FFY15-18 MTIP demonstrate fiscal constraint; and,

WHEREAS, an Air Quality Conformity Determination for the FFY15-18 MTIP is prepared and demonstrates compliance with the Clean Air Act;

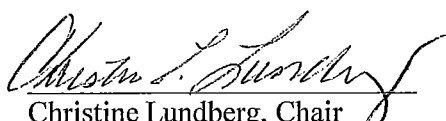
NOW, THEREFORE, BE IT RESOLVED:


THAT, the FFY15-18 Metropolitan Transportation Improvement Program, Exhibit A, is hereby adopted;

THAT, the newly adopted FFY15-18 MTIP will be put into effect no later than the effective date of the FFY15-18 STIP.

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

ATTEST:


Christine Lundberg, Chair
Metropolitan Policy Committee


Brendalee Wilson, Executive Director
Lane Council of Governments

U.S. DEPARTMENT OF TRANSPORTATION



U.S. Department
of Transportation

Federal Highway Administration
Oregon Division
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Federal Transit Administration
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Date: May 20, 2015
In Reply Refer To:
HDA-OR/FTA-TRO-10
File: 724.420

Mr. Paul Thompson
Transportation Program Manager
Central Lane Metropolitan Planning Organization
859 Willamette Street, Suite 500
Eugene, Oregon 97401-2910

RE: USDOT Conformity Determination
2015-2018 Metropolitan Transportation Improvement Program (MTIP)

Dear Mr. Thompson:

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

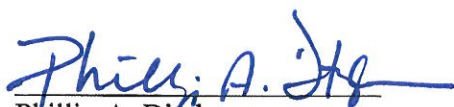
The Central Lane urbanized area is currently designated as "maintenance" for particulate matter less than 10 microns (PM₁₀) and "attainment" for carbon monoxide. With an approved maintenance plan, the area is currently designated as attainment with an approved limited maintenance plan demonstrating that the area will maintain the NAAQS (e.g., a "maintenance" area) for particulate matter less than 10 microns. The area was re-designated to attainment for the CO NAAQS effective on February 4, 1994 (58 FR 64163) with an approved maintenance plan that demonstrated continued attainment of the NAAQS (e.g., a "maintenance" area). The area was re-designated to attainment of the PM₁₀ NAAQS (59 FR 43483) and recently had a limited maintenance plan (78 FR 21547, effective on June 10, 2013) approved by the EPA.

The Central Lane MPO (CLMPO) Policy Board approved the air quality conformity determination for the 2015-2018 MTIP on October 2, 2014. The previous long range plan still retains conformity under the previous USDOT approval. The conformity analysis provided by CLMPO indicated that the air quality conformity requirements have been met. Based on our review of the CLMPO conformity determination, analysis, and documentation submitted to our offices on October 9, 2014, we find that the 2015-2018 MTIP conforms to the SIP in accordance with the Transportation Conformity Rule and the Oregon Conformity SIP. This Federal conformity determination was made after interagency consultation with EPA Region 10, ODEQ and ODOT pursuant to the Transportation Conformity Rule.

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

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

Sincerely,



Phillip A. Ditzler
Division Administrator
Federal Highway Administration



R. F. Krochalis
Regional Administrator
Federal Transit Administration

cc:

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

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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 now and 2018. 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 J. However, there are a few that are used frequently enough to merit immediate introduction:

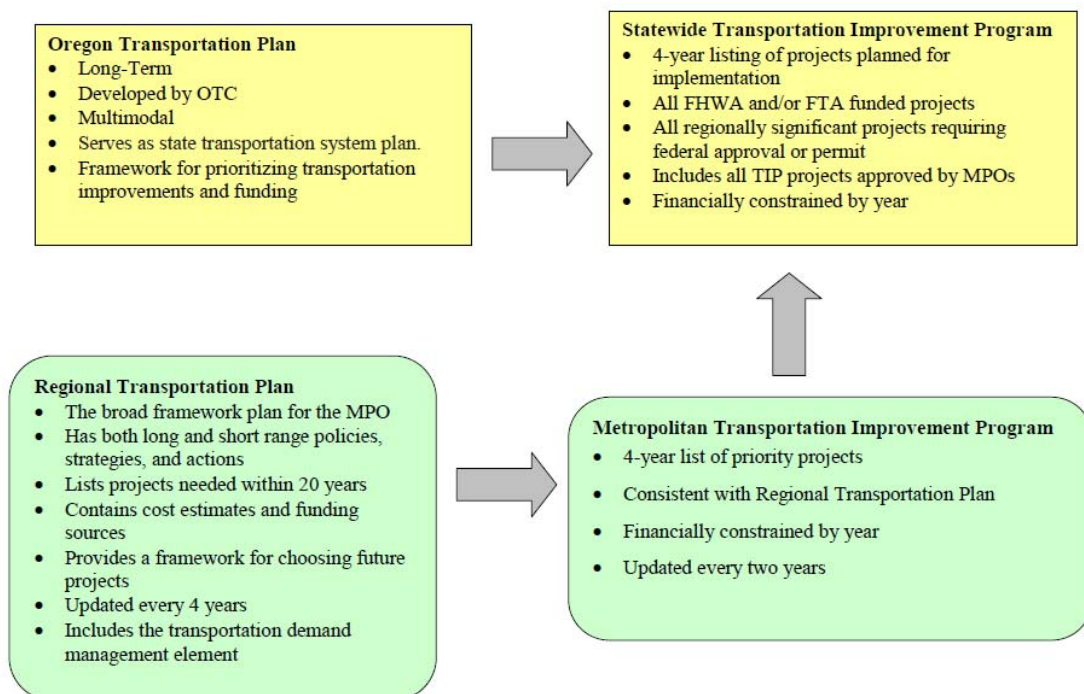
- The **MTIP** is the document you are reading now and its full name is the **Metropolitan Transportation Improvement Program**;
- The **STIP** is the **Statewide Transportation Improvement Program**, prepared by the Oregon Department of Transportation (ODOT) and covers the entire State of Oregon;
- 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 I.
- 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 2015-2018**, which refers to federal **Fiscal Years 2015 to 2018**. This covers the period of time from October 1, 2014 to September 30, 2018.

Again, these are the most frequently used acronyms and terms. We hope they help you to successfully navigate through the FY 2015-2018 MTIP!

INTRODUCTION

The Metropolitan Transportation Improvement Program (MTIP) serves as the implementation arm of the MPO's long-range [Regional Transportation Plan](#). 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 2015-2018. 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 [Regional Transportation Plan](#) (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 STP-U funds that are allocated through this process. Priorities for the use of federal Surface Transportation Program–Urban (STP-U) funds are generally established before or during development of the MTIP. Additional details on the STP-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, 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 2015-2018). 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 2015-2018 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 (Plan). 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 (Prelim Eng). 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 (CONS). 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. 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 450.324) 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, FY12-15, was adopted and conformed by the MPO on January 12, 2012. Adoption of the FY15-18 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 21st Century (TEA-21), Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), and the Moving Ahead for Progress in the 21st Century Act (MAP-21) of 2012 specify several requirements:

Time Period

(23 CFR 450.324(a))

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.

Public Involvement and Comment

(23 CFR 450.324(b))

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 TIP 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.

Projects

(23 CFR 450.324(c), (d), (g))

The MTIP must include all federally funded projects (including pedestrian walkways, bicycle transportation facilities, and transportation enhancement 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

Financial Constraint

(23 CFR 450.324(f),(i))

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.

Allocation of Surface Transportation Program – Urban (STP-U) Funds

(23 CFR 450.324(j))

As a Transportation Management Area (TMA), the Central Lane MPO is required to develop a process for allocating the MPO's Federal Surface Transportation Program Urban (STP-U) and Transportation Alternatives Program (TAP) funds. STP-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 STP-U component of \$89,730.

The MPO Policy Board has approved a process and framework for allocating the MPO's STP-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 STP-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 STP-U fund allocation process. The application form developed for this process is presented in Figure A-2.

Relationship between MTIP and the Statewide Transportation Improvement Program
(23 CFR 450.324(a))

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.

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 PM₁₀ in 2013. The Eugene-Springfield PM₁₀ State Implementation Plan (a limited maintenance plan) establishes that only limited growth in PM₁₀ 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 PM₁₀ 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 PM₁₀ 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 PM₁₀ 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 (FY12-15) 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 TIP 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 450.324(e))

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 450.324(e)(5))

This area does not have required Americans with Disabilities Act paratransit and key stations plans. (23 CFR 450.324(e)(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 2035 RTP, as adopted on December 8, 2011, and corresponds to its RTP project

number. For projects not specifically identified in the RTP, an RTP policy is indicated to demonstrate consistency with the plan.

Air Quality Status indicates whether a project has PM₁₀ exempt status (based on Federal rules as described in Appendix B) or otherwise (in which case 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 federal 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)
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
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

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 FY15, 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 PM₁₀ 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)

Project Name	MTP ID #	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Rec Match		Total Fed+Rec Match	Other		Total All Sources
								\$	Source	\$	Source		\$	Source	
EUGENE															
18th Ave, Benfiesen St - 33rd St (Eugene)	1	Reimbursement presentation with potential pedestrian and bicycle improvements.	TSI System-Wide Policy #1: Transportation Infrastructure Protection and Management	EXEMPT / Safety-Prevent resurfacing and/or rehabilitation.	18731	2014	PRELIM	\$29,400	STP-UJ	\$27,515	Eugene	\$267,915			\$267,915
					18731	2015	CN	\$73,600	STP-UJ	\$73,600	Eugene	\$44,578			\$44,578
					TOTAL	FFY15-18		\$99,000		\$275,065		\$1,235,085			\$1,235,085
Eugene Regional Transp. Planning	2	Enable Eugene Public Works Engineering staff to participate and actively collaborate with federal, state, and metro area agencies and governments to form and implement regional transportation plans.	RTP Goal #1, RTP Goal #2	EXEMPT / Other-Planning and Technical Studies	18439	2014	PLAN	\$46,000	STP-UJ	\$5,150	Eugene	\$50,150			\$50,150
					18810	2015	PLAN	\$40,000	STP-UJ	\$4,278	Eugene	\$44,278			\$44,278
					TOTAL	FFY15-18		\$86,000		\$9,428		\$94,578			\$94,578
Amazon Active Corridor	3	Construct extended Amazon multiuse path to South Eugene with enhanced safety features.	293	EXEMPT / Air Quality-Bicycle and pedestrian facilities.	18856	2016	ENG	\$157,752	STP-FLX	\$18,055	Eugene	\$175,807	\$27,184	Eugene	\$202,991
					18856	2017	CN	\$1,378,956	STP-FLX	\$157,628	Eugene	\$1,536,584	\$27,625	Eugene	\$1,774,479
					TOTAL	FFY15-18		\$1,536,708		\$175,683		\$1,712,391	\$264,809		\$1,977,400
Jessen Multiuse Path: Ohio Street - Belline Path (Eugene)	4	Construct bicycle and pedestrian path with the western terminus at the northern end of Ohio Street and the eastern terminus at the intersection of Belline Path. The path alignment will be just north of Jessen Avenue. A path connector will be built from the Belline Path to Wilbur Avenue to provide access from that neighborhood to the Jessen Path. That connector is located across the channel and just north of the Jessen Path.	463 (truncated at Ohio)	EXEMPT / Air Quality-Bicycle and pedestrian facilities.	18859	2016	PRELIM	\$54,327	STP-FLX	\$40,154	Eugene	\$94,481	\$97,119	Eugene	\$462,000
					18859	2017	CN	\$1,544,355	STP-FLX	176785	Eugene	\$1,721,091	\$375,709	Eugene	\$2,100,800
					TOTAL	FFY15-18		\$1,898,682		\$217,310		\$2,115,972	\$466,898		\$2,582,870
NE Luebbe Streets: Multiple Roadways (Eugene)	5	Construct various transit, bicycle, and pedestrian safety improvements and amenities.	TSI System-Wide Policy #4: Neighborhood Livability	EXEMPT / Air Quality-Bicycle and pedestrian facilities.	18851	2016	PRELIM	\$9,410	STP-FLX	\$10,463	Eugene	\$101,872	\$29,128	Eugene	\$130,000
					18851	2017	CN	\$27,570	STP-FLX	\$27,570	Eugene	\$27,570	\$27,570	Eugene	\$55,140
					18851	2017	CN	\$659,403	STP-FLX	76516	Eugene	\$746,019	\$245,981	Eugene	\$992,000
					TOTAL	FFY15-18		\$863,002		\$91,907		\$894,909	\$247,091		\$1,142,000
South Bank Path: Walnut St - Knickerbocker Bridge (Eugene)	6	Rehabilitation of the South Bank Path segment of the Ruth Bascom Riverfront Path from the western terminus at Walnut Street to the Knickerbocker Bridge. (Project limits are Walnut street and Franklin Blvd intersection east along the sidewalk, turning into S. Bank bike path and ending approximately 100ft past the Knickerbocker Bridge.) Additional project elements include replacement of bridge railing across the Knickerbocker Bridge; and realigning and widening the path outside of the tunnel to maximize sight distance and increase safety. The tunnel will not undergo modification.		EXEMPT / Air Quality-Bicycle and pedestrian facilities.	18732	2014	PRELIM	\$107,393	STP-UJ/TAP	\$12,252	Eugene	\$119,645			\$119,645
					18732	2014	PRELIM	\$37,866	STP-UJ	\$4,254	Eugene	\$41,420			\$41,420
					18732	2015	ENG	\$578,237	STP-UJ	\$66,182	Eugene	\$644,419	\$22,000	S080	\$666,419
					18732	2015	CN	\$578,237	STP-UJ	\$66,182	Eugene	\$644,419	\$186,000	S080	\$830,419
					TOTAL	FFY15-18		\$578,237		\$96,182		\$674,419	\$220,000		\$894,419
SmartTrips Neighborhood Program (Eugene)	7	SmartTrips project that focuses on the Friendly, Amazon and Southeast neighborhoods. Provides outreach on personal bikes to inform as to alternative mode options.	TDM Policy #1: TDM Program Development	EXEMPT / Other-specific activities that do not lead directly to construction	18784	2015	OTHER	\$116,000	STP-UJ	\$13,300	Eugene	\$129,300			\$129,300
					TOTAL	FFY15-18		\$116,000		\$13,300		\$129,300			\$129,300

Project Name	MTP ID #	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal Source		Other Source		Total All Sources
								\$	%	\$	%	
Springfield												
Springfield Regional Transp. Planning	8	Enable Springfield Public Works and Development Services staff to participate and actively collaborate with federal, state, and metro area agencies and governments to firm and implement regional transportation plans.	RTP Goal #1, RTP Goal #2	EXEMPT / Other-Planning and Technical Studies	16435 18812	2014 2015	PLAN PLAN	\$40,000 \$40,000	STP-U STP-U	\$44,578 \$44,578		\$44,578 \$44,578
Gateway St - Hallow Rd I-5 Xing (SP)	9	Resurface Gateway Street between Belfine Rd. and Hallow Rd. with a 2' mill/cr overlay. Dig out and repair sub grade as necessary. Restripe facility. This Project will create multi-modal improvements to Franklin Blvd. in Glenwood (OR 128B) and McVay Highway between Mississippi Avenue to the Union Pacific Railroad (UPRR) tracks.	TSP System-Wide Policy #1: Transportation Infrastructure	EXEMPT / Safety-Pavement resurficing and/or rehabilitation.	18822	2014 2015	ENG CN	\$305,000 \$1,220,000	STP-U STP-U	\$339,909 \$1,359,635		\$339,909 \$1,359,635
OR128B & McVay Hwy- Mississippi - UPRR tracks (SP)		This Project builds a hybrid multi-way boulevard and will provide dedicated facilities for bicycles and pedestrians. The project includes: 1) a 2' mill/cr overlay and 2) storm water treatment, landscaping, decorative roadway and pedestrian level lighting. Improve EmX bus rapid transit facilities, and create an urban environment that accommodates through traffic and improves access to the adjoining Glenwood Riverfront District. It will add a single lane access road to one or both sides of the main highway.	TSP Roadway Policy #1: Mobility and Safety for all Modes.	NON-EXEMPT / Regionally Significant Project. OR128B is a principal arterial.	16665 16665 18865 18865	2014 2014 2016 2017	ENG ENG RW UR CN	\$536,369 \$283,020 \$1,995,059 \$218,039 \$2,724,647	STP-FLX STP-U STP-FLX STP-FLX STP-FLX	\$600,000 \$60,972 \$1,866,170 \$174,000 \$3,038,495	\$240,000 \$240,000 \$5,098,000 \$74,000 \$6,165,095	\$940,000 \$600,000 \$5,098,000 \$74,000 \$9,201,590
Glenwood Riverfront Path I-5 Xing - Stealey St (SP)	10	Complete alignment, NEPA and design for the riverfront path in Glenwood. The Path will connect to the soon to be completed South Bank viaduct under the I-5 Willamette River bridge and continue around Glenwood, ultimately connecting to Stealey Loop Rd., providing access to the Mt. Pisgah recreation area and Lane Community College.	TSP System-Wide Policy #3: Intermodal Connectivity	EXEMPT / Other-Planning and Technical Studies	18820	2015	PLAN	\$250,000	STP-U	\$250,000		\$250,000
OR128B & OR225- McKenzie & McVay Jurisdictional Transfer	12	Negotiated funding amount of \$3.2M to facilitate jurisdictional transfer of sections of Oregon 128B-McKenzie and 225-McKenzie from Lane County to the City of Springfield on OCT 1st on July 1, 2014. The negotiated amount will be utilized for future roadway maintenance.	TSP System-Wide Policy #1: Transportation Infrastructure Protection and Management	EXEMPT / Other specific activities that do not lead directly to construction.	19175	2015	OTHER	\$0		\$0	\$3,200,000	\$3,200,000
					TOTAL FFY15-18			\$4,734,791		\$5,276,665	\$9,547,835	\$14,824,500
					TOTAL FFY15-18			\$30,000		\$280,000	\$320,000	\$280,000

Project Name	MTP ID #	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Ret Match Source	Total Match Req March	Other		Total All Sources
								\$	Source			\$	Source	
Coburg														
Coburg Regional Transp. Planning	13	Enable Coburg staff to participate and actively collaborate with federal, state, and metro area agencies and governments to form and implement regional transportation plans.	RTP Goal #1, RTP Goal #2	Outside PM10 air quality maintenance area	18440 18516 TOTAL FFY15-18	2014 2015 TOTAL FFY15-18	PLAN PLAN	\$15,000 \$15,000 \$15,000	STP-U STP-U	\$1,717 \$1,717 \$1,717	Coburg Coburg	\$16,717 \$16,717 \$16,717		\$16,717 \$16,717 \$16,717
Coburg Loop Path Seg 3, Coburg Bottom Loop, N Coburg Rd	14	Pedestrian and bicycle system improvements including the extension of an existing shared-use path, connection to bicycle boulevards, and safety improvements. The Loop Path will accommodate a variety of users including walkers, runners, bicyclists, tourists, school groups, and commuters. 1,001 (part)		Outside PM10 air quality maintenance area	18857 18857 TOTAL FFY15-18	2015 2015 2016	PRELIM ENG CN	\$89,730 \$17,690 \$300,380	STP-FLX STP-FLX STP-FLX	\$10,270 \$2,040 \$34,380	Coburg Coburg Coburg	\$100,000 \$19,938 \$334,760	\$0,062 \$152,165 \$161,227	\$100,000 \$20,000 \$486,925 \$815,925
Coburg Loop Path	15	The Coburg Loop Path, Segments 1 and 2 is a 10 foot wide, concrete, shared use path. The southern terminus is the intersection and the north terminus connects to Sarah Lane; a total distance of 2,177 feet of path or, 3/4 acre of ROW. The proposed improvements include construction of bicycle boulevards, and safety improvements that will include construction of shared-use path segments, connection to bicycle boulevards, and safety improvements at a key intersection. Completion of these key elements will form the core of the broader planned system and will accommodate a variety of users including walkers, runners, bicyclists, tourists, school groups, and commuters. The proposed construction enhancement of 1,250 linear feet of bicycle boulevards, tree planting along the Coburg Industrial Way path (Segment 1), tree planting along the Sarah Lane Connector (Segment 2), and interpretive signage describing the history of Coburg.	TSI Bicycle Policy #1: Bikewey System and Support Facilities	Outside PM10 air quality maintenance area	16639 16639 TOTAL FFY15-18	2012 2015	ENG CN	\$144,465 \$255,536	STP-U STP-U	\$16,556 \$29,246	Coburg Coburg	\$161,000 \$284,782	\$20,218 \$20,218	\$161,000 \$284,782 \$306,000

Project Name	MTP ID #	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Res/Match		Total Fed+Req		Total All Sources
								Source	Source	Source	Source	Match	Req	
Lane County														
Lane Co. Regional Transportation Planning	16	Planning and project development activities by Lane County staff associated with development and implementation of regional transportation plans. This involves extensive collaboration with federal, state and metro area agencies and governments	RTP Goal #1, RTP Goal #2	EXEMPT / Other-Planning and Technical Studies	18436 18813	2014 PLAN 2015 PLAN		\$25,000 STP-U \$25,000 STP-U	\$2,861 LaneCo. \$2,861 LaneCo.	\$27,861 \$27,861	\$27,861 \$27,861		\$27,861 \$27,861	
Bob Straub Pkwy: Mt. Vernon Road Intersection (Lane Co.)	17	Construct improved crosswalk and hybrid pedestrian beacon	RTP Goal #1, RTP Goal #2	EXEMPT / Air Quality - Bicycle and Pedestrian Facilities	18860 18860	PRELIM 2016 ENG 2017 CN		\$25,000 \$31,892 STP-FLX \$127,588 STP-FLX	\$2,861 \$3,650 LaneCo. \$14,601 LaneCo.	\$27,861 \$35,542 \$142,187	\$27,861 \$35,542 \$142,187	\$27,861 \$35,542 \$142,187	\$27,861 \$40,000 \$160,018	
Hunsaker Ln-Beaver St Corridor Study (Lane Co)	18	Partnering with Eugene, this request is to develop a Corridor Plan to evaluate multi-modal safety improvements to the Beaver/Hunsaker corridor and to evaluate connection of Beaver St to Wilkes Drive.	503, 527	EXEMPT / Other-Planning and Technical Studies	18790	2015 PLAN		\$174,325 STP-U \$174,325	\$25,675 LaneCo. \$25,675	\$200,000 \$200,000	\$200,000 \$200,000	\$200,000 \$200,000	\$200,000 \$200,000	
River Rd/Maxwell Rd Parcel Presentation (Lane Co)	19	Presentation of River Road from Rosewood Avenue to Homestead and presentation of Maxwell Road from Prairie Road to River Road	TSJ System-Wide Policy #1: Transportation Infrastructure Protection and Management	EXEMPT / Safety-Prevent Insuring and/or rehabilitation.	18798 18798	PRELIM 2014 ENG 2015 CN		\$146,000 STP-U \$1,023,550 STP-U	\$16,710 LaneCo. \$117,150 LaneCo.	\$162,710 \$1,140,700	\$162,710 \$1,140,700	\$162,710 \$1,140,700	\$162,710 \$1,140,700	
						TOTAL FFY15-18		\$1,023,550	\$117,150	\$1,140,700	\$1,140,700	\$1,140,700	\$1,140,700	

Project Name	MTP ID #	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Req. Match		Total Req. Match		Total All Sources
								\$	Source	\$	Source	\$	Source	
ECOG					16498	2014	PLAN	\$460,000	STP-U	\$51,505	LCOG	\$507,505		\$507,505
Central Lane MPO UP/WP Funding	20	Fund MPO Work Program Activities	RTP Goal #1, RTP Goal #2	EXEMPT / Other-Planning and Technical Studies	18808	2015	PLAN	\$460,000	STP-U	\$51,505	LCOG	\$507,505		\$507,505
						TOTAL FFY15-18		\$460,000		\$51,505		\$507,505		\$507,505
Regional Bicycle Corridors (Central Lane MPO)	21	The project will purchase & install 10 automatic bike counters throughout the MPO. They measure bike volume in both directions of travel at 15 minute intervals. The project also funds data retrieval for three years. One pedestrian counter will also be purchased and installed co-located with a bike counter as a prototype.	TSI Bicycle Policy #1: Bikeway System and Support Facilities	EXEMPT / Air Quality-Bicycle and Pedestrian Facilities	19104	2015	CN	\$64,286	STP-U	\$3,689	LCOG	\$64,286		\$64,286
						TOTAL FFY15-18		\$64,286		\$3,689		\$64,286		\$64,286

Project Name	MTP ID # / Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Req Match		Total Reqr Reqt Match		Other	Total All Sources
							\$	Source	\$	Source	\$	Source		
OOOT														
Beltline Hwy (OR669); SCS Canal & UPRR Bridge Repair (Eugene)	Rail, Seismic, Deck Overlay, Joints, Concrete Repair, Spot Patch, B-106460	TSI System-Wide Policy #3; Corridor Preservation	E/EXEMPT / Safety - Pavement resurfacing and/or rehabilitation	18876	2015 ENG 2016 ROW 2017 CN	PRELIM ENG ROW CN	\$93,319/NHPP \$9,270/NHPP \$943,860/NHPP	\$10,881/ODOT \$1,130/ODOT \$108,940/ODOT	\$104,000 \$11,000 \$1,092,000					\$104,000 \$11,000 \$1,092,000 \$1,167,000
					TOTAL FFY15-18		\$1,047,749		\$119,851					\$1,167,000
I-105 Willamette R Connectors & 1st to 7th AVE Viaducts (Eugene)	Other work includes repairing concrete spalls and injecting epoxy into cracks to help preserve the bridges. This work will take place from MP 0.14 to 0.38, MP 0.73 to 0.88, and MP 1.0 to 1.02	TSI System-Wide Policy #3; Corridor Preservation	E/EXEMPT / Safety - Pavement resurfacing and/or rehabilitation	18877	2015 ENG 2016 ROW 2017 CN	PRELIM ENG ROW CN	\$654,132/NHPP \$29,811/NHPP \$13,191,207/NHPP	\$74,868/ODOT \$3,389/ODOT \$1,509,793/ODOT	\$729,000 \$33,000 \$14,701,000					\$729,000 \$33,000 \$14,701,000 \$15,463,000
					TOTAL FFY15-18		\$13,874,950		\$1,588,050					\$15,463,000
OR126; Elmendorf to Greenhill Rd (Eugene)	Develop and construct intersection, transit, bicycle, and pedestrian improvements to address near term deficiencies. Project starts from Hudson Rd. on OR126, MP 47.84 to 48.00. Project ends at OR593, MP 1.28. Most of the length of this project is outside the MPO.	TSI Roadway Policy #1; Mobility and Safety for all Modes	Outside PMs, air quality maintenance area	18883 18883 18883 18883	2016 ENG 2017 ROW 2018 ROW 2019 CN	PRELIM ENG ROW CN	\$201,074/STP-FLX \$80,311/STP-FLX \$5,952/ODOT \$2,438,325/STP-FLX	\$23,014/ODOT \$5,952/ODOT \$5,952/ODOT \$278,268/ODOT	\$224,088 \$45,497 \$5,952 \$2,716,583			\$113,912/ODOT \$45,497/ODOT \$5,952/ODOT \$1,862,522/ODOT	\$338,000 \$136,000 \$7,428,000 \$4,228,000	
					TOTAL FFY15-18		\$2,691,859		\$308,101				\$1,925,000	\$4,228,000
I-5 Belline Interchange Unit 4 Eugene/Springfield	Construction of: • A new eastbound Belline auxiliary lane from Coburg Road to southbound I-5 on-ramp. • A new westbound Belline auxiliary lane from northbound I-5 on-ramp, including a structure over I-5. • Extension of the southbound I-5 on-ramp from eastbound Belline. • Alteration of the Hawkow Bridge to allow for a multi-use path under the structure. • Multi Use path that will be partially constructed in Unit 3. • A sound wall along the south side of Belline between Coburg Rd. and I-5		NON-EXEMPT / Regionally Significant Project.	18887 18887 18887	2017 ENG 2018 ROW 2018 CN	PRELIM ENG ROW CN							\$5,000,000/8440 \$2,000,000/8440 \$27,000,000/8440	\$5,000,000 \$2,000,000 \$27,000,000 \$34,000,000
		606			TOTAL FFY15-18		\$0		\$0			\$0	\$0	\$27,000,000

Project Name	MTP ID #	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal Source	Federal Res Match Source	OTD Fee Req Match	Other Source	Total All Sources
Williamabane												
Middle Pt, Williamsite Rv. Tr. Unit 2 (SP)	25	Project construction completed. Implement completion details for the construction of a multi-use path around the base of Quarry Bank to Bonis Ranch Living History Farm.		EXEMPT / Air Quality-Bicycle and Pedestrian facilities.	1932 1932 1932	2012 2013 2015	PRELIM ENG CON OTHER	\$0 \$60,759 (Rural) \$583,751 STP-FLEX	\$0 \$9,241 Williamsite \$107,749 Williamsite	\$0 \$50,000 \$594,500	\$0 \$0 \$20,700	\$0 \$50,000 \$1,050,000 \$20,000 \$20,000 \$250,000
TOTAL FFY19-18								\$0	\$0	\$0	\$0	\$250,000

Project Name	MTIP ID #	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal Source	Federal Req Match Source	Total Req Match	Other	Total All Sources	
								\$	\$	\$	\$	\$	
LTD													
TDM Program & Projects #16 (Eugene)	26	The Transportation Demand Management work performed is regional in scope and programs. The program is part of the point-to-point program at LTD incorporates the TDM strategies in the adopted RTP.	TDM Policy #1: TDM Program Development	EXEMPT / Other-Planning and Technical Studies	1779Z	2014 OTHER		\$107,100 STP	\$12,256 LTD	\$119,356		\$119,356	
					1779B	2015 OTHER		\$107,100 STP-FLEX	\$12,256 LTD	\$119,356		\$119,356	
					1806D	2014 OTHER		\$3,748,400 FTA-5307	\$937,350 LTD	\$4,685,750		\$4,685,750	
					1806E	2015 OTHER		\$1,660,000 FTA-5307	\$420,000 LTD	\$2,080,000		\$2,080,000	
Bus Support Equipment and Facilities	27	Equipment purchases and facilities improvements in support of transit operations.	TSI Transit Policy #1: Transit Improvements	EXEMPT / Mass Transit-Purchase of office, shop, and operating equipment for existing facilities.	TBD	2015 OTHER		\$1,660,000 FTA-5307	\$420,000 LTD	\$2,080,000		\$2,080,000	
					TBD	2015 OTHER		\$1,660,000 FTA-5307	\$420,000 LTD	\$2,080,000		\$2,080,000	
					TBD	2015 OTHER		\$860,000 FTA-5307	\$220,000 LTD	\$1,080,000		\$1,080,000	
					TBD	2015 OTHER		\$860,000 FTA-5307	\$220,000 LTD	\$1,080,000		\$1,080,000	
Passenger Boarding Improvements	28	Implement a Regional SmartRide Program through individualized outreach, to educate and promote transportation options.	1.130	EXEMPT / Mass Transit-Construction of small passenger shelters and information kiosks.	1802E	2014 OTHER		\$150,600 FTA-5307	\$37,650 LTD	\$188,250		\$188,250	
					1806C	2015 OTHER		\$140,000 FTA-5307	\$35,000 LTD	\$175,000		\$175,000	
					TBD	2015 OTHER		\$240,000 FTA-5307	\$60,000 LTD	\$300,000		\$300,000	
					TBD	2015 OTHER		\$194,000 FTA-5307	\$48,500 LTD	\$242,500		\$242,500	
LTD SmartRide Regional Residential Program	29	Implement a Regional SmartRide Program through individualized outreach, to educate and promote transportation options.	RTP Goal #1: TDM Policy #1: TDM Program Development	EXEMPT / Other-specific activities that do not lead directly to construction	18136	2015 OTHER		\$345,000 STP	\$39,487 LTD	\$384,487		\$384,487	
					1875B	2015 OTHER		\$272,844 STP-Flex	\$27,674 LTD	\$300,518		\$300,518	
					1843Z	2015 PLAN		\$25,000 STP-U	\$2,861 LTD	\$27,861		\$27,861	
					1881B	2015 PLAN		\$25,000 STP-U	\$2,861 LTD	\$27,861		\$27,861	
LTD Regional Transportation Planning	30	Enable LTD staff to participate and actively collaborate with federal, state, and metro area agencies and governments to form and implement regional transportation plans.	RTP Goal #1: RTP Goal #2	EXEMPT / Other-Planning and Technical Studies	1881B	2015 PLAN		\$25,000	\$2,861	\$27,861		\$27,861	
	Regional TODM Program - Point-to-Point Solutions	31	Point-to-Point Solutions is the region's TDM program responsible for implementing TDM strategies that complement RTP goals and policies. The Transportation Demand Management work performed is regional in its scope of services and programs. This strategic plan for the pilot work performed through the Point-to-Point Solutions program will incorporate the TDM strategies in the adopted RTP.	TDM Policy #1: TDM Program Development	EXEMPT / Other - Planning and Technical Studies	1827A	2014 OTHER		\$300,000 STP-U	\$64,350 LTD	\$364,350		\$364,350
						1825B	2015 OTHER		\$300,000 STP-U	\$64,350 LTD	\$364,350		\$364,350
						TBD	2015 OTHER		\$300,000 STP-U	\$64,350 LTD	\$364,350		\$364,350
Regional Safe Routes to School	32	The Safe Routes to School (SRTS) program will promote alternative transportation, particularly walking and biking to school, to public school students and their families in the Eugene 4J, Bethel, and Springfield school districts.	TSI Bicycle Policy #1: Bikeway System and Support Facilities	EXEMPT / Other - Planning and Technical Studies	1882B	2015 OTHER		\$122,033 STP-JAP	\$13,967 LTD	\$136,000		\$136,000	
					1886C	2016 PLAN		\$2,000,000 STP-FLEX	\$228,909	\$2,228,909	\$21,081 Other	\$2,250,000	
					TBD	2015 OTHER		\$2,000,000	\$228,909	\$2,228,909	\$21,081	\$2,250,000	
					TBD	2015 OTHER		\$384,000 FTA-5307	\$96,000 LTD	\$480,000	\$21,091	\$501,091	
Multiple Routes: NW Eugene to LCC (Eugene)	33	Complete NEPA process for possible BIRT expansion	1.115	EXEMPT / Other - Planning and technical studies	TBD	2015 OTHER		\$384,000 FTA-5307	\$96,000 LTD	\$480,000		\$480,000	
					TBD	2016 OTHER		\$81,000 FTA-5307	\$81,000 LTD	\$162,000		\$162,000	
					TBD	2017 OTHER		\$120,000 FTA-5307	\$150,000 LTD	\$270,000		\$270,000	
					TBD	2018 OTHER		\$85,000 FTA-5307	\$85,000 LTD	\$170,000		\$170,000	
Energy Storage System Replacement	34	Replace energy storage systems on hybrid buses	Finance Policy #2: Operations, Maintenance and Preservation	EXEMPT / Other - Planning and technical studies	TBD	2015 OTHER		\$1,128,000	\$282,000	\$1,410,000		\$1,410,000	
					TBD	2016 OTHER		\$80,000 FTA-5307/5337	\$20,000 LTD	\$100,000		\$100,000	
					TBD	2015 OTHER		\$2,440,000 FTA-5307	\$560,000 LTD	\$3,000,000		\$3,000,000	
					TBD	2016 OTHER		\$2,440,000 FTA-5307	\$560,000 LTD	\$3,000,000		\$3,000,000	
Fare Management System	35	Purchase and implement an electronic fare management system.	TSI Transit Policy #1: Transit Improvements	EXEMPT / Mass Transit - Purchase of operating equipment for vehicles	TBD	2015 OTHER		\$2,440,000	\$560,000	\$3,000,000		\$3,000,000	
					TBD	2015 OTHER		\$4,200,000 FTA-5307	\$1,050,000 LTD	\$5,250,000		\$5,250,000	
					TBD	2016 OTHER		\$4,200,000 FTA-5307	\$1,050,000 LTD	\$5,250,000		\$5,250,000	
					TBD	2018 OTHER		\$4,200,000 FTA-5307	\$1,050,000 LTD	\$5,250,000		\$5,250,000	
Preventive Maintenance	36	Preventive maintenance.	TSI Transit Policy #1: Transit Improvements	EXEMPT / Mass Transit-Ongoing assistance to transit agencies.	TBD	2015 OTHER		\$16,800,000	\$4,200,000	\$21,000,000		\$21,000,000	
					TBD	2015 OTHER		\$16,800,000	\$4,200,000	\$21,000,000		\$21,000,000	
					TBD	2015 OTHER		\$16,800,000	\$4,200,000	\$21,000,000		\$21,000,000	
					TBD	2015 OTHER		\$16,800,000	\$4,200,000	\$21,000,000		\$21,000,000	

Line Item	Description	Category	Policy	Goal	Activity	FY	Amount	Source	Notes	Total
37	Vapors	Promote and support Transportation Demand Management programs (TDM) such as carpool and vanpool.	TDM Policy #2: Parking Management	RTP Goal #2	EXEMPT / Air Quality-Continuation of ride-sharing and van-pooling promotion activities at current levels.	2016	\$102,125	OTHER		\$102,125
						2017	\$102,125	OTHER		\$102,125
						2018	\$102,125	OTHER		\$102,125
						TOTAL FFY15-18	\$406,500	OTHER		\$406,500
38	Accessible Service Vehicles	Purchase of approximately five gasoline labeled Accessible Vehicles. May include debt issuance costs and interest payments.	RTP Goal #2	No EXEMPT in PM10 areas / Mass Transit-Purchase of new vehicles or for minor expansions of the fleet.	2016	\$172,500	OTHER		\$172,500	
					2017	\$172,500	OTHER		\$172,500	
					2018	\$172,500	OTHER		\$172,500	
					TOTAL FFY15-18	\$517,500	OTHER		\$517,500	
39	Vehicle Purchase	Purchase three replacement hybrid diesel buses and other vehicles. May include debt issuance costs and interest payments.	1110	No EXEMPT in PM10 areas / Mass Transit-Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.	2016	\$228,000	OTHER		\$228,000	
					2017	\$228,000	OTHER		\$228,000	
					2018	\$228,000	OTHER		\$228,000	
					TOTAL FFY15-18	\$684,000	OTHER		\$684,000	
West Eugene EmX Extension, Small Starts	Design, utility relocation, bus purchase, construct, and implementation of the West Eugene EmX Extension	TDM Policy #1: TDM Program Development / TDM Policy #3: Congestion Management	1115	No EXEMPT / Regionally Significant Project. The route lies along W. 6th, W. 7th and W. 11th; all are regionally significant facilities.	2014	\$1,980,160	PLAN		\$1,980,160	
					2015	\$4,527,200	PRELIM		\$4,527,200	
					2016	\$10,676,000	PRELIM		\$10,676,000	
					2017	\$4,527,200	PRELIM		\$4,527,200	
					2018	\$7,600,000	PRELIM		\$7,600,000	
					2019	\$1,720,278	PRELIM		\$1,720,278	
					2020	\$1,720,278	PRELIM		\$1,720,278	
					2021	\$1,720,278	PRELIM		\$1,720,278	
					2022	\$1,720,278	PRELIM		\$1,720,278	
					TOTAL FFY15-18	\$30,529,349	OTHER		\$30,529,349	
41	LTD - Drive Less, Connect Outreach 2014	Promote available transportation alternatives to Single Occupancy Vehicles (SOV).	TDM Policy #3: Congestion Management	EXEMPT / Otherspecific activities that do not lead directly to construction	2016	\$50,850	OTHER		\$50,850	
					TOTAL FFY15-18	\$50,850	OTHER		\$50,850	

Demonstration of Financial Constraint

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

“shall 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”

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. FY15-18 Financial Constraint Assessment

Description	FY15-18 MTIP (\$Year of Expenditure)				Total
	FY15	FY16	FY17	FY18	FY15 – FY18
Total Revenue	\$64,486,685	\$47,976,541	\$38,083,346	\$11,235,625	\$161,782,197
Total Expenditures	\$64,486,685	\$47,976,541	\$38,083,346	\$11,235,625	\$161,782,197
Difference Between Revenues & Expenditures	\$0	\$0	\$0	\$0	\$0

Statement of Financial Constraint: Each project programmed in the FY15-18 MTIP has an identified funding source or combination of sources reasonably expected to be available over the planning period. Funds for FY15 and FY16 projects are available or committed.

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

Table 3. Total Project Cost by Fiscal Year for Each Jurisdiction and LTD Program of Projects

Jurisdiction	FFY15		FFY16		FFY17		FFY18		Total FFY15-18	
	Federal \$	Other \$	Federal \$	Other \$	Federal \$	Other \$	Federal \$	Other \$	Federal \$	Other \$
Eugene	\$ 2,053,382	\$ 220,000	\$ 719,578	\$ 155,413	\$ 4,003,894	\$ 823,315	\$ -	\$ -	\$ 6,776,854	\$ 1,198,728
Springfield	\$ 1,684,213	\$ 3,200,000	\$ 2,240,170	\$ 3,382,830	\$ 3,036,495	\$ 6,165,005	\$ -	\$ -	\$ 6,960,878	\$ 12,747,835
Coburg	\$ 421,437	\$ 29,280	\$ 334,760	\$ 152,165	\$ -	\$ -	\$ -	\$ -	\$ 756,197	\$ 181,445
Lane Co.	\$ 1,368,561	\$ -	\$ 35,542	\$ 4,458	\$ 142,187	\$ 17,831	\$ -	\$ -	\$ 1,546,290	\$ 22,289
ODOT	\$ 833,000	\$ -	\$ 268,088	\$ 27,113,912	\$ 15,802,475	\$ 47,519	\$ 2,682,431	\$ 1,363,569	\$ 19,585,994	\$ 28,525,000
LCOG	\$ 595,771	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 595,771	\$ -
Willamalane	\$ -	\$ 26,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,000
LTD	\$ 43,960,911	\$ 10,084,130	\$ 13,548,534	\$ 21,091	\$ 8,044,625	\$ -	\$ -	\$ -	\$ 72,743,695	\$ 10,115,221
Others	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL	\$ 50,917,275	\$ 13,569,410	\$ 17,146,672	\$ 30,829,869	\$ 31,029,676	\$ 7,053,670	\$ 9,872,056	\$ 1,363,569	\$ 108,965,679	\$ 52,816,518
Overall TOTAL	\$ 64,486,685	\$ 47,976,541	\$ 38,083,346	\$ 11,235,625	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Fund Type	Federal		FFY17		FFY18		Total
	FFY15	FFY16	FFY17	FFY18	FFY17	FFY18	
FTA-5307	\$ 9,620,100	\$ 8,805,700	\$ 6,185,700	\$ 5,501,700	\$ 224,239,213	\$ -	\$ 224,239,213
FTA-5309	\$ 24,423,479	\$ -	\$ -	\$ -	\$ 24,423,479	\$ -	\$ 24,423,479
FTA-5310	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 1,000,000	\$ -	\$ 1,000,000
FTA-5316	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA-5317	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA-5339	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
L240/STP-Flex	\$ 537,669	\$ 2,000,000	\$ -	\$ -	\$ 2,537,669	\$ -	\$ 2,537,669
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP-U	\$ 325,000	\$ -	\$ -	\$ -	\$ 325,000	\$ -	\$ 325,000
STP-TAP	\$ 122,033	\$ -	\$ -	\$ -	\$ 122,033	\$ -	\$ 122,033
Total Federal	\$ 35,278,281	\$ 11,055,700	\$ 6,435,700	\$ 5,751,700	\$ 58,521,381	\$ -	\$ 58,521,381
	LTD Local Match						
	\$ 8,682,630	\$ 2,492,834	\$ 1,608,925	\$ 1,437,925	\$ 14,222,314	\$ -	\$ 14,222,314
	Other						
	\$ 10,094,130	\$ 21,091	\$ -	\$ -	\$ -	\$ -	\$ 10,115,221
Overall Total	\$ 54,055,041	\$ 13,569,625	\$ 8,044,625	\$ 7,189,625	\$ 82,858,916	\$ -	\$ 82,858,916

Appendix A
STP-U and TAP Allocation Process

Appendix A: STP-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 Program Urban (STP-U) and Transportation Alternatives Program (TAP) funds. STP-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 STP-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 STP-U and/or TAP funding. The Policy Board also set target STP-U funding levels for 3 categories of need. This appendix provides additional details on the current STP-U and TAP fund allocation process. Figure A-1 presents the target STP-U funding levels for the 3 categories of need. Figure A-2 presents the most recent combined STP-U and TAP application form developed for this process.

Figure A-1

Existing STP-U Framework			
Funding targets established for three activity/project categories <i>(dollar amounts are illustrative only, based on average STP-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:
•STP-U FUNDS (Project Development, Preservation, Modernization)
•TAP FUNDS (Transportation Alternatives Program)
FY 2014-2015

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

Cost Estimate/Funding Needs		
Total Estimated Project Cost		\$
Funding Available		\$ Source:
		\$ Source:
		\$ Source:
Amount of STP-U/TAP Request (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

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

Regional Priorities

<input type="checkbox"/>	PRESERVES OR ENHANCES TRANSIT SERVICES			
Goal:	Maintain or increase transit ridership.			
Measures:	Existing ridership:		Projected ridership	
	Existing service hrs:		Proj. service hrs:	
	Ex. area of service:		Proj. service area:	
	Title VI Issues:		Title VI Issues:	
Qualitative Assessment:				

Regional Priorities

IMPROVES SAFETY

Goals: 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.

Measures:	Roadway <input type="checkbox"/>	Multi-Use Path <input type="checkbox"/>	Sidewalk <input type="checkbox"/>	Mixed <input type="checkbox"/>
	Vehicular Crash Data:		Traffic Volume:	
	Bicycle Crash Data:		Transit Volume:	
	Pedestrian Crash Data:		Bike/Ped Counts:	

Qualitative Assessment:

Regional Priorities

REDUCES GREENHOUSE GAS EMISSIONS

Goals: Reduce greenhouse gas emissions by reducing congestion, increasing operational efficiency, supporting alternative modes, and managing transportation demand.

Measures:	Congestion Reduction	Operational Efficiency	Alternative Modes	Trans. Demand Management (TDM)
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Qualitative Assessment:

Additional Project Benefits	
Connectivity	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?
Measures:	
Multiple Modes	How will completed project benefit more than one mode or purpose (i.e., roadway & transit, bicycle & roadway users, or roadway & identified freight route)?
Measures:	
Congestion Reduction	Will completed project reduce congestion through provision of additional capacity or critical link or other means?
Measures:	
Freight	Will completed project improve the freight system and freight movement?
Measures:	
Public Health	Will the completed project provide public health benefits?
Measures:	
Economic Development	Will the completed project promote or support economic development?
Measures:	
Other	Are there other benefits that the completed project will provide?
Measures:	
Other Project Information	
Scope of improvement, i.e., regional, community, neighborhood, local	
Ratio of STP-U Overhead to Overall Project Cost	
Opportunity Costs, i.e., cost of not doing activity/project	
APPLICATION DUE DATE: MAY 10, 2013	
PLEASE SUBMIT APPLICATION ELECTRONICALLY TO PAUL THOMPSON, LCOG pthompson@lcog.org	

Appendix B
Air Quality Exemptions and
Regionally Significant Project Description

Appendix B: Regionally Significant Projects 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 vehicles¹.
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 fleet¹.
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.

Advance land acquisitions (23 CFR 712 or 23 CFR 771).

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: ¹In 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.

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, and MAP-21 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 Program (STP), a block grant program 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 STP-U Funding

Appendix E: Federal Guidelines for STP-U Funding

SURFACE TRANSPORTATION PROGRAM (STP) ELIGIBLE EXPENDITURES

STATUS: ACTIVE

FEDERAL PARTICIPATION: Generally 80 percent. When STP 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: 23 U.S.C. 133, 104(b)(3), 140; SAFETEA-LU Sections 1101(a)(4), 1103(f), 1113, 1603, 1960, 6006

CFR REFERENCE: None

ELIGIBILITY: Funds apportioned to a State for the STP may be obligated for:

- Construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements for highways including Interstate highways and bridges (including bridges on public roads of all functional classifications), including any such construction or reconstruction necessary to accommodate other transportation modes, and including the seismic retrofit and painting of and application of calcium magnesium acetate, sodium acetate formate, or other environmentally acceptable, minimally corrosive anti-icing and de-icing compositions on bridges and approaches thereto and other elevated structures, mitigation of damage to wildlife, habitat, and ecosystems caused by a transportation project funded under Title 23, United States Code,

- Capital costs for transit projects eligible for assistance under chapter 53 of Title 49, United States Code, including vehicles and facilities, whether publicly or privately owned that are used to provide intercity passenger service by bus,
- Carpool projects, fringe and corridor parking facilities and programs, bicycle and pedestrian facilities (off-road or on-road, including modification of walkways) on any public roads in accordance with 23 U.S.C. 217 and the modification of public sidewalks to comply with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.),
- Highway and transit safety infrastructure improvements and programs, hazard eliminations, projects to mitigate hazards caused by wildlife, and railway-highway grade crossings,
- Highway and transit research and development and technology transfer programs,
- Capital and operating costs for traffic monitoring, management, and control facilities and programs,
- Surface transportation planning programs,
- Transportation enhancement activities,
- Transportation control measures listed in Section 108(f)(1)(A) (other than clause xvi) of the Clean Air Act (42 U.S.C. 7407(d),
- Development and establishment of management systems under 23 U.S.C. 303,
- Habitat and wetlands mitigation efforts related to Title 23 projects
- Infrastructure based intelligent transportation systems capital improvements, and
- Environmental restoration and pollution abatement projects to address water pollution or environmental degradation caused or contributed to by transportation facilities, which projects shall be carried out when the transportation facilities are undergoing reconstruction, rehabilitation, resurfacing, or restoration; except that the cost of such environmental restoration or pollution abatement shall not exceed 20 percent of the cost of the 4R project.
- Advanced truck stop electrification systems
- Projects relating to intersections that: have disproportionately high accident rates; have high congestion; and are located on a Federal-aid highway
- Control of terrestrial and aquatic noxious weeds and establishment of native species.

BACKGROUND: The STP was established by Section 1007 of the Intermodal Surface Transportation Efficiency Act of 1991 (1991 ISTEA, Public Law 102-240) 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, authorizes 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 continues 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' 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-aside 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 continues 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 are no longer separately funded are incorporated, including transportation enhancements (replaced by “transportation alternatives” which encompasses 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 are 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) are 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) is 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 [23 USC 213(c), MAP-21 § 1122] (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.

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

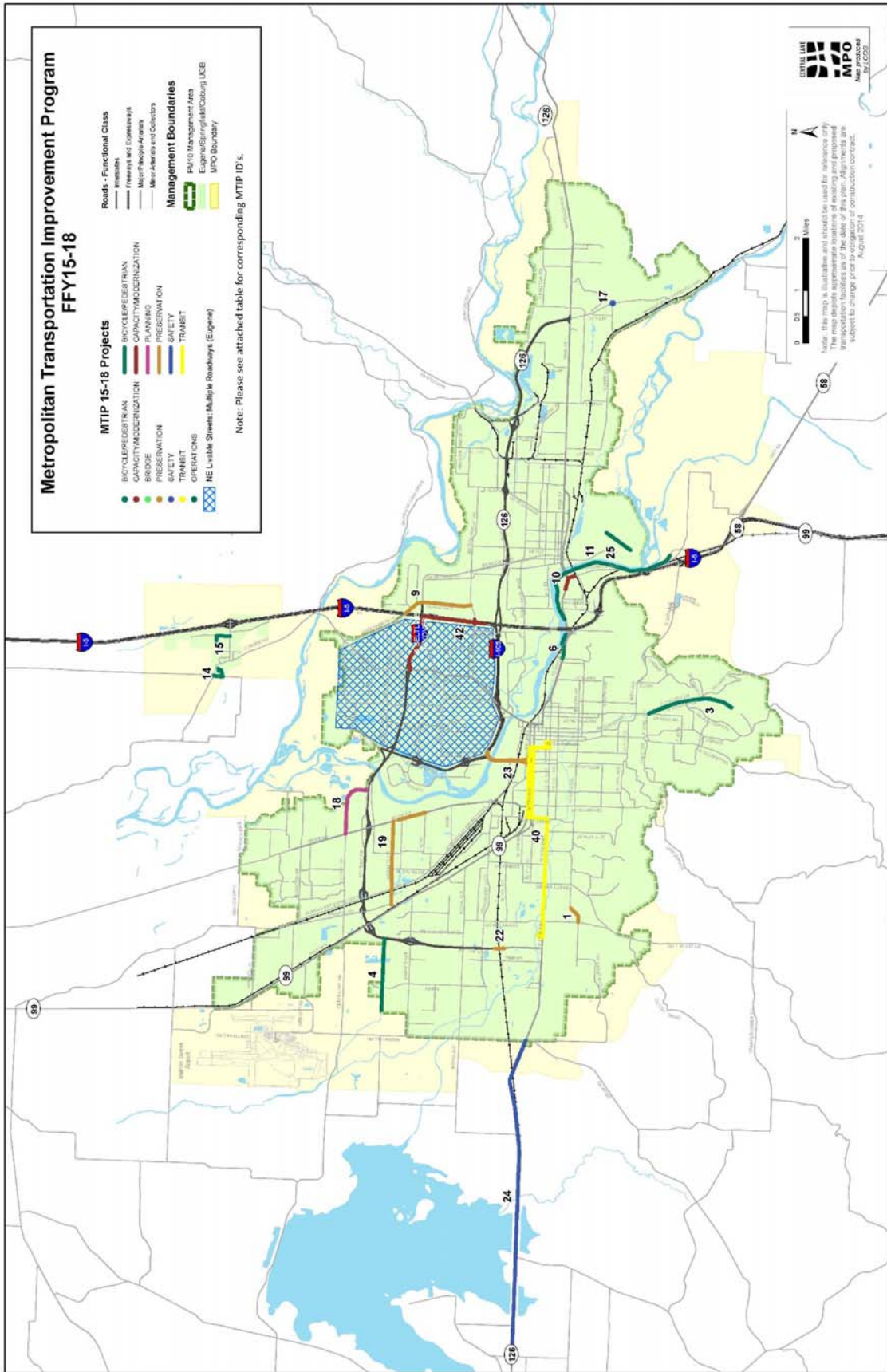
(<http://www.fhwa.dot.gov/safetealu/factsheets/stp.htm>)

Appendix F: Project Location Map

MAP KEY

MTIP ID # PROJECT		MTIP Projects on Map		KEY #	Jurisdiction	MODE	FUNCTIONAL CLASS
1	18th Ave: Josh St-Bertelsen St Preservation (EUG)	18781	Eugene	18781	Eugene	PRESERVATION	Urban Minor Arterial
3	Amazon Active Corridor: Martin Street-33rd St	18856	Eugene	18856	Eugene	PEDESTRIAN	N/A
4	Jessen Multiuse Path: Ohio Street - Beltline	18859	Eugene	18859	Eugene	PEDESTRIAN	N/A
5	NE Livable Streets: Multiple Roadways (Eugene)	18861	Eugene	18861	Eugene	PEDESTRIAN	N/A
6	South Bank Path: Knickerbocker Bridge to Walnut St	18792	Eugene	18792	Eugene	PEDESTRIAN	N/A
9	Gateway St Preservation: Harlow Rd-I-5 Xing (Spr)	18822	Springfield	18822	Springfield	PRESERVATION	Urban Minor Arterial
10	OR126B & MCVAY HWY: MISSISSIPPI AVE. - UPRR TRACKS	18865	Springfield	18865	Springfield	MODERNIZATION	Other Urban Principal Arterial
11	Glenwood Riverfront Path:I-5 Xing-Seavey Lp (Spr)	18820	Springfield	18820	Springfield	PEDESTRIAN	N/A
14	Coburg Loop Path Seg 3 Coburg Boittm Loop-N Coburg R	18857	Coburg	18857	Coburg	PEDESTRIAN	N/A
15	Coburg Loop Path Seg 1 & 2	16839	Coburg	16839	Coburg	PEDESTRIAN	N/A
17	Bob Straub Pkwy: Mt. Vernon Road Intersection	18860	Lane County	18860	Lane County	SAFETY	Urban Minor Arterial/Urban Collector
18	Hunsaker Ln-Beaver St Corridor Study (Lane Co)	18790	Lane County	18790	Lane County	PLANNING	Urban Collector
19	River Rd/Maxwell Rd Pavement Preservation (Lane)	18798	Lane County	18798	Lane County	PRESERVATION	Other Urban Principal Arterial / Urban Minor Arterial
22	Beltline Hwy (OR569): SCS Canal & UPRR Bridge Repair	18576	ODOT	18576	ODOT	PRESERVATION	Other Urban Freeways and Expressways
23	I-105 Willamette R Connectors & 1st. to 7th Ave Via	18577	ODOT	18577	ODOT	PRESERVATION	Urban Interstate
24	OR126: Elimaker to Greenhill	18863	ODOT	18863	ODOT	SAFETY	Other Rural Principal Arterial
25	Middle Fk Willamette Rv Tr: Unit 3 (Spgrfld)	18132	Willamalane	18132	Willamalane	PEDESTRIAN	N/A
40	EMX Extension- W. 11th: Commerce St - Olive St (Eugene)	16779	LTD	16779	LTD	TRANSIT	Other Urban Principal Arterial
42	I-5 Beltline Interchange Unit 4 Eugene/Springfield	16861	ODOT	16861	ODOT	MODERNIZATION	Other Urban Freeways and Expressways / Urban Interstate




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



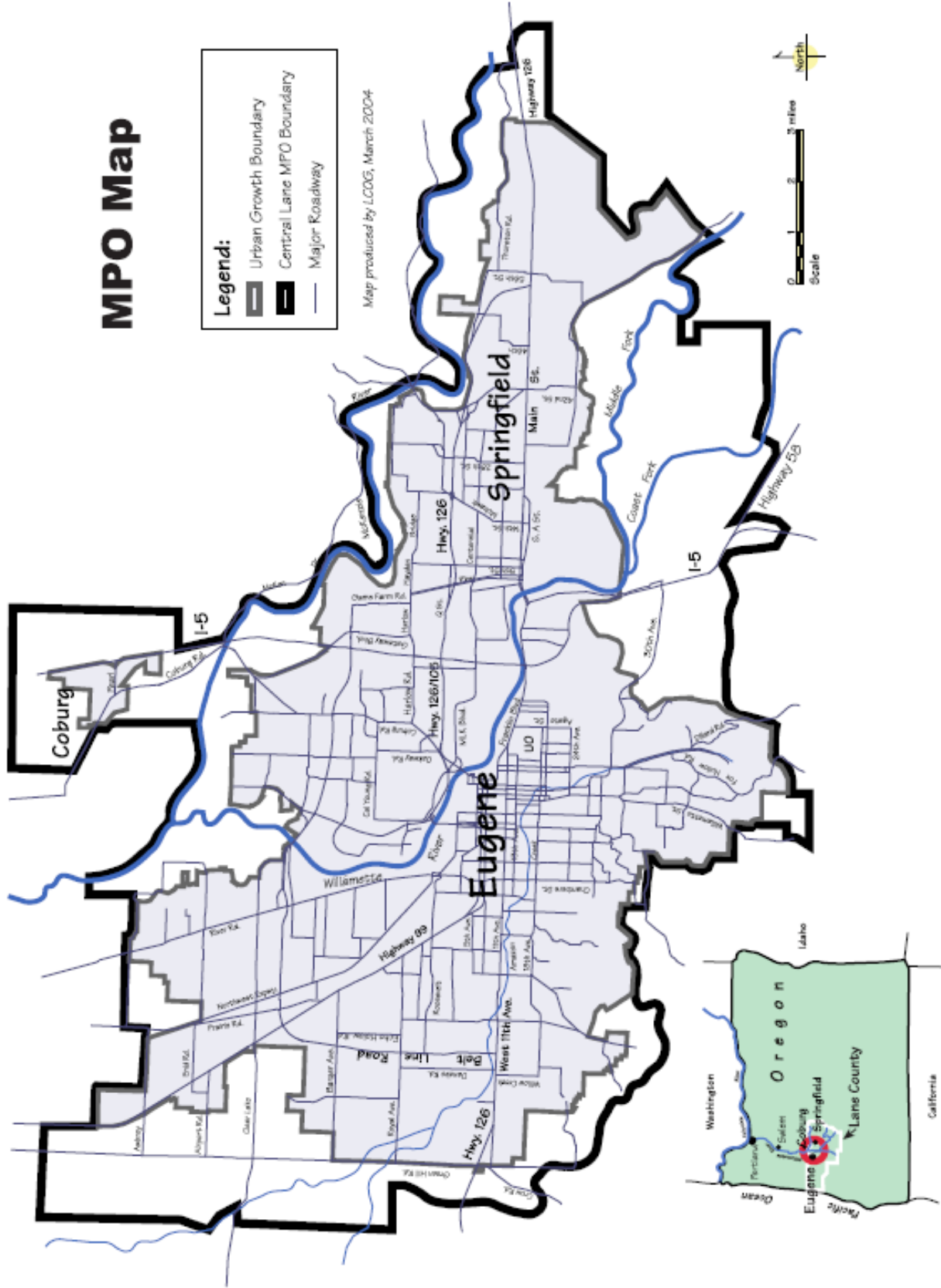
Appendix G: MPO Area Map

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

3-C – Continuing, Comprehensive & Cooperative Planning Process
 3R – Resurfacing, restoring, and rehabilitating
 AAA – American Automobile Association
 AASHTO – American Association of State Highway & Transportation Officials
 ACT – Area Commission on Transportation
 ADA – Americans with Disabilities Act
 ADT – Average Daily Traffic (or Average Daily trips)
 AMPO – Association of Metropolitan Planning Organizations
 APA – American Planning Association
 APTA – American Public Transportation Association
 AQCD – Air Quality Conformity Determination
 ARBA – American Road Builders' Association
 ARMA – American Road Makers' Association
 ARTBA – American Road & Transportation Builders' Association
 BMCS – Bureau of Motor Carrier Safety
 BMP – Best Management Practice
 BMS – Bridge Management System
 BRT – Bus Rapid Transit
 BTS – Bureau of Transportation Statistics
 CAA(A) – Clean Air Act (Amendments)
 CAC – Citizen Advisory Committee
 CATS – (Eugene) Central Area Transportation Study
 CFR – Code of Federal Regulations
 CIP – Capital Improvement Program
 CMAQ – Congestion Mitigation and Air Quality Program
 CMP – Congestion Management Plan (Process)
 CMS – Congestion Management System
 COG – Council of Governments
 DEIS – Draft Environment Impact Statement
 DEQ – Department of Environmental Quality
 DLCD – Department of Land Conservation and Development
 DOT – Department of Transportation
 EEO – Equal Employment Opportunity
 EIS – Environmental Impact Statement
 EJ – Environmental Justice
 EMME/2 – Equilibre Multimodal Multimodal Equilibrium
 (Transportation Model)
 EPA – Environmental Protection Agency
 FAA – Federal Aviation Administration
 FAP – Federal-Aid primary
 FAS – Federal-Aid secondary
 FAU – Federal-Aid urban
 FEIS – Final Environmental Impact Statement
 FHWA – Federal Highway Administration
 FRA – Federal Railroad Administration
 FTA – Federal Transit Administration

(F)FY – (Federal) Fiscal Year
GIS – Geographic Information Systems
GPS – Global Positioning Systems
HCM – Highway Capacity Manual
HOV – High Occupancy Vehicle
HPMS – Highway Performance Monitoring Systems
HRB – Highway Research Board
HSR – High Speed Rail
I/M – Inspection and Maintenance
IAMP – Interchange Area Management Plan
ICC – Interstate Commerce Commission
IHS – Interstate Highway System
IM – Interstate Maintenance
ISTEA – Intermodal Surface Transportation Efficiency Act of 1991
ITS – Intelligent Transportation Systems
IVHS – Intelligent Vehicle Highway Systems
JARC – Job Access and Reverse Commute
LCDC – Land Conservation and Development Commission
LOS – Level of Service (Traffic flow rating)
LRAPA – Lane Regional Air Protection Agency
LRT – Light Rail Transit
LRTP – Long Range Transportation Plan
LTD – Lane Transit District
LUAM – Land Use Allocation Model
MAP-21 – Moving Ahead for Progress in the 21st Century
MIS – Major Investment Study
MOA – Memorandum of Agreement
MOBILE6 – An emissions model, being replaced by MOVES
MOU – Memorandum of Understanding
MOVES – Motor Vehicle Emission Simulator
MPC – Metropolitan Policy Committee
MPO – Metropolitan Planning Organization
MSA – Metropolitan Statistical Area
MTP – Metropolitan Transportation Plan
MTIP – Metropolitan Transportation Improvement Program
MUTCD – Manual on Uniform Traffic Control Devices
NAA – Non-Attainment Area
NAAQS – National Ambient Air Quality Standards
NEPA – National Environmental Policy Act of 1969
NHS – National Highway System
NHTSA – National Highway Traffic Safety Administration
NOX – Nitrogen Oxides
O&M – Operations and Maintenance
ODOT – Oregon Department of Transportation
OHP – Oregon Highway Plan
OM&P – Operations, Maintenance and Preservation

OMPOC – Oregon MPO Consortium
 ORFS – Oregon Roads Finance Committee
 OTC – Oregon Transportation Commission
 OTIA – Oregon Transportation Investment Act
 OTP – Oregon Transportation Plan
 OTREC – Oregon Transportation Research and Education Consortium
 PCR – Pavement Condition Rating
 PE – Preliminary Engineering
 PL – Planning Funds
 PPP – Public Participation Plan
 PS&E – Plans, Specifications, and Estimates
 RAC – (Lane County) Roads Advisory Committee
 RFP – Request for Proposal
 ROW – Right of Way
 RR – Railroad
 RTP – Regional Transportation Plan
 SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users
 SDC – System Development Charge
 SHTF – State Highway Trust Fund
 SIB – State Infrastructure Bank
 SIP – State Implementation Plan
 SOV – Single Occupancy Vehicle
 SPR – State Planning and Research funds
 STA – Special Transportation Area
 STIP – State Transportation Improvement Program
 C-STIP – Construction STIP
 D-STIP – Development STIP
 STP – Surface Transportation Program (-U – - Urban)
 STPP – Surface Transportation Policy Project
 TAC – Technical Advisory Committee
 TAP – Transportation Alternatives Program
 TASC – Technical Advisory Subcommittee
 TAZ – Traffic Analysis Zone
 TCM – Transportation Control Measure
 TDM – Transportation Demand Management
 TDP – Transit Development Program
 TEA-21 – Transportation Equity Act for the 21st Century
 TIFIA – Transportation Infrastructure Finance & Innovation Act (1998)
 TIP – Transportation Improvement Program, either MTIP or STIP
 TMA – Transportation Management Area
 TMSF – Transportation Management System Fee
 TO – Transportation Options
 TOD – Transit Oriented Development
 TOAC – Transportation Options Advisory Committee
 TPAU – Transportation Planning Analysis Unit
 TPC – Transportation Planning Committee

TPR – Transportation Planning Rule
TRB – Transportation Research Board
TSI – Transportation System Improvements
TSM – Transportation System Management
TSP – Transportation System Plan
TUF – Transportation Utility Fee
UGB – Urban Growth Boundary
UMTA – Urban Mass Transportation Administration
UPWP – Unified Planning Work Program
V/C – Volume to Capacity
VMT – Vehicle Miles Traveled
VOCs – Volatile Organic Compounds
VPD – Vehicles Per Day