



**MTIP**  
**Metropolitan**  
**Transportation Improvement Program**  
**Federal FY 2012 to Federal FY 2015**

Central Lane  
Metropolitan Planning Organization

**January 2012**



# Central Lane MPO

## Metropolitan Transportation Improvement Program Federal FY2012 to Federal FY2015

Adopted by the Metropolitan Policy Committee on  
January 12, 2012

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**RESOLUTION 2012-01**

**APPROVING THE FFY12-15 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 FFY12-15 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 FFY12-15 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 FFY12-15 MTIP using STP-U funds are consistent with the project selection criteria and process identified in the FFY12-15 MTIP; and,

**WHEREAS**, the improvements included in the FFY12-15 MTIP demonstrate fiscal constraint; and,

**WHEREAS**, an Air Quality Conformity Determination for the FFY12-15 MTIP is in preparation and is expected to show compliance with the Clean Air Act;

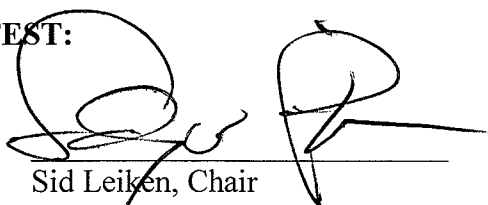
**NOW, THEREFORE, BE IT RESOLVED:**


**THAT**, the FFY12-15 Metropolitan Transportation Improvement Program, Exhibit A, is hereby adopted;

**THAT**, the newly adopted FFY12-15 MTIP will be put into effect no later than the effective date of the FFY12-15 STIP, subject to demonstration of air quality conformity.

PASSED AND APPROVED THIS 12<sup>th</sup> DAY OF JANUARY, 2012, BY THE METROPOLITAN POLICY COMMITTEE.

**ATTEST:**

  
Sid Leiken, Chair  
Metropolitan Policy Committee

  
George Kloepfel, Executive Director  
Lane Council of Governments



**RESOLUTION 2012-02**

**ADOPTING THE AIR QUALITY CONFORMITY DETERMINATION  
FOR THE 2035 REGIONAL TRANSPORTATION PLAN (RTP) AND THE  
FFY2012-2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**WHEREAS**, the Lane Council of Governments 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 Eugene/Springfield area is currently designated as a maintenance area for carbon monoxide under the Clean Air Act; and

**WHEREAS**, the 2035 RTP and the FFY12-15 Metropolitan TIP must demonstrate air quality conformity before both are approved by the MPO or accepted by the federal Department of Transportation, according to the requirements of OAR-340-252-0010 et. seq. and 40 CFR 93.100 et. seq.; and

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

**NOW THEREFORE BE IT RESOLVED BY THE METROPOLITAN POLICY COMMITTEE OF THE  
CENTRAL LANE MPO:**

**THAT**, the Air Quality Conformity Determination for the 2035 RTP and the FFY12-15 Metropolitan TIP has been prepared according to state and federal regulations and undertaken through interagency consultation with local, state and federal agencies;

**THAT**, the Air Quality Conformity Determination for the 2035 RTP and the FFY12-15 Metropolitan TIP has gone through a public and agency review period in accord with the requirements of the MPO's Public Participation Plan and OAR-340-252-0060, and that the comments received have been adequately addressed;


**THAT**, the 2035 RTP and the FFY12-15 Metropolitan TIP have been determined to conform to the requirements related to regional air quality emissions contained in OAR 340-252 (Transportation Conformity), and 40 CFR 93 (Determining Conformity of Federal Actions to State or Federal Implementation Plans); and

**THAT**, the Metropolitan Policy Committee hereby adopts the Air Quality Conformity Determination for the 2035 RTP and the FFY12-15 MTIP, as set forth in Exhibit A, attached to and incorporated by reference to this resolution.

ADOPTED BY THE METROPOLITAN POLICY COMMITTEE ON THIS 12th DAY OF JANUARY,  
2012.

**ATTEST:**

  
George Kloepfel  
Executive Director  
Lane Council of Governments

  
Sid Leiken, Chair  
Metropolitan Policy Committee





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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 2015. 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:

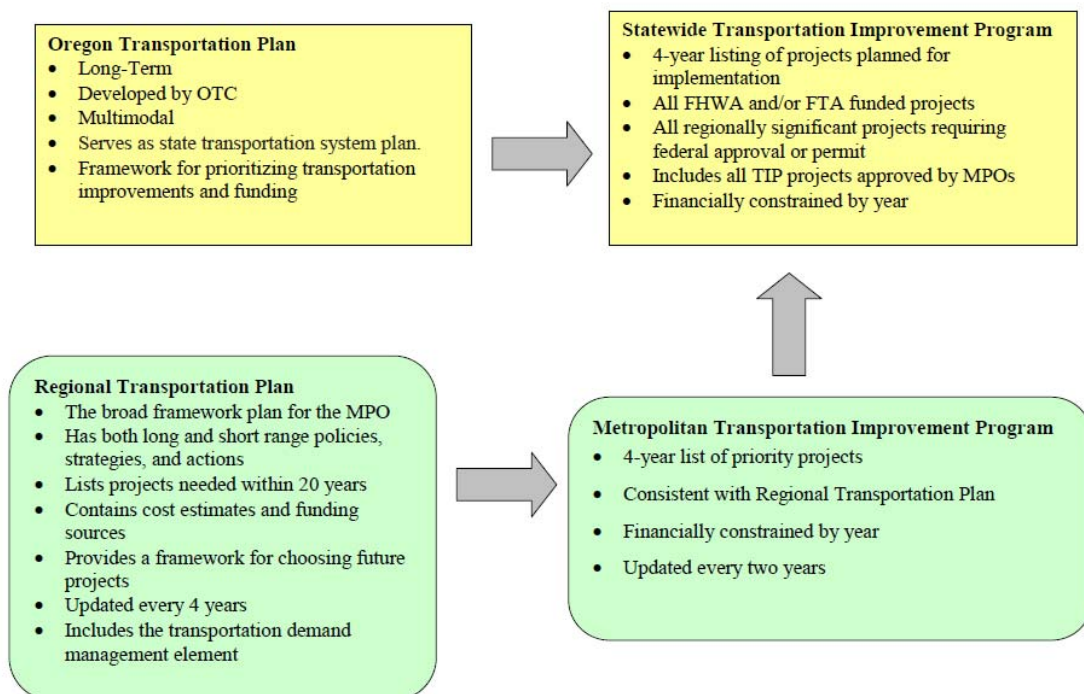
- The **MTIP** is the document you are reading now and its full name is the **Metropolitan Transportation Improvement Program**;
- The **STIP** is the **Statewide Transportation Improvement Program**, prepared by the Oregon Department of Transportation (ODOT) and covers the entire State of Oregon;
- 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.
- For public involvement purposes, the MPC has also appointed a **CAC**, the **Citizens Advisory Committee** who meet on a monthly basis to provide input on transportation planning issues.
- Finally, this MTIP covers **FY 2012-2015**, which refers to **Fiscal Years 2012 to 2015**. This covers the period of time from July 1, 2011 to June 30, 2015.

Again, these are the most frequently used acronyms and terms. We hope they help you to successfully navigate through the FY 2012-2015 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 fiscal years 2012-2015. 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 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 2012-2015). 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 shows that with the implementation of the FY 2012-2015 MTIP, the current federal air quality standards for carbon monoxide will continue to be met. 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 is separately completing a greenhouse gas inventory for the region and will be 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 first three years of 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 Central Lane Metropolitan Planning Organization (MPO), in cooperation with the state and transit operators, develop an MTIP that is updated and approved at least every four years by MPC and the Governor. The prior MTIP, FY086-11, was adopted on August 9, 2007 and was conformed by the MPO on November 8, 2007. The conformity was approved by the U.S. Department of Transportation on January 16, 2008. Adoption of the FY12-15I MTIP will restart the four year clock.

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

## **Federal Requirements**

Regulations developed to help guide the implementation of the Intermodal Surface Transportation Act of 1991 (ISTEA), Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21), and Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), 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.

### ***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) funds. STP-U 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 at 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 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 STP-U funding. The 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 are presented in Figure A-2.

***Relationship between MTIP and the Statewide Transportation Improvement Program (STIP) (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 establish criteria and procedures for determining such conformity. The state rule mirrors, and in some instances is more stringent than, the federal rule. By meeting the state standards for purposes of demonstrating air quality conformity, the federal standards are also met.

The Central Lane MPO region has been redesignated to attainment status for CO and is in the required maintenance period (1994-2014). There has not been a violation of the CO standards since 1980. Demonstration requirements in the state and federal rules include conformity analysis for the regional transportation plan (RTP), the MTIP, and projects contained in the MTIP (23 CFR 450.324(a)). A conformity analysis is required to show that any additions to the transportation system do not jeopardize the region's attainment and maintenance of the air quality standards. Specifically, the state rule states that demonstration of conformity for CO is consistent with the motor vehicle emissions budget in the CO SIP.

The Eugene-Springfield PM<sub>10</sub> State Implementation Plan established that emissions from motor vehicles are not a significant contributing factor to overall PM<sub>10</sub> emissions and concludes that control of emissions from motor vehicles is not necessary to demonstrate attainment of the PM<sub>10</sub> standards. EPA has approved and concurred that Plan and MTIP conformity determinations for PM<sub>10</sub> are not required. There has not been an exceedance of the PM<sub>10</sub> standards in this area since 1987. The Lane Regional Air Pollution Authority (LRAPA) is in the process of applying to the federal Environmental Protection Agency for a redesignation of the Eugene-Springfield area to attainment status for PM<sub>10</sub>.

Regional emissions analysis is required on regionally significant projects (Appendix B) located within the 1987 Central Area Transportation Study (CATS) boundary as specified in the Eugene-Springfield CO SIP. This area encompasses the greater downtown Eugene area and is bounded by 5<sup>th</sup> Avenue on the north, 19<sup>th</sup> Avenue on the south, Lincoln Street on the west, and Agate Street on the east. EPA has determined that the nature of the CO problem in the Central Lane area is limited to the CATS boundary. All transportation projects within the

Central Lane Air Quality Maintenance Area (approximately the Eugene/Springfield UGBs) are subject to the “project-level conformity” requirements.

The conformity analysis for the FY12-15 MTIP will be available under separate cover.

## **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) and other capital planning documents and input from the participating agencies, as well as from the overlapping years of the previous (FY08-11) MTIP.

TPC recommends the MTIP to the MPC 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 Citizen’s Advisory Committee may also review and comment on 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, MPC and the CAC 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:

- I. 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.

Major projects from the prior MTIP that are not included in the current project list (see next section) are listed in Appendix G.

## **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, and if not, if it is within the 1987 CATS area. Projects that are exempt from emissions modeling (see Appendix B) are indicated, as is the first analysis year in which a non-exempt project is modeled for the conformity determination. 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 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 exempt status (based on State and Federal rules as described in Appendix B) or otherwise, lists the first analysis year in which the project was modeled for CO emissions.

**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.

Costs 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
B3A I	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 – TMA/urban areas (funds programmed by the MPO)
STP-E	Surface Transportation Program Enhancement
STP-RR	Surface Transportation Program – Railroad
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 FY10, 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 CO 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***



**Central Lane MPO - FFY12-15 MTIP Project List**  
**Summary of Funding by Jurisdiction, Federal Fiscal Year, and Activity Type**

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Req Match		Total Fed+ Req Match	Other		Total All Sources				
							\$	Source	\$	Source		\$	Source					
<b>EUGENE</b>																		
Bertelsen Road: 18th St - Bailey Hill Rd (Eugene)	Upgrade to minor arterial standards with two travel lanes, a center turn lane, bike lanes, and sidewalks.  Conduct context sensitive design process that takes into consideration nature preserve on west side of street. Possible design concepts that could come out of this process include only building a sidewalk on the east side of the street and using natural stormwater systems such as bioswales on the west side of the street.  Conduct public involvement process during PE phase that includes both residents and representatives of Nature Conservancy property.				15539	2014	PRELIM											
							ENG					\$836,000	Eugene	\$836,000				
							R/W					\$48,000	Eugene	\$48,000				
							CONST					\$1,506,000	Eugene	\$1,506,000				
					<b>TOTAL FFY12-15</b>							<b>\$2,390,000</b>	<b>\$2,390,000</b>					
Jeppesen Acres Rd: Gilham Rd to Providence St.	Upgrade to a 2-lane neighborhood collector. Improvements include street lights, street trees, travel lanes, planting strips and sidewalk on both sides of the street. { Note that Preliminary Engineering phase also include public involvement and outreach.}  Bike components: Yes Pedestrian components: Yes	315		EXEMPT / Other-Urban Standards = safety/ widen lanes/ resurfacing/ ped facilities	15541	2012	PRELIM											
							ENG					\$282,000	Eugene	\$282,000				
							CONST					\$838,000	Eugene	\$838,000				
							PRELIM					\$271,000	Eugene	\$271,000				
					<b>TOTAL FFY12-15</b>							<b>\$1,391,000</b>	<b>\$1,391,000</b>					
Eugene Regional Transp. Planning	Allow 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.  Includes unused funds from Key Number 15261 for W 11th Corridor Study work to continue	RTP Goal #1,RTP Goal #2		EXEMPT / Other-Planning and Technical Studies	15273	2008	PLAN	\$40,000	STP-U	\$4,578	Eugene	\$44,578		\$44,578				
					15830	2009	PLAN	\$40,000	STP-U	\$4,578	Eugene	\$44,578		\$44,578				
					16645	2010	PLAN	\$72,771	STP-U	\$8,329	Eugene	\$81,100		\$81,100				
					17219	2011	PLAN	\$40,000	STP-U	\$4,578	Eugene	\$44,578		\$44,578				
					17357	2012	PLAN	\$40,000	STP-U	\$4,578	Eugene	\$44,578		\$44,578				
					17358	2013	PLAN	\$40,000	STP-U	\$4,578	Eugene	\$44,578		\$44,578				
										<b>TOTAL FFY12-15</b>		<b>\$80,000</b>		<b>\$9,156</b>		<b>\$89,156</b>		<b>\$89,156</b>
					MLK Jr. Pavement Preservation	Pavement preservation on Martin Luther King Jr. Boulevard from I-5 to Centennial Loop. Bike components: to be scoped. Pedestrian components: to be scoped. Both pedestrian and bicycle components will likely include crossing improvements.	Finance Policy #2: Operations, Maintenance, and Preservation		EXEMPT / Safety-Pavement resurfacing and/or rehabilitation.	17359	2012	CONST	\$665,000	STP-U	\$75,781	Eugene	\$740,781	
17359	2012	CONST									\$1,277,219	Eugene	\$1,277,219					
17359	2012	PRELIM									\$182,000	Eugene	\$182,000					
										<b>TOTAL FFY12-15</b>		<b>\$665,000</b>		<b>\$75,781</b>		<b>\$740,781</b>	<b>\$1,459,219</b>	<b>\$2,200,000</b>
Coburg Rd: Beltline - Oakway Rd (Eugene)	Pavement preservation on Coburg Road from Randy Pape Beltline to 850 feet north of Cal Young Road.  Pedestrian and Bicycle components could be anywhere on Coburg Road. Bicycle components: need to be scoped out, but potential ideas include green colorant in bike lanes that have conflicts with vehicles, bicycle wayfinding signage, increase bike lane width to 6-feet. Pedestrian components: need to be scoped, but possibilities include pedestrian crossing islands, sidewalk widening, visual countdown signals, and access management.	Finance Policy #2: Operations, Maintenance, and Preservation		EXEMPT / Safety-Pavement resurfacing and/or rehabilitation.	17360	2011	PRELIM	\$89,770	STP-U	\$10,230	Eugene	\$100,000		\$100,000				
					17360	2012	CONST	\$628,070	STP-U	\$71,574	Eugene	\$699,644		\$699,644				
										<b>TOTAL FFY12-15</b>		<b>\$628,070</b>		<b>\$71,574</b>		<b>\$699,644</b>	<b>\$699,644</b>	
North Bank Path: DeFazio Bridge to Leisure Lane	Preliminary engineering for a section of the North Bank Path Ruth Bascom River Bank Path rehabilitation. The funding for this is from the STP – Readiness 2010 federal funds with a local match. The Path will be overlaid with concrete in sections where there is asphalt to provide a smoother, more sustainable surface. Some concrete will be replaced and the	TSI Bicycle Policy #1: Bikeway System and Support Facilities		EXEMPT / Air Quality-Bicycle and pedestrian facilities.	17161	2010	PRELIM	\$138,524	STP	\$15,855	Eugene	\$154,379		\$154,379				
					17161	2012	CONST	\$670,000	STP-U	\$205,000	Eugene	\$875,000		\$875,000				
										<b>TOTAL FFY12-15</b>		<b>\$670,000</b>		<b>\$205,000</b>		<b>\$875,000</b>	<b>\$875,000</b>	
Fern Ridge Path - Chambers to Arthur Streets	Preliminary engineering and construction for a section of the Fern Fridge Path in order to move it way from the bank of the Amazon Creek. This will minimize the failing of the path due to bank failure such as slumping and allow for the creek to be enhanced to improve the waterway. The design will incorporate current path standards for lighting and sustainable concrete surfacing. The Preliminary Engineering phase will also ensure all the appropriate environmental clearances and appropriate land use permits.	TSI Bicycle Policy #1: Bikeway System and Support Facilities		EXEMPT / Air Quality-Bicycle and pedestrian facilities.	17160	2010	PRELIM	\$55,074	STP	\$6,304	Eugene	\$61,378		\$61,378				
					17160	2012	CONST	\$678,800	STP	\$77,700	Eugene	\$756,500		\$756,500				
										<b>TOTAL FFY12-15</b>		<b>\$678,800</b>		<b>\$77,700</b>		<b>\$756,500</b>	<b>\$756,500</b>	

**Central Lane MPO - FFY12-15 MTIP Project List**  
**Summary of Funding by Jurisdiction, Federal Fiscal Year, and Activity Type**

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Req Match		Total Fed+ Req Match	Other		Total All Sources			
							\$	Source	\$	Source		\$	Source				
<b>EUGENE</b>																	
Safe Routes to School 4J Program	Continuation and development of the local Safe Routes to School SRTS program. The Eugene SRTS program is a community approach to encouraging and enabling more people to walk and bike to school safely.	TISI Bicycle Policy #1: Bikeway System and Support Facilities	EXEMPT / Other-specific activities that do not lead directly to construction	TBD	2011	OTHER	\$75,000	STP-U	\$8,584	Eugene	\$83,584			\$83,584			
				17362	2012	OTHER	\$75,000	STP-U	\$8,584	Eugene	\$83,584			\$83,584			
				<b>TOTAL FFY12-15</b>			<b>\$75,000</b>		<b>\$8,584</b>		<b>\$83,584</b>			<b>\$83,584</b>			<b>\$83,584</b>
Amazon & Willamette River Path Connectors (eugene)	Construct shared-use path connections	TISI Bicycle Policy #1: Bikeway System and Support Facilities	EXEMPT / Air Quality-Bicycle and pedestrian facilities.	17453	2012	CONST						\$165,000	Eugene	\$165,000			
				17453	2012	CONST					\$460,000	S010	\$460,000				
				<b>TOTAL FFY12-15</b>								<b>\$625,000</b>		<b>\$625,000</b>			<b>\$625,000</b>
Fern Ridge Path: Greenhill Rd to Terry St (Eugene)	Repair of concrete panels on the path that have cracked and settled. Replacement of several bridge approaches that have settled to make smooth transitions. Repair and vandal-proofing the existing lighting system.	TISI Bicycle Policy #4: Implementation of Priority Bikeway Miles	EXEMPT / Air Quality-Bicycle and pedestrian facilities., Safety-Pavement resurfacing and/or rehabilitation.	16636	2012	PRELIM ENG	\$48,000	Other	\$12,000	Eugene	\$60,000			\$60,000			
				16636	2012	CONST	\$145,676	Other	\$36,419	Eugene	\$182,095			\$182,095			
				<b>TOTAL FFY12-15</b>			<b>\$193,676</b>		<b>\$48,419</b>		<b>\$242,095</b>			<b>\$242,095</b>			<b>\$242,095</b>

**Central Lane MPO - FFY12-15 MTIP Project List**  
**Summary of Funding by Jurisdiction, Federal Fiscal Year, and Activity Type**

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Reg Match		Total Fed+ Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
<b>Springfield</b>														
Springfield Regional Transp. Planning	Allows Springfield Public Works and Development Services 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	16646	2010	PLAN	\$40,000	STP-U	\$4,578	Springfield	\$44,578			\$44,578
				17223	2011	PLAN	\$40,000	STP-U	\$4,578	Springfield	\$44,578			\$44,578
				17363	2012	PLAN	\$40,000	STP-U	\$4,578	Springfield	\$44,578			\$44,578
				17364	2013	PLAN	\$40,000	STP-U	\$4,578	Springfield	\$44,578			\$44,578
					<b>TOTAL FFY12-15</b>		<b>\$80,000</b>		<b>\$9,156</b>		<b>\$89,156</b>			<b>\$89,156</b>
Thurston Road Overlay (Springfield)	The City of Springfield has determined that pavement repair and an overlay on Thurston Road is one of its top preservation priorities. The pavement structure on Thurston Road east of 69th Street is nearing failure. If preservation activities are not undertaken within the next two years, Springfield expects significant structural failures will occur resulting in complete reconstruction. Bike components: Yes Pedestrian components: Yes	Finance Policy #2: Operations, Maintenance, and Preservation, TSI Roadway Policy #1: Mobility and Safety for all Modes	EXEMPT / Safety-Pavement resurfacing and/or rehabilitation.	17030	2011	PRELIM ENG						\$35,000	Springfield	\$35,000
				17030	2012	CONST	\$400,000	STP-U	\$118,000	Springfield	\$518,000			\$518,000
					<b>TOTAL FFY12-15</b>		<b>\$400,000</b>		<b>\$118,000</b>		<b>\$518,000</b>	<b>\$0</b>		<b>\$518,000</b>
Franklin Blvd: I-5 bridge to McVay Springfield	Planning for project described below:  Construct modern urban standards improvements on the old Hwy 99 alignment in Glenwood called Franklin Boulevard between downtown Springfield, the University of Oregon and downtown Eugene. The existing Franklin corridor a.k.a. OR 126B, McKenzie Highway, lacks facilities for bicycles and pedestrians, and is the only segment of Lane Transit District's popular bus rapid transit EmX service, the "Green Line", that operates in mixed traffic with temporary curb side stations. The Project is a hybrid multi-way boulevard/arterial roadway with both roundabout and signalized intersections. The Project provides much needed facilities for bicycles and pedestrians and improves EmX bus rapid transit through the corridor to dedicated guideway service with median stations.	RTP Goal #1	EXEMPT / Other-Planning and Technical Studies	17217	2011	PLAN	\$400,000	STP-U	\$45,782	Springfield	\$445,782			\$445,782
				17217	2011	PLAN					\$354,218	Springfield	\$354,218	
				17217	2013	PLAN	\$400,000	STP-U	\$45,782	Springfield	\$445,782			\$445,782
					<b>TOTAL FFY12-15</b>		<b>\$400,000</b>		<b>\$45,782</b>		<b>\$445,782</b>			<b>\$445,782</b>
'A' Street Preservation and Pedestrian Enhancement	Pavement repair and overlay repairing curb and gutter to restore drainage replacing substandard handicap curb ramps to current standards and adding pedestrian-scale lighting on "A" Street between 5th Street and Mill Street and on Mill Street between Main Street and "B" Street in downtown Springfield. Bike components: Yes Pedestrian components: Yes	Finance Policy #2: Operations, Maintenance, and Preservation	EXEMPT / Air Quality-Bicycle and pedestrian facilities., Safety-Pavement resurfacing and/or rehabilitation.	17365	2012	CONST	\$506,975	STP-U	\$58,026	Springfield	\$565,000			\$565,000
				17365	2012	PRELIM	\$85,244	STP-U	\$9,757	Springfield	\$95,000			\$95,000
				17365	2012	CONST	\$157,028	STP-U	\$17,973	Springfield	\$175,000			\$175,000
					<b>TOTAL FFY12-15</b>		<b>\$749,246</b>		<b>\$85,755</b>		<b>\$835,000</b>			<b>\$835,000</b>

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Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Req Match		Total Fed+ Req Match	Total All Sources
							\$	Source	\$	Source		
Coburg												
Coburg Regional Transp. Planning	Allows 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 AQMA	16648	2010	PLAN	\$15,000	STP-U	\$1,717	Coburg	\$16,717	\$16,717
				17218	2011	PLAN	\$15,000	STP-U	\$1,717	Coburg	\$16,717	\$16,717
				17371	2012	PLAN	\$15,000	STP-U	\$1,717	Coburg	\$16,717	\$16,717
				17370	2013	PLAN	\$15,000	STP-U	\$1,717	Coburg	\$16,717	\$16,717
				<b>TOTAL FFY12-15</b>					<b>\$30,000</b>		<b>\$3,434</b>	
Coburg Loop Path	The Coburg Loop Path, Segments 1 and 2 is a 10 foot wide, concrete, shared use path. The southern terminus is the westside of the Pearl Street/Coburg Industrial Way intersection and the north terminus connects to Sarah Lane; a total distance of 2,177 feet of path or .9 acre of ROW. The proposed project will result in significant pedestrian and bicycle system 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 proposal includes riparian enhancement of 1,250 lineal feet of the Muddy Creek Irrigation Channel adjacent to 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: Bikeway System and Support Facilities	Outside AQMA	16839	2013	CONST	\$400,000	STP-U	\$66,000	Coburg	\$466,000	\$466,000
				<b>TOTAL FFY12-15</b>					<b>\$400,000</b>		<b>\$66,000</b>	

**Central Lane MPO - FFY12-15 MTIP Project List**  
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Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Req Match		Total Fed+ Req Match	Total All Sources
							\$	Source	\$	Source		
<b>Lane County</b>												
Lane Co. Regional Transportation Planning	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	16647	2010	PLAN	\$25,000	STP-U	\$2,861	LaneCo.	\$27,861	\$27,861
				17220	2011	PLAN	\$25,000	STP-U	\$2,861	LaneCo.	\$27,861	\$27,861
				17368	2012	PLAN	\$25,000	STP-U	\$2,861	LaneCo.	\$27,861	\$27,861
				17369	2013	PLAN	\$25,000	STP-U	\$2,861	LaneCo.	\$27,861	\$27,861
				<b>TOTAL FFY12-15</b>					<b>\$50,000</b>		<b>\$5,722</b>	
Lane County Traffic Signal Upgrades	Upgrades to various traffic signals throughout the MPO area  Preservation and modernization of traffic signal equipment on nine signals and 52 specialty sign replacements at 15 intersections. Signal replacements and upgrades include controllers, video processors, a signal pole and mast arm, pedestrian heads, signal heads, back plates, cabling and software upgrades. Opticom equipment will be added at 4 signals.	Finance Policy #1: Adequate Funding	EXEMPT / Safety-Traffic control devices and operating assistance other than signalization projects.	17031	2011	PRELIM ENG	\$8,973	STP-U	\$1,027	LaneCo.	\$10,000	\$10,000
				17031	2012	CONST	\$187,187	STP-U	\$21,424	LaneCo.	\$208,611	\$208,611
				<b>TOTAL FFY12-15</b>					<b>\$187,187</b>		<b>\$21,424</b>	
30th Avenue: Spring Blvd - McVay Highway (Lane Co)	Overlay 2 miles of roadway. An annual pavement inspection identified signs of pavement distress and the overlay is a preventative measure to ensure that the roadway does not need to be replaced.  Bike Component: no Pedestrian Component: no	Finance Policy #2: Operations, Maintenance, and Preservation	EXEMPT / Safety-Pavement resurfacing and/or rehabilitation.	17366	2012	PRELIM ENG	\$104,344	STP-U	\$11,942	LaneCo.	\$116,286	\$116,286
				17366	2013	CONST	\$705,280	STP-U	\$80,720	LaneCo.	\$786,000	\$786,000
				<b>TOTAL FFY12-15</b>					<b>\$809,624</b>		<b>\$92,662</b>	
HYACINTH STREET: IRVINGTON ROAD - CALLA STREET (EU)	Lane County to install a sidewalk on the west side of Hyacinth Street. Bike lane striping to follow in a separate project.  Bike Component : yes Ped Component : yes	TSI Pedestrian Policy #3: Sidewalks	EXEMPT / Air Quality-Bicycle and pedestrian facilities.	17367	2012	PRELIM ENG	\$78,065	STP-U	\$8,935	LaneCo.	\$87,000	\$87,000
				17367	2012	R/W	\$35,892	STP-U	\$4,108	LaneCo.	\$40,000	\$40,000
				17367	2013	CONST	\$446,115	STP-U	\$51,059	LaneCo.	\$497,174	\$497,174
				<b>TOTAL FFY12-15</b>					<b>\$560,072</b>		<b>\$64,102</b>	

**Central Lane MPO - FFY12-15 MTIP Project List**  
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Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Req Match		Total Fed+ Req Match	Other		Total All Sources		
							\$	Source	\$	Source		\$	Source			
<b>ODOT</b>																
OR69: Delta HWY Oxing Br #09358	Deck overlay and repair on Bridge #09358.	TSI Roadway Policy #1: Mobility and Safety for all Modes	EXEMPT / Safety-Guardrails, median barriers, crash cushions., Safety-Pavement resurfacing and/or rehabilitation.	16034	2011	PRELIM										
				16034	2012	R/W	\$323,925	HPB	\$37,075	ODOT	\$361,000			\$361,000		
				16034	2012	R/W	\$5,384	HPB	\$616	ODOT	\$6,000			\$6,000		
				16034	2013	CONST	\$1,491,312	L1C0	\$170,688	ODOT	\$1,662,000			\$1,662,000		
					<b>TOTAL FFY12-15</b>		<b>\$1,496,696</b>		<b>\$171,304</b>		<b>\$1,668,000</b>			<b>\$1,668,000</b>		
I-5 @ Coburg Interchange	Improve Pearl Street and N Coburg Industrial Way to urban road standards to accommodate truck traffic and improve roadway safety and operations on the west side of I-5 as part of an ODOT-implemented project.	1003.TSI Roadway Policy #1: Mobility and Safety for all Modes	Outside AQMA	14649	2006	ENG	\$2,691,900	H660	\$308,100	ODOT	\$3,000,000			\$3,000,000		
				14649	2010	R/W	\$901,806	L050	\$103,216	ODOT	\$1,005,022			\$1,005,022		
				14649	2010	R/W	\$2,956,584	LY10	\$338,394	ODOT	\$3,294,978			\$3,294,978		
				14649	2012	CONST	\$5,084,192	LY10	\$581,909	ODOT	\$5,666,101			\$5,666,101		
				14649	2012	UTIL	\$58,325	LY10	\$6,675	ODOT	\$65,000			\$65,000		
								<b>TOTAL FFY12-15</b>		<b>\$5,142,517</b>		<b>\$588,584</b>		<b>\$5,731,101</b>		
Probe Data for Traveler Information Eugene	Collect real time data from private sector vehicle probes	TSI Roadway Policy #1: Mobility and Safety for all Modes	EXEMPT / Other-Planning and Technical Studies	16336	2012	OTHER						\$615,000	S010	\$615,000		
					<b>TOTAL FFY12-15</b>							<b>\$615,000</b>		<b>\$615,000</b>		
FFO - I-5@Beltline Interchange, Unit3	Realignment of the I-5 southbound exit ramps to Beltline, widening of the Beltline bridge over I-5, and relocation of a southbound I-5 entrance ramp.	606	Regionally Significant - Analysis year 2020	16860	2010	ENG						\$9,000,000	B4A0	\$9,000,000		
				16860	2011	R/W							\$350,000	B4A0	\$350,000	
				16860	2012	CONST								\$60,650,000	B4A0	\$60,650,000
								<b>TOTAL FFY12-15</b>							<b>\$60,650,000</b>	
OR569@Delta Highway ITS Improvements	Identify and install Intelligent Transportation systems in corridor. This project includes a study of ramp metering along Beltline Hwy.	RTP Goal #1,RTP Goal #2	EXEMPT / Safety-Traffic control devices and operating assistance other than signalization projects.	16859	2010	ENG						\$500,000	B4A0	\$500,000		
				16859	2012	CONST							\$1,500,000	B4A0	\$1,500,000	
								<b>TOTAL FFY12-15</b>						<b>\$1,500,000</b>		<b>\$1,500,000</b>
South Bank Path Extension: Spfld Viaduct Spfld	Construct approximately 1100' of bike/ped path "viaduct" to connect the South Bank Path west of I-5 to the Glenwood Riverfront Path east of I-5 beneath the Willamette River Bridge this project will use beams removed from the temporary Willamette River Bridge. Construction carried out in conjunction with ODOT Key 14259	851	EXEMPT / Air Quality-Bicycle and pedestrian facilities.	16760	2011	PRELIM										
				16760	2011	ENG	\$60,000	STP-U	\$25,000	Springfield	\$85,000			\$85,000		
				16760	2012	CONST	\$200,000	STP-U	\$55,000	Springfield	\$255,000			\$255,000		
					<b>TOTAL FFY12-15</b>		<b>\$200,000</b>		<b>\$55,000</b>		<b>\$255,000</b>		<b>\$255,000</b>			
I-5@Beltline Interchange Unit4Eugene/Springfield	Construction of an eastbound Beltline auxiliary lane from Coburg Road to the I-5 exit ramp, and a sound wall along eastbound Beltline.	606	Regionally Significant - Analysis year 2020	16861	2011	ENG						\$5,000,000	B4A0	\$5,000,000		
				16861	2013	R/W	\$1,000,000	Other			\$1,000,000			\$1,000,000		
				16861	2013	R/W							\$5,000,000	B4A0	\$5,000,000	
				16861	2013	UTIL							\$2,000,000	ODOT	\$2,000,000	
								<b>TOTAL FFY12-15</b>		<b>\$1,000,000</b>				<b>\$1,000,000</b>	<b>\$7,000,000</b>	
OR69: River Rd - Coburg Rd Development	Development work to prepare for future modernization.	555	EXEMPT / Other-Planning and Technical Studies	16223	2013	PRELIM						\$2,500,000	ODOT	\$2,500,000		
					<b>TOTAL FFY12-15</b>							<b>\$2,500,000</b>		<b>\$2,500,000</b>		



**Central Lane MPO - FFY12-15 MTIP Project List**  
**Summary of Funding by Jurisdiction, Federal Fiscal Year, and Activity Type**

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Req Match		Total Fed+ Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
ODOT														
OR225: mcvey hwy @ 30th ave eugene	Rebuild signal	257	EXEMPT / Other-Intersection signalization projects at individual intersections.	16107	2010	PRELIM	\$302,390	STP	\$34,610	ODOT	\$337,000			\$337,000
				16107	2011	R/W	\$323,028	STP	\$36,972	ODOT	\$360,000			\$360,000
				16107	2012	CONST	\$705,278	STP	\$80,722	ODOT	\$786,000			\$786,000
					<b>TOTAL FFY12-15</b>		<b>\$705,278</b>		<b>\$80,722</b>		<b>\$786,000</b>			<b>\$786,000</b>
OR126: Beltline HWY @ Greenhill Rd Eugene	Rebuild signal located at the intersection of Highway 126 and Greenhill Road.	TSI Roadway Policy #1: Mobility and Safety for all Modes	EXEMPT / Other-Intersection signalization projects at individual intersections.	16106	2011	PRELIM	\$367,893	STP	\$42,107	ODOT	\$410,000			\$410,000
				16106	2012	R/W	\$243,168	L240	\$27,832	ODOT	\$271,000			\$271,000
				16106	2012	UTIL	\$20,638	L240	\$2,368	ODOT	\$23,006			\$23,006
				16106	2013	CONST	\$634,391	L240	\$72,609	ODOT	\$707,000			\$707,000
					<b>TOTAL FFY12-15</b>		<b>\$898,197</b>		<b>\$102,809</b>		<b>\$1,001,006</b>			<b>\$1,001,006</b>
I-5 Cable Median Barrier (Lane County)	Install cable median barrier.	TSI Roadway Policy #1: Mobility and Safety for all Modes	EXEMPT / Safety-Guardrails, median barriers, crash cushions.	16123	2010	PRELIM	\$80,231	LS30	\$6,769	ODOT	\$87,000			\$87,000
				16123	2012	CONST	\$861,113	LS30	\$72,647	ODOT	\$933,760			\$933,760
				16123	2012	CONST	\$2,879,000	Other			\$2,879,000			\$2,879,000
					<b>TOTAL FFY12-15</b>		<b>\$3,740,113</b>		<b>\$72,647</b>		<b>\$3,812,760</b>			<b>\$3,812,760</b>
OR 126B (MAIN ST) PED IMPROV (SPRNGFLD) PHASE 1	Construct mid-block crossing with pedestrian activated beacons at various locations along OR 126, including the following intersections (listed in order of priority): 41st, 43rd, 57th, 38th, 40th, Chapman, 48th Streets	RTP Goal #2, TSI Roadway Policy #1: Mobility and Safety for all Modes	EXEMPT / Safety-Traffic control devices and operating assistance other than signalization projects.	17744	2011	PRELIM						\$150,000	S080	\$150,000
				17744	2011	UTIL						\$5,000	S080	\$5,000
				17744	2012	CONST						\$200,000	S080	\$200,000
					<b>TOTAL FFY12-15</b>								<b>\$200,000</b>	
OR 126B (MAIN ST) PED IMPROV (SPRNGFLD) PHASE 2	CONSTRUCT MID-BLOCK CROSSING WITH PED ACTIVATED BEACONS AT VARIOUS LOCATIONS	RTP Goal #2, TSI Roadway Policy #1: Mobility and Safety for all Modes	EXEMPT / Safety-Traffic control devices and operating assistance other than signalization projects.	TBD	2012	CONST						\$590,000	S080	\$590,000
				TBD	2012	PRELIM						\$30,000	S080	\$30,000
				TBD	2012	R/W						\$20,000	S080	\$20,000
				TBD	2012	UTIL						\$5,000	S080	\$5,000
	<b>TOTAL FFY12-15</b>								<b>\$645,000</b>		<b>\$645,000</b>			
OR 126: I-5 XING-OR126B (Springfield) Development	Preliminary engineering work for future pavement preservation	Finance Policy #2: Operations, Maintenance, and Preservation	EXEMPT / Safety-Pavement resurfacing and/or rehabilitation.	17817	2013	PRELIM	\$200,000	STP						\$200,000
					<b>TOTAL FFY12-15</b>		<b>\$200,000</b>							<b>\$200,000</b>
OR126: Mohawk Blvd XIING-OR126 Bus Cable Barrier	Install cable median barrier.	TSI Roadway Policy #1: Mobility and Safety for all Modes	EXEMPT / Safety-Guardrails, median barriers, crash cushions.	17815	2012	PRELIM	\$55,332	HSIP	\$4,668	ODOT				\$60,000
					<b>TOTAL FFY12-15</b>		<b>\$55,332</b>		<b>\$4,668</b>					<b>\$60,000</b>

**Central Lane MPO - FFY12-15 MTIP Project List**  
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Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Req Match		Total Fed+ Req Match	Total All Sources
							\$	Source	\$	Source		
LCOG												
Central Lane MPO UPWP Funding	Fund MPO Work Program Activities	RTP Goal #1,RTP Goal #2	EXEMPT / Other-Planning and Technical Studies	16644	2010	PLAN	\$450,000	STP-U	\$51,505	LCOG	\$501,505	\$501,505
				17222	2011	PLAN	\$450,000	STP-U	\$51,505	LCOG	\$501,505	\$501,505
				17355	2012	PLAN	\$450,000	STP-U	\$51,505	LCOG	\$501,505	\$501,505
				17356	2013	PLAN	\$450,000	STP-U	\$51,505	LCOG	\$501,505	\$501,505
				<b>TOTAL FFY12-15</b>					<b>\$900,000</b>		<b>\$103,010</b>	
Regional Transportation Options Plan (RTOP)	Planning work for the development of a Regional Transportation Options Plan. The RTOP will help identify and assess appropriate transportation strategies to reduce reliance on single occupancy vehicle travel.	RTP Goal #1,TDM Policy #1: TDM Program Development,TDM Policy #3: Congestion Management	EXEMPT / Other-Planning and Technical Studies	17540	2011	PLAN	\$74,000	STP-U	\$8,470	LCOG	\$82,470	\$82,470
				17540	2012	PLAN	\$74,000	STP-U	\$8,470	LCOG	\$82,470	\$82,470
				<b>TOTAL FFY12-15</b>					<b>\$74,000</b>		<b>\$8,470</b>	

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Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Req Match		Total Fed+ Req Match	Total All Sources
							\$	Source	\$	Source		
Willamalane												
MF Willamette Lp Path:Dorris Rnch-Clrwtr pk,Unit2A	Construct a multi-use loop path along the north bank of Middle Fork Willamette River Dorris Ranch and Clearwater park.  This is Unit 2A of a planned project for a loop path along Middle Fork Willamette River and Springfield Mill race, with a bridge across the river to Mt Pisgah County Park.  Bike components: yes Ped components: yes	21	EXEMPT / Air Quality-Bicycle and pedestrian facilities.	17892	2012	CONST	\$1,600,000	STP-	\$658,924	STP-Enhanc	\$2,258,924	\$2,258,924
				17892	2012	CONST	\$320,000	STP-U	\$36,625	Willamalane	\$356,625	\$356,625
				17892	2012	CONST	\$81,162	Other	\$9,289	Willamalane	\$90,451	\$90,451
				17892	2011	PRELIM	\$53,838	Other	\$6,162	Willamalane	\$60,000	\$60,000
				<b>TOTAL FFY12-15</b>					<b>\$2,001,162</b>		<b>\$704,838</b>	

**Central Lane MPO - FFY12-15 MTIP Project List**  
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Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Req Match		Total Fed+ Req Match	Total All Sources
							\$	Source	\$	Source		
<b>LTD</b>												
Preventative Maintenance LTD	Preventative Maintenance	TSI Transit Policy #1: Transit Improvements	EXEMPT / Mass Transit-Operating assistance to transit agencies.	17331	2011	OTHER	\$1,700,000	FTA-5307	\$425,000	LTD	\$2,125,000	\$2,125,000
				16298	2011	OTHER	\$2,700,000	FTA-5307	\$675,000	LTD	\$3,375,000	\$3,375,000
				17332	2012	OTHER	\$1,700,000	FTA-5307	\$425,000	LTD	\$2,125,000	\$2,125,000
				17333	2013	OTHER	\$1,700,000	FTA-5307	\$425,000	LTD	\$2,125,000	\$2,125,000
				TBD	2014	OTHER	\$4,300,000	FTA-5307	\$1,075,000	LTD	\$5,375,000	\$5,375,000
				TBD	2015	OTHER	\$4,200,000	FTA-5307	\$1,050,000	LTD	\$5,250,000	\$5,250,000
				<b>TOTAL FFY12-15</b>						<b>\$11,900,000</b>		<b>\$2,975,000</b>
LTD Vehicles	Purchase of buses and other vehicles. May include debt issuance costs and interest payments.	1110, TSI Transit Policy #2: Bus Rapid Transit	EXEMPT / Mass Transit-Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.	17334	2011	OTHER	\$742,560	FTA-5307	\$8,185,640	LTD	\$8,928,200	\$8,928,200
				17335	2012	OTHER	\$1,782,560	FTA-5307	\$11,755,640	LTD	\$13,538,200	\$13,538,200
				17336	2013	OTHER	\$1,782,560	FTA-5307	\$445,640	LTD	\$2,228,200	\$2,228,200
				<b>TOTAL FFY12-15</b>					<b>\$3,565,120</b>		<b>\$12,201,280</b>	
Bus Support Equipment and Facilities	This project includes office supplies, computer hardware and software, and other administrative support equipment.	TSI Transit Policy #1: Transit Improvements	EXEMPT / Mass Transit-Purchase of office, shop, and operating equipment for existing facilities.	15557	2010	OTHER	\$2,560,000	FTA-5307	\$640,000	LTD	\$3,200,000	\$3,200,000
				15558	2011	OTHER	\$1,600,800	FTA-5307	\$400,200	LTD	\$2,001,000	\$2,001,000
				17337	2012	OTHER	\$1,840,000	FTA-5307	\$460,000	LTD	\$2,300,000	\$2,300,000
				17338	2013	OTHER	\$1,920,000	FTA-5307	\$480,000	LTD	\$2,400,000	\$2,400,000
				TBD	2014	OTHER	\$3,749,400	FTA-5307	\$937,350	LTD	\$4,686,750	\$4,686,750
				TBD	2015	OTHER	\$1,628,000	FTA-5307	\$407,000	LTD	\$2,035,000	\$2,035,000
				<b>TOTAL FFY12-15</b>						<b>\$9,137,400</b>		<b>\$2,284,350</b>
TDM Program and Projects LTD	The Transportation Demand Management work performed is regional in its scope of services and programs. The strategic plan for the TDM work performed through the point2point Solutions Program at LTD incorporates the TDM strategies in the adopted RTP. A TDM Advisory Committee which is a sub-committee of the Transportation Planning Committee oversees the point2point Solutions Program with committee members representing Lane Transit District, Lane County, LCOG, City of Eugene, City of Springfield, LRAPA, and ODOT.	TDM Policy #1: TDM Program Development	EXEMPT / Other-Planning and Technical Studies	14880	2010	OTHER	\$106,779	STP	\$12,221	LTD	\$119,000	\$119,000
				14881	2011	OTHER	\$106,779	STP	\$12,221	LTD	\$119,000	\$119,000
				16228	2012	OTHER	\$106,779	STP	\$12,221	LTD	\$119,000	\$119,000
				16229	2013	OTHER	\$106,779	STP	\$12,221	LTD	\$119,000	\$119,000
				<b>TOTAL FFY12-15</b>						<b>\$213,558</b>		<b>\$24,442</b>
LTD Regional Transportation Planning	Allows 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	16649	2010	PLAN	\$25,000	STP-U	\$2,861	LTD	\$27,861	\$27,861
				17221	2011	PLAN	\$25,000	STP-U	\$2,861	LTD	\$27,861	\$27,861
				17339	2012	PLAN	\$25,000	STP-U	\$2,861	LTD	\$27,861	\$27,861
				17340	2013	PLAN	\$25,000	STP-U	\$2,861	LTD	\$27,861	\$27,861
				<b>TOTAL FFY12-15</b>						<b>\$50,000</b>		<b>\$5,722</b>
Regional TO/TDM Program - Point2point Solutions	Point2Point Solutions is the region's TDM program responsible for implementing TDM strategies that compliment RTP goals and policies. The Transportation Demand Management work performed is regional in its scope of services and programs. The strategic plan for the TDM work performed through the Point2Point Solutions Program at LTD incorporates the TDM strategies in the adopted RTP. A TDM Advisory Committee which is a sub-committee of the Transportation Planning Committee, oversees the Point2Point Solutions Program with committee members representing Lane Transit District, Lane County, LCOG, City of Eugene, City of Springfield, LRAPA, and ODOT.	TDM Policy #1: TDM Program Development	EXEMPT / Mass Transit-Operating assistance to transit agencies.	16724	2010	OTHER	\$248,000	STP-U	\$28,385	LTD	\$276,385	\$276,385
				16724	2010	PLAN	\$20,000	STP-U	\$2,289	LTD	\$22,289	\$22,289
				16724	2011	OTHER	\$300,000	STP-U	\$34,336	LTD	\$334,336	\$334,336
				16724	2012	OTHER	\$300,000	STP-U	\$34,336	LTD	\$334,336	\$334,336
				16724	2013	OTHER	\$300,000	STP-U	\$34,336	LTD	\$334,336	\$334,336
<b>TOTAL FFY12-15</b>						<b>\$600,000</b>		<b>\$68,672</b>		<b>\$668,672</b>	<b>\$668,672</b>	
Job Access/Reverse Commute JARC	Development and maintenance of job access/ reverse commute projects under 49 USC 5316	TSI Transit Policy #1: Transit Improvements	EXEMPT / Mass Transit-Operating assistance to transit agencies.	15219	2012	OTHER	\$340,642	FTA-5316	\$85,161	LTD	\$425,803	\$425,803
<b>TOTAL FFY12-15</b>							<b>\$348,721</b>		<b>\$348,721</b>		<b>\$697,442</b>	<b>\$697,442</b>
New Freedoms	Provide transportation services and alternatives beyond ADA under 49 USC 5317	Finance Policy #3: Prioritization of State and Federal Revenue, TSI Roadway Policy #1: Mobility and Safety for all Modes, TSI Transit Policy #1: Transit Improvements	EXEMPT / Mass Transit-Operating assistance to transit agencies.	15215	2012	OTHER	\$154,843	FTA-5317	\$38,711	LTD	\$193,554	\$193,554
<b>TOTAL FFY12-15</b>							<b>\$154,843</b>		<b>\$38,711</b>		<b>\$193,554</b>	<b>\$193,554</b>

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							\$	Source	\$	Source		
<b>LTD</b>												
Passenger Boarding Improvements	Passenger Boarding Improvements include new shelter placements for new service, shelter replacements for shelters at high vandalism locations, improvements to accommodate ADA, and improvements to other stations and park and rides, including improvements to the station at Lane Community College.	1130	EXEMPT / Mass Transit- Construction of small passenger shelters and information kiosks., Other-Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities).	15560	2010	OTHER	\$200,640	FTA-5307	\$50,160	LTD	\$250,800	\$250,800
				15560	2012	OTHER	\$327,360	FTA-5309	\$81,840	LTD	\$409,200	\$409,200
				15561	2010	OTHER	\$288,000	FTA-5307	\$72,000	LTD	\$360,000	\$360,000
				15561	2011	OTHER	\$288,000	FTA-5307	\$72,000	LTD	\$360,000	\$360,000
				17341	2012	OTHER	\$112,000	FTA-5307	\$28,000	LTD	\$140,000	\$140,000
				17342	2013	OTHER	\$152,000	FTA-5307	\$38,000	LTD	\$190,000	\$190,000
				TBD	2014	OTHER	\$150,600	FTA-5307	\$37,650	LTD	\$188,250	\$188,250
				TBD	2015	OTHER	\$112,000	FTA-5307	\$28,000	LTD	\$140,000	\$140,000
				<b>TOTAL FFY12-15</b>							<b>\$853,960</b>	
Intelligent Transportation Systems	ITS systems that may include traffic control interfaces, fare management, automated traveler information, etc.	1115	EXEMPT / Mass Transit-Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.).	17343	2011	OTHER	\$340,000	FTA-5307	\$85,000	LTD	\$425,000	\$425,000
				15568	2011	OTHER	\$152,000	FTA-5309	\$38,000	LTD	\$190,000	\$190,000
				15568	2011	OTHER	\$1,040,000	FTA-5307	\$260,000	LTD	\$1,300,000	\$1,300,000
				17344	2012	OTHER	\$380,000	FTA-5307	\$95,000	LTD	\$475,000	\$475,000
				17345	2013	OTHER	\$40,000	FTA-5307	\$10,000	LTD	\$50,000	\$50,000
				<b>TOTAL FFY12-15</b>							<b>\$420,000</b>	
Radio Improvements	Upgrade radio communication system for fixed route service.	TSI Transit Policy #1: Transit Improvements	EXEMPT / Mass Transit-Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.).	14342	2011	OTHER	\$136,000	FTA-5307	\$34,000	LTD	\$170,000	\$170,000
				17346	2013	OTHER	\$800,000	FTA-5307	\$200,000	LTD	\$1,000,000	\$1,000,000
				<b>TOTAL FFY12-15</b>							<b>\$936,000</b>	
LTD Van Pool Contracting	Capital cost of contracting for van pools	TSI Transit Policy #1: Transit Improvements	EXEMPT / Air Quality-Continuation of ride-sharing and van-pooling promotion activities at current levels.	16735	2010	OTHER	\$81,700	FTA-5307	\$20,425	LTD	\$102,125	\$102,125
				17347	2011	OTHER	\$81,700	FTA-5307	\$20,425	LTD	\$102,125	\$102,125
				17348	2012	OTHER	\$81,700	FTA-5307	\$20,425	LTD	\$102,125	\$102,125
				17349	2013	OTHER	\$81,700	FTA-5307	\$20,425	LTD	\$102,125	\$102,125
				<b>TOTAL FFY12-15</b>							<b>\$326,800</b>	
West Eugene EmX Extension AA & Environ. Analysis	West Eugene EmX Extension environmental analysis; EA/EIS preparation	1115	EXEMPT / Other-Planning and Technical Studies	16779	2010	PLAN	\$475,000	FTA-5339	\$118,750	LTD	\$593,750	\$593,750
				16779	2012	PLAN	\$2,000,000	FTA-5307	\$500,000	LTD	\$2,500,000	\$2,500,000
				<b>TOTAL FFY12-15</b>							<b>\$2,475,000</b>	
Regional Safe Routes to School (LTD)	This request is for the necessary funding to expand the current 4J School District based SRTS to a regional program and combine it with School Solutions, managed by Point2point Solutions.	TSI Bicycle Policy #1: Bikeway System and Support Facilities	EXEMPT / Air Quality-Bicycle and pedestrian facilities.	17350	2011	OTHER	\$25,000	STP-U	\$2,861	LTD	\$27,861	\$27,861
				17351	2012	OTHER	\$75,000	STP-U	\$8,584	LTD	\$83,584	\$83,584
				<b>TOTAL FFY12-15</b>							<b>\$100,000</b>	
LTD Preventative Maintenance	Fund preventative maintenance to preserve service. STP-U funds were programmed to help reduce the impacts of service cuts caused by recessionary loss of payroll tax revenue. STP-U funding (\$500k/year) allows approximately 10,800 hours of service to be retained annually between FY 2011 and FY 2013.	RTP Goal #1,RTP Goal #2	EXEMPT / Mass Transit-Operating assistance to transit agencies.	17352	2011	OTHER	\$500,000	STP-U	\$60,098	LTD	\$560,098	\$560,098
				17353	2012	OTHER	\$500,000	STP-U	\$60,098	LTD	\$560,098	\$560,098
				17354	2013	OTHER	\$500,000	STP-U	\$60,098	LTD	\$560,098	\$560,098
				<b>TOTAL FFY12-15</b>							<b>\$1,500,000</b>	
Gateway Park & Ride	Preliminary design and acquisitions for construction of a new 75-car park and ride facility.	1105,1115,TSI Transit Policy #4: Park-and-Ride Facilities	Not regionally significant	17373	2012	PRELIM ENG	\$150,000	FTA-5309	\$37,500	LTD	\$187,500	\$187,500
				17373	2012	R/W	\$1,850,000	FTA-5309	\$370,000	LTD	\$2,220,000	\$2,220,000
				<b>TOTAL FFY12-15</b>							<b>\$2,000,000</b>	

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							\$	Source	\$	Source		
LTD												
Regional SmartTrips Program: Gateway Corridor	Implement a Regional SmartTrips Program along the Gateway Corridor. This project uses an individualized marketing program covering a 1/4 mile buffer around the Gateway EmX Corridor. It uses a successful and proven approach to educate and promote LTD's new Gateway EmX service and other alternative transportation options. The key objectives are decreasing driving trips, decreasing carbon emissions from driving trips, increasing walking, bicycling, and transit trips, increasing awareness of multimodal transportation resources and how to use them, and establishing new long-term sustainable travel behaviors.	RTP Goal #1, TDM Policy #1: TDM Program Development	EXEMPT / Other-specific activities that do not lead directly to construction	17737	2012	OTHER	\$90,000	L240	\$24,243	LTD	\$114,243	\$114,243
					<b>TOTAL FFY12-15</b>		<b>\$90,000</b>		<b>\$24,243</b>		<b>\$114,243</b>	<b>\$114,243</b>
LTD Transit Capital-STP XFER (FY 11)	Purchase Services (operations), as well as computer software, preventative maintenance.	TSI Transit Policy #1: Transit Improvements	EXEMPT / Mass Transit-Operating assistance to transit agencies.	17851	2012	OTHER	\$1,160,173	L240	\$132,787	ODOT	\$1,292,960	\$1,292,960
					<b>TOTAL FFY12-15</b>		<b>\$1,160,173</b>		<b>\$132,787</b>		<b>\$1,292,960</b>	<b>\$1,292,960</b>
Regional Bicycle Parking Facilities Inventory	The project will inventory current type, location, and capacity of Metropolitan Planning Organization (MPO) bike parking facilities and identify new locations best suited to increase multimodal connectivity and overall bicycle usage throughout the region. The project also includes a bike survey and bike count pilot project. The results will assist MPO jurisdictions in creating a fully integrated active transportation network with an assessment of what bicycle parking facilities could best meet current and future travel needs to employment, retail, and educational centers. The study's scope will identify optimum sites for greater connectivity of bicycling to employment, commercial destinations, educational centers, and transit. The scope includes Eugene - Springfield LTD EmX Corridors, LTD Stations, the Amtrak Station, new regional public and private developments, educational institutions, and major employment hubs.	TSI Bicycle Policy #1: Bikeway System and Support Facilities	EXEMPT / Air Quality-Bicycle and pedestrian facilities.	16076	2013	OTHER	\$90,000	STP-U	\$10,300	LTD	\$100,300	\$100,300
					<b>TOTAL FFY12-15</b>		<b>\$90,000</b>		<b>\$10,300</b>		<b>\$100,300</b>	<b>\$100,300</b>
LTD - TRANSIT CAPITAL-STP XFER (FY12)	Preventative maintenance and purchase services	TSI Transit Policy #1: Transit Improvements	EXEMPT / Mass Transit-Operating assistance to transit agencies.	17857	2012	OTHER	\$1,149,153	L240	\$131,526	LTD	\$1,280,679	\$1,280,679
				16189	2012	OTHER	\$1,149,153	L240	\$131,526		\$1,280,679	\$1,280,679
					<b>TOTAL FFY12-15</b>		<b>\$2,298,306</b>		<b>\$263,052</b>		<b>\$2,561,358</b>	<b>\$2,561,358</b>
Main St/McVay EmX Alternatives Analysis	Main St/McVay EmX Alternatives Analysis	1115	EXEMPT / Other-Planning and Technical Studies	TBD	2012	PLAN	\$750,000	FTA-5339	\$187,500	LTD	\$937,500	\$937,500
					<b>TOTAL FFY12-15</b>		<b>\$750,000</b>		<b>\$187,500</b>		<b>\$937,500</b>	<b>\$937,500</b>
LTD Bus Replacement	Purchase hybrid electric replacement buses	1110	EXEMPT / Mass Transit-Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.	TBD	2012	OTHER	\$3,000,000	FTA-5309	\$614,458	LTD	\$3,614,458	\$3,614,458
					<b>TOTAL FFY12-15</b>		<b>\$3,000,000</b>		<b>\$614,458</b>		<b>\$3,614,458</b>	<b>\$3,614,458</b>

## 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. FY12-15 Financial Constraint Assessment**

	<b>FY12-15 MTIP (\$)</b>				<b>Total</b>
<b>Description</b>	<b>FY12</b>	<b>FY13</b>	<b>FY14</b>	<b>FY15</b>	<b>FY12 – FY15</b>
Total Revenue	\$119,889,719.50	\$26,835,115	\$13,250,000	\$7,425,000	<b>\$167,399,834.50</b>
Total Expenditures	\$119,889,719.50	\$26,835,115	\$13,250,000	\$7,425,000	<b>\$167,399,834.50</b>
<b>Difference Between Revenues &amp; Expenditures</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Statement of Financial Constraint:</b> Each project programmed in the FY12-15 MTIP has an identified funding source or combination of sources reasonably expected to be available over the planning period. Funds for FY12 and FY13 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**

Jurisdiction	FFY12		FFY13		FFY14		FFY15		Total FFY12-15		
	Federal \$	Other \$	Federal \$	Other \$	Federal \$	Other \$	Federal \$	Other \$	Federal \$	Other \$	All Funds
Eugene	\$2,950,546.00	\$2,857,855.00	\$40,000.00	\$1,113,578.00	\$0.00	\$2,390,000.00	\$0.00	\$0.00	\$2,990,546.00	\$6,361,433.00	\$9,351,979.00
Springfield	\$1,189,246.00	\$208,332.50	\$440,000.00	\$50,360.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,629,246.00	\$258,692.50	\$1,887,938.50
Coburg	\$15,000.00	\$1,717.00	\$415,000.00	\$67,717.00	\$0.00	\$0.00	\$0.00	\$0.00	\$430,000.00	\$69,434.00	\$499,434.00
Lane Co.	\$430,488.00	\$49,270.00	\$1,176,395.00	\$134,640.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,606,883.00	\$183,910.00	\$1,790,793.00
ODOT	\$10,112,430.00	\$65,142,437.00	\$3,305,163.00	\$10,353,837.00	\$562,542.00	\$47,458.00	\$0.00	\$0.00	\$13,980,135.00	\$75,543,732.00	\$89,523,867.00
LCOG	\$524,000.00	\$59,975.00	\$450,000.00	\$51,505.00	\$0.00	\$0.00	\$0.00	\$0.00	\$974,000.00	\$111,480.00	\$1,085,480.00
Willamalane	\$2,001,162.00	\$704,838.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,001,162.00	\$704,838.00	\$2,706,000.00
LTD	\$18,528,878.00	\$15,113,545.00	\$7,498,039.00	\$1,738,881.00	\$8,200,000.00	\$2,050,000.00	\$5,940,000.00	\$1,485,000.00	\$40,166,917.00	\$20,387,426.00	\$60,554,343.00
Others									\$0.00	\$0.00	\$0.00
<b>TOTAL</b>	<b>\$35,751,750.00</b>	<b>\$84,137,969.50</b>	<b>\$13,324,597.00</b>	<b>\$13,510,518.00</b>	<b>\$8,762,542.00</b>	<b>\$4,487,458.00</b>	<b>\$5,940,000.00</b>	<b>\$1,485,000.00</b>	<b>\$63,778,889.00</b>	<b>\$103,620,945.50</b>	<b>\$167,399,834.50</b>
<b>Overall TOTAL</b>	\$119,889,719.50		\$26,835,115.00		\$13,250,000.00		\$7,425,000.00				

Activity Type	\$	% of TOTAL
Planning (excluding Transit)	\$1,798,730.00	1.07%
Roadway Preservation/ Safety/ Operations/ Urban Standards/ Bridge Replacement	\$15,616,307.00	9.33%
Regional Transportation Options	\$782,915.00	0.47%
Roadway modernization	\$80,662,101.00	48.19%
Bike/Ped	\$8,768,353.00	5.24%
Rail	\$0.00	0.00%
Transit	\$59,771,426.00	35.71%
Other	\$0.00	0.00%
<b>TOTAL</b>	<b>\$167,399,834.00</b>	<b>100.00%</b>

Lane Transit District Program of Projects, FFY12-15					
Fund Type	Federal \$				
	FY12	FY13	FY14	FY15	Total
FTA-5307	\$7,896,260.00	\$6,476,260.00	\$8,200,000.00	\$5,940,000.00	\$28,512,520.00
FTA-5309	\$5,327,360.00	\$0.00	\$0.00	\$0.00	\$5,327,360.00
FTA-5316	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
FTA-5317	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
FTA-5339	\$750,000.00	\$0.00	\$0.00	\$0.00	\$750,000.00
L240	\$3,548,479.00	\$0.00	\$0.00	\$0.00	\$3,548,479.00
Other	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
STP	\$106,779.00	\$106,779.00	\$0.00	\$0.00	\$213,558.00
STP-UJ	\$900,000.00	\$915,000.00	\$0.00	\$0.00	\$1,815,000.00
<b>Total Federal</b>	<b>\$18,528,878.00</b>	<b>\$7,498,039.00</b>	<b>\$8,200,000.00</b>	<b>\$5,940,000.00</b>	<b>\$40,166,917.00</b>
Local \$					
LTD	\$15,113,545.00	\$1,738,881.00	\$2,050,000.00	\$1,485,000.00	\$20,387,426.00
Local as Match					
<b>Total Local</b>	<b>\$15,113,545.00</b>	<b>\$1,738,881.00</b>	<b>\$2,050,000.00</b>	<b>\$1,485,000.00</b>	<b>\$20,387,426.00</b>
<b>TOTAL</b>	<b>\$33,642,423.00</b>	<b>\$9,236,920.00</b>	<b>\$10,250,000.00</b>	<b>\$7,425,000.00</b>	<b>\$60,554,343.00</b>



**Appendix A**  
**STP-U Allocation Process**



## **Appendix A: STP-U 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) funds. STP-U 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 at 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 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 funding. MPC approved the process and set target funding levels for 3 categories of need. This appendix provides additional details on the current STP-U fund allocation process. Figure A-1 presents the target funding levels for the 3 categories of need. Figure A-2 presents the application form developed for this process .

**Figure A-1**

<b>Existing STP-U Framework</b>			
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



# APPLICATION FOR STP-U FUNDS

PROJECT DEVELOPMENT, PRESERVATION, MODERNIZATION

## FY 2012-2015

Project Information			
<b>Project Title:</b>			
<b>Agency Applying:</b>			
<b>Fiscal Year(s):</b>			
<b>Staff Contact:</b>		<b>Phone/Email:</b>	
<b>Project Type:</b>	<input type="checkbox"/> Preservation	<input type="checkbox"/> Modernization	<input type="checkbox"/> Project Development
<b>Mode:</b>	<input type="checkbox"/> Roadway	<input type="checkbox"/> Transit	<input type="checkbox"/> Other
<b>Project Description:</b>			
<b>Description of Need or Problem</b>			

Eligibility	YES	NO
<b>RTP</b> Is the project listed in, consistent with, or able to be added to financially constrained RTP, during project time frame?	<input type="checkbox"/>	<input type="checkbox"/>
<b>Timeliness.</b> Does the agency have the ability to utilize funds in FY requested?	<input type="checkbox"/>	<input type="checkbox"/>
<b>Federal Eligibility.</b> Is project eligible for STP-U funding under Federal guidelines <sup>1</sup>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Local Match.</b> Can agency provide minimum required matching funds (10.27% of project total)?	<input type="checkbox"/>	<input type="checkbox"/>
<b>Sufficient Funding.</b> Has sufficient funding been identified to complete project/phase	<input type="checkbox"/>	<input type="checkbox"/>

<sup>1</sup>See <http://www.lcog.org/documents/meetings/mpc/0609/MPC5f-Attachment1-FederalGuidelinesforSTP-U.pdf>

Cost Estimate/Funding Needs		
<b>Total Estimated Project Cost</b>	\$	
<b>Funding Available</b>	\$	Source:
	\$	Source:
	\$	Source:
<b>Amount of STP-U Request</b>	\$	

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

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

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

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



**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"/>
	EXISTING		PROJECTED	
Traffic Volume:				
VMT:				
Freight Volume:				
Transit Volume:				
Bike/Ped Counts:				
Travel Time:				
Congestion Index:				
Hours of Delay:				
Walk Mode Share:				
Bike Mode Share:				
Transit Mode Share:				
Carpool Mode Share:				
Transit Service Hrs:				
Sidewalk Miles:				
Bikeway Miles:				
Priority Bikeway Miles:				

**Qualitative Assessment:**

<b>Additional Project Benefits</b>	
<b>Connectivity</b>	Will completed project fill in key gaps in the transportation system, complete system components, or provide better pedestrian, bicycle, or roadway connectivity at a regional scale?
<b>Measures:</b>	
<b>Multiple Modes</b>	How will completed project benefit more than one mode or purpose (i.e., roadway & transit, bicycle & roadway users, or roadway & identified freight route)?
<b>Measures:</b>	
<b>Congestion Reduction</b>	Will completed project reduce congestion through provision of additional capacity or critical link or other means?
<b>Measures:</b>	
<b>Freight</b>	Will completed project improve the freight system and freight movement?
<b>Measures:</b>	
<b>Public Health</b>	Will the completed project provide public health benefits?
<b>Measures:</b>	
<b>Other</b>	Are there other benefits that the completed project will provide?
<b>Measures:</b>	

<b>Other Project Information</b>
<b>Scope of improvement, i.e., regional, community, neighborhood, local</b>
<b>Ratio of STP-U Overhead to Overall Project Cost</b>
<b>Opportunity Costs, i.e., cost of not doing activity/project</b>
<b>APPLICATION DUE DATE:</b>
<b>PLEASE SUBMIT APPLICATION ELECTRONICALLY TO PAUL THOMPSON, LCOG <a href="mailto:pthompson@lco.org">pthompson@lco.org</a></b>

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



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

The Transportation Planning Committee, as the standing committee for air quality under the Oregon Conformity Rulings, has determined regionally significant projects to be:

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

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

## Exempt Projects (OAR 340-252-0270)

Notwithstanding the other requirements of this rule, highway and transit projects of the types listed in Table 2 are exempt from the requirement that a conformity determination be made. 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

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#### Safety

Railroad/highway crossing.  
Hazard elimination program.  
Safer non-Federal-aid system roads.  
Shoulder improvements.  
Increasing sight distance.  
Safety improvement program.  
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 demonstration.  
Emergency relief (23 U.S.C. 125).  
Fencing.  
Skid treatments.  
Safety roadside rest areas.  
Adding medians.  
Truck climbing lanes outside the urbanized area.  
Lighting improvements.  
Widening narrow pavements or reconstructing bridges (no additional travel lanes).  
Emergency truck pullovers

## **Mass Transit**

Operating assistance to transit agencies.  
Purchase of support vehicles.  
Rehabilitation of transit vehicles.  
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 & rail cars to replace existing vehicles or for minor expansions of the fleet.  
Construction of new bus/rail storage/maintenance facilities categorically excluded in 23 CFR 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.

## **Projects Exempt From Regional Emissions Analyses**

*(340-252-0280)*

Notwithstanding the other requirements of this rule, highway and transit projects of the types listed in Table 3 of this section are exempt from regional emissions analysis requirements. The local effects of these projects with respect to CO or PM-10 concentrations must be considered to determine if a hot-spot analysis is required prior to making a project-level conformity determination. These projects may then proceed to the project development process even in the absence of a conforming transportation plan and MTIP. A particular action of the type listed in Table 3 is not exempt from regional emissions analysis if the MPO or ODOT in consultation with other agencies, the EPA, and the FHWA (in the case of a highway project) or the FTA (in the case of a transit project) concur that it has potential regional impacts for any reason.

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

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

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**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)

### **Citizen Advisory Committee** *(As adopted September 2004)*

Up to 15 citizens selected from within the MPO area.



## **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 and the SAFETEA-LU 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-a-side is divided among the sub-State areas based on population,
- As for TEA-21, States with STP funds suballocated to urbanized areas over 200,000 population must make obligation authority available in each of two 3-year periods, FYs 2004-2006 and FYs 2007-2009, and
- If a State or local government has failed to comply substantially with any provision of 23 U.S.C. 133 and the State fails to take corrective action within 60 days from the date of receipt of notification of noncompliance, future STP apportionments will be withheld until appropriate corrective action has been taken.

**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 Projects on Map			
MTIP_ID	PROJECT	Jurisdiction	MODE
2	Bertelsen Road: 18th St - Bailey Hill Rd	Eugene	PRESERVATION
3	Jeppesen Acres Rd: Gilham Rd to Providence St	Eugene	PRESERVATION
14	MLK Jr. Pavement Preservation	Eugene	PRESERVATION
22	Thurston Road Overlay	Springfield	PRESERVATION
23	Franklin Blvd: I-5 bridge to McVay Springfield	Springfield	PLANNING
24	A Street Preservation and Pedestrian Enhancement	Springfield	PRESERVATION
27	Lane County Traffic Signal Upgrades	Lane County	OPERATIONS
28	Lane County 30th Ave Pavement Preservation	Lane County	PRESERVATION
29	Lane County Hyacinth Sidewalk Project	Lane County	PEDESTRIAN
30	Coburg Rd: Beltline - Oakway Rd	Eugene	PRESERVATION
38	North Bank Path: DeFazio Bridge to Leisure Lane	Eugene	BIKE TRAVEL
39	Fern Ridge Path - Chambers to Arthur Streets	Eugene	BIKE TRAVEL
44	OR69: Delta Highway Over-crossing Bridge #09358	ODOT	BRIDGE/PRESERVATION
57	West Eugene EmX Extension AA & Environ. Analysis	LTD	PLANNING
65	I-5 @ Coburg Interchange	ODOT	CAPACITY/MODERNIZATION
69	I-5 @ Beltline Interchange-Unit3 (Eugene/Springfield)	ODOT	CAPACITY/MODERNIZATION
72	OR569 @ Delta Highway ITS Improvements	ODOT	OPERATIONS
73	South Bank Path Extension: Spfld Viaduct Spfld	ODOT	BIKE TRAVEL
74	I-5 @ Beltline Interchange-Unit4 (Eugene/Springfield)	ODOT	CAPACITY/MODERNIZATION
75	OR569: River Road - Coburg Rd Development	ODOT	CAPACITY/MODERNIZATION
76	OR225: McVay Highway @ 30th Ave (Eugene)	ODOT	OPERATIONS
77	OR126: Beltline HWY@ Greenhill Rd (Eugene)	ODOR	OPERATIONS
78	I-5 Cable Median Barrier (Lane County)	ODOT	SAFETY
91	Amazon & Willamette River Path Connectors (Eugene)	Eugene	BIKE TRAVEL
97	OR 126B (Main St) Ped. Improvements (Sprngfld) Phases 1 and 2	ODOT	PEDESTRIAN
99	MF Willamette Loop Path:Dorris Ranch-Clearwater Park,Unit 2A	Willamalane	BIKE TRAVEL
100	Fern Ridge Path - Greenhill Rd to Terry	Eugene	BIKE TRAVEL
101	Coburg Loop Path	Coburg	BIKE TRAVEL
179	Gateway Park & Ride	LTD	TRANSIT
196	OR126:I-5 XING-OR126B (Springfield) Development	ODOT	PRESERVATION
197	OR126:Mohawk Blvd XING-OR126Bus Cable Barrier	ODOT	SAFETY
200	Main St/McVay EmX Alternative Analysis	LTD	PLANNING

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



## **Appendix F: Project Location Map**

*– See attached map*



# Metropolitan Transportation Improvement Program FFY12-15

## MTIP 12-15 Projects

- |  |                        |  |                        |
|--|------------------------|--|------------------------|
|  | BIKE LANE/ON-STREET    |  | BIKE LANE/ON-STREET    |
|  | BRIDGE                 |  | BIKE TRAVEL            |
|  | CAPACITY/MODERNIZATION |  | CAPACITY/MODERNIZATION |
|  | OPERATIONS             |  | PEDESTRIAN             |
|  | PEDESTRIAN             |  | PLANNING               |
|  | PRESERVATION           |  | PRESERVATION           |
|  | SAFETY                 |  | SAFETY                 |
|  | TRANSIT                |  | TRANSIT                |

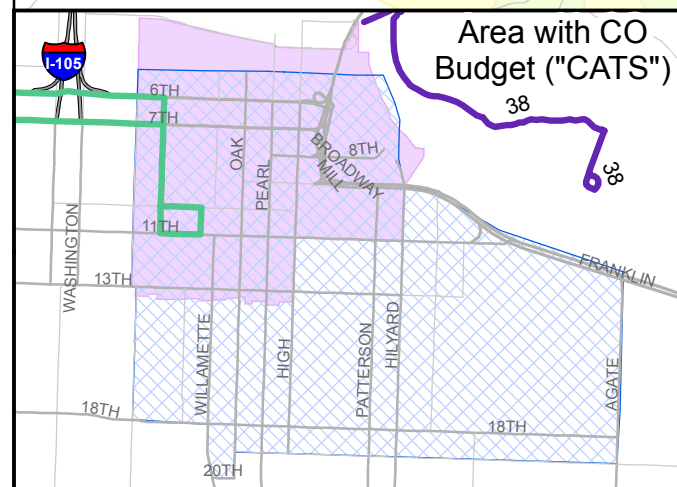
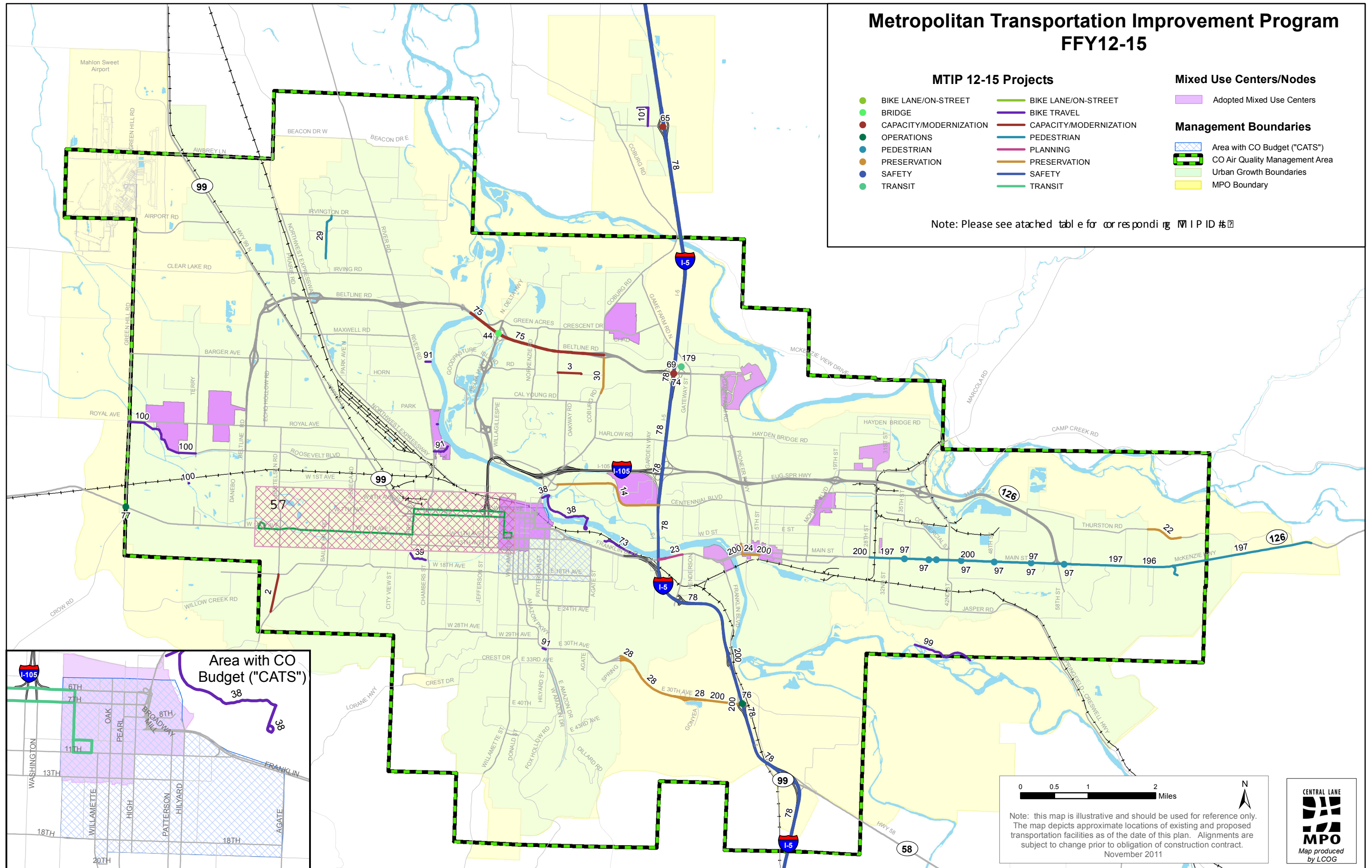
## Mixed Use Centers/Nodes

- Adopted Mixed Use Centers

## Management Boundaries

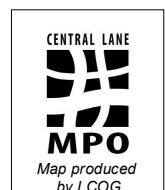
- Area with CO Budget ("CATS")
- CO Air Quality Management Area
- Urban Growth Boundaries
- MPO Boundary

Note: Please see attached table for corresponding MTIP ID #s



0 0.5 1 2 Miles

Note: this map is illustrative and should be used for reference only. The map depicts approximate locations of existing and proposed transportation facilities as of the date of this plan. Alignments are subject to change prior to obligation of construction contract.  
November 2011







**Appendix G**  
**Environmental Justice Maps**



# Metropolitan Transportation Improvement Program FFY12-15

## Household Poverty Concentration in Central Lane MPO

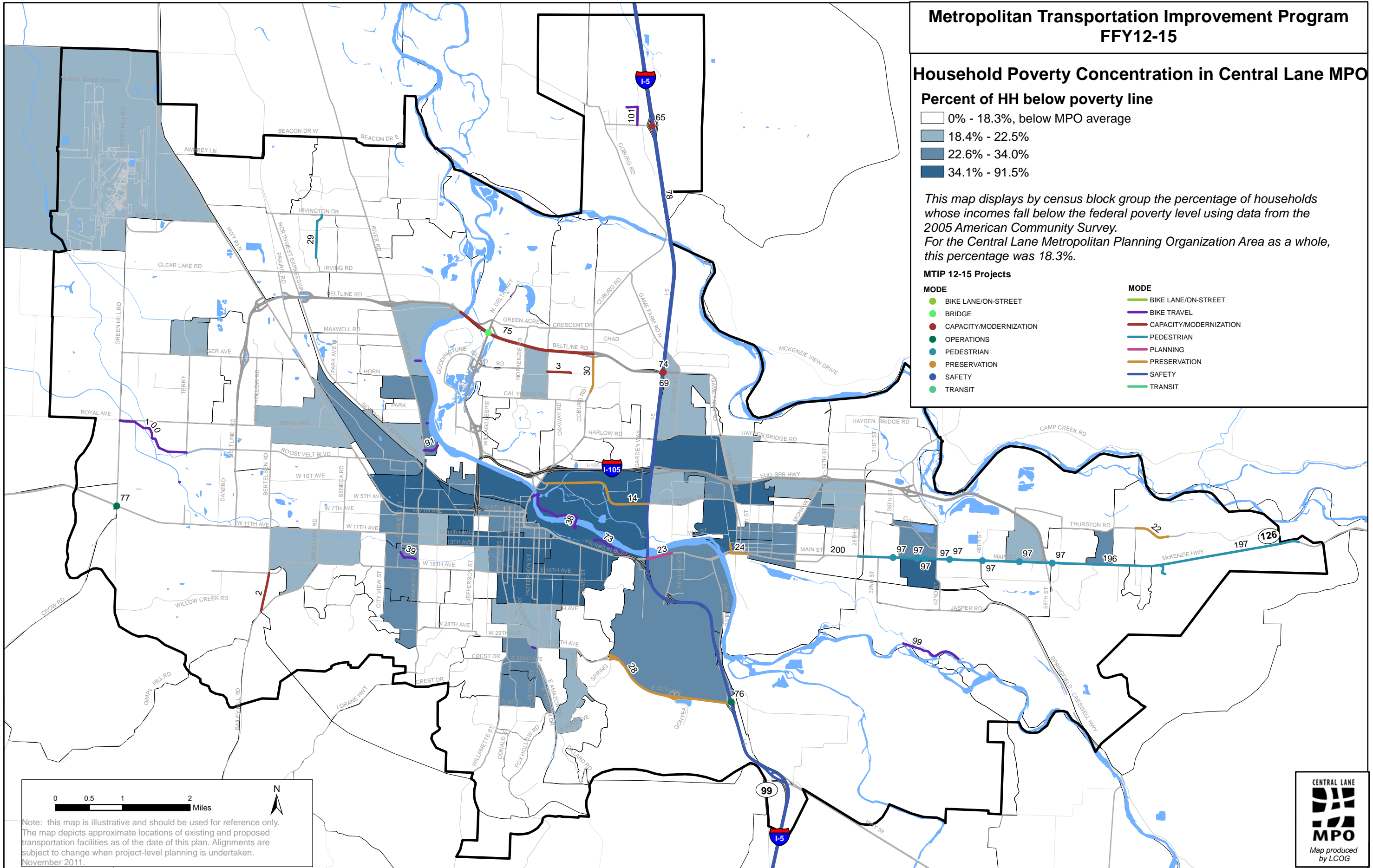
### Percent of HH below poverty line

- 0% - 18.3%, below MPO average
- 18.4% - 22.5%
- 22.6% - 34.0%
- 34.1% - 91.5%

This map displays by census block group the percentage of households whose incomes fall below the federal poverty level using data from the 2005 American Community Survey. For the Central Lane Metropolitan Planning Organization Area as a whole, this percentage was 18.3%.

### MTIP 12-15 Projects

- | MODE                     |                          |
|--------------------------|--------------------------|
| ● BIKE LANE/ON-STREET    | ● BIKE LANE/ON-STREET    |
| ● BRIDGE                 | ● BIKE TRAVEL            |
| ● CAPACITY/MODERNIZATION | ● CAPACITY/MODERNIZATION |
| ● OPERATIONS             | ● PEDESTRIAN             |
| ● PEDESTRIAN             | ● PLANNING               |
| ● PRESERVATION           | ● PRESERVATION           |
| ● SAFETY                 | ● SAFETY                 |
| ● TRANSIT                | ● TRANSIT                |



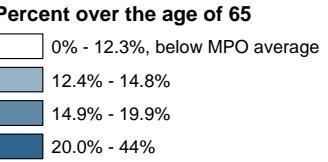
Note: this map is illustrative and should be used for reference only. The map depicts approximate locations of existing and proposed transportation facilities as of the date of this plan. Alignments are subject to change when project-level planning is undertaken. November 2011.



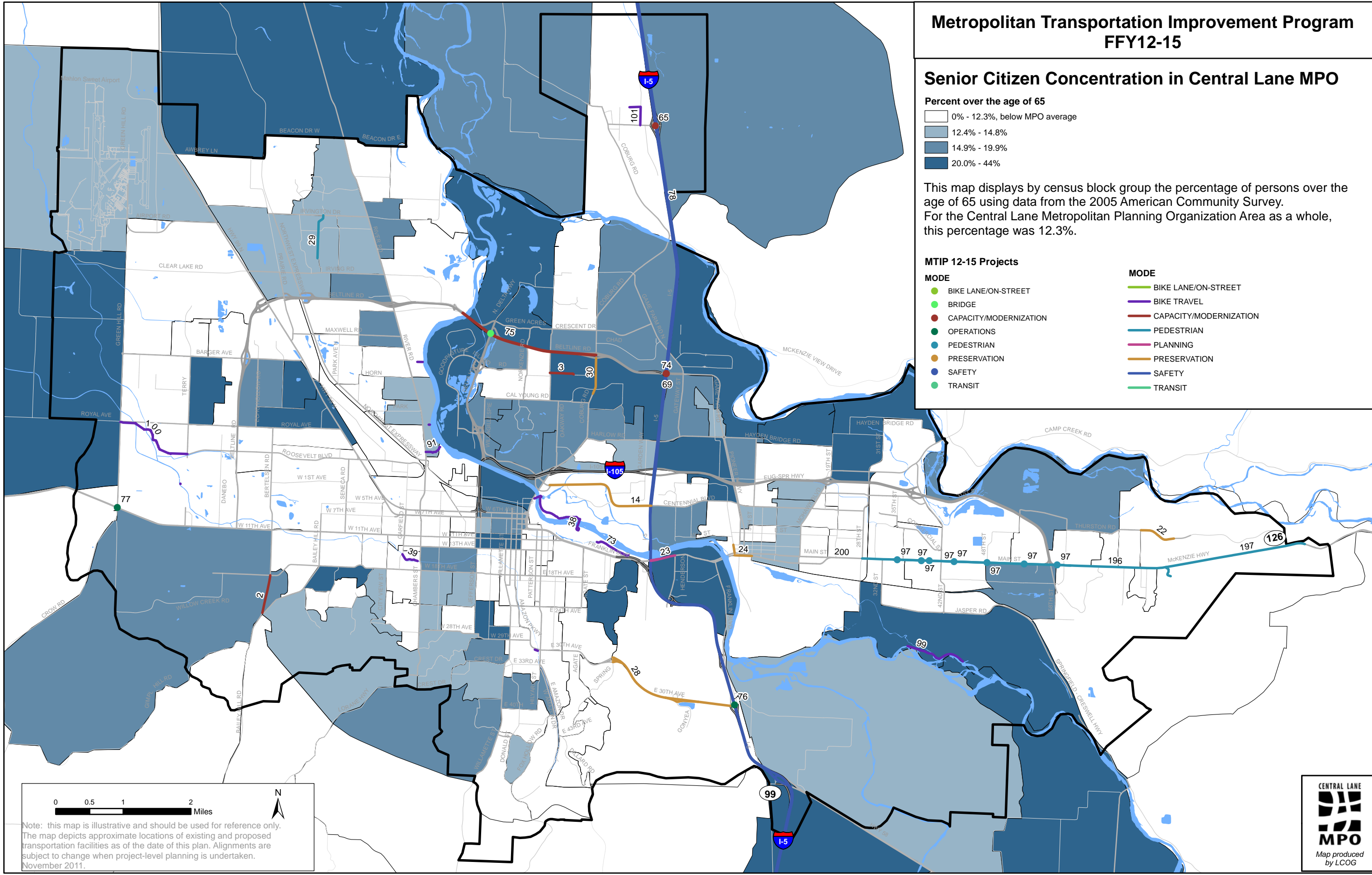


# Metropolitan Transportation Improvement Program FFY12-15

## Senior Citizen Concentration in Central Lane MPO



This map displays by census block group the percentage of persons over the age of 65 using data from the 2005 American Community Survey. For the Central Lane Metropolitan Planning Organization Area as a whole, this percentage was 12.3%.



0 0.5 1 2 Miles

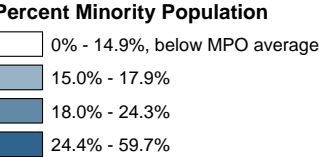
Note: this map is illustrative and should be used for reference only. The map depicts approximate locations of existing and proposed transportation facilities as of the date of this plan. Alignments are subject to change when project-level planning is undertaken. November 2011.



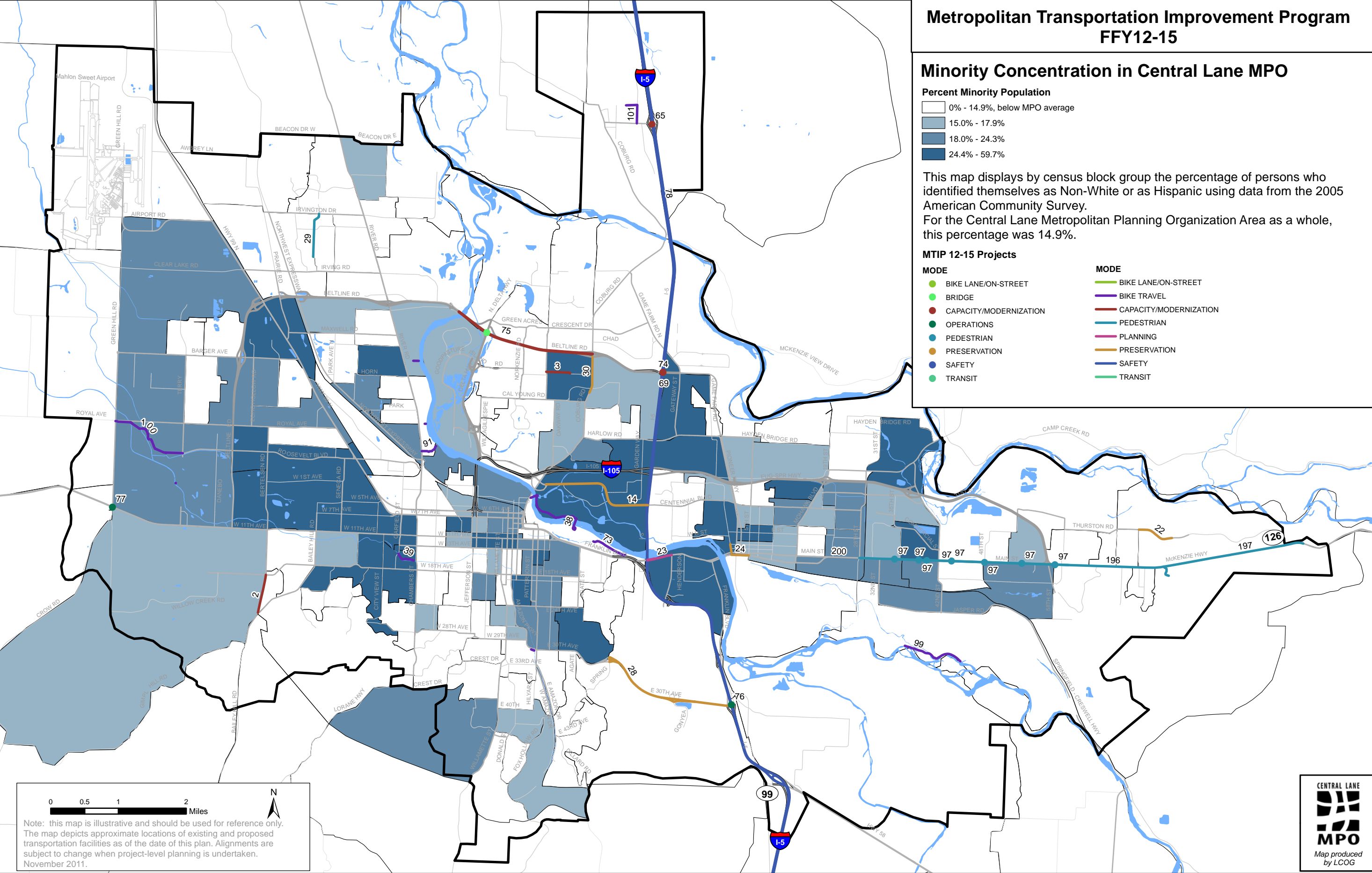
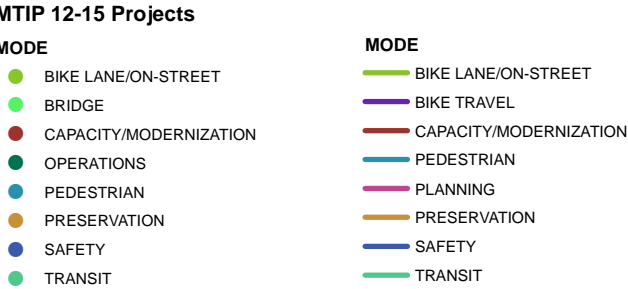


# Metropolitan Transportation Improvement Program FFY12-15

## Minority Concentration in Central Lane MPO



This map displays by census block group the percentage of persons who identified themselves as Non-White or as Hispanic using data from the 2005 American Community Survey. For the Central Lane Metropolitan Planning Organization Area as a whole, this percentage was 14.9%.



0 0.5 1 2 Miles

Note: this map is illustrative and should be used for reference only. The map depicts approximate locations of existing and proposed transportation facilities as of the date of this plan. Alignments are subject to change when project-level planning is undertaken. November 2011.







# Metropolitan Transportation Improvement Program FFY12-15

## Disability Concentration in Central Lane MPO

### Percent Disabled by Block Group

- 5.7% - 18%, below MPO average
- 18.1% - 20.2%
- 20.3% - 25.7%
- 25.8% - 48%

This map displays by census block group the percentage of persons who identified themselves as having a disability using data from the 2000 Census. For the Central Lane Metropolitan Planning Organization Area as a whole, this percentage was 18%.

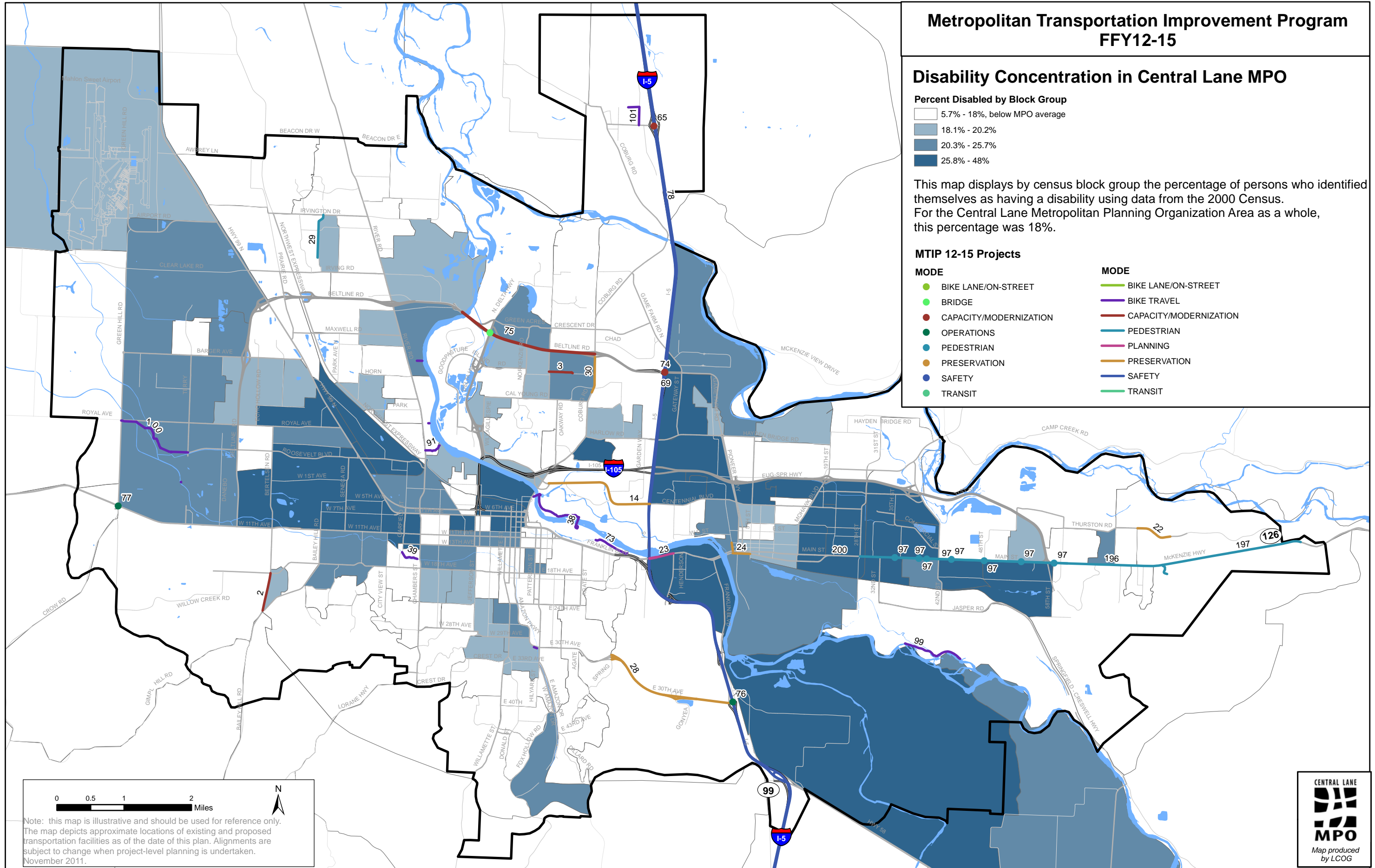
### MTIP 12-15 Projects

#### MODE

- BIKE LANE/ON-STREET
- BRIDGE
- CAPACITY/MODERNIZATION
- OPERATIONS
- PEDESTRIAN
- PRESERVATION
- SAFETY
- TRANSIT

#### MODE

- BIKE LANE/ON-STREET
- BIKE TRAVEL
- CAPACITY/MODERNIZATION
- PEDESTRIAN
- PLANNING
- PRESERVATION
- SAFETY
- TRANSIT



Note: this map is illustrative and should be used for reference only. The map depicts approximate locations of existing and proposed transportation facilities as of the date of this plan. Alignments are subject to change when project-level planning is undertaken. November 2011.

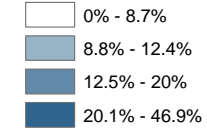




# Metropolitan Transportation Improvement Program FFY12-15

## Zero Car Households in Central Lane MPO

### Percent of HH Without a Vehicle



*This map displays by census block group the percentage of households with no car using data from 2000 Census. For the Central Lane Metropolitan Planning Organization Area as a whole, this percentage was 8.7%.*

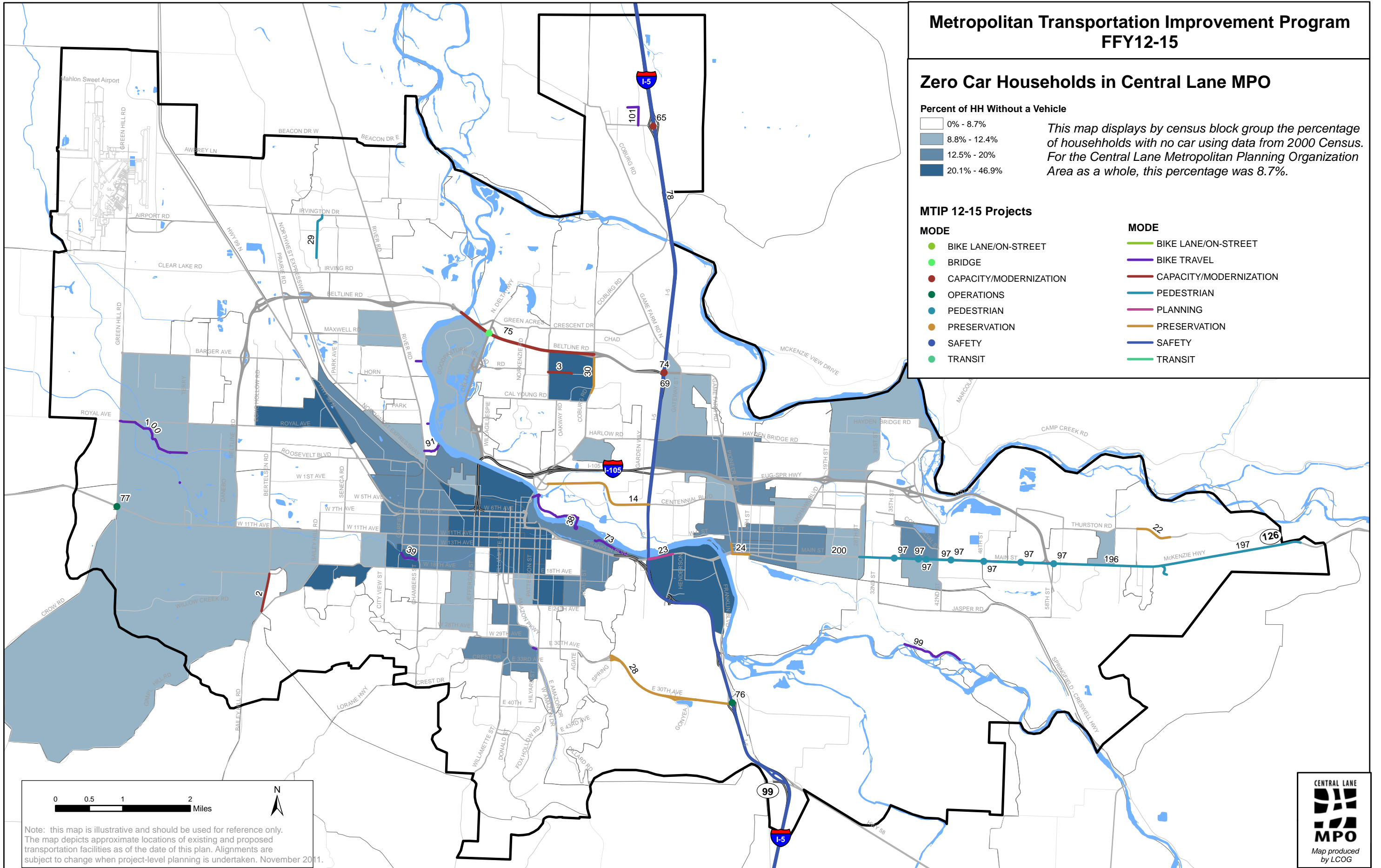
### MTIP 12-15 Projects

#### MODE

- BIKE LANE/ON-STREET
- BRIDGE
- CAPACITY/MODERNIZATION
- OPERATIONS
- PEDESTRIAN
- PRESERVATION
- SAFETY
- TRANSIT

#### MODE

- BIKE LANE/ON-STREET
- BIKE TRAVEL
- CAPACITY/MODERNIZATION
- PEDESTRIAN
- PLANNING
- PRESERVATION
- SAFETY
- TRANSIT



Note: this map is illustrative and should be used for reference only. The map depicts approximate locations of existing and proposed transportation facilities as of the date of this plan. Alignments are subject to change when project-level planning is undertaken. November 2011.

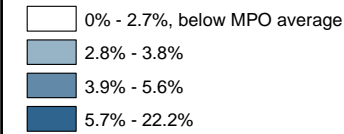




# Metropolitan Transportation Improvement Program FFY12-15

## Limited English Proficiency in Central Lane MPO

Percent of Residents Who Speak English less than "Well"



This map displays by census block group the percentage of respondents speaking a language other than English who indicated that they spoke English less than "Well" using data from the 2005 American Community Survey. For the Central Lane Metropolitan Planning Organization Area as a whole, this percentage was 2.7%.

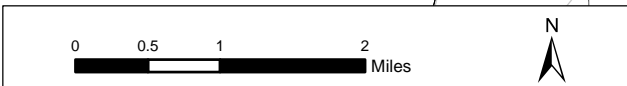
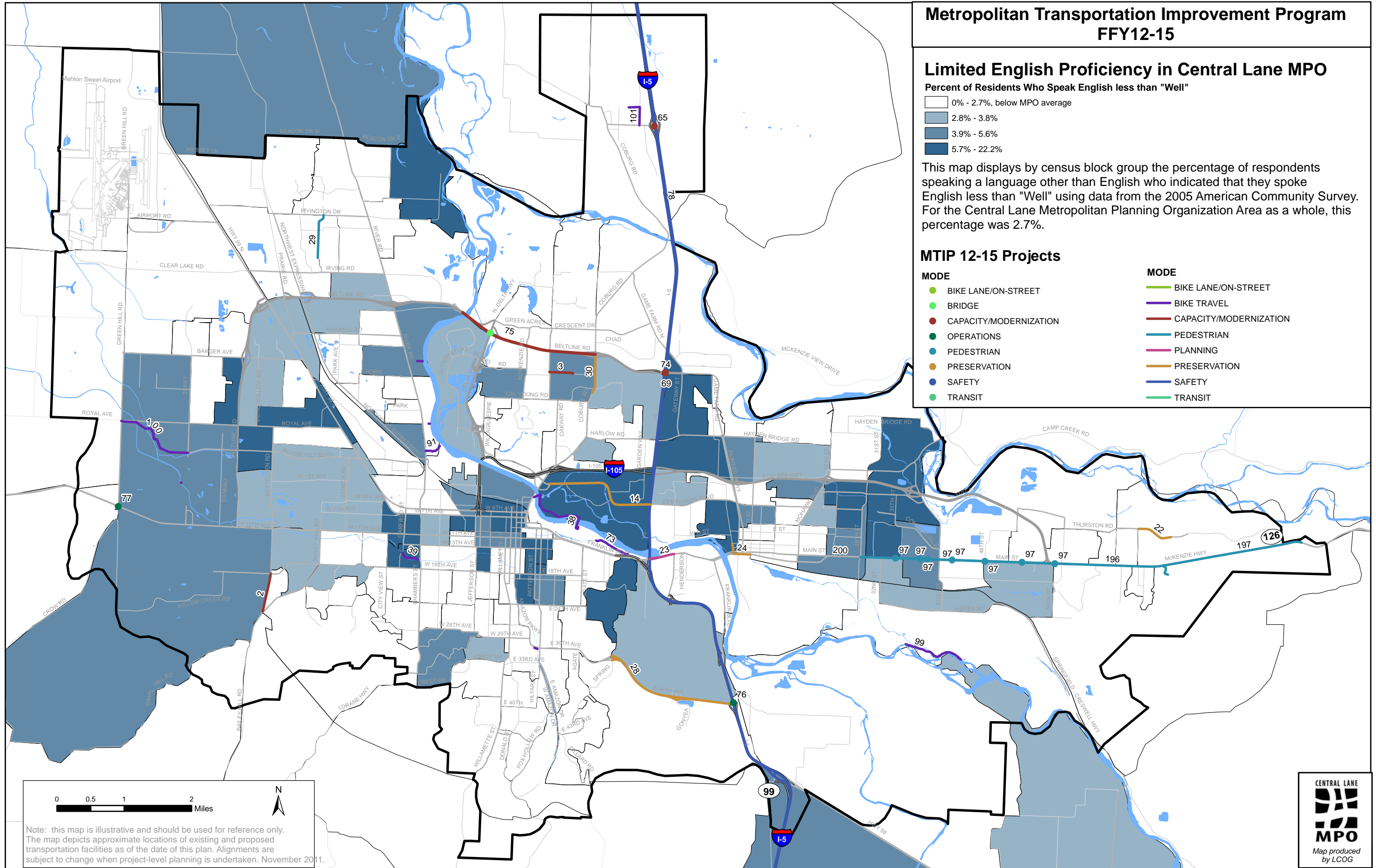
## MTIP 12-15 Projects

### MODE

- BIKE LANE/ON-STREET
- BRIDGE
- CAPACITY/MODERNIZATION
- OPERATIONS
- PEDESTRIAN
- PEDESTRIAN
- PRESERVATION
- SAFETY
- TRANSIT

### MODE

- BIKE LANE/ON-STREET
- BIKE TRAVEL
- CAPACITY/MODERNIZATION
- PEDESTRIAN
- PLANNING
- PRESERVATION
- SAFETY
- TRANSIT



Note: this map is illustrative and should be used for reference only. The map depicts approximate locations of existing and proposed transportation facilities as of the date of this plan. Alignments are subject to change when project-level planning is undertaken. November 2011.

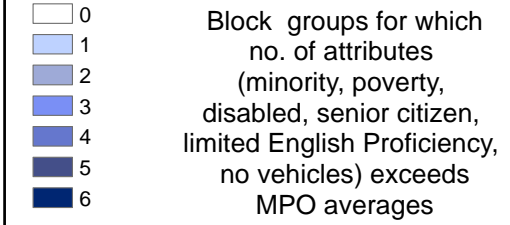




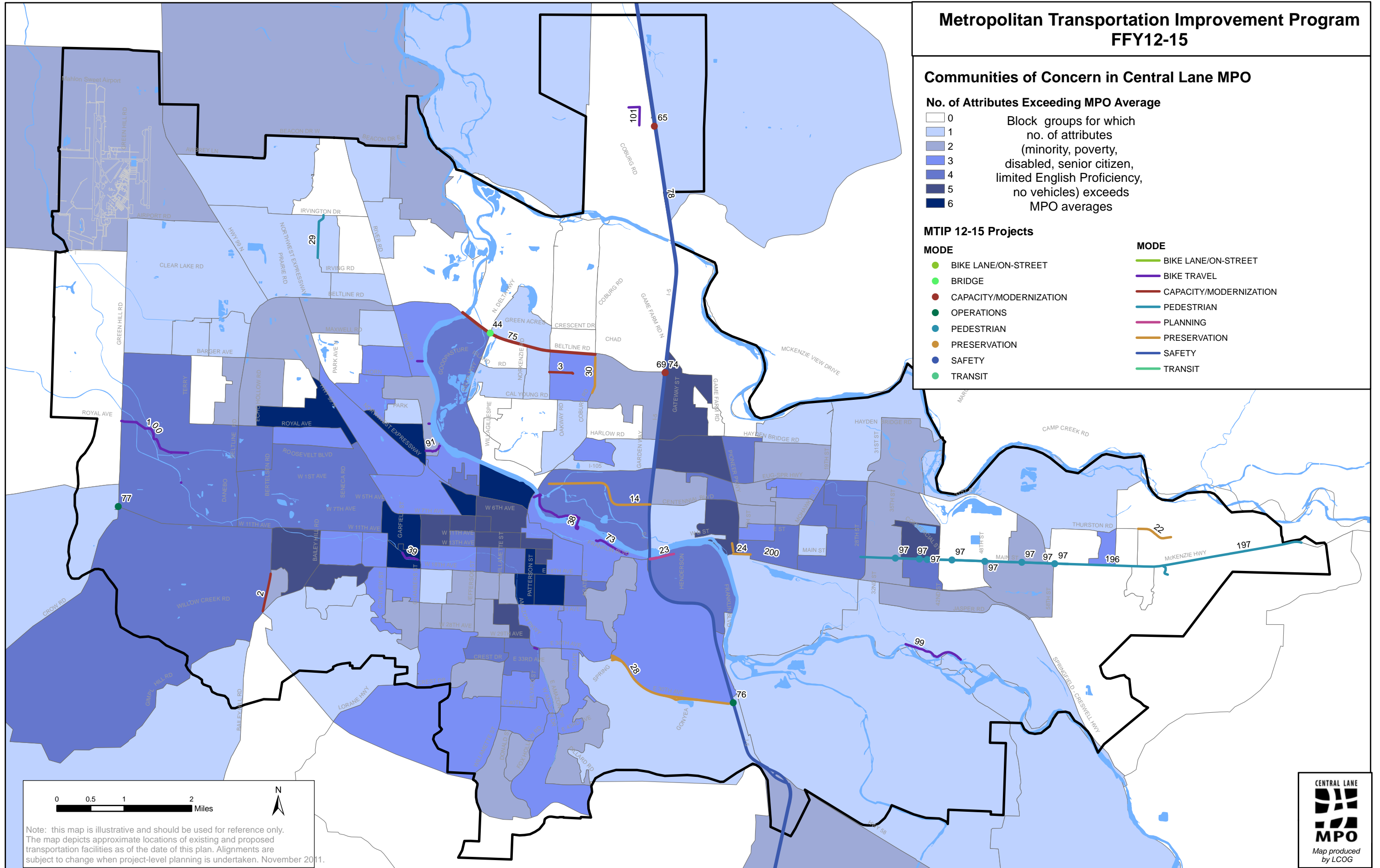
# Metropolitan Transportation Improvement Program FFY12-15

## Communities of Concern in Central Lane MPO

### No. of Attributes Exceeding MPO Average



### MTIP 12-15 Projects



0 0.5 1 2 Miles

Note: this map is illustrative and should be used for reference only. The map depicts approximate locations of existing and proposed transportation facilities as of the date of this plan. Alignments are subject to change when project-level planning is undertaken. November 2011.







**Appendix H**  
**Status of Projects from Prior MTIP**



## **Appendix H: Status of Projects in Prior MTIP**

Please refer to MTIP annual reports, available here:

### **Federal Fiscal Year 10 Listing of Obligated Projects**

[http://www.lcog.org/documents/tip/MPC5.j-Attachment1-ProjectsObligated\\_FFY10.pdf](http://www.lcog.org/documents/tip/MPC5.j-Attachment1-ProjectsObligated_FFY10.pdf)

### **Federal Fiscal Year 09 Listing of Obligated Projects**

<http://www.lcog.org/documents/meetings/mpc/0210/MPC5.h-Attachment1-ProjectsObligatedinFFY09.pdf>

### **Federal Fiscal Year 08 Listing of Obligated Projects**

[http://www.lcog.org/documents/meetings/mpc/0309/MPC5.f.%20Attachment1-FFY08\\_Annual\\_Listing\\_of\\_Obligated\\_Projects.pdf](http://www.lcog.org/documents/meetings/mpc/0309/MPC5.f.%20Attachment1-FFY08_Annual_Listing_of_Obligated_Projects.pdf)



**Appendix I  
MPO Area Map**

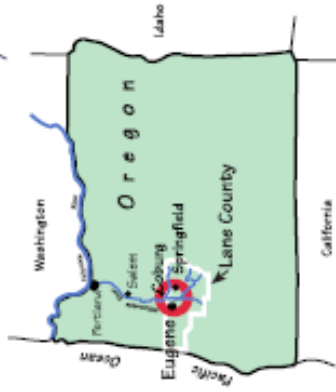
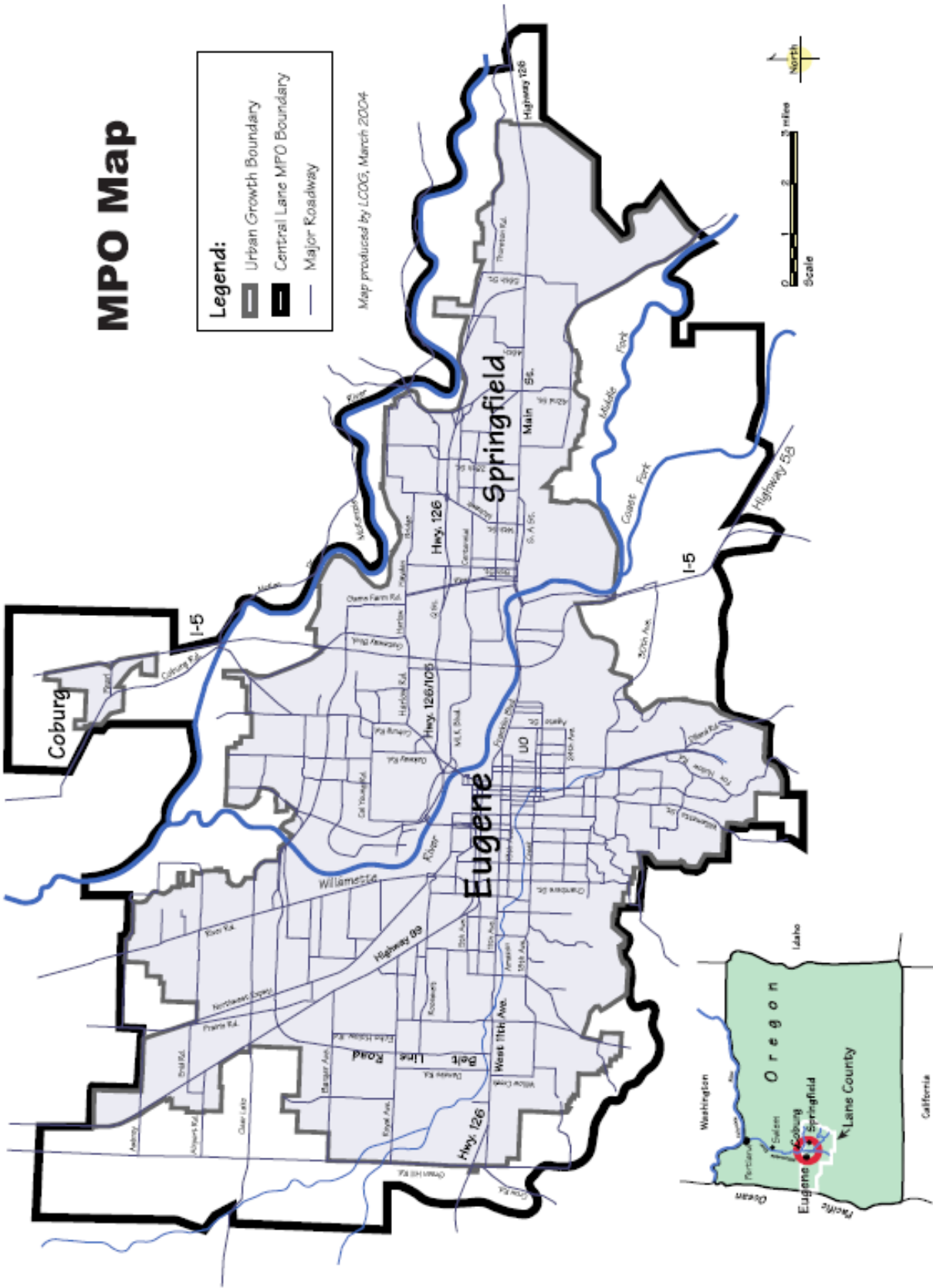


# MPO Map

**Legend:**

-  Urban Growth Boundary
-  Central Lane MPO Boundary
-  Major Roadway

Map produced by LCOG, March 2004







**Appendix J**  
**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

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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  
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

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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  
 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

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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