



*Central Lane
Metropolitan Planning Organization*

*Metropolitan Transportation Improvement Program
Federal FY 2008 to Federal FY 2011*

August 2007

Central Lane MPO
Metropolitan Transportation Improvement Program
Federal FY2008 to Federal FY2011

Adopted by the Metropolitan Policy Committee on
August 9, 2007

amended August 30, 2007

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Change Log:

August 30, 2007

Due to amendments to correct omissions in August 9 version, and to ensure STIP/TIP alignment:

Page 20. Analysis year for BRT Progressive Corridor Enhancement project should have read 2031 instead of 2025, to reflect the RTP horizon year.

Page 23. MTIP amendment 2007-39: corrected mistake in funding for ODOT Project Key 15236, I-5: Bridge Vertical Clearance (Area 5).

Page 25. MTIP amendment 2007-37: added omitted ODOT Project Key 14837, OR99W: Pac Hwy W over CORP (Bridge #02138).

Page 27. Updated Table 2 to reflect funding changes arising from the two amendments.

Page 27. In Table 2, remove irrelevant reference to RTP; correct years to read FY08-09 for committed funding.

Page 28. Updated Table 3 to reflect funding changes arising from the two amendments.

Page 62. Updated Project Map Key to include Project Key 14837 as symbol "R"

Page 63. Updated Project Map to include Project Key 14837.

Pages 67-88: Updated FY06-09 MTIP projects' status to be current as of August 30, 2007.

May 21, 2008

Computational error found in summing up the estimated costs for LTD projects,

Page 27. Updated Table 2 to correct computational error

Page 28. Updated Table 3 to correct computational error.

RESOLUTION 2007-07

**APPROVING THE FFY 08-11 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 FFY08-11 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 FFY08-11 MTIP have been drawn from or have been determined to be wholly consistent with the long range transportation plan; and,

WHEREAS, the improvements included in the FFY08-11 MTIP using STP-U funds are consistent with the project selection criteria and process identified in the FFY08-11 MTIP; and,

WHEREAS, the improvements included in the FFY08-11 MTIP demonstrate fiscal constraint; and,

WHEREAS, an Air Quality Conformity Determination for the FFY08-11 MTIP is in preparation and is expected to show compliance with the Clean Air Act;


NOW, THEREFORE, BE IT RESOLVED:

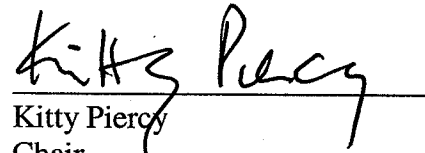
THAT, the FFY08-11 Metropolitan Transportation Improvement Program, Exhibit A, is hereby adopted;

THAT, the newly adopted FFY08-11 MTIP will be put into effect no earlier than October 1, 2007, and no later than the effective date of the FFY08-11 STIP, subject to demonstration of air quality conformity.

PASSED AND APPROVED THIS 9th DAY OF AUGUST, 2007, BY THE METROPOLITAN POLICY COMMITTEE.

ATTEST:


George Kloepfel
Executive Director
Lane Council of Governments


Kitty Piercy
Chair
Metropolitan Policy Committee

RESOLUTION 2007-10

**ADOPTING THE AIR QUALITY CONFORMITY DETERMINATION
FOR THE 2007-2031 REGIONAL TRANSPORTATION PLAN (RTP) AND THE
FY2008-2011 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 2031 RTP and the FY08-11 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 2031 RTP and the FY08-11 Metropolitan TIP has been prepared according to state and federal regulations and undertaken through interagency consultation with local, state and federal agencies;

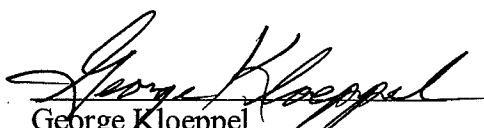
THAT, the Air Quality Conformity Determination for the 2031 RTP and the FY08-11 Metropolitan TIP has gone through a public and agency review period in accord with the requirements of the MPO's Public Participation Plan and OAR-340-252-0060, and that the comments received have been adequately addressed;

THAT, the 2031 RTP and the FY08-11 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 2031 RTP and the FY08-11 MTIP, as set forth in Exhibits A and B, attached to and incorporated by reference to this resolution.

**ADOPTED BY THE METROPOLITAN POLICY COMMITTEE ON THIS 8th DAY OF NOVEMBER,
2007.**

ATTEST:


George Kloeppe
Executive Director
Lane Council of Governments

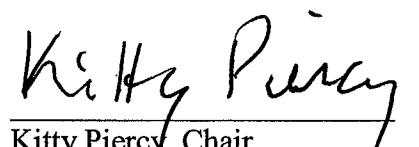

Kitty Piercy, Chair
Metropolitan Policy Committee

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Introduction

The Metropolitan Transportation Improvement Program (MTIP) is a listing of transportation improvements scheduled in the Central Lane Transportation Management Area (TMA) during fiscal years 2008-2011. The MTIP lists federally funded and locally funded projects that comprise construction and operational improvements anticipated by local agencies and the Oregon Department of Transportation (ODOT).

The MTIP contains a four-year listing of anticipated expenditures for locally funded projects drawn from the capital improvement programs of Eugene, Springfield, Coburg, Lane County, Lane Transit District, Willamalane Park and Recreation District, and ODOT. In addition, the MTIP lists projects for which application of specific federal funds will be made in the next four years. Priorities for the use of federal Surface Transportation Program–Urban (STP-U) funds are established during development of the MTIP.

Projects included in the MTIP for receipt of federal funds must also be included in or consistent with the region's long-range transportation plan. As such, the MTIP is an important tool in guiding the implementation of the region's long-term goals and addressing the region's long-range transportation needs.

By adopting the MTIP, the Metropolitan Policy Committee (MPC) has selected the projects identified in Table 1, *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, FY06-09, was adopted on July 13, 2006 and was conformed on August 22, 2006. Adoption of the FY08-11 MTIP will restart the four year clock.

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

Federal Requirements

Regulations developed to help guide the implementation of the Intermodal Surface Transportation Act of 1991 (ISTEA), Transportation Equity Act for the 21st Century (TEA-21), 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 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 three categories of need. Appendix A provides additional details on the current STP-U fund allocation process. The application forms developed for this process are presented in Figures A-3 and A-4.

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 PM₁₀ State Implementation Plan established that emissions from motor vehicles are not a significant contributing factor to overall PM₁₀ emissions and concludes that control of emissions from motor vehicles is not necessary to demonstrate attainment of the PM₁₀

standards. EPA has approved and concurred that Plan and MTIP conformity determinations for PM₁₀ are not required. There has not been an exceedance of the PM₁₀ 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 PM₁₀.

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 5th Avenue on the north, 19th 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 FY08-11 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 (FY06-09) 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:

1. Additions or deletions of projects which do not involve any funding decision or funding transfer on the part of the MPO (for example, projects which are already fully funded via local, state or federal processes and are required to be included in the MTIP) and which do not affect the financial constraint or air quality conformity of the MTIP,
2. Cost revisions to reflect funding decisions at the local, state or federal level which do not involve any further funding decision on the part of the MPO and which do not affect the financial constraint or air quality conformity of the MTIP,
3. Deletions of local projects which are provided for information purposes,
4. Moving projects from one year to another year in the MTIP period if they do not trigger the need for an air quality conformity determination,
5. Change in project scope, where no funding decision or funding transfer by the MPO is involved, and which does not affect the air quality conformity of the MTIP,
6. Combining or separating projects (for contracting efficiency or other purposes) in the adopted MTIP where the project scope is unchanged and the total project cost is unchanged or involves a minor cost revision,
7. Moving funding from one project phase to another within the same project where no funding decision or funding transfer by the MPO is involved,
8. Other minor cost revisions that do not affect financial constraint of the MTIP or the MTIP's air quality conformity,
9. Emergency additions where an imminent public safety hazard is involved,
10. Recommendation for Project or Program Authority Retraction
 - a. Agencies that have not completed a project prospectus or contract with the ODOT local programming unit, have not obligated project authority or have not received approval of an amendment to reprogram fund authority by the end of the federal fiscal year in which their project was programmed for funding are subject to potential retraction of fund authority. These agencies will be notified by the MPO of this status when it occurs and will have 60 days from the date of the notification documentation to complete the prospectus, contract, obligation or amendment prior to consideration by TPC of a recommendation to MPC for an amendment to retract the funding authority for the project or program.
 - b. Unspent or un-obligated MPO flexible funding authority following final voucher closing of a project 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 1 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 2025 RTP, as adopted on December 9, 2004, 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
B3A1	same as OTIA
C	City of Coburg
D	Private Developer
E	City of Eugene
FAA	Federal Aviation Administration
F160	same as 5310
H010	same as Interstate Maintenance
IM	Interstate Maintenance
H050	National Highway System
H210	STP Optional Safety
HBR	Highway Bridge Replacement Funds

HCB	High Cost Bridge Projects
HEP	Hazard Elimination Program
HY10	Federal earmark
L050	National Highway System
L220	Transportation Enhancement funds
L230	same as STP-U
L240	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	State, 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
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
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 FY08, 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 1. Improvements to minor streets and maintenance activities were excluded. Local projects listed in Table 1 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 FY08-11 Project List

(Projects within Air Quality CATS area are shaded in grey; Project phases for years prior to FY08 show funding already committed for this project)

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources		
							\$	Source	\$	Source		\$	Source			
EUGENE																
Regional Transportation 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.	RTP Goals #1 & #2	Exempt / Other - planning activities conducted pursuant to Titles 23 and 49 USC	15273	FY08	Plan	\$ 40,000	STP-U	\$ 4,578	E	\$ 44,578			\$ 44,578		
					FY09											
					FY10											
					FY11											
					(Future)											
	TOTAL FY08-11				\$ 40,000		\$ 4,578		\$ 44,578	\$ -		\$ 44,578				
Chad Drive Extension: Old Coburg Rd to Game Farm Road (Eugene)	Extend Chad Drive (major collector) to connect to North Game Farm Road, via Old Coburg Rd (major collector), including 2 travel lanes, center turn lane at intersections, curb, gutter bike lanes and sidewalks on both sides, street trees, street lights, and a traffic signal at Game Farm Road	680	Analysis Year 2015	13404	FY06	PE					\$ 11,145	\$ 245,855		\$ 257,000		
				13404	FY07	RW						\$ 150,000		\$ 150,000		
				13404	FY08	Cons	\$ 685,000	STP-U	\$ 78,401	E	\$ 763,401	\$ 836,599	E	\$ 1,600,000		
					FY09											
					FY10											
					FY11											
	(Future)															
	TOTAL FFY08-11				\$ 685,000		\$ 78,401		\$ 763,401	\$ 836,599		\$ 1,600,000				
West Bank Trail: Beaver St - River Ave (Eugene)	Extend the West Bank Trail to the north along the Willamette River connecting to Beaver St.	Multiple TSI bike and ped policies	Exempt / Air Quality - Bike and Ped facility	14763	FY06	PE					\$ 168,283			\$ 168,283		
				14763	FY08	RW	\$ 65,000	L220	\$ 7,440	E	\$ 72,440			\$ 72,440		
				14763	FY09	CN	\$ 844,000	L220	\$ 96,600	E	\$ 940,600			\$ 940,600		
					FY10											
					FY11											
					(Future)											
	TOTAL FFY08-11				\$ 909,000		\$ 104,039		\$ 1,013,039	\$ -		\$ 1,013,039				
Eugene Train Depot (Unit 2)	The next phase of work for the Eugene Depot, funded by the SAFETEA_LU bill, will include site improvements near the historic Depot building with new paving, permanent traffic markings and crosswalks, more pedestrian sidewalks, and additional amenities to create an easily recognized public transportation service center. The Depot building and site will receive communications and security improvements to enhance service to the public. The project will also provide paving and lighting on city land along the railroad right of way, enhancing the appearance of the platform area for the rail passenger and coordinated to work with future platform enhancements, rail re-alignments, and a planned track spur.	TSI System-Wide Policy #2- Intermodal Connectivity	Exempt / Renovation of transit buildings and structures	15223	FY07	PE					\$ 250,000			\$ 250,000		
					FY08											
				15223	FY09	Cons	\$ 775,675	LY10	\$ 88,779	E	\$ 864,454	\$ 35,546		\$ 900,000		
					FY10											
					FY11											
					(Future)											
	TOTAL FFY08-11				\$ 775,675		\$ 88,779		\$ 864,454	\$ 35,546		\$ 900,000				

Table 1: Programmed Projects by Agency

Central Lane MPO FY08-11 Project List

(Projects within Air Quality CATS area are shaded in grey; Project phases for years prior to FY08 show funding already committed for this project)

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
EUGENE														
Delta Ponds Bike Path: East Bank Trail to Robin Hood Lane (Eugene)	Construct 12 ft concrete path with grade-separated bike/ped facility over Delta Highway	637	Exempt / Air Quality - Bike and Ped facility	15222	FY07	PE					\$ 596,233			\$ 596,233
				15222	FY08	RW	\$ 27,000	HY10	\$ 3,090	E	\$ 30,090	\$ -		\$ 30,090
				15222	FY09	Cons	\$ 2,318,000	LY10	\$ 265,305	E	\$ 2,583,305	\$ 472,241		\$ 3,055,546
				15222	FY09	Cons	\$ 1,000,000	L220	\$ 114,454	E	\$ 1,114,454			\$ 1,114,454
					FY10									
					FY11									
					(Future)									
	TOTAL FFY08-11				\$ 3,345,000		\$ 382,850		\$ 3,727,850	\$ 472,241		\$ 4,200,091		
North Game Farm Rd: Old Coburg Rd to I-5 (Eugene)	Upgrade Game Farm Road (minor arterial) to a two lane urban facility (east of Old Coburg Road to the vicinity of Interstate 5). Typical section would match County improvements to the west and existing improvements by Springfield to the east including two 12' travel lanes, 12' center turn lane, and 5' bike lanes. A 5' setback sidewalk would be constructed on the west side with road drainage captured in a roadside ditch on the east side of the street.	654	Exempt - urban standards = safety/ widen lanes/ resurfacing	15224	FY07	PE					\$ 257,000			\$ 257,000
				15224	FY08	Cons	\$ 88,394	STP-U/L230	\$ 10,117	E	\$ 98,511	\$ 901,489	E	\$ 1,000,000
					FY09									
					FY10									
					FY11									
					(Future)									
	TOTAL FFY08-11				\$ 88,394		\$ 10,117		\$ 98,511	\$ 901,489		\$ 1,000,000		
W.11th Transportation Corridor Study (Eugene)	Undertake comprehensive study of W.11th corridor from Greenhill Rd to Eugene Station. Integrate this study with the EmX corridor study from Eugene Station to Beltline Hwy and the W. 11th Terry St to Greenhill planning.	332	Exempt / Other - planning activities conducted pursuant to Titles 23 and 49 USC	15261	FY07	Plan					\$ 55,723			\$ 55,723
				15262	FY08	Plan	\$ 100,000	STP-U	\$ 11,445	E	\$ 111,445			\$ 111,445
					FY09									
					FY10									
					FY11									
	(Future)													
	TOTAL FFY08-11				\$ 100,000		\$ 11,445		\$ 111,445	\$ -		\$ 111,445		
Roosevelt Blvd:Beltline Hwy-Chambers Conn. (Eug.)	Rehabilitate pavement; replace striping and pavement legends; install ADA ramps	System wide Policy #1 Finance Policy #2	Exempt / Safety- Pavement resurfacing and/or rehabilitation	15407	FY08	PE	\$ 100,000	STP-U	\$ 11,445	E	\$ 111,445	\$ 100,000	E	\$ 211,445
				15407	FY08	Cons	\$ 1,267,000	STP-U	\$ 145,014	E	\$ 1,412,014	\$ 1,110,541	E	\$ 2,522,555
					FY09									
					FY10									
					FY11									
					(Future)									
	TOTAL FFY08-11				\$ 1,367,000		\$ 156,459		\$ 1,523,459	\$ 1,210,541		\$ 2,734,000		

Table 1: Programmed Projects by Agency

Central Lane MPO FY08-11 Project List

(Projects within Air Quality CATS area are shaded in grey; Project phases for years prior to FY08 show funding already committed for this project)

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources	
							\$	Source	\$	Source		\$	Source		
EUGENE															
Bertlesen Road: 18th St - Bailey Hill Rd (Eugene)	Upgrade to minor arterial standards with two travel lanes, a center turn lane, bike lanes and sidewalks. { Note that PE phase also includes public involvement and outreach.}	315	Exempt - urban standards = safety/ widen lanes/ resurfacing/ bike-ped facilities		FY08										
					FY09										
				15539	FY10	PE							\$ 300,000	E	\$ 300,000
				15539	FY11	Cons							\$ 2,069,000	E	\$ 2,069,000
					(Future)										
	TOTAL FFY08-11			\$ -		\$ -		\$ -	\$ 2,369,000		\$ 2,369,000				
Elmira Rd/Maple St: Bertelsen Rd to Roosevelt St (Eugene)	Upgrade to neighborhood collector with shared bicycle and transit facilities. Improvements include street lights, street trees, two travel lanes, planting strips and sidewalks on both sides of the street { Note that PE also includes public involvement and outreach.}	420, 469	Exempt - urban standards = safety/ widen lanes/ resurfacing/ bike-ped facilities		FY08	PE						\$ 1,368,000	E	\$ 1,368,000	
					FY09	Cons						\$ 3,502,000	E	\$ 3,502,000	
				15540	FY10										
					FY11										
					(Future)										
	TOTAL FFY08-11			\$ -		\$ -		\$ -	\$ 4,870,000		\$ 4,870,000				
Jeppesen Acres Rd: Gilham Rd to Providence St (Eugene)	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 PE phase also include public involvement and outreach.}	670	Exempt - urban standards = safety/ widen lanes/ resurfacing/ ped facilities		FY08										
					FY09										
				15541	FY10	PE							\$ 118,000		\$ 118,000
				15541	FY11	Cons							\$ 1,305,000		\$ 1,305,000
					(Future)										
	TOTAL FFY08-11			\$ -		\$ -		\$ -	\$ 1,423,000		\$ 1,423,000				
Willamette St: 18th to 20th St (Eugene)	Modify signals, signing and striping to convert traffic flow from one way to two way in order to improve traffic circulation on this urban minor arterial..	TSI Roadway Policy #2	Not regionally significant		FY08										
					FY09										
				15542	FY10	Cons							\$ 350,000		\$ 350,000
					FY11										
					(Future)										
	TOTAL FFY08-11			\$ -		\$ -		\$ -	\$ 350,000		\$ 350,000				

Table 1: Programmed Projects by Agency

Central Lane MPO FY08-11 Project List

(Projects within Air Quality CATS area are shaded in grey; Project phases for years prior to FY08 show funding already committed for this project)

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources		
							\$	Source	\$	Source		\$	Source			
Springfield																
Regional Transportation 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 Goals #1 & #2	Exempt / Other - Planning MPO	15272	FY08	Plan	\$ 40,000	STP-U	\$ 4,578	Springfield	\$ 44,578			\$ 44,578		
					FY09											
					FY10											
					FY11											
					(Future)											
					TOTAL FFY08-11		\$ 40,000		\$ 4,578	\$ 44,578	\$ -		\$ 44,578			
OR126B/Franklin Blvd-concept planning (Springfield)	Conduct a concept level planning alternatives and public involvement process for Highway 126 (Franklin Boulevard) in Springfield. The process will create and evaluate streetscape alternatives for Highway 126 from McVay Highway to the western city limits. A public involvement process will include the Springfield Economic Development Agency (SEDA) in the decision-making of alternatives culminating in approval by the Springfield City Council and the Oregon Department of Transportation (ODOT)	RTP Goals #1 & #2	Exempt - Other planning and technical studies	14519	FY06	Plan					\$ 195,030	\$ 58,570		\$ 228,600		
				15263	FY08	Plan	\$ 50,000	STP-U	\$ 5,723	Springfield	\$ 55,723			\$ 55,723		
					FY09											
					FY10											
					FY11											
					(Future)											
					TOTAL FFY08-11		\$ 50,000		\$ 5,723	\$ 55,723	\$ -		\$ 55,723			
Gateway/Beltline: Internatl. Way-Postal Way(Spfd)	Improve intersections and realign Gateway Rd. Design and local right of way purchase	789	Analysis Year 2015	14304	FY07	PE						\$ 250,000		\$ 250,000		
				14304	FY07	RW						\$ 3,000,000		\$ 3,000,000		
				14305	FY08	PE						\$ 500,000	Springfield	\$ 500,000		
				14305	FY08	RW						\$ 2,000,000	Springfield	\$ 2,000,000		
					FY09											
					FY10											
					FY11											
					(Future)											
					TOTAL FFY08-11		\$ -		\$ -	\$ -	\$ 2,500,000		\$ 2,500,000			
Gateway St @ Beltline Highway (Springfield) (Formerly: Gateway@Beltline ROW Acquisition)	Implement EA Phase II preferred alternative: Gateway/Beltline intersection couplet. Acquire Right of Way, and construct project.	789	Analysis Year 2015	14653	FY07	RW					\$ 454,876	\$ 361,444		\$ 816,320		
					FY08											
				14653	FY09	Cons	\$ 1,722,000	STP-U	\$ 197,091	Springfield	\$ 1,919,091			\$ 1,919,091		
					FY10											
					FY11											
					(Future)											
					TOTAL FFY08-11		\$ 1,722,000		\$ 197,091	\$ 1,919,091	\$ -		\$ 1,919,091			

Table 1: Programmed Projects by Agency

Central Lane MPO FY08-11 Project List

(Projects within Air Quality CATS area are shaded in grey; Project phases for years prior to FY08 show funding already committed for this project)

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources	
							\$	Source	\$	Source		\$	Source		
Springfield															
Pioneer Pkwy:Hayden Bridge to Q St.(Springfield)	Pavement Preservation.	Finance Policy #2	Exempt / Pavement resurfacing and/or rehabilitation	13424	FY08	PE							\$ 54,218	Springfield	\$ 54,218
				13424	FY08	Cons	\$ 400,000	STP-U	\$ 45,782	Springfield	\$ 445,782	\$ 400,000	Springfield	\$ 845,782	
					FY09										
					FY10										
					FY11										
	(Future)														
	TOTAL FFY08-11						\$ 400,000		\$ 45,782		\$ 445,782	\$ 454,218		\$ 900,000	
Springfield Bicycle and Pedestrian Plan	Develop a bike/ped plan to refine the existing TSP policies in order to manage non-auto modes	TSI Bicycle Policy #1, Ped Policy #1	Exempt - Other planning and technical studies	15275	FY08	Plan	\$ 20,000	STP-U	\$ 2,289	Springfield	\$ 22,289			\$ 22,289	
					FY09										
					FY10										
					FY11										
					(Future)										
	TOTAL FFY08-11					\$ 20,000		\$ 2,289		\$ 22,289	\$ -		\$ 22,289		

Table 1: Programmed Projects by Agency

Central Lane MPO FY08-11 Project List

(Projects within Air Quality CATS area are shaded in grey; Project phases for years prior to FY08 show funding already committed for this project)

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources	
							\$	Source	\$	Source		\$	Source		
LANE CO.															
Lane Co. Regional Transportation Planning	Planning and project development activities by Lane County Engineering Staff associated with development and implementation of regional transportation plans. This involves extensive collaboration with federal, state and metro area agencies and governments	RTP Goals #1 and #2	Exempt / Other - planning activities conducted pursuant to Titles 23 and 49 USC	<u>15270</u>	FY08	Plan	\$ 25,000	STP-U	\$ 2,861	LaneCo	\$ 27,861			\$ 27,861	
					FY09										
					FY10										
					FY11										
					(Future)										
				TOTAL FFY08-11			\$ 25,000		\$ 2,861		\$ 27,861	\$ -		\$ 27,861	
Irving Rd at NW Expressway & UP Railroad Crossing	Improve safety conditions at railroad crossing, upgrade crossing signal, add center median; add bike/ped facilities	532	Exempt / Safety - railway/highway crossing, adding medians; Air Quality - bike/ped facilities	<u>15393</u>	FY08	PE							\$ 159,064	LaneCo	\$ 159,064
				<u>15393</u>	FY09	Cons	\$ 966,000	STP-RR	\$ -		\$ 966,000	\$ 7,000	LaneCo	\$ 973,000	
				<u>15393</u>	FY09	Cons	\$ 236,830	STP-U	\$ 27,106	Lane Co.	\$ 263,936			\$ 263,936	
					FY10										
					FY11										
				TOTAL FFY08-11			\$ 1,202,830		\$ 27,106		\$ 1,229,936	\$ 166,064		\$ 1,396,000	
Hayden Bridge: Shadylane to 19th St (Springfield)	Overlay pavement with selected areas of base repairs and grinding/milling.	TSI Systemwide #1	Exempt - safety - pavement resurfacing and/or rehabilitation	<u>15408</u>	FY08	PE	\$ 100,000	STP-U	\$ 11,445	Lane Co.	\$ 111,445			\$ 111,445	
				<u>15408</u>	FY08	Cons	\$ 626,000	STP-U	\$ 71,649	Lane Co.	\$ 697,649			\$ 697,649	
					FY09										
					FY10										
					FY11										
				TOTAL FFY08-11			\$ 726,000		\$ 83,094		\$ 809,094	\$ -		\$ 809,094	

Table 1: Programmed Projects by Agency

Central Lane MPO - FY08-11 MTIP Project List

(Projects within Air Quality CATS area are shaded in grey; Project phases for years prior to FY08 show funding already committed for this project)

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources	
							\$	Source	\$	Source		\$	Source		
LCOG															
Central Lane MPO UPWP Funding	Fund MPO Work Program Activities	RTP Goals #1 & #2	Exempt / Other planning MPO	15269	FY08	Plan	\$ 410,000	STP-U	\$ 46,926	LCOG	\$ 456,926			\$ 456,926	
					FY09										
					FY10										
					FY11										
					(Future)										
					TOTAL FFY08-11		\$ 410,000		\$ 46,926		\$ 456,926	\$ -	\$ 456,926		
Central Lane MPO Household Travel Behavior Survey	Travel survey to update household travel data within the region. 1500 households will be surveyed within the MPO area.	Multiple policies	Exempt / Other planning MPO	15513	FY08	Plan	\$ 125,000	STP-U	\$ 14,307	LCOG	\$ 139,307			\$ 139,307	
				15513	FY09	Other	\$ 100,000	STP-U	\$ 11,445	LCOG	\$ 111,445			\$ 111,445	
					FY10										
					FY11										
					(Future)										
					TOTAL FFY08-11		\$ 225,000		\$ 25,752		\$ 250,752	\$ -	\$ 250,752		
Coburg															
Coburg Regional Transportation 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 Goals #1 and #2	Exempt / Other Planning & Technical studies	15271	FY08	Plan	\$ 15,000	STP-U	\$ 1,717		\$ 16,717			\$ 16,717	
					FY09										
					FY10										
					FY11										
					(Future)										
					TOTAL FFY08-11		\$ 15,000		\$ 1,717		\$ 16,717	\$ -	\$ 16,717		
I5 @ Coburg Interchange Area Planning (Coburg)	Planning support for City participation in the interchange access management planning (IAMP) process.	TSI Roadway Policy #4	Exempt / Other Planning & Technical studies	15276	FY08	Plan	\$ 15,000	STP-U	\$ 1,717		\$ 16,717			\$ 16,717	
					FY09										
					FY10										
					FY11										
					(Future)										
					TOTAL FFY08-11		\$ 15,000		\$ 1,717		\$ 16,717	\$ -	\$ 16,717		
Diamond and Locust Sts (Coburg)	Overlay roadways and improve street drainage	1001, 1002	Outside AQMA		FY08										
					FY09										
				15406	FY10	PE	\$ 10,000	STP-U	\$ 1,145		\$ 11,145		\$ 11,145		
				15406	FY10	Cons	\$ 80,000	STP-U	\$ 9,156		\$ 89,156		\$ 89,156		
					FY11										
					(Future)										
					TOTAL FFY08-11		\$ 90,000		\$ 10,301		\$ 100,301	\$ -	\$ 100,301		
Willamalane															
Middle Fork Willamette River Loop Path: Dorris Ranch to Clearwater Park, Unit 1 (Springfield)	Construct a multi-use path along north bank of Middle Fork Willamette River from Dorris Ranch to Clearwater Park. Only minimal upgrades to the Dorris Ranch to Quarry Creek section will be made. This is Unit 1 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.	21	Exempt / Air Quality - Bike and Ped facility	14655	FY06	PE					\$ 600,000			\$ 600,000	
				14655	FY08	RW	\$ 179,460	HY10	\$ 20,540	Willamalane	\$ 200,000		\$ 200,000		
				14655	FY09	Cons	\$ 1,974,060	LY10	\$ 225,940	Willamalane	\$ 2,200,000		\$ 2,200,000		
					FY10										
					FY11										
					(Future)										
					TOTAL FFY08-11		\$ 2,153,520		\$ 246,480		\$ 2,400,000	\$ -	\$ 2,400,000		

LCOG, Coburg, Willamalane- 1

Table 1: Programmed Projects by Agency

Central Lane MPO - FY08-11 MTIP Project List

(Projects within Air Quality CATS area are shaded in grey; Project phases for years prior to FY08 show funding already committed for this project)

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
Lane Transit District														
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 Goals #1 and #2	Exempt / Other planning activities conducted pursuant to Titles 23 and 49 USC	15268	FY08	Plan	\$ 25,000	STP-U	\$ 2,861	LTD	\$ 27,861			\$ 27,861
					FY09									
					FY10									
					FY11									
					(Future)									
	TOTAL FFY08-11		\$ 25,000		\$ 2,861		\$ 27,861	\$ -		\$ 27,861				
Transportation Demand Management	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 Commuter 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 Commuter Solutions Program with committee members representing Lane Transit District, Lane County, LCOG, City of Eugene, City of Springfield, LRAPA, and ODOT.	TDM Policy #1	Exempt / Other Planning MPO; Exempt / Air Quality - ride-sharing etc promotion	13684	FY08	Other	\$ 100,498	STP	\$ 11,502	LTD	\$ 112,000	\$ -		\$ 112,000
				13685	FY09									
				14880	FY10									
				14881	FY11									
					(Future)									
	TOTAL FFY08-11		\$ 414,554		\$ 47,448		\$ 462,002	\$ -		\$ 462,002				
Regional TDM Program - Commuter Solutions	Commuter 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 Commuter 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 Commuter Solutions Program with committee members representing Lane Transit District, Lane County, LCOG, City of Eugene, City of Springfield, LRAPA, and ODOT.	TDM Policy #1	Exempt / Other Planning MPO; Air Quality - ride-sharing etc promotion	15267	FY08	Other	\$ 340,000	STP-U	\$ 38,915	LTD	\$ 378,915	\$ -		\$ 378,915
					FY09									
					FY10									
					FY11									
					(Future)									
	TOTAL FFY08-11		\$ 340,000		\$ 38,915		\$ 378,915	\$ -		\$ 378,915				
Job Access/Reverse Commute (JARC)	Development and maintenance of job access/reverse commute projects under 49 USC 5316	Transit Policy #1; Roadway Policy #1; Finance Policy #3	Exempt / Mass Transit - operating assistance to transit agencies	15218	FY08	Other	\$ 151,871	5316	\$ 151,871	LTD	\$ 303,742			\$ 303,742
				15219	FY09									
					FY10									
					FY11									
					(Future)									
	TOTAL FFY08-11		\$ 312,017		\$ 312,017		\$ 624,034	\$ -		\$ 624,034				

Table 1: Programmed Projects by Agency

Central Lane MPO - FY08-11 MTIP Project List

(Projects within Air Quality CATS area are shaded in grey; Project phases for years prior to FY08 show funding already committed for this project)

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources		
							\$	Source	\$	Source		\$	Source			
Lane Transit District																
New Freedoms	Provide transportation services and alternatives beyond ADA under 49 USC 5317	Transit Policy #1; Roadway Policy #1; Finance Policy #3	Exempt / Mass Transit - operating assistance to transit agencies	15214	FY08	Other	\$ 62,084	5317	\$ 62,084	LTD	\$ 124,168			\$ 124,168		
				15215	FY09	Other	\$ 80,206	5317	\$ 80,206	LTD	\$ 160,412			\$ 160,412		
					FY10											
					FY11											
					(Future)											
					TOTAL FFY08-11		\$ 142,290		\$ 142,290		\$ 284,580	\$ -		\$ 284,580		
Bus Support Equipment and Facilities	Equipment purchases and facilities improvements in support of transit operations. This project includes office supplies, computer hardware and software, and other administrative support equipment.	TSl Transit Policy #1	Exempt / Mass Transit - purchase office etc equipment	15216	FY08	Other	\$ 1,600,000	5307	\$ 400,000	LTD	\$ 2,000,000	\$ -		\$ 2,000,000		
				15217	FY09	Other	\$ 1,200,000	5307	\$ 300,000	LTD	\$ 1,500,000	\$ -		\$ 1,500,000		
				15557	FY10	Other	\$ 800,000	5307	\$ 200,000	LTD	\$ 1,000,000	\$ -		\$ 1,000,000		
				15558	FY11	Other	\$ 1,440,000	5307	\$ 360,000	LTD	\$ 1,800,000	\$ -		\$ 1,800,000		
					(Future)											
					TOTAL FFY08-11		\$ 5,040,000		\$ 1,260,000		\$ 6,300,000	\$ -		\$ 6,300,000		
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, 1330, 1355	Exempt / Mass Transit - construct, renovate passenger shelters	15559	FY08	Other	\$ 400,000	5307	\$ 100,000	LTD	\$ 500,000			\$ 500,000		
				15560	FY09	Other	\$ 960,000	5307	\$ 240,000	LTD	\$ 1,200,000			\$ 1,200,000		
				15561	FY10	Other	\$ 120,000	5307	\$ 30,000	LTD	\$ 150,000			\$ 150,000		
				15566	FY11	Other	\$ 160,000	5307	\$ 40,000	LTD	\$ 200,000			\$ 200,000		
					(Future)											
					TOTAL FFY08-11		\$ 1,640,000		\$ 410,000		\$ 2,050,000	\$ -		\$ 2,050,000		
Automated Passenger Information Systems	Automated passenger information systems for fixed route service.	TSl Transit Policy #1	Exempt / Other directional and informational signs	15331	FY08	Other	\$ 180,000	5307	\$ 45,000	LTD	\$ 225,000			\$ 225,000		
					FY09											
					FY10											
					FY11											
					(Future)											
					TOTAL FFY08-11		\$ 180,000		\$ 45,000		\$ 225,000	\$ -		\$ 225,000		
Radio Improvements (formerly, Radio Infrastructure Improvements)	Upgrade radio communication system for fixed route service.	TSl Transit Policy #1	Exempt / Mass Transit - purchase operating equipment; construction and renovation of communication systems.	14342	FY08	Other	\$ 2,000,000	5307	\$ 500,000	LTD	\$ 2,500,000	\$ -		\$ 2,500,000		
					FY09											
					FY10											
					FY11											
					(Future)											
					TOTAL FFY08-11		\$ 2,000,000		\$ 500,000		\$ 2,500,000	\$ -		\$ 2,500,000		

Table 1: Programmed Projects by Agency

Central Lane MPO - FY08-11 MTIP Project List

(Projects within Air Quality CATS area are shaded in grey; Project phases for years prior to FY08 show funding already committed for this project)

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources	
							\$	Source	\$	Source		\$	Source		
Lane Transit District															
Intelligent Transportation System	ITS systems that may include traffic control interfaces, fare management, automated traveler information, etc.	TSI Transit Policy #1	Exempt / Mass Transit -- operating equipment	15567	FY08	Other	\$ 1,040,000	5307	\$ 260,000	LTD	\$ 1,300,000			\$ 1,300,000	
				15568	FY09	Other	\$ 1,040,000	5307	\$ 260,000	LTD	\$ 1,300,000			\$ 1,300,000	
				15569	FY10	Other	\$ 3,040,000	5307	\$ 760,000	LTD	\$ 3,800,000			\$ 3,800,000	
				15570	FY11	Other	\$ 240,000	5307	\$ 60,000	LTD	\$ 300,000			\$ 300,000	
					(Future)										
	TOTAL FFY08-11						\$ 5,360,000		\$ 1,340,000		\$ 6,700,000	\$ -		\$ 6,700,000	
BRT Progressive Corridor Enhancement	Progressive Corridor Enhancement is a project to put in some elements of BRT along a corridor. Three corridors will be developed. Each corridor will have transit signal priority, some wider stop spacing, more passenger shelters at stops, and some service changes. Service changes include establishing a feeder/trunk system (corridor route separated from the neighborhood route), 15-minute corridor service during weekdays, and creating routes that span the metro area (travel through downtown rather than starting and ending downtown). No new roadway will be constructed. The first corridor is currently being considered. The second and third corridors have not been selected. NOTE: SAFETEA-LU earmark programs \$669K in FY09 subject to Federal appropriation.	1115	Analysis Year 2031 with progressive improvements evaluated at next conformity determination	14606	FY06	Other	\$ 569,845				\$ 712,306			\$ 712,306	
				14607	FY08	Other	\$ 1,238,793	5309	\$ 309,698	LTD	\$ 1,548,491			\$ 1,548,491	
				15571	FY09	Other	\$ 668,948	5309	\$ 167,237	LTD	\$ 836,185			\$ 836,185	
					FY10										
					FY11										
					(Future)										
	TOTAL FFY08-11						\$ 1,907,741		\$ 476,935		\$ 2,384,676	\$ -		\$ 2,384,676	
Pioneer Parkway EmX	Project development, final design and construction of Pioneer Parkway EmX bus rapid transit route (BRT - Phase 2) Phase Two of Bus Rapid Transit is a six-mile corridor from downtown Springfield to the Gateway/Beltline area. The service will provide rapid transit service through exclusive busways, low-floor vehicles, pre-paid fare mechanisms, and signal priority. Due to priority techniques such as exclusive busways and traffic signal priority, as well as hybrid-electric vehicles, it is anticipated that emissions for the Pioneer Parkway Corridor will be less than the existing conditions.	1115	Analysis Year 2015	15515	FY07	PE					\$ 2,500,000			\$ 2,500,000	
				15515	FY07	Cons					\$ 16,000,000			\$ 16,000,000	
				15516	FY08	Cons						\$ 2,900,000	LTD	\$ 2,900,000	
					FY09										
					FY10										
					FY11										
					(Future)										
	TOTAL FFY08-11						\$ -		\$ -		\$ -	\$ 2,900,000	\$ 2,900,000		

Table 1: Programmed Projects by Agency

Central Lane MPO - FY08-11 MTIP Project List

(Projects within Air Quality CATS area are shaded in grey; Project phases for years prior to FY08 show funding already committed for this project)

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources			
							\$	Source	\$	Source		\$	Source				
Lane Transit District																	
Pioneer Parkway EmX Vehicles	Purchase vehicles for Pioneer Parkway EmX bus rapid transit route	1110, 1315	Exempt / Mass Transit - minor expansion of fleet	15517	FY08	Other							\$ 800,000	LTD	\$ 800,000		
					FY09												
					FY10												
					FY11												
					(Future)												
				TOTAL FFY08-11			\$ -		\$ -		\$ -	\$ 800,000		\$ 800,000			
LTD Buses	Replacement buses NOTE: SAFETEA-LU earmark programs \$806K in FY09 subject to Federal appropriation.	1110, 1315	Exempt / Mass Transit - purchases of new buses to replace existing vehicles or for minor expansion of fleet	15572	FY08	Other	\$ 776,286	5309	\$ 194,072	LTD	\$ 970,358			\$ 970,358			
				15573	FY09	Other	\$ 806,143	5309	\$ 201,536	LTD	\$ 1,007,679			\$ 1,007,679			
					FY10												
					FY11												
					(Future)												
				TOTAL FFY08-11			\$ 1,582,429		\$ 395,607		\$ 1,978,036	\$ -		\$ 1,978,036			
LTD Mass Transit Vehicles	Purchase new replacement buses	TSI Transit Policy #1	Exempt / Mass Transit - purchase of new buses to replace existing vehicles	15563	FY08	Other	\$ 491,889	L240 (STP)	\$ 56,299	LTD	\$ 548,188			\$ 548,188			
					FY09												
					FY10												
					FY11												
					(Future)												
				TOTAL FFY08-11			\$ 491,889		\$ 56,299		\$ 548,188	\$ -		\$ 548,188			
LTD Vehicles and Preventative Maintenance	LTD Vehicles and Preventative Maintenance New RideSource vehicles needed due to increased demand and integration of medicaid medical trips; vehicle preventative maintenance for RideSource, Oakridge, Florence and South Lane services	TSI Transit Policy #1	Exempt / Mass Transit - operating assistance to transit agencies; minor expansion of fleet	15564	FY08	Other	\$ 568,229	L240 (STP)	\$ 65,036	LTD	\$ 633,265			\$ 633,265			
					FY09												
					FY10												
					FY11												
					(Future)												
				TOTAL FFY08-11			\$ 568,229		\$ 65,036		\$ 633,265	\$ -		\$ 633,265			
LTD Operations	LTD operations Funds Volunteer Escort Program; Mental health/transportation program (through White Bird Clinic); South Lane Wheels rural to metro services for non-emergency critical need medical treatment; Pearl Buck and Head Start pre-school transportation	TSI Transit Policy #1	Exempt / Mass Transit - operating assistance to transit agencies	15565	FY08	Other	\$ 271,525	F160 (5310)	\$ 31,077	LTD	\$ 302,602			\$ 302,602			
					FY09												
					FY10												
					FY11												
					(Future)												
				TOTAL FFY08-11			\$ 271,525		\$ 31,077		\$ 302,602	\$ -		\$ 302,602			

Table 1: Programmed Projects by Agency

Central Lane MPO - FY08-11 MTIP Project List

(Projects within Air Quality CATS area are shaded in grey; Project phases for years prior to FY08 show funding already committed for this project)

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources	
							\$	Source	\$	Source		\$	Source		
ODOT															
OR222 (Springfield-Creswell Hwy):Spfld CL to Jasper Bridge	Safety project; Springfield south city limits to Jasper Bridge; widen shoulders and remove objects in the clear zone without realigning curves and profiles.	Roadway Policy #1	Exempt / Safety - shoulder improvements	12581	FY06	RW					\$ 80,000			\$ 80,000	
				12581	FY06	Other					\$ 323,000			\$ 323,000	
				12581	FY08	Cons	\$ 2,034,179	STP-L240	\$ 232,821	State	\$ 2,267,000			\$ 2,267,000	
					FY09										
					FY10										
					FY11										
					(Future)										
	TOTAL FFY08-11				\$ 2,034,179		\$ 232,821		\$ 2,267,000	\$ -		\$ 2,267,000			
I5 @ Coburg Interchange	Interchange modernization improvement	1003	Project outside AQMA	14649	FY06	PE					\$ 3,000,000			\$ 3,000,000	
					FY08										
				14649	FY09	Cons	\$ 9,052,860	LY10	\$ 1,036,140	Lane Co.	\$ 10,089,000			\$ 10,089,000	
				14649	FY09	Cons	\$ 5,399,951	L050	\$ 618,049	State	\$ 6,018,000			\$ 6,018,000	
					FY10										
					FY11										
					(Future)										
	TOTAL FFY08-11				\$ 14,452,811		\$ 1,654,189		\$ 16,107,000	\$ -		\$ 16,107,000			
Region 2 Illumination Replacements	Illumination replacement work at I-5 @Glenwood, Beltline@River Rd, Beltline@Coburg Rd. (Note: the funds shown also cover work at I-5@N.Albany)	TSI Roadway Policy #1	Exempt / Safety - lighting improvements	13794	FY06	PE	\$ 109,500	STP	\$ 12,533	State	\$ 122,033			\$ 122,033	
					FY07										
				13794	FY06	PE					\$ 186,000			\$ 186,000	
				13794	FY08	RW	\$ 3,589	STP	\$ 411	State	\$ 4,000			\$ 4,000	
				13794	FY09	Cons	\$ 1,132,393	STP	\$ 129,607	State	\$ 1,262,000			\$ 1,262,000	
					FY10										
					FY11										
	(Future)														
	TOTAL FY06-09				\$ 1,135,982		\$ 130,018		\$ 1,266,000	\$ -		\$ 1,266,000			
I-105 & US20 Illumination Replacements	Repair/replace 21 mast towers on I-105. (The project also includes the replacement of 14 lights on US20 in Corvallis)	TSI Roadway Policy #1	Exempt / Safety - lighting improvements		FY08										
				14780	FY09	PE	\$ 57,427	STP	\$ 6,573	State	\$ 64,000			\$ 64,000	
					FY10										
				14780	FY11	Cons	\$ 382,250	STP	\$ 43,750	State	\$ 426,000			\$ 426,000	
					(Future)										
	TOTAL FFY08-11				\$ 439,677		\$ 50,323		\$ 490,000	\$ -		\$ 490,000			

Table 1: Programmed Projects by Agency

Central Lane MPO - FY08-11 MTIP Project List

(Projects within Air Quality CATS area are shaded in grey; Project phases for years prior to FY08 show funding already committed for this project)

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
ODOT														
OR99: Barger Ave to Washington/ Jefferson Preservation-Safety (Eugene)	Overlay; Safety improvements at Garfield, Fairfield and Royal. Improve signing and striping; realign lanes and provide dual right turns at Garfield; pavement preservation. Sidewalks	TSI Roadway Policy #1	Exempt-Safety-pavement resurfacing, and safety improvements	14559	FY05	PE	\$ 273,058				\$ 304,000			\$ 304,000
				14559	FY07	RW				\$ 765,000			\$ 765,000	
					FY08									
				14559	FY09	Cons	\$ 2,785,219	STP	318,781	State	\$ 3,104,000	\$ 700,000	State BikePed	\$ 3,804,000
				14559	FY09	Cons	\$ 283,547	STP-Safety (LS30)	32,453	State	\$ 316,000			\$ 316,000
				14559	FY09	Cons	\$ 1,024,000	STP-Safety (H210)	117,000	State	\$ 1,141,000			\$ 1,141,000
					FY10									
					FY11 (Future)									
	TOTAL FFY08-11				\$ 4,092,766		\$ 468,234		\$ 4,561,000	\$ 700,000		\$ 5,261,000		
I5: Willamette R Bridge - Bundle 220	Replace interstate bridge #08329 at Willamette River; widen to future 4-lane configuration in each direction and stripe for existing two lane conditions.	TSI Roadway Policy #1	Exempt / Safety - widening narrow pavement or reconstructing bridges (no additional travel lanes)	14259	FY07	PE					\$ 14,000,000		\$ 14,000,000	
				14259	FY07	RW				\$ 1,150,000		\$ 1,150,000		
					FY08									
					FY09									
					FY10									
				14259	FY11	Cons	\$ 27,055,390	LY40 (earmark)	\$ 3,096,610	OTIA-III	\$ 30,152,000	\$ 134,698,000	OTIA-III	\$ 164,850,000
	(Future)													
	TOTAL FFY08-11				\$ 27,055,390		\$ 3,096,610		\$ 30,152,000	\$ 134,698,000		\$ 164,850,000		
I5: Bridge Vertical Clearance (Area 5)	Increase vertical clearance on 5 bridges overcrossing I-5 (Reed Service Rd, and Egge Rd are the two bridges inside the MPO)	TSI Roadway Policy #1	Exempt (Table 3) - Changes in vertical alignment	15236	FY07	PE				\$ 812,000		\$ 812,000		
				15236	FY08	RW	\$ 98,703	LY40 (earmark)	11,297	State	\$ 110,000		\$ 110,000	
				15236	FY09	Cons	\$ 3,720,201	LY40 (earmark)	425,794	State	\$ 4,145,995		\$ 4,145,995	
					FY10									
					FY11 (Future)									
	TOTAL FFY08-11				\$ 3,818,904		\$ 437,091		\$ 4,255,995	\$ -	\$ 4,255,995			
I-5: Bridge Vertical Clearance (Eug-Spr)	Increase vertical clearance on bridges overcrossing I-5 - WB I-105 and Centennial Blvd	TSI Roadway Policy #1	Exempt (Table 3) - Changes in vertical alignment	15235	FY07	PE				\$ 821,000		\$ 821,000		
				15235	FY08	RW	\$ 39,482	LY40 (earmark)	4,519	State	\$ 44,001		\$ 44,001	
				15235	FY09	Cons	\$ 3,803,655	LY40 (earmark)	435,345	State	\$ 4,239,000		\$ 4,239,000	
					FY10									
					FY11 (Future)									
	TOTAL FFY08-11				\$ 3,843,137		\$ 439,864		\$ 4,283,001	\$ -	\$ 4,283,001			

Table 1: Programmed Projects by Agency

Central Lane MPO - FY08-11 MTIP Project List

(Projects within Air Quality CATS area are shaded in grey; Project phases for years prior to FY08 show funding already committed for this project)

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources	
							\$	Source	\$	Source		\$	Source		
ODOT															
OR569: Beltline Hwy @ Coburg Road Interchange	Modernize interchange. Construct ramp and signal improvements. Possible improvements: widen eastbound exit ramp to enable left turn only, left/thru lane, and right turn lanes at Coburg Rd. Possibly add right turn to westbound onramp from southbound Coburg Rd.	622	Analysis Year 2015	12836	FY04	PE									\$ 326,000
				12836	FY08	RW	\$ 690,742	L050(NHS)	\$ 79,059	State	\$ 769,801	\$ 1,796,200	B3A1	\$ 2,566,001	
					FY08	UR						\$ 111,000	B3A1	\$ 111,000	
					FY08	Cons	\$ 1,151,379	H050	\$ 131,780	State	\$ 1,283,159	\$ 2,184,840	B3A1	\$ 3,467,999	
					FY09										
					FY10										
					FY11										
					(Future)										
	TOTAL FFY08-11				\$ 1,842,121		\$ 210,839		\$ 2,052,960	\$ 4,092,040		\$ 6,145,000			
Transportation Collection Facility (UO)	Expansion of Museum of Natural and Cultural History to support transportation enhancement activities throughout the State; repository of artifacts	TSI System-Wide Policy #1	Exempt-construction of a museum bldg	15144	FY07	PE					\$ 476,692			\$ 476,692	
					FY08										
				15144	FY09	Cons	\$ 2,072,264	LY10	\$ 237,180	UO	\$ 2,309,444			\$ 2,309,444	
					FY10										
					FY11										
	(Future)														
	TOTAL FY08-11				\$ 2,072,264		\$ 237,180		\$ 2,309,444	\$ -		\$ 2,309,444			
I5 @ Beltline Interchange: Unit 2	Phase 3 Interchange modernization complete southbound freeway exit ramps, and northbound freeway entrance ramp; complete Harlow Road bike/ped flyover; build bicycle/pedestrian facility north of Beltline Hwy.	606	Analysis Year 2015	14314	FY07	PE					\$ 3,000,000			\$ 3,000,000	
				14314	FY07	RW					\$ 5,000,000			\$ 5,000,000	
					FY08										
				14314	FY09	Cons					\$ 7,800,000	OTIA 3	\$ 7,800,000		
				14314	FY09	Cons					\$ 2,080,000	OTIA 3	\$ 2,080,000		
				14314	FY09	Cons	\$ 987,030	NHS(H050)	112,970	State	\$ 1,100,000			\$ 1,100,000	
				14314	FY09	Cons	\$ 3,140,550	L050	\$ 359,450	State	\$ 3,500,000			\$ 3,500,000	
					FY10										
	FY11														
	(Future)														
	TOTAL FFY08-11				\$ 4,127,580		\$ 472,420		\$ 4,600,000	\$ 9,880,000		\$ 14,480,000			
Region 2 CCTV Project	Install closed circuit cameras at various locations in the Eugene area	TSI Roadway Policy #1	Exempt / Safety - traffic control devices and operating assistance other than signalization project	14783	FY08	PE	\$ 57,427	L240	6,573	State	\$ 64,000			\$ 64,000	
				14783	FY08	RW	\$ 1,000	STP	\$ 114		\$ 1,114			\$ 1,114	
				14783	FY09	Cons	\$ 659,516	STP	\$ 75,485		\$ 735,001			\$ 735,001	
					FY10										
					FY11										
					(Future)										
	TOTAL FFY08-11				\$ 717,943		\$ 82,172		\$ 800,115	\$ -		\$ 800,115			

Table 1: Programmed Projects by Agency

Central Lane MPO - FY08-11 MTIP Project List

(Projects within Air Quality CATS area are shaded in grey; Project phases for years prior to FY08 show funding already committed for this project)

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
ODOT														
OR569 (Beltline Hwy): River Rd to Coburg Rd Development	Development work to prepare for future modernization; includes environmental documentation	555	Exempt / Other - planning and technical studies	13669	FY08	PE	\$ 2,243,250	NHS (L050)	\$ 256,750	State	\$ 2,500,000			\$ 2,500,000
					FY09									
					FY10									
					FY11									
					(Future)									
							TOTAL FFY08-11	\$ 2,243,250	\$ 256,750	\$ 2,500,000	\$ -		\$ 2,500,000	
Marcola Rd Xing Safety Project (RX1246), Springfield	Place Train Activated Flashing Lights and Auto Gate Signals to the Railroad Crossing; located about 0.1 miles east of N.31st St, Springfield.	TSI Roadway Policy #1	Exempt / Safety - highway/railroad crossing	15371	FY08	Cons	\$ -		\$ -		\$ -	\$ 100,000	S010	\$ 100,000
					FY09									
					FY10									
					FY11									
					(Future)									
							TOTAL FFY08-11	\$ -	\$ -	\$ -	\$ 100,000		\$ 100,000	
I-5: Willamette River- Martin Creek	Pavement preservation	TSI System wide #1	Exempt - safety - pavement resurfacing and/or rehabilitation	14848	FY08	PE	\$ 637,240	IM	\$ 53,760		\$ 691,000			\$ 691,000
					FY09									
				14848	FY10	Cons	\$ 13,484,408	IM	\$ 1,137,592		\$ 14,622,000			\$ 14,622,000
					FY11									
					(Future)									
							TOTAL FFY08-11	\$ 14,121,648	\$ 1,191,352	\$ 15,313,000	\$ -		\$ 15,313,000	
I-5: Lane County Interstate Sign replacement	Sign replacement. Replace all non-standard and/or unserviceable signs on I-5 and all major, missing or non-standard signs on the ramps to the terminals with the cross road.	TSI Roadway Policy #1	Exempt / Other - directional and informational signs	15574	FY07	PE					\$ 140,000	\$ 140,000		\$ 280,000
				15574	FY08	Cons	\$ 3,688,800	H010	\$ 311,200	State	\$ 4,000,000			\$ 4,000,000
					FY09									
					FY10									
					FY11									
					(Future)									
							TOTAL FFY08-11	\$ 3,688,800	\$ 311,200	\$ 4,000,000	\$ -		\$ 4,000,000	
OR99W: Pac Hwy W over CORP (Bridge #02138)	Deck overlay; Repair deck joints	TSI Roadway Policy #1	Exempt / Safety - highway/railroad crossing	14837	FY08	PE	\$ 123,827	L1C0 (HBP)	\$ 14,173		\$ 138,000			\$ 138,000
				14837	FY09	Cons	\$ 1,039,971	L1C0 (HBP)	\$ 119,029		\$ 1,159,000			\$ 1,159,000
					FY10									
					FY11									
					(Future)									
							TOTAL FFY08-11	\$ 1,163,798	\$ 133,202	\$ 1,297,000	\$ -		\$ 1,297,000	

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. FY08-11 Financial Constraint Assessment

	FY08-11 MTIP (\$)				Total
Description	FY08	FY09	FY10	FY11	FY08 – FY11
Total Revenue	\$43,547,535	\$71,179,081	\$20,559,301	\$171,069,001	\$306,354,918
Total Expenditures	\$43,547,535	\$71,179,081	\$20,559,301	\$171,069,001	\$306,354,918
Difference Between Revenues & Expenditures	\$0	\$0	\$0	\$0	\$0
Statement of Financial Constraint: Each project programmed in the FY08-11 MTIP has an identified funding source or combination of sources reasonably expected to be available over the planning period. Funds for FY08-09 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	FY08		FY09		FY10		FY11	
	Federal \$	Other \$	Federal \$	Other \$	Federal \$	Other \$	Federal \$	Other \$
Eugene	\$ 2,372,394	\$ 4,588,160	\$ 4,937,675	\$ 4,574,926	\$ -	\$ 768,000	\$ -	\$ 3,374,000
Springfield	\$ 510,000	\$ 3,012,590	\$ 1,722,000	\$ 197,091	\$ -	\$ -	\$ -	\$ -
Coburg	\$ 30,000	\$ 3,434	\$ -	\$ -	\$ 90,000	\$ 10,301	\$ -	\$ -
Lane Co.	\$ 751,000	\$ 245,019	\$ 1,202,830	\$ 34,106	\$ -	\$ -	\$ -	\$ -
ODOT	\$ 10,769,618	\$ 5,294,496	\$ 35,158,584	\$ 14,603,856	\$ 13,484,408	\$ 1,137,592	\$ 27,437,640	\$ 137,838,361
LCOG	\$ 535,000	\$ 61,233	\$ 100,000	\$ 11,445	\$ -	\$ -	\$ -	\$ -
Willamalane	\$ 179,460	\$ 20,540	\$ 1,974,060	\$ 225,940	\$ -	\$ -	\$ -	\$ -
LTD	\$ 9,246,175	\$ 5,928,416	\$ 5,015,941	\$ 1,420,627	\$ 4,066,779	\$ 1,002,221	\$ 1,946,779	\$ 472,221
TOTAL	\$ 24,393,647	\$ 19,153,888	\$ 50,111,090	\$ 21,067,991	\$ 17,641,187	\$ 2,918,114	\$ 29,384,419	\$ 141,684,582
Overall TOTAL	\$43,547,535		\$71,179,081		\$20,559,301		\$171,069,001	

Jurisdiction	TOTAL FY08-11		
	Federal \$	Other \$	All funds
Eugene	\$ 7,310,069	\$ 13,305,086	\$ 20,615,155
Springfield	\$ 2,232,000	\$ 3,209,680	\$ 5,441,680
Coburg	\$ 120,000	\$ 13,735	\$ 133,735
Lane Co.	\$ 1,953,830	\$ 279,126	\$ 2,232,956
ODOT	\$ 86,850,250	\$ 158,874,305	\$ 245,724,555
LCOG	\$ 635,000	\$ 72,679	\$ 707,679
Willamalane	\$ 2,153,520	\$ 246,480	\$ 2,400,000
LTD	\$ 20,275,674	\$ 8,823,485	\$ 29,099,159
TOTAL	\$ 121,530,343	\$ 184,824,575	\$ 306,354,918

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 process approved for the programming of STP-U funds for Transportation Demand Management (TDM) & Transportation Options (TO) activities and Planning activities. Figure A-2 presents the process approved for the programming of STP-U funds for Preservation, Project Development and Modernization activities. The application forms developed for these processes are presented in Figures A-3 and A-4.

Figure A-1

**CLMPO STP-U PROCESS:
TRANSPORTATION DEMAND MANAGEMENT (TDM) &
TRANSPORTATION OPTIONS (TO) ACTIVITIES
and PLANNING ACTIVITIES**

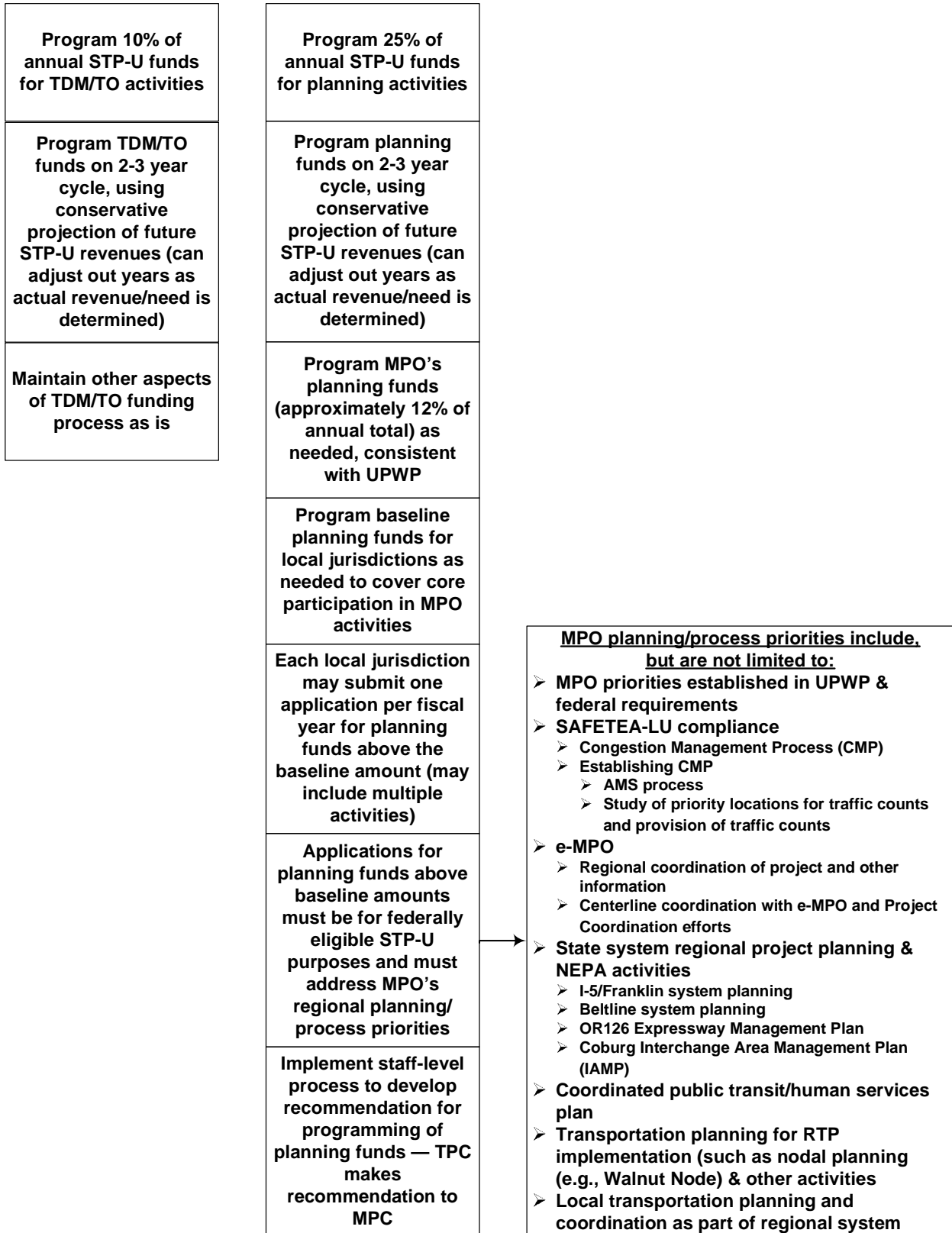


Figure A-2

CLMPO STP-U PROCESS:

PRESERVATION, PROJECT DEVELOPMENT and MODERNIZATION ACTIVITIES

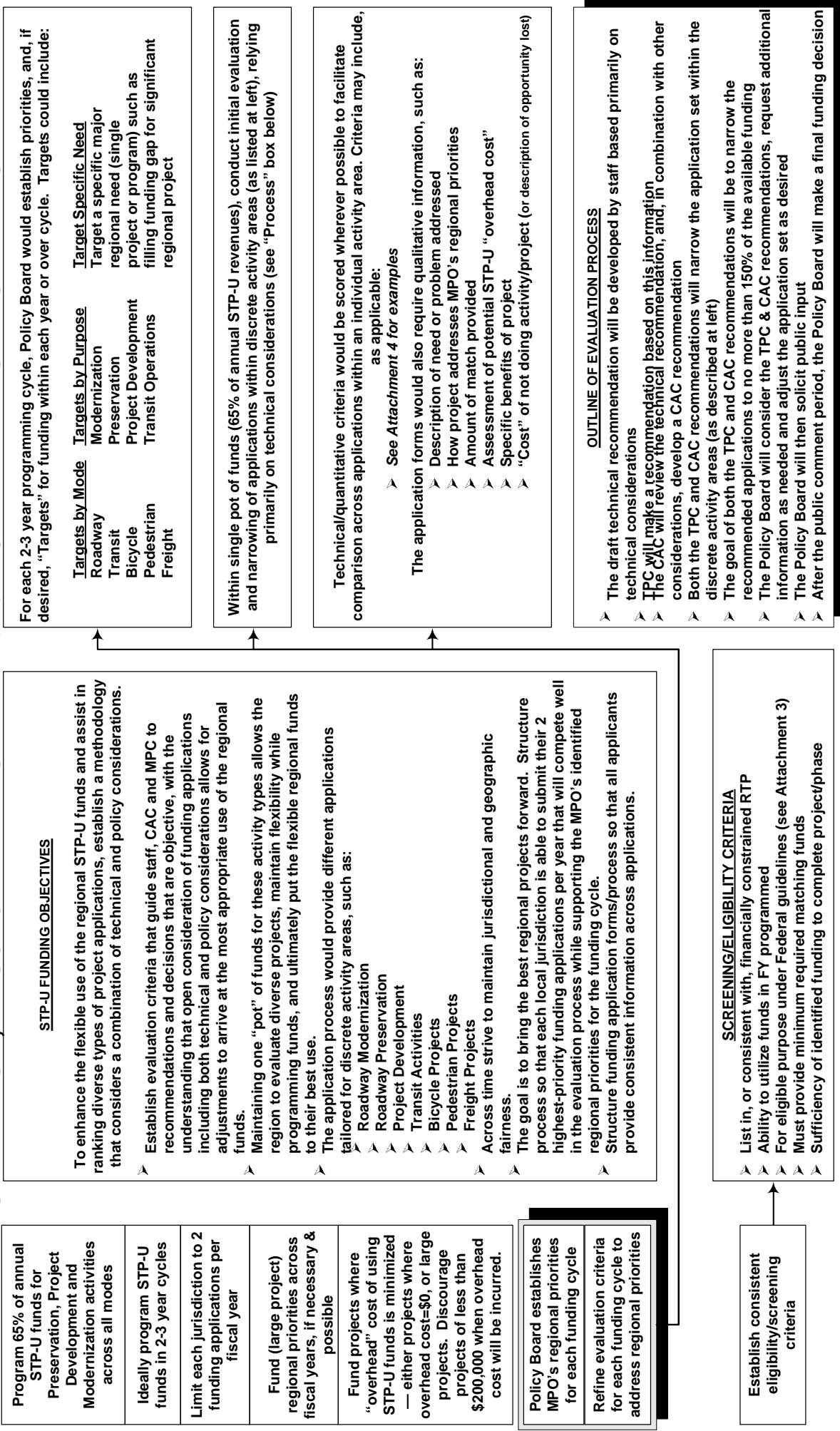


Figure A-3

APPLICATION FOR CENTRAL LANE MPO FY2007-08 STP-U PLANNING FUNDS

August/September, 2006

(NOTE: Applications accepted through September 15, 2006 for FY07 and FY08 Planning funding)

Date of this Application _____ Contact Person _____

A. Background Information

1. Lead Agency: _____

2. Project Title: **Regional Transportation Planning**

3. STP-U Project Category: **Supplemental Planning** (above baseline)

4. Project Description: **Include in description how activities address regional planning priorities** MPO's regional planning priorities include, but are not limited to, those shown on the back of this form. *You may submit one application for the 2-fiscal-year period, or two separate applications. Attach additional information, if applicable.*

5. Project Cost Estimate: (all numbers in \$000s)

FY07 STP-U Planning funds requested for this project	\$ _____
Other funding #1 (list type of funds, e.g. federal, state, local, etc.) _____	\$ _____
Other #2 _____	\$ _____
Total FY07 cost estimate	\$ _____
FY08 STP-U Planning funds requested for this project	\$ _____
Other funding #1 (list type of funds, e.g. federal, state, local, etc.) _____	\$ _____
Other #2 _____	\$ _____
Total FY08 cost estimate	\$ _____

(Note: Total non-federal funding must meet minimum match requirement of 10.27% of total project cost – 11.45% of federal dollars)

MPO planning/process priorities include,
but are not limited to:

- **MPO priorities established in UPWP & federal requirements**
- **SAFETEA-LU compliance**
 - **Congestion Management Process (CMP)**
 - **Establishing CMP**
 - **AMS process**
 - **Study of priority locations for traffic counts and provision of traffic counts**
- **e-MPO**
 - **Regional coordination of project and other information**
 - **Centerline coordination with e-MPO and Project Coordination efforts**
- **State system regional project planning & NEPA activities**
 - **I-5/Franklin system planning**
 - **Beltline system planning**
 - **OR126 Expressway Management Plan**
 - **Coburg Interchange Area Management Plan (IAMP)**
- **Coordinated public transit/human services plan**
- **Transportation planning for RTP implementation (such as nodal planning (e.g., Walnut Node) & other activities**
- **Local transportation planning and coordination as part of regional system**

Figure A-4

**APPLICATION FOR CENTRAL LANE MPO FY2007-09 STP-U FUNDS
PRESERVATION, MODERNIZATION, PROJECT DEVELOPMENT**

December, 2006

(NOTE: Applications accepted through December 20, 2006 for FY07, FY08 & FY09 funding. Please submit one application per project. Maximum of two applications per jurisdiction for each fiscal year.)

Date of this Application _____ Contact Person _____

A. Background Information

1. Lead Agency: _____

2. Project Title: _____

3. STP-U Project Category (circle/mark one): **Preservation** **Modernization** **Project
Devel.**

**PLEASE NOTE: IF DESIRED, § 4, 7 & 8 MAY BE ADDRESSED TOGETHER IN ONE NARRATIVE
ATTACHMENT**

4. Project Description: **Include in description how activities address regional priorities**
Attach additional information, if applicable.

5. Screening/Eligibility Criteria: **Indicate Yes/No for each; Provide details as needed**

- a) Listed in, or consistent with, financially constrained RTP
- b) Ability to utilize funds in FY requested
- c) For eligible purpose under Federal guidelines

See <http://www.lcog.org/meetings/mpc/0706/MPC4.e-Attachment3-FederalGuidelinesforSTP-U.pdf>

- d) Can provide minimum required matching funds (10.27% of project total)
- e) Sufficient identified funding to complete project/phase

6. Project Cost Estimate: **Indicate Fiscal Year, STP-U Funds Requested, Other Funding**

FY__ STP-U funds requested for this project	\$
Other funding (list type of funds, e.g. federal, state, local, etc.) _____	\$
Other funding _____	\$
Total Cost Estimate	\$

(Note: Total non-federal funding must meet minimum match requirement of 10.27% of total project cost – 11.45% of federal dollars)

7. Other Project Information: To the extent *not* discussed in the project description, address the following items from the July, 2006 *CLMPO STP-U Process: Preservation, Project Development and Modernization Activities* diagram.

(<http://www.lcoq.org/meetings/mpc/0706/MPC4.e-Attachment2-STP-UMod&Pres.pdf>)

- a. Description of need or problem addressed
- b. How project addresses MPO’s regional priorities
- c. Assessment of magnitude of potential STP-U “overhead cost”
- d. Specific benefits of project
- e. “Cost” of not doing activity/project (or description of opportunity lost)
- f. Expected outcomes & deliverables

8. Project Technical Information: To the extent not previously discussed, provide technical information for the proposed project that will assist in the staff evaluation of the application. Sample technical considerations identified during the July, 2006 MPO STP-U process approval include:

- **Safety Enhancement** Project will address existing safety issue. Identify safety issue (sight line, design element, deterrent to bicycling, etc.). If available, cite safety statistics (crash rate, etc.).
- **Urban Standards** Project brings facility to current urban design standard. Project adds urban design elements where current elements do not exist or are substandard, such as sidewalks, pedestrian crossing and/or transit stop improvements, bike facilities, storm water facilities, lighting, etc.
- **Preservation** Project provides long-term maintenance and preservation of the existing system. Demonstrate preservation need (for example, condition rating).
- **Multiple Modes** Identify how project will benefit more than one mode or purpose (i.e., benefits roadway & transit, benefits bicycle & roadway users, or benefits roadway & identified freight route).
- **Congestion Reduction** Project reduces congestion through provision of additional capacity or critical link or other means. Identify existing congested conditions that project will address. Identify modeled or projected impact on congestion.
- **Increase Alt. Mode Share** Identify how project will increase use of alternative modes (non-single occupant vehicle–SOV–use such as transit, bicycle, pedestrian).
- **Usage** Identify existing or projected daily traffic volume (roadway), ridership (transit) or other measure of use of facility. Demonstrate significance of project to the regional system.
- **Freight** Identify project benefits to freight system/movements.
- **Air Quality** If applicable, identify air quality benefits of project.

Appendix B
Air Quality Exemptions and
Regionally Significant Project Description

Appendix B: Air Quality Exemptions and Regionally Significant Project Description

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

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 and rail cars to replace existing vehicles or for minor expansions of the fleet.
Construction of new bus or 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

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

Appendix C
Transportation Committees of
the Central Lane MPO

Appendix C: Transportation Committees of the Central Lane MPO

Metropolitan Policy Committee (As amended February 2003)

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

Transportation Planning Committee (As amended May 2005)

Director of Public Works - Lane County
Director of Public Works - City of Eugene
Director of Public Works - Springfield
Director of Planning - Lane County
Planning Director - City of Eugene
Planning Manager - City of Springfield
Director of Development Services - Lane Transit District
Director of Marketing and Communications - Lane Transit District
Transportation Planning Engineer - Lane County
Transportation Engineer - City of Eugene
Traffic Engineer - City of Springfield
Region 2 Transportation Representative - Oregon Department of Transportation
Manager - Eugene Airport
Representative - Lane Regional Air Pollution Authority
Representative - City of Coburg
Commuter Solutions Program Manager

Federal Highway Administration Division Planning Engineer (non-voting ex-officio member)
MPO's Citizens' Advisory Committee (CAC) chair (non-voting ex-officio member)

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>)

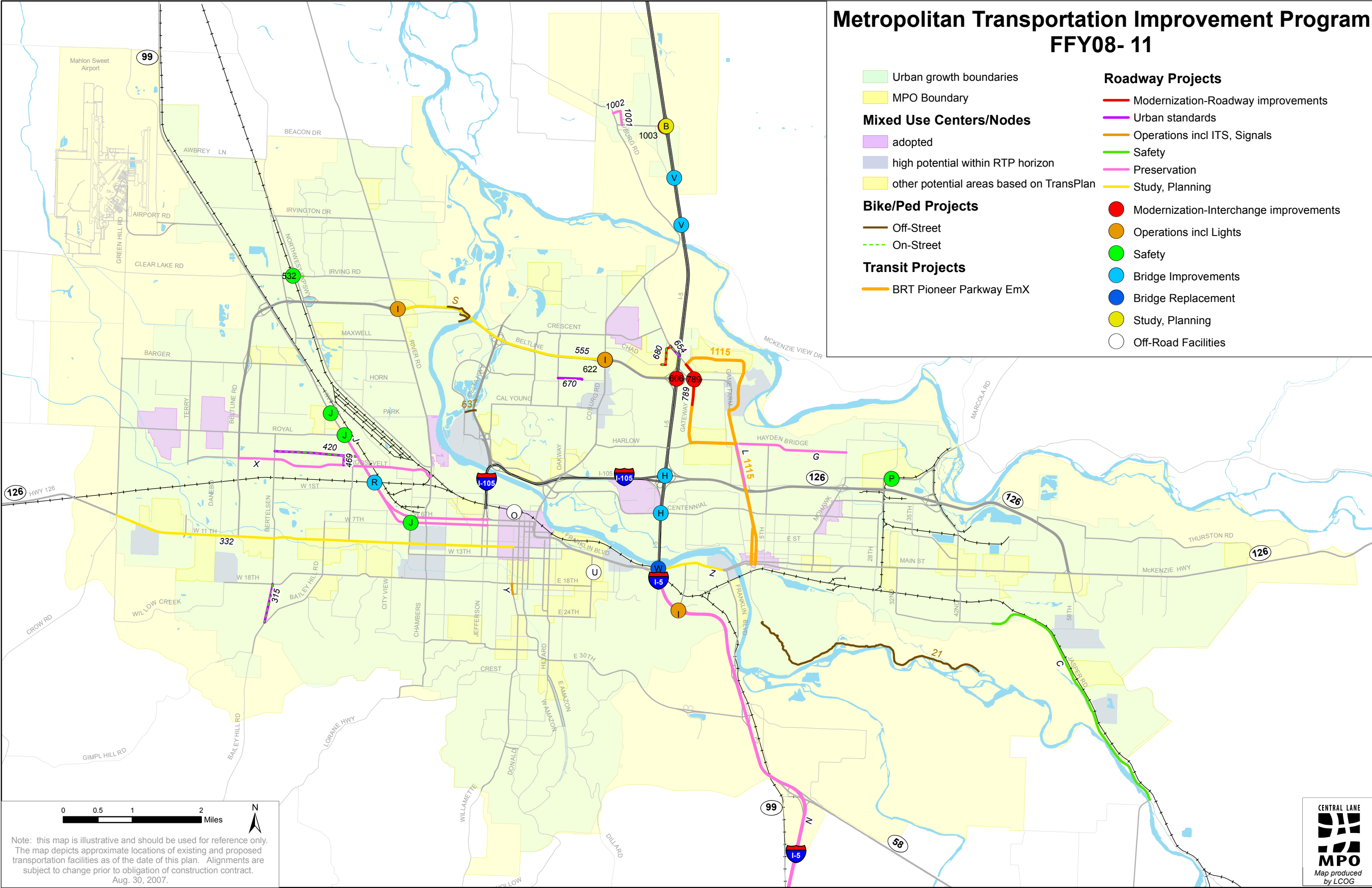
Appendix F
Project Location Map

MAP KEY

Map Key	Jurisdiction	Project	Type
315	Eugene	Bertelsen Rd: 18 th to Bailey Hill	Urban Standards
332	Eugene	W. 11 th St: Greenhill Rd to Willamette St	Study
420	Eugene	Elmira Rd: Bertelsen Rd to Hwy 99	Urban Standards
469	Eugene	Maple St: Elmira Rd to Roosevelt Blvd	Urban Standards
532	Lane Co.	Irving Rd: UP Railway and NW Expressway	Urban Standards & Safety
555	ODOT	Beltline Highway: River Rd to Coburg Rd	Project Development
606	ODOT	I-5 @ Beltline Highway (Unit 2)	Interchange improvements
622	ODOT	Beltline Highway @ Coburg Rd	Interchange improvements
654	Eugene	Game Farm Rd North: Eugene City Limits to I-5	Urban Standards
670	Eugene	Jeppesen Acres Rd: Gilham Rd to Providence St	Urban Standards
680	Eugene	Old Coburg Rd: Chad Drive to Game Farm Rd	Roadway Improvements
789	Springfield	Gateway/Beltline Intersection improvements: International Way to Postal Way	Roadway and Interchange Improvements
1001	Coburg	Diamond St	Preservation
1002	Coburg	Locust St	Preservation
1003	ODOT	I-5 @ Coburg	Interchange improvements
1115	LTD	BRT Pioneer Parkway EmX	Transit
B	Coburg	I-5 @ Coburg	Study/Planning
C	ODOT	OR222, Springfield-Creswell Hwy	Safety
G	Lane Co.	Hayden Bridge: Shady Lane to 19 th St	Preservation
H	ODOT	I-5 Bridge Clearance (Eug-Spr)	Bridge Improvements
I	ODOT	Region 2 Illumination Replacements	Operations/Lighting
J	ODOT	OR99: Barger-Washington/Jefferson	Safety
L	Springfield	Pioneer Parkway: Hayden Br to Q St	Preservation
N	ODOT	I-5: Willamette River to Martin Creek	Preservation
O	Eugene	Eugene Rail Station – Willamette St	Off-road facilities
P	ODOT	Marcola Rd Rail Crossing	Safety
R	ODOT	OR99W: Pac Hwy W over CORP repair	Bridge Improvements
S	Eugene	West Bank Trail	Multiuse Path
U	ODOT	Transportation Collection Facility: UO Museum of Natural History	Off-road facilities
V	ODOT	I-5 Bridge Clearance (Area 5)	Bridge Improvements
W	ODOT	I-5 @ Willamette River Bridge	Bridge Replacement
X	Eugene	Roosevelt Blvd: Beltline Hwy to Chambers Connector	Preservation
Y	Eugene	Willamette St: 18 th to 20 th St	Operations
Z	Springfield	OR126B/Franklin Blvd: west Springfield City Limits to McVay Hwy	Study, Planning

Metropolitan Transportation Improvement Program FFY08- 11

- Urban growth boundaries
- MPO Boundary
- Mixed Use Centers/Nodes**
- adopted
- high potential within RTP horizon
- other potential areas based on TransPlan
- Bike/Ped Projects**
- Off-Street
- On-Street
- Transit Projects**
- BRT Pioneer Parkway EmX
- Roadway Projects**
- Modernization-Roadway improvements
- Urban standards
- Operations incl ITS, Signals
- Safety
- Preservation
- Study, Planning
- Modernization-Interchange improvements
- Operations incl Lights
- Safety
- Bridge Improvements
- Bridge Replacement
- Study, Planning
- Off-Road Facilities



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. Aug. 30, 2007.



Appendix G
Status of Projects from Prior MTIP

Status of Projects from FY06-09 MTIP (August 30, 2007)

(Shaded rows indicate areas within the CATS air quality area; \$ reflect actual amounts or programmed amounts depending on whether close-out has occurred)

Project Name	Project Description	Status expected as of end of FFY07	Key #	Federal Fiscal Year	Phase	Federal		Total All Sources	Amendments
						\$	Source		
EUGENE									
Regional Transportation 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.	complete	<u>14295</u>	FY06	Plan	\$ 148,153	STP-U	\$ 207,469	2005-00-eu (04-07-61A) 2005-11 (04-07-32) 2005-39 (04-07-67A-rescinded 8/15/05) 2005-58 (04-07-80A, 06-09-01A_Part2) 2006-20 (06-09-25) 2006-57 (06-09-45)
		complete	<u>14875</u>	FY07	Plan	\$ 40,000	STP-U	\$ 44,578	
		in FY08-11 TIP	<u>15273</u>	FY08	Plan	\$ 40,000	STP-U	\$ 44,578	
				FY09					
				(Future)					
				TOTAL FY06-09		\$ 228,153		\$ 296,625	
Courthouse District Transportation Improvements	Reconstruct 8th Avenue (Mill Street to Hilyard Street), 2-lane urban street with parking, curb, gutter and sidewalks. Extend Ferry Street (north from 8th Avenue to realigned 6th Avenue), 2-lane urban street with parking, curb, gutter and sidewalks. Construct realigned 6th Avenue (Hilyard Street to High Street), 2-lane urban street for one-way westbound traffic with curb, gutter, sidewalks and separated shared-use path. Project would include new signal at 8th Avenue and Mill Street intersection as well as improvements to Mill Street, Broadway and Ferry Street			FY06					2005-18 (04-07-63A), 2005-19 (04-07-63A), 2005-23 (04-07-60A) 2005-44 (04-07-77A) 2005-78 (06-09-19A) 2006_08 (06-09-19A) 2006_27 (9-15-06 ODOT)
		under construction	<u>13379</u>	FY07	Cons	\$ 1,560,000	117-STP (Earmark)	\$ 1,560,000	
		under construction	<u>13379</u>	FY07	Cons	\$ 26,763	STP-U	\$ 29,826	
		under construction	<u>13379</u>	FY07	Cons	\$ 1,000,000	H920	\$ 1,114,454	
				FY08					
				(Future)					
				TOTAL FY06-09		\$ 2,586,763		\$ 2,704,281	
Patterson St: N of RR tracks to Broadway (Eugene)	Extend Patterson St. from Broadway to North of Railroad Tracks and Construct Underpass	removed - not needed	<u>14265</u>	FY06	PE			\$ 3,570,000	2005-00-pu (06-09-01A_Part3) 2006-86 (06-09-49)
		removed - not needed	<u>14265</u>	FY07	Cons			\$ 8,330,000	
				FY08					
				FY09					
				(Future)					
				TOTAL FY06-09		\$ -		\$ 11,900,000	
Chad Drive Extension (Eugene)	Extend Chad Drive to connect to North Game Farm Road, via Old Coburg Rd, including 2 travel lanes, center turn lane at intersections, curb, gutter bike lanes and sidewalks on both sides, street trees, street lights, and a traffic signal at Game Farm Road	complete	<u>13404</u>	FY06	PE	\$ 10,000	STP-U	\$ 257,000	2005-00-cd (0609STIP) 2005-77 (06-09-01A_Part3) 2006-50 (06-09-51A)
		complete	<u>13404</u>	FY07	RW			\$ 150,000	
		slipped to FY08-11 TIP	<u>13404</u>	FY07	Cons	\$ 685,000	STP-U	\$ 1,328,000	
				FY08					
				FY09					
		(Future)							
				TOTAL FY06-09		\$ 695,000		\$ 1,735,000	
Airport Road: mp 1.3 (at Greenhill Rd) to mp 0.7	Realign Airport Rd and possible reconfiguration of Airport Rd/Greenhill Rd airport entrance intersection.	complete	<u>14300</u>	FY06	Cons	\$ 1,800,000	FAA	\$ 1,890,000	2005-00-air (04-07-32)
		complete	<u>14300</u>	FY06	Cons	\$ 281,820	FAA	\$ 310,000	
				FY07					
				FY08					
				FY09					
		(Future)							
				TOTAL FY06-09		\$ 2,081,820		\$ 2,200,000	

Status of Projects from FY06-09 MTIP (August 30, 2007)

(Shaded rows indicate areas within the CATS air quality area; \$ reflect actual amounts or programmed amounts depending on whether close-out has occurred)

Project Name	Project Description	Status expected as of end of FFY07	Key #	Federal Fiscal Year	Phase	Federal		Total All Sources	Amendments
						\$	Source		
EUGENE									
Garden Way Path:Garden Way - Canoe Canal (Eugene)	Rehabilitate the existing pavement of Garden Way path by overlaying with new concrete surfacing	complete	<u>13403</u>	FY06	PE	\$ 40,378	STP-U	\$ 85,000	2005-00-gw (0609STIP) 2005-73 (06-09-01A_Part3) 2006-02 (06-09-19A) 2006_15 (ODOT 5/26/06)
		complete	<u>13403</u>	FY07	Cons	\$ 347,622	STP-U	\$ 400,000	
				FY08					
				FY09					
				(Future)					
				TOTAL FY06-09		\$ 388,000		\$ 485,000	
Fern Ridge Path: City View to Chambers (Eugene)	Rehabilitate the existing pavement of Fern Ridge path by overlaying with new concrete surfacing; Chambers to City View	complete	<u>13377</u>	FY06	Cons	\$ 345,632	STP-U	\$ 441,855	2005-00-fr (04-07-61A) 2005-75 (06-09-01A_Part3) 2006-52 (9/14/06)
				FY07					
				FY08					
				FY09					
				(Future)					
				TOTAL FY06-09		\$ 345,632		\$ 441,855	
Monroe St/Friendly St:Willamette R-28th St(Eugene)	Enhance Monroe/Friendly corridor to make it a "bike arterial;" Project still in planning/scoping phase; May include bike lane or route on either Monroe Street or Friendly Street between Ruth Bascom Riverbank Trail and 28th Avenue. Possible intersection and operational changes to improve safety for cyclists through corridor	complete	<u>13399</u>	FY06	PE	\$ 26,880	STP-U	\$ 29,957	2005-00-mo (04-07-61A) 2005-74 (06-09-01A_Part3) 2006_17 (ODOT 5/26/06) 2007-01 (06-09-72A)
		under construction	<u>13399</u>	FY07	Cons	\$ 197,120	STP-U	\$ 220,043	
		under construction	<u>13399</u>	FY07	Cons	\$ 123,621	STP-L	\$ 137,770	
				FY08					
				FY09					
				(Future)					
				TOTAL FY06-09		\$ 347,621		\$ 387,770	
West Bank Trail: Beaver St - River Ave (Eugene)	Extend the West Bank Trail to the north along the Willamette River connecting to Beaver St.	complete	<u>14763</u>	FY06	PE	\$ 151,000	L220	\$ 168,283	2006-11 (06-09-21) 2006-31 (06-09-36)
				FY07					
		in FY08-11 TIP	<u>14763</u>	FY08	RW	\$ 65,000	L220	\$ 72,440	
		in FY08-11 TIP	<u>14763</u>	FY09	CN	\$ 844,000	L220	\$ 940,600	
				(Future)					
				TOTAL FY06-09		\$ 1,060,000		\$ 1,181,322	
Glenwood Blvd @ Judkins Point I5 interchg (Eugene)	Intersection improvements at interchange ramp terminal [South side]. Extend Glenwood Blvd (minor arterial) - Brackenfern Extension. Realign Glenwood Drive (local rd) to form 4 way intersection with Moon Mtn Drive (local rd), Glenwood Blvd, Brackenfern. Provide turning lanes and separated movements. Provides access to neighborhood commercial area and East Ridge PUD.	under construction	<u>14299</u>	FY07	Cons			\$ 220,000	2005-00-ju (04-07-32) 2005-76 (06-09-01A_part3) 2006-51 (app'vd 10/6/06 at ODOT)
				FY07					
				FY08					
				FY09					
				(Future)					
				TOTAL FY06-09		\$ -		\$ 220,000	

Status of Projects from FY06-09 MTIP (August 30, 2007)

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Project Name	Project Description	Status expected as of end of FFY07	Key #	Federal Fiscal Year	Phase	Federal		Total All Sources	Amendments	
						\$	Source			
EUGENE										
Eugene Train Depot (Unit 2)	The next phase of work for the Eugene Depot, funded by the SAFETEA_LU bill, will include site improvements near the historic Depot building with new paving, permanent traffic markings and crosswalks, more pedestrian sidewalks, and additional amenities to create an easily recognized public transportation service center. The Depot building and site will receive communications and security improvements to enhance service to the public. The project will also provide paving and lighting on city land along the railroad right of way, enhancing the appearance of the platform area for the rail passenger and coordinated to work with future platform enhancements, rail re-alignments, and a planned track spur.			FY06					2006-34 (06-09-39)	
		underway	<u>15223</u>	FY07	PE	\$ 224,325	HY10	\$ 250,000		
				FY08						
		in FY08-11 TIP	<u>15223</u>	FY09	Cons	\$ 775,675	LY10	\$ 900,000		
				(Future)						
				TOTAL FY06-09		\$ 1,000,000		\$ 1,150,000		
Delta Ponds Bike Path: East Bank Trail to Robin Hood Lane (Eugene)	Construct 12 ft concrete path with grade-separated bike/ped facility			FY06					2006-30 (06-09-39) 2007-10 06-09-90A)	
		underway	<u>15222</u>	FY07	PE	\$ 535,000	HY10	\$ 596,233		
		in FY08-11 TIP	<u>15222</u>	FY08	RW	\$ 27,000	HY10	\$ 30,090		
		in FY08-11 TIP	<u>15222</u>	FY09	Cons	\$ 2,318,000	LY10	\$ 2,583,305		
		in FY08-11 TIP	<u>15222</u>	FY09	Cons	\$ 1,000,000	L220	\$ 1,586,694		
		(Future)								
				TOTAL FY06-09		\$ 3,880,000		\$ 4,796,323		
North Bank Trail: Greenway Bridge - Ferry St Bridge, resurfacing	Rehabilitate the existing pavement of North Bank Trail path by overlaying with new concrete surfacing			FY06					2005-00-nb (04-07-61A 2005-46 (04-07-48)) 2005-53 (0609STIP) 2006-05 (06-09-19A) 2006_16 (appv'd ODOT 5/26/06)	
		under construction	<u>13400</u>	FY07	Cons	\$ 714,540	STP-U	\$ 893,000		
				FY08						
				FY09						
				(Future)						
				TOTAL FY06-09		\$ 714,540		\$ 893,000		
North Game Farm Rd: Old Coburg Rd to I-5 (Eugene)	Upgrade Game Farm Road to a three lane urban facility (east of Old Coburg Road to the vicinity of Interstate 5). Typical section would match County improvements to the west and existing improvements by Springfield to the east including two 12' travel lanes, 12' center turn lane, and 5' bike lanes. A 5' setback sidewalk would be constructed on the south side with road drainage captured in a roadside ditch on the north side of the street.			FY06					2006-35 (06-09-39)	
		underway	<u>15224</u>	FY07	PE	\$ 230,606	STP-U/L230	\$ 257,000		
		in FY08-11 TIP	<u>15224</u>	FY08	Cons	\$ 88,394	STP-U/L230	\$ 852,000		
				FY09						
				(Future)						
				TOTAL FY06-09		\$ 319,000		\$ 1,109,000		

Status of Projects from FY06-09 MTIP (August 30, 2007)

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Project Name	Project Description	Status expected as of end of FFY07	Key #	Federal Fiscal Year	Phase	Federal		Total All Sources	Amendments	
						\$	Source			
EUGENE										
OR126B: Washington Walnut St Jurisdictional Transfer (Eugene)	Jurisdictional transfer from ODOT to City of Eugene; funds are transferred from ODOT to the City to enable pavement overlay work to be carried out.			FY06					2006-37 (06-09-41)	
		underway	<u>15244</u>	FY07	OTHER			\$ 1,611,188		
				FY08						
				FY09						
				(Future)						
				TOTAL FY06-09		\$ -		\$ 1,611,188		
W.11th Transportation Corridor Study (Eugene)	Undertake comprehensive study of W.11th corridor from Greenhill Rd to Eugene Station. Integrate this study with the EmX corridor study from Eugene Station to Beltline Hwy and the W. 11th Terry St to Greenhill planning.			FY06					2006-64 (06-09-45)	
		underway	<u>15261</u>	FY07	Plan	\$ 50,000	STP-U	\$ 55,723		
		in FY08-11 TIP	<u>15262</u>	FY08	Plan	\$ 100,000	STP-U	\$ 111,445		
				FY09						
				(Future)						
				TOTAL FY06-09		\$ 150,000		\$ 167,168		
Pedestrian and Bicycle Strategic Plan (Eugene)	Develop plan to guide the implementation of ped, bike and TDM elements of the TSP and RTP. Scope on-street projects with public involvement and obtain public input on ways to increase use of walking and biking as alternative modes of transportation			FY06					2006-65 (06-09-45)	
		underway	<u>15266</u>	FY07	Plan	\$ 25,000	STP-U	\$ 27,861		
				FY08						
				FY09						
				(Future)						
				TOTAL FY06-09		\$ 25,000		\$ 27,861		
Roosevelt Blvd:Beltline Hwy-Chambers Conn. (Eug.)	Rehabilitate pavement; replace striping and pavement legends; install ADA ramps	slipped to FY08-11 TIP	<u>15407</u>	FY06					2007-07 (06-09-62)	
		in FY08-11 TIP	<u>15407</u>	FY07	PE	\$ 100,000	STP-U	\$ 211,445		
				FY08	Cons	\$ 1,267,000	STP-U	\$ 2,522,555		
				FY09						
				(Future)						
				TOTAL FY06-09		\$ 1,367,000		\$ 2,734,000		
Legacy St: Avalon Rd to Royal Ave (Eugene)	Extension of Legacy Street; Construct new 3-lane major collector with curb, gutter, sidewalks and bike lanes			FY06					2006-26-03 (06-09-36)	
				FY07						
				FY08						
		removed - delayed beyond TIP horizon	<u>13394</u>	FY09	PE			\$ 332,000		
				(Future-2010)	Cons			\$ 1,674,000		
				TOTAL FY06-09		\$ -		\$ 332,000		

Status of Projects from FY06-09 MTIP (August 30, 2007)

(Shaded rows indicate areas within the CATS air quality area; \$ reflect actual amounts or programmed amounts depending on whether close-out has occurred)

Project Name	Project Description	Status expected as of end of FFY07	Key #	Federal Fiscal Year	Phase	Federal		Total All Sources	Amendments
						\$	Source		
Springfield									
Regional Transportation 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.	complete	<u>14298</u>	FY06	Plan	\$ 70,613	STP-U	\$ 80,039	2005-00-sp (04-07-61A) 2005-12 (04-07-32) 2005-52 (04-07-48) 2005-59 (04-0780A, 06-09-01A_part2) 2006-21 (06-09-25) 2006-38 (06-09-49A) 2006-58 (06-09-45)
		complete	<u>14876</u>	FY07	Plan	\$ 68,663	STP-U	\$ 76,522	
		in FY08-11 TIP	<u>15272</u>	FY08	Plan	\$ 40,000	STP-U	\$ 44,578	
				FY09					
				(Future)					
				TOTAL FY06-09		\$ 179,276		\$ 201,139	
OR126B/Franklin Blvd-concept planning (Springfield)	Conduct a concept level planning alternatives and public involvement process for Highway 126 (Franklin Boulevard) in Springfield. The process will create and evaluate streetscape alternatives for Highway 126 from McVay Highway to the western city limits. A public involvement process will include the Springfield Economic Development Agency (SEDA) in the decision-making of alternatives culminating in approval by the Springfield City Council and the Oregon Department of Transportation (ODOT)	complete	<u>14519</u>	FY06	Plan	\$ 175,000	STP-U	\$ 228,600	2005-41 (04-07-48, 06-09-01A_Part2) 2006-68 (06-09-45)
		complete	<u>14519</u>	FY06	Plan			\$ 25,000	
		in FY08-11 TIP	<u>15263</u>	FY08	Plan	\$ 50,000	STP-U	\$ 55,723	
				FY09					
				(Future)					
				TOTAL FY06-09		\$ 225,000		\$ 309,322	
Gateway/Beltline Project Development (Springfield)	Conduct a project development process to refine the approved Environmental Assessment (EA) preferred alternative for the Gateway/Beltline intersection and conduct a public involvement process with a steering committee of property owners and businesses to assess project alternatives. Refinement of the alternative will involve reviewing driveway locations, property easements for access, intersection designs, traffic projections, and width and location of road alignments	complete	<u>14521</u>	FY06	Plan	\$ 165,625	STP-U	\$ 439,200	2005-42 (04-07-48, 06-09-01) 2007-12 (06-09-75A)
		complete	<u>14521</u>	FY06	Plan			\$ 25,000	
				FY07					
				FY08					
				FY09					
		(Future)							
				TOTAL FY06-09		\$ 165,625		\$ 464,200	
69th Street: Thurston Rd to B St. (Springfield)	Reconstruction and urban standards. Structural overlay and reconstruction of pavement, with an intersection operational improvement at Thurston Rd. No new lanes will be added except possibly a turn lane at 69th/Thurston intersection. Upgrade includes multi-use path/sidewalks/bike lanes, curbs and gutters, drainage improvements for a channel (drainage funds), street lighting.	complete	<u>13426</u>	FY06	PE	\$ 150,000	STP-L	\$ 170,000	2005-25 (04-07-67A, 06-09-01A_Part3) 2006-33 (06-09-49A)
		complete	<u>13426</u>	FY07	RW			\$ 5,000	
		under construction	<u>13426</u>	FY07	Cons	\$ 431,000	STP-U	\$ 480,330	
		under construction	<u>13426</u>	FY07	Cons	\$ 350,000	STP-L	\$ 679,670	
				FY08					
				FY09					
		(Future)							
				TOTAL FY06-09		\$ 931,000		\$ 1,335,000	

Status of Projects from FY06-09 MTIP (August 30, 2007)

(Shaded rows indicate areas within the CATS air quality area; \$ reflect actual amounts or programmed amounts depending on whether close-out has occurred)

Project Name	Project Description	Status expected as of end of FFY07	Key #	Federal Fiscal Year	Phase	Federal		Total All Sources	Amendments	
						\$	Source			
Springfield										
OR126 at 42nd Street (Springfield); ramp signal	Construct signal at Highway 126/42nd WB ramp intersection; possibly construct dedicated right turn lane off southbound 42nd onto westbound OR126E	deleted - not needed	<u>13417</u>	FY06	Cons			\$ 200,000	2005-00-ra (04-07-61A) 2005-71 (06-09-01A_Part3) 2006-42 (06-09-41)	
				FY07						
				FY08						
				FY09						
				(Future)						
				TOTAL FY06-09		\$ -		\$ -		
21st St: J Street - D Street (Springfield)	Preservation and reconstruction; add bike lanes; new widened pavement, curbs, sidewalks, illumination, and drainage modifications.	complete	<u>13407</u>	FY06	RW			\$ 100,000	2005-27 (04-07-67A) 2005-48 (04-07-80A) 2005-72 (06-09-01A_Part3)	
		complete	<u>13407</u>	FY06	Cons	\$ 609,443	STP-U	\$ 1,184,500		
				FY07						
				FY08						
				FY09						
		(Future)								
				TOTAL FY06-09		\$ 609,443		\$ 1,284,500		
OR126B: Brooklyn Avenue to McVay Hwy (Springfield)	Sidewalks, planter strips, bikelanes- Enhancement	deleted - awaiting redevelopment plans	13257	FY06	PE	62811.00	STP-ENHANC	70000.00	2005-00-fk (04-07-61A) 2005-70 (06-09-01A_part3) 2006_13 (06-09-35A) 2006-36 (06-09-49A) 2007-03 (06-09-62)	
		deleted - awaiting redevelopment plans	13257	FY06	RW	161514.00	STP-ENHANC	180000.00		
		deleted - awaiting redevelopment plans	13257	FY07	Cons	337385.00	STP-ENHANC	376000.22		
				FY08						
				FY09						
		(Future)								
				TOTAL FY06-09		\$ 561,710		\$ 626,000		
Gateway/Beltline: Internatl. Way-Postal Way(Springfield)	Improve intersections and realign Gateway Rd. Design and local right of way purchase			FY06					2005-00-gb (04-07-32) 2006-46 (app'vd ODOT 10/6/06)	
		underway	<u>14304</u>	FY07	PE			\$ 250,000		
		underway	<u>14304</u>	FY07	RW			\$ 3,000,000		
		in FY08-11 TIP	<u>14305</u>	FY08	PE			\$ 500,000		
		in FY08-11 TIP	<u>14305</u>	FY08	RW			\$ 2,000,000		
		FY09								
		(Future)								
				TOTAL FY06-09		\$ -		\$ 5,750,000		
Gateway St @ Beltline Highway (Springfield) (Formerly: Gateway@Beltline ROW Acquisition)	Implement EA Phase II preferred alternative: Gateway/Beltline intersection couplet. Acquire Right of Way, and construct project.			FY06					2005-83 (06-09-13) 2007-09 (06-09-62)	
		underway	<u>14653</u>	FY07	RW	\$ 408,160	STP-U	\$ 816,320		
				FY08						
		in FY08-11 TIP	<u>14653</u>	FY09	Cons	\$ 1,722,000	STP-U	\$ 1,919,091		
		(Future)								
				TOTAL FY06-09		\$ 2,130,160		\$ 2,735,411		

Status of Projects from FY06-09 MTIP (August 30, 2007)

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Project Name	Project Description	Status expected as of end of FFY07	Key #	Federal Fiscal Year	Phase	Federal		Total All Sources	Amendments
						\$	Source		
Springfield									
42nd St: McKenzie Hwy to Jasper Rd (Springfield)	Upgrade to urban standards, jurisdictional transfer; Upgrade to a three lane section where feasible including pedestrian islands, sidewalks, bike lanes where feasible, landscaped setbacks, street lighting, curbs and gutters	under construction	<u>14336</u>	FY06	Cons				2005-00-42nd (06-09-01A_part3) 2006-47 (app'vd at ODOT 10/6/06)
				FY07				\$ 1,550,000	
				FY08					
				FY09					
				(Future)					
			TOTAL FY06-09		\$ -		\$ 1,550,000		
Arterial and Collector Planning (Springfield)	Identify and correct deficiencies in arterial and collector infrastructure In particular, inventory the system, network gaps, RW issues, infrastructure conditions, and develop a list of needed projects and planning level cost estimates. Develop a policy framework to guide investment and management decisions.	underway	<u>15265</u>	FY06	Plan				2006-66 (06-09-45)
				FY07		\$ 85,000	STP-U	\$ 94,729	
				FY08					
				FY09					
				(Future)					
			TOTAL FY06-09		\$ 85,000		\$ 94,729		
Pioneer Pkwy:Hayden Bridge to Q St.(Springfield)	Pavement Preservation.	in FY08-11 TIP	<u>13424</u>	FY06	PE				2005-26 (04-07-67A) 2006-48 (app'vd 1/6/06 at ODOT) 2007-13 (06-09-83A)
		in FY08-11 TIP		FY07				\$ 54,218	
				FY08		\$ 400,000	STP-U	\$ 845,782	
				FY09					
				(Future)					
			TOTAL FY06-09		\$ 400,000		\$ 900,000		
Springfield Bicycle and Pedestrian Plan	Develop a bike/ped plan to refine the existing TSP policies in order to manage non-auto modes Identify deficiencies in bike and ped infrastructure within Springfield. Inventory the system, network gaps, RW issues, infrastructure conditions, and develop a list of needed projects and planning level cost estimates. Develop a policy framework to guide investment and management decisions.	in FY08-11 TIP	<u>15275</u>	FY06	PLAN				2006-69 (06-09-45, 06-09-57A)
				FY07					
				FY08		\$ 20,000	STP-U	\$ 22,289	
				FY09					
				(Future)					
			TOTAL FY06-09		\$ 20,000		\$ 22,289		

Status of Projects from FY06-09 MTIP (August 30, 2007)

(Shaded rows indicate areas within the CATS air quality area; \$ reflect actual amounts or programmed amounts depending on whether close-out has occurred)

Project Name	Project Description	Status expected as of end of FFY07	Key #	Federal Fiscal Year	Phase	Federal		Total All Sources	Amendments	
						\$	Source			
LANE CO.										
Starting in FY06										
Lane Co. Regional Transportation Planning	Planning and project development activities by Lane County Engineering Staff associated with deveelopment and implementation of regional transportation plans. This involves extensive collaboration with federal, state and metro area agencies and governments	complete	14501	FY06	Plan	\$ 1,953	STP-U	\$ 8,954	2005-43 (04-07-45, 06-09-01) 2006-22 (06-09-25) 2006-39 (06-09-49A) 2006-60 (06-09-45)	
		complete	14877	FY07	Plan	\$ 73,047	STP-U	\$ 81,408		
		in FY08-11 MTIP	15270	FY08	Plan	\$ 25,000	STP-U	\$ 27,861		
				FY09						
				(Future)						
				TOTAL FY06-09		\$ 100,000		\$ 118,222		
Delta Hwy: Green Acres Rd to 1105 (Eugene)	Pavement Preservation	complete	13432	FY06	Cons	\$ 822,500	STP-U	\$ 1,645,000	2005-00-dl 2005-47 (04-07-77A, 06-09-01A_part3)	
				FY07						
				FY08						
				FY09						
				(Future)						
				TOTAL FY06-09		\$ 822,500		\$ 1,645,000		
Jasper Road Extension, 57th to Jasper Road Bob Straub Parkway	Extend 2 lane arterial; Provide environmental mitigation for construction.			FY06					2005-00-ja (04-07-61A) 2005-69 (06-09-01A_part3) 2006-28, 29 (06-09-49A)	
		underway	13428	FY07	RW			\$ 137,500		
		under construction	13428	FY07	Cons			\$ 5,700,000		
		underway	13428	FY07	Other			\$ 385,000		
				FY08						
				TOTAL FY06-09		\$ -		\$ 6,222,500		
Greenhill Rd: Clear Lake Rd to Royal Ave (Eugene)	Addition of shoulders, curbs and gutters, or both, from Clear Lake Rd to Royal Ave. Design to be determined.			FY06					2005-00-gh (04-07-32) 2006-26-11 (ODOT, 9/29/06) 2006-82 (06-09-49)	
				FY07						
		delete - not needed in TIP horizon	14302	FY08	RW			\$ 200,000		
		delete - not needed in TIP horizon	14302	FY08	Cons			\$ 2,000,000		
				FY09						
				TOTAL FY06-09		\$ -		\$ 2,200,000		

Status of Projects from FY06-09 MTIP (August 30, 2007)

(Shaded rows indicate areas within the CATS air quality area; \$ reflect actual amounts or programmed amounts depending on whether close-out has occurred)

Project Name	Project Description	Status expected as of end of FFY07	Key #	Federal Fiscal Year	Phase	Federal		Total All Sources	Amendments
						\$	Source		
LANE CO.									
Irving Rd at NW Expressway & UP Railroad Crossing	Improve safety conditions at railroad crossing, upgrade crossing signal, add center median; add bike/ped facilities			FY06					2007-04a (06-09-59) 2007-14 (06-09-90A)
				FY07					
		in FY08-11 TIP	<u>15393</u>	FY08	PE			\$ 159,064	
		in FY08-11 TIP	<u>15393</u>	FY09	Cons	\$ 966,000	STP-RR	\$ 973,000	
		in FY08-11 TIP	<u>15393</u>	FY09	Cons	\$ 236,830	STP-U	\$ 263,936	
				(Future)					
				TOTAL FY06-09		\$ 1,202,830		\$ 1,396,000	
Hayden Bridge: Shadylane to 19th St (Springfield)	Overlay pavement with selected areas of base repairs and grinding/milling.			FY06					2007-05 (06-09-62)
				FY07					
		in FY08-11 TIP	<u>15408</u>	FY08	PE	\$ 100,000	STP-U	\$ 111,445	
		in FY08-11 TIP	<u>15408</u>	FY08	Cons	\$ 626,000	STP-U	\$ 697,649	
				FY09					
		(Future)							
				TOTAL FY06-09		\$ 726,000		\$ 809,094	
Delta/Beltline Interchange Safety and Operations	Interchange safety improvements and operations.			FY06					2006-84 (06-09-49)
				FY07					
		deleted - funds unavailable	<u>15330</u>	FY09	Cons			\$ 1,100,000	
				(Future)					
				TOTAL FY06-09		\$ -		\$ 1,100,000	
Delta/Beltline Interchange	Interchange improvements; Interim safety improvements; potentially replace/revise existing ramps and widen Delta Highway bridge to five lanes			FY06					2005-00-db (06-09) 2006-26-13 (done, amendment# unk) 2006-85 (06-09-49)
				FY07					
				FY08					
		deleted - funds unavailable	14268	FY09	RW			\$ 200,000	
		deleted - funds unavailable	14268	FY09	Cons			\$ 8,000,000	
				(Future)					
				TOTAL FY06-09		\$ -		\$ 8,200,000	

Status of Projects from FY06-09 MTIP (August 30, 2007)

(Shaded rows indicate areas within the CATS air quality area; \$ reflect actual amounts or programmed amounts depending on whether close-out has occurred)

Project Name	Project Description	Status expected as of end of FFY07	Key #	Federal Fiscal Year	Phase	Federal		Total All Sources	Amendments	
						\$	Source			
LCOG										
Central Lane MPO UPWP Funding	Fund MPO Work Program Activities	complete	<u>14296</u>	FY06	Plan	\$ 300,000	STP-U	\$ 334,336	2005-01 (04-07-58A) 2005-10 (04-07-32) 2006-19 (06-09-25) 2006-62 (06-09-45) 2007-21, 2007-22 (06-09-90A)	
		complete	<u>14874</u>	FY07	Plan	\$ 400,000	STP-U	\$ 445,782		
		in FY08-11 TIP	<u>15269</u>	FY08	Plan	\$ 410,000	STP-U	\$ 456,926		
				FY09 (Future)						
				TOTAL FY06-09		\$ 1,110,000		\$ 1,237,044		
Central Lane MPO Household Travel Behavior Survey	Travel survey to update household travel data within the region			FY06					2007-23 (06-09-73)	
				FY07						
		in FY08-11 TIP	<u>15513</u>	FY08	Plan	\$ 125,000	STP-U	\$ 139,307		
		in FY08-11 TIP	<u>15513</u>	FY09	Other	\$ 100,000	STP-U	\$ 111,445		
				(Future)						
				TOTAL FY06-09		\$ 225,000		\$ 250,752		
Coburg										
Coburg TSP	Update TSP to meet requirements of Periodic Review and TMA	complete	<u>14297</u>	FY06	Plan	\$ 18,525	STP-U	\$ 23,694	2005-00-ts (04-07-61A) 2005-13 (04-07-32) 2005-61 (04-07-80A) (06-09-01A_part2) 2006-40 (06-09-49A)	
				FY07						
				FY08						
				FY09 (Future)						
				TOTAL FY06-09		\$ 18,525		\$ 23,694		
Coburg Regional Transportation 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.	underway	<u>14879</u>	FY06	Plan	\$ 78,506	STP-U	\$ 87,491	2006-24 (06-09-25) 2006-40 (06-09-49A) 2006-59 (06-09-45)	
		in FY08-11 TIP	<u>15271</u>	FY08	Plan	\$ 15,000	STP-U	\$ 16,717		
				FY09						
				(Future)						
				TOTAL FY06-09		\$ 93,506		\$ 104,208		
I5 @ Coburg Interchange Area Planning (Coburg)	Planning support for City participation in the interchange access management planning (IAMP) process.			FY06					2006-70 (06-09-45)	
				FY07						
		in FY08-11 TIP	<u>15276</u>	FY08	Plan	\$ 15,000	STP-U	\$ 16,717		
				FY09 (Future)						
				TOTAL FY06-09		\$ 15,000		\$ 16,717		
Diamond and Locust Sts (Coburg)	Overlay roadways and improve street drainage			FY06					2007-06 (06-09-62)	
				FY07						
		in FY08-11 TIP	<u>15406</u>	FY08	PE	\$ 10,000	STP-U	\$ 11,145		
		in FY08-11 TIP	<u>15406</u>	FY08	Cons	\$ 80,000	STP-U	\$ 89,156		
				FY09 (Future)						
				TOTAL FY06-09		\$ 90,000		\$ 100,301		

Status of Projects from FY06-09 MTIP (August 30, 2007)

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Project Name	Project Description	Status expected as of end of FFY07	Key #	Federal Fiscal Year	Phase	Federal		Total All Sources	Amendments
						\$	Source		
Willamalane									
Middle Fork Willamette River Loop Path: S.2nd St to Clearwater Park, Units 1-4 (Springfield)	Construct a multi-use loop path along north bank of Middle Fork Willamette River and Springfield Mill Race, with possibly a bridge across the river to Mt. Pisgah. This funds Unit/phase 1 with possible planning activities for Units/phases 2-4. Unit 1 is Dorris Ranch Living History Farm to Clearwater Park; Unit 2 is Clearwater Park to S. 32nd St; Unit 3 is S.32nd St to S. 28th St, Springfield; Unit 4 is Mill Race, S.28th St to S. 2nd St.	complete	14655	FY06	PE	\$ 538,380	HY10	\$ 600,000	2005-82 (06-09-13) 2006-26-09 (06-09-36) 2007-15 (06-09-83A)
				FY07					
		in FY08-11 TIP	14655	FY08	RW	\$ 179,460	HY10	\$ 200,000	
		in FY08-11 TIP	14655	FY09	Cons	\$ 1,974,060	LY10	\$ 2,200,000	
				(Future)					
				TOTAL FY06-09		\$ 2,691,900		\$ 3,000,000	

Status of Projects from FY06-09 MTIP (August 30, 2007)

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Project Name	Project Description	Status expected as of end of FFY07	Key #	Federal Fiscal Year	Phase	Federal		Total All Sources	Amendments
						\$	Source		
ODOT									
Region 2 Variable Message Signs (also known locally as I5 @30th & Beltline Hwy west of River Rd, ITS)	Operational ITS Improvements - Vehicle Management System; Within the MPO area the project consists of variable message signs on I-5 & 30th Avenue (sthbnd I-5 MP 190.9), and OR69 west of River Road (eastbnd mp 7.6); cameras will be added. Funding shown is for entire project, including VMS projects outside the TMA.	complete	<u>14292</u>	FY06	PE	\$ 17,049	Amber Alert (4210)	\$ 19,000	2005-15 (04-07-60A) 2005-80 (06-09-01A_Part3) 2006-56 (06-09-51A)
		complete	<u>14292</u>	FY06	PE	\$ 88,833	STP-H240	\$ 99,000	
		under construction	<u>14292</u>	FY07	Cons	\$ 213,557	Amber Alert (4210)	\$ 1,697,000	
				FY08					
				FY09					
				(Future)					
				TOTAL FY06-09		\$ 319,439		\$ 1,815,000	
Springfield-Creswell Hwy; Spfld CL to Jasper Bridge	Safety project; Springfield south city limits to Jasper Bridge; widen shoulders and remove objects in the clear zone without realigning curves and profiles.	complete	<u>12581</u>	FY06	RW	\$ 71,784	STP-L240	\$ 80,000	2005-22 2005-66 2006-03 (06-09-19A) 2006_10 (06-09-28A) 2006-26-14 (pending at ODOT) 2006-55 (withdrawn at ODOT)
		complete	<u>12581</u>	FY06	Other	\$ 289,828	STP-L240	\$ 323,000	
				FY07					
		in FY08-11 TIP	<u>12581</u>	FY08	Cons	\$ 2,034,179	STP-L240	\$ 2,267,000	
				FY09					
		(Future)							
				TOTAL FY06-09		\$ 2,395,791		\$ 2,670,000	
I-5 @ Beltline - Unit 1	Interchange modernization: Reconstruct interchange and I-5; upgrade. Build flyover bridge from I5 to Beltline Hwy. Phases 1 and 2.	under construction	<u>14197</u>	FY06	Cons			\$ 20,800,000	
		under construction	<u>14197</u>	FY06	Cons			\$ 13,125,000	
		under construction	<u>14197</u>	FY06	Cons	\$ 6,900,000	H920	\$ 8,625,000	
		under construction	<u>14197</u>	FY06	Cons			\$ 4,475,000	
		under construction	<u>14197</u>	FY06	Cons	\$ 8,928,135	NHS (H050)	\$ 9,950,000	
				FY07					
				FY08					
				FY09					
		(Future)							
				TOTAL FY06-09		\$ 15,828,135		\$ 56,975,000	
I5 @ Coburg Interchange	Environmental and preliminary engineering work toward an interchange improvement	underway	<u>14649</u>	FY06	PE	\$ 3,000,000	H660	\$ 3,000,000	2006-04a (06-09-12)
				FY07					
				FY08					
				FY09					
				(Future)					
				TOTAL FY06-09		\$ 3,000,000		\$ 3,000,000	

Status of Projects from FY06-09 MTIP (August 30, 2007)

(Shaded rows indicate areas within the CATS air quality area; \$ reflect actual amounts or programmed amounts depending on whether close-out has occurred)

Project Name	Project Description	Status expected as of end of FFY07	Key #	Federal Fiscal Year	Phase	Federal		Total All Sources	Amendments	
						\$	Source			
ODOT										
I5: McKenzie R-Goshen Grade, OTIA 3 Br Bundle 215	Replace five interstate bridges widening four to a future 3-lane configuration in each direction and one (Franklin/I5) to 4-lanes each direction, and stripe all for existing two lane condition. Repair two interstate bridges and a sign bridge. Lengthen the entrance ramp from OR58 westbound onto I-5 southbound to provide safe merge distance.	complete	<u>14036</u>	FY06	PE			\$ 2,582,000	2005-03 (04-07-60A) 2005-65 (06-09-18) 2006-44 (superceded) 2006-83 (06-09-53A)	
		complete	<u>14036</u>	FY06	RW			\$ 394,200		
		complete	<u>14036</u>	FY06	UR			\$ 125,000		
		underway	<u>14036</u>	FY06	Cons	\$ 15,090,791	LY40 (earmark)	\$ 64,532,425		
				(Future)						
				TOTAL FY06-09		\$ 15,090,791		\$ 67,633,625		
Region 2 Illumination Replacements	Illumination replacement work at I-105, I-5@Glenwood, Beltline@River Rd. (Note: the funds shown also cover same work at I-5@N.Albany and US20(Corvallis), part of Region 2 project)	underway	<u>13794</u>	FY06	PE	\$ 166,898	STP	\$ 186,000	2006-43(a) (06-09-45)	
		in FY08-11 TIP	<u>13794</u>	FY08	RW	\$ 3,589	STP	\$ 4,000		
		in FY08-11 TIP	<u>13794</u>	FY09	Cons	\$ 1,514,642	STP	\$ 1,688,000		
				(Future)						
				TOTAL FY06-09		\$ 1,685,129		\$ 1,878,000		
OR 126: West Eugene Parkway	Complete EIS preparation and submission. Record of Decision was for NO BUILD. Project was not constructed	completed EIS	<u>07990</u>	FY06					2005-00-wep (06-09-01A_Part3) 2006_14 (appv'd ODOT 5/26/06) 2006-26-19 (06-09-49)	
		Project not constructed		FY07	PE	\$ 1,000,000	NHS (H050)	\$ 1,114,454		
				FY08						
				FY09						
				(Future)						
				TOTAL FY06-09		\$ 1,000,000		\$ 1,114,454		
OR99: Barger Ave to Washington/Jefferson Preservation-Safety	Overlay; Safety improvements at Garfield, Fairfield and Royal. Improve signing and striping; realign lanes and provide dual right turns at Garfield; pavement preservation.			FY06				\$ -	2005-8 2005-60 (06-09-01) 2006-01 (06-09-01) 2006-26-15 (??) 2006-45 (app'd 10/18/06)	
		underway	<u>14559</u>	FY07	RW	\$ 688,500	STP-Safety	\$ 765,000		
				FY08						
		in FY08-11 TIP	<u>14559</u>	FY09	Cons	\$ 2,785,219	STP	\$ 3,804,000		
		in FY08-11 TIP	<u>14559</u>	FY09	Cons	\$ 283,547	STP-Safety (LS30)	\$ 316,000		
				FY09	Cons	\$ 1,024,000	STP-Safety (H210)	\$ 1,141,000		
				(Future)						
				TOTAL FY06-09		\$ 4,781,266		\$ 6,026,000		
I5: Willamette R Bridge - Bundle 220	Replace interstate bridges at Willamette River; widen to future 4-lane configuration in each direction and stripe for existing two lane conditions.			FY06					2006-41 (06-09-45)	
		underway	<u>14259</u>	FY07	PE			\$ 14,000,000		
		underway	<u>14259</u>	FY07	RW			\$ 1,150,000		
				FY08						
				FY09						
		in FY08-11 TIP	<u>14259</u>	(Future-FY11)	Cons	\$ 27,055,390	LY40 (earmark)	\$ 164,850,000		
				TOTAL FY06-09		\$ -		\$ 15,150,000		

Status of Projects from FY06-09 MTIP (August 30, 2007)

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Project Name	Project Description	Status expected as of end of FFY07	Key #	Federal Fiscal Year	Phase	Federal		Total All Sources	Amendments
						\$	Source		
ODOT									
I-5: Bridge Vertical Clearance (Area 5)	Increase vertical clearance on bridges overcrossing I-5 (Reed Service Rd, and Egge Rd are the two bridges inside the MPO)	underway	<u>15236</u>	FY06					2006-54a (06-09-40)
				FY07	PE	\$ 728,608	LY40 (earmark)	\$ 812,000	
				FY08					
				FY09					
				TOTAL FY06-09		\$ 728,608		\$ 812,000	
I-5: Bridge Vertical Clearance Improvements (Eug-Spr)	Increase vertical clearance on bridges overcrossing I-5 - WB I-105 and Centennial Blvd	underway	<u>15235</u>	FY06					2006-54b (06-09-40)
				FY07	PE	\$ 736,683	LY40 (earmark)	\$ 821,000	
				FY08					
				FY09					
				TOTAL FY06-09		\$ 736,683		\$ 821,000	
Beltline Hwy @ Coburg Road Interchange	Construct ramp and signal improvements. Possible improvements: widen eastbound exit ramp to enable left turn only, left/thru lane, and right turn lanes at Coburg Rd. Possibly add right turn to westbound onramp from southbound Coburg Rd.	slipped to FY08-11 TIP	<u>12836</u>	FY06					2006-26-16 (06-09-36)
		slipped to FY08-11 TIP	<u>12836</u>	FY07	RW			\$ 1,803,000	
		in FY08-11 TIP	<u>12836</u>	FY07	UR			\$ 111,000	
				FY08	Cons			\$ 2,157,000	
				FY09				\$ -	
		(Future)							
		TOTAL FY06-09		\$ -		\$ 4,071,000			
Transportation Collection Facility (UO)	Expansion of Museum of Natural and Cultural History to support transportation enhancement activities throughout the State; repository of artifacts	underway	<u>15144</u>	FY06					2006-25 (06-09-29) 2006-26-12 (06-09-36)
				FY07	PE	\$ 427,736	HY10	\$ 476,692	
				FY08					
		in FY08-11 TIP	<u>15144</u>	FY09	Cons	\$ 2,072,264	LY10	\$ 2,309,444	
				(Future)					
		TOTAL FY06-09		\$ 2,500,000		\$ 2,786,136			
I-5 @ Beltline Interchange: Unit 2	Phase 3 Interchange modernization - complete southbound freeway exit ramps, and northbound freeway entrance ramp; complete Harlow Road bike/ped flyover; build bicycle/pedestrian facility north of Beltline Hwy.	underway	<u>14314</u>	FY06					2006-32 (06-09-53A) 2007-11 (on hold at ODOT)
		underway	<u>14314</u>	FY07	PE	\$ 2,691,000	NHS (L050)	\$ 3,000,000	
				FY07	RW			\$ 5,000,000	
		in FY08-11 TIP	<u>14314</u>	FY08					
		in FY08-11 TIP	<u>14314</u>	FY09	Cons	\$ 1,040,868	H050	\$ 3,240,000	
		FY09	Cons	\$ 3,140,550	NHS (L050)	\$ 11,300,000			
		(Future)							
		TOTAL FY06-09		\$ 6,872,418		\$ 22,540,000			

Status of Projects from FY06-09 MTIP (August 30, 2007)

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Project Name	Project Description	Status expected as of end of FFY07	Key #	Federal Fiscal Year	Phase	Federal		Total All Sources	Amendments
						\$	Source		
ODOT									
I-5:Franklin-Glenwood Interchange Study	Develop a purpose and need statement and investigate options to address improvements at the Franklin-Glenwood interchange area of I-5			FY06					2006-49 (06-09-45)
		underway	<u>15274</u>	FY07	Plan	\$ 68,438	HY20	\$ 76,271	
		underway	<u>15274</u>	FY07	Plan	\$ 331,562	LY20	\$ 369,511	
				FY08					
				FY09					
				(Future)					
				TOTAL FY06-09		\$ 400,000		\$ 445,782	
Region 2 CCTV Project	Install closed circuit cameras at various locations in the Eugene area			FY06					2006-81 (06-09-51)
		slipped to FY08-11 TIP	<u>14783</u>	FY07	PE	\$ 57,427	L240	\$ 64,000	
				FY08					
				FY09					
				(Future)					
				TOTAL FY06-09		\$ 57,427		\$ 64,000	
I-5: Lane County Interstate Sign replacement	Sign replacement. Replace all non-standard and/or unserviceable signs on I-5 and all major, missing or non-standard signs on the ramps to the terminals with the cross road.			FY06					2007-24 (06-09-94A)
		underway	<u>15574</u>	FY07	PE	\$ 129,108	H010	\$ 280,000	
		in FY08-11 TIP	<u>15574</u>	FY08	Cons	\$ 3,688,800	H010	\$ 4,000,000	
				FY09					
				(Future)					
				TOTAL FY06-09		\$ 3,817,908		\$ 4,280,000	
Beltline Hwy: River Rd to Coburg Rd Project Development	Development work to prepare for future modernization; includes environmental documentation			FY06					2006-26-17 (06-09-36) 2006-53 (app'vd at ODOT 10/6/06)
				FY07					
		in FY08-11 TIP	<u>13669</u>	FY08	Plan	\$ 897,300	NHS (H050)	\$ 1,000,000	
				FY09					
				(Future)					
				TOTAL FY06-09		\$ 897,300		\$ 1,000,000	
Marcola Rd Xing Safety Project (RX1246), Springfield	Place Train Activated Flashing Lights and Auto Gate Signals to the Railroad Crossing; located about 0.1 miles east of N.31st St, Springfield.			FY06					2007-02 (06-09-72A)
				FY07					
		in FY08-11 TIP	<u>15371</u>	FY08	Cons	\$ -		\$ 100,000	
				FY09					
				(Future)					
				TOTAL FY06-09		\$ -		\$ 100,000	
OR99W: Pac Hwy W over CORP (Bridge #02138)	Deck overlay; Repair deck joints			FY06					2007-36
				FY07					
		in FY08-11 TIP	<u>14837</u>	FY08	PE	\$ 123,827	L1C0 (HBP)	\$ 138,000	
				FY09					
				(Future)					
				TOTAL FY06-09		\$ 123,827		\$ 138,000	

Status of Projects from FY06-09 MTIP (August 30, 2007)

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Project Name	Project Description	Status expected as of end of FFY07	Key #	Federal Fiscal Year	Phase	Federal		Total All Sources	Amendments
						\$	Source		
Lane Transit District									
Transportation Demand Management	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 Commuter 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 Commuter Solutions Program with committee members representing Lane Transit District, Lane County, LCOG, City of Eugene, City of Springfield, LRAPA, and ODOT.	complete	12890	FY06	Other	\$ 100,498	STP	\$ 112,000	2006-26-20 (06-09-37) 2006-26-21 (06-09-37)
		underway	12891	FY07	Other	\$ 100,498	STP	\$ 112,000	
		in FY08-11 TIP	<u>13684</u>	FY08	Other	\$ 100,498	STP	\$ 112,000	
		in FY08-11 TIP	<u>13685</u>	FY09	Other	\$ 100,498	STP	\$ 112,000	
				(Future)					
				TOTAL FY06-09		\$ 401,992		\$ 448,002	
Regional TDM Program - Commuter Solutions	Commuter 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 Commuter 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 Commuter Solutions Program with committee members representing Lane Transit District, Lane County, LCOG, City of Eugene, City of Springfield, LRAPA, and ODOT.	complete	<u>13444</u>	FY06	Other	\$ 255,400	STP-U	\$ 284,632	2005-30 (04-07-67A) 2005-31 (04-07-67A) 2005-45 (04-07-77A) (06-09-01A_part3) 2005-81 (06-09-13) 2006_12 (06-09-26A) 2006-63 (06-09-45)
		complete	<u>13444</u>	FY06	Other	\$ 99,600	STP-L240	\$ 111,000	
		underway	<u>14652</u>	FY07	Other	\$ 350,000	STP-U	\$ 390,059	
		in FY08-11 TIP	<u>15267</u>	FY08	Other	\$ 340,000	STP-U	\$ 378,915	
				FY09				\$ -	
				(Future)					
				TOTAL FY06-09		\$ 1,045,000		\$ 1,164,605	
Bus Support Equipment and Facilities	Equipment purchases and facilities improvements in support of transit operations. This project includes office supplies, computer hardware and software, and other administrative support equipment.	complete	<u>14340</u>	FY06	Other	\$ 2,237,000	5307	\$ 2,796,250	2005-32 (0609STIP) 2005-33 (0609STIP) 2006_18 (06-09-31A) 2006-71 (app'vd 11/2/06) 2007-18 (06-09-91A)
		underway	<u>14341</u>	FY07	Other	\$ 1,763,000	5307	\$ 2,203,750	
		in FY08-11 TIP	<u>15216</u>	FY08	Other	\$ 1,600,000	5307	\$ 2,000,000	
		in FY08-11 TIP	<u>15217</u>	FY09	Other	\$ 1,200,000	5307	\$ 1,500,000	
				(Future)					
				TOTAL FY06-09		\$ 6,800,000		\$ 8,500,000	
LTD Capital - computer equip and vehicle maintenance	Purchase computer equipment for automated call center for RideSource dispatch and vehicle preventative maintenance services	complete	<u>14456</u>	FY06	Other	\$ 136,318	STP (H240)	\$ 151,920	2005-55 (04-07-81A) (06-09-01A_part3)
				FY07					
				FY08					
				FY09					
				(Future)					
				TOTAL FY06-09		\$ 136,318		\$ 151,920	

Status of Projects from FY06-09 MTIP (August 30, 2007)

(Shaded rows indicate areas within the CATS air quality area; \$ reflect actual amounts or programmed amounts depending on whether close-out has occurred)

Project Name	Project Description	Status expected as of end of FFY07	Key #	Federal Fiscal Year	Phase	Federal		Total All Sources	Amendments	
						\$	Source			
Lane Transit District										
Eugene Station Bay Improvements	Reconstruct bus bays at the Eugene Station to accommodate EmX and articulated buses	complete	<u>14511</u>	FY06	Other	\$ 90,000	STP-U	\$ 100,300	2005-51 (06-09-01A_Part3) 2006_72 (06-09-50)	
		complete	<u>15332</u>	FY07	Other	\$ 63,760	5307	\$ 79,700		
				FY08						
				FY09						
				(Future)						
						TOTAL FY06-09		\$ 153,760	\$ 180,000	
Springfield Station	Relocation of Springfield Station -add funds for completion of construction of joint development and demolition of old Springfield Station site. New station is operational (FY05).	complete	<u>11361</u>	FY06	Other	\$ 248,000	5307	\$ 310,000	04-07-33A; 2005-62 (06-09-01A_Part3)	
				FY07						
				FY08						
				FY09						
				(Future)						
						TOTAL FY06-09		\$ 248,000	\$ 310,000	
Boarding Improvements- Shelter Replacements	Replace old shelters in poor condition with new design vandal resistant shelter/ADA access improvements	complete	<u>13697</u>	FY06	Other	\$ 216,000	STP-U	\$ 270,000		
				FY07						
				FY08						
				FY09						
				(Future)						
						TOTAL FY06-09		\$ 216,000	\$ 270,000	
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.	complete	<u>13448</u>	FY06	Other	\$ 28,000	5307	\$ 35,000	2006-73 (06-09-50) 2007-08 (06-09-75A)	
		underway	<u>15335</u>	FY07	Other	\$ 265,700	5307	\$ 332,125		
		underway	<u>15335</u>	FY07	Other	\$ 200,000	STP-U	\$ 222,891		
				FY08						
				FY09						
						TOTAL FY06-09		\$ 493,700	\$ 590,016	
Automated Passenger Information Systems	Automated passenger information systems for fixed route service.	complete	<u>13450</u>	FY06	Other	\$ 80,000	5307	\$ 100,000	2005-36 (06-09-01A_Part3) 2006-74 (06-09-50) 2007-20 (06-09-91A)	
		in FY08-11 TIP	<u>15331</u>	FY08	Other	\$ 180,000	5307	\$ 225,000		
				FY09						
				(Future)						
								TOTAL FY06-09		
Intelligent Transportation System	This project is for ITS systems for the BRT Franklin Corridor (Phase 1), and includes traffic control interfaces, passenger boarding information, and vehicle tracking systems	complete	<u>14338</u>	FY06	Other	\$ 32,000	5307	\$ 40,000	2005-00-its(1)(2) (0609STIP) 2005-49 (06-09_01A_part3)	
		complete	<u>14338</u>	FY06	Other	\$ 54,000	STP-U	\$ 60,181		
		underway	<u>14339</u>	FY07	Other	\$ 80,000	5307	\$ 100,000		
				FY08						
				FY09						
						TOTAL FY06-09		\$ 166,000	\$ 200,181	

Status of Projects from FY06-09 MTIP (August 30, 2007)

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Project Name	Project Description	Status expected as of end of FFY07	Key #	Federal Fiscal Year	Phase	Federal		Total All Sources	Amendments	
						\$	Source			
Lane Transit District										
Bus Rapid Transit Vehicles-2	Five vehicles are being purchased for the Franklin EmX corridor. These vehicles are hybrid electric vehicles, and will replace diesel-powered vehicles operating in existing service on this corridor, served by the number 11 route. The number 11 route will be replaced by the Franklin EmX Corridor Service. (FY06 project is a continuation of FY05 project where all programmed funds could not be expended because of timing issues in obtaining all the federal funds; 5309 funds are from FY05 omnibus bill)	complete	<u>14588</u>	FY06	Other	\$ 1,351,372	5309	\$ 1,689,215	2005-20 (04-07-73A) 2005-68 (06-06-01A_part3) 2006-76 06-09-50)	
		complete	<u>15334</u>	FY07	Other	\$ 312,887	5307	\$ 391,109		
				FY08						
				FY09						
				(Future)						
				TOTAL FY06-09		\$ 1,664,259		\$ 2,080,324		
Bus Rapid Transit, Phase One	Phase One of Bus Rapid Transit, also referred to as the Franklin EmX Corridor, is a four-mile corridor from downtown Eugene to downtown Springfield. The EmX service will provide rapid transit service through exclusive busways, low-floor vehicles, pre-paid fare mechanisms, and signal priority. This service will replace existing service, with the same frequency, currently provided by the number 11 route. Due to priority techniques such as exclusive busways and traffic signal priority, as well as hybrid-electric vehicles, it is anticipated that emissions for the EmX Franklin Corridor will be less than the existing conditions.	complete	<u>13285</u>	FY06	Other	\$ 3,974,649	5307	\$ 4,968,311	2005-67 (06-09-01A_part3) 2006-77 (06-09-50)	
		complete	<u>15333</u>	FY07	Other	\$ 4,025,351	5307	\$ 5,031,689		
				FY08						
				FY09						
				(Future)						
				TOTAL FY06-09		\$ 8,000,000		\$ 10,000,000		
BRT Pioneer Parkway Project Development	Project development for the Pioneer Parkway BRT project, including alternatives evaluation, public outreach, preliminary engineering and design. NEPA compliance, and New Starts documentation.	complete	<u>14267</u>	FY06	Other	\$ 143,500	STP-U	\$ 159,924	2005-14, 2005-21 2005-38 (06-09-01A_part3)	
				FY07						
				FY08						
				FY09						
				(Future)						
				TOTAL FY06-09		\$ 143,500		\$ 159,924		
MLK Parkway Right of Way Acquisition: Hayden Bridge to River Bend Drive	Purchase land for Martin Luther King Parkway right-of-way along BRT Pioneer Parkway corridor	complete	<u>14651</u>	FY06	Other	\$ 240,000	5307	\$ 300,000	2005-86 (06-09-13)	
				FY07						
				FY08						
				FY09						
				(Future)						
				TOTAL FY06-09		\$ 240,000		\$ 300,000		

Status of Projects from FY06-09 MTIP (August 30, 2007)

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Project Name	Project Description	Status expected as of end of FFY07	Key #	Federal Fiscal Year	Phase	Federal		Total All Sources	Amendments	
						\$	Source			
Lane Transit District										
BRT Progressive Corridor Enhancement	<p>Progressive Corridor Enhancement is a project to put in some elements of BRT along a corridor. Three corridors will be developed. Each corridor will have transit signal priority, some wider stop spacing, more passenger shelters at stops, and some service changes. Service changes include establishing a feeder/trunk system (corridor route separated from the neighborhood route), 15-minute corridor service during weekdays, and creating routes that span the metro area (travel through downtown rather than starting and ending downtown). No new roadway will be constructed.</p> <p>The first corridor will be from LCC to River Road north of Beltline. This particular project may include a new turnaround/small station north of Beltline. Implementation of the first PCE corridor is expected in fall 2006. The second and third corridors have not been selected.</p> <p>NOTE: SAFETEA-LU earmark programs \$664K and \$669K in FY08 and FY09 subject to Federal appropriation.</p>	underway	<u>14606</u>	FY06	Other	\$ 564,147	5309	\$ 705,184	2005-85 (06-09-10A) 2007-19 (06-09-91A)	
		in FY08-11 TIP	<u>14607</u>	FY08	Other	\$ 594,621	5309	\$ 743,276		
				FY09						\$ -
				(Future)						
				TOTAL FY06-09			\$ 1,158,768			\$ 1,448,460
LTD Buses	<p>Replacement buses</p> <p>NOTE: SAFETEA-LU earmark programs \$776K and \$806K in FY08 and FY09 subject to Federal appropriation.</p>	complete	<u>14555</u>	FY06	Other	\$ 679,847	5309	\$ 849,809	2005-64 (06-09-01)	
		underway	<u>14556</u>	FY07	Other	\$ 716,571	5309	\$ 895,714		
				FY08						\$ -
				FY09						\$ -
				(Future)						
		TOTAL FY06-09			\$ 1,396,418		\$ 1,745,523			
Bus Rolling Stock	Replacement rolling stock for fixed-route fleet.	complete	<u>12260</u>	FY06	Other	\$ 2,147,708	5307	\$ 2,684,635	2005-34 (04-07-67A); 2005-63 (06-09-01A_Part3)	
				FY07						
				FY08						
				FY09						
				(Future)						
		TOTAL FY06-09			\$ 2,147,708		\$ 2,684,635			
Bus Rolling Stock-2 (2006)	Purchase articulated and other buses	complete	<u>14589</u>	FY06	Other	\$ 170,000	STP-U	\$ 189,457	2005-79 (06-09-01A_Part 3)	
				FY07						
				FY08						
				FY09						
				(Future)						
		TOTAL FY06-09			\$ 170,000		\$ 189,457			

Status of Projects from FY06-09 MTIP (August 30, 2007)

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Project Name	Project Description	Status expected as of end of FFY07	Key #	Federal Fiscal Year	Phase	Federal		Total All Sources	Amendments	
						\$	Source			
Lane Transit District										
Bus Rapid Transit Corridor Study (formerly Bus Rapid Transit - Phase II Corridor Study)	Alternatives analysis for BRT corridors including environmental review (formerly, Alternatives analysis along Pioneer Parkway corridor, EA/EIS documentation preparation.)	underway	<u>14604</u>	FY06	Plan	\$ 495,000	5339	\$ 618,750	2005-84a (06-09-10A) 2007-16 (06-09-91A)	
		underway	<u>14605</u>	FY07	Plan	\$ 500,000	5339	\$ 625,000		
				FY08						
				FY09						
				(Future-FY10)						
						TOTAL FY06-09		\$ 995,000	\$ 1,243,750	
Job Access/Reverse Commute (JARC)	Development and maintenance of job access/ reverse commute projects under 49 USC 5316	slip to FY08 and add to FY08-11 TIP	<u>14713</u>	FY07	Other	\$ 133,005	5316	\$ 266,010	2006-06 (06-09-18) 2006-26-22 (06-09-37) 2006-26-23 (06-09-37) 2006-79 (replaced by -79a) 2006-79a (app'vd 11/2/06)	
			<u>14714</u>	FY07	Other	\$ 140,189	5316	\$ 280,378		
		in FY08-11 TIP	<u>15218</u>	FY08	Other	\$ 151,871	5316	\$ 303,742		
		in FY08-11 TIP	<u>15219</u>	FY09	Other	\$ 160,146	5316	\$ 320,292		
				(Future-FY10)						
						TOTAL FY06-09		\$ 585,211	\$ 1,170,422	
New Freedoms	Provide transportation services and alternatives beyond ADA under 49 USC 5317	underway	<u>14715</u>	FY07	Other	\$ 54,790	5317	\$ 109,580	2006-07 (06-09-18) 2006-26-24 (06-09-37) 2006-26-25 (06-09-37) 2006-80 (replaced by -80a) 2006-80a (app'vd 11/2/06)	
		underway	<u>14716</u>	FY07	Other	\$ 57,472	5317	\$ 114,944		
		in FY08-11 TIP	<u>15214</u>	FY08	Other	\$ 62,084	5317	\$ 124,168		
		in FY08-11 TIP	<u>15215</u>	FY09	Other	\$ 80,206	5317	\$ 160,412		
				(Future-FY10)						
						TOTAL FY06-09		\$ 254,552	\$ 509,104	
Radio Improvements (formerly, Radio Infrastructure Improvements)	Upgrade radio communication system for fixed route service.	underway	<u>13451</u>	FY07	Other	\$ 81,600	5307	\$ 102,000	2005-00-ri, 2005-37 (06-09-01A_part3) 2006-75 (replaced by -75a) 2006-75a (app'vd 11/2/06) 2007-17 (06-09-91A)	
				FY07						
		in FY08-11 TIP	<u>14342</u>	FY08	Other	\$ 2,000,000	5307	\$ 2,500,000		
				FY09						
				(Future)						
						TOTAL FY06-09		\$ 2,081,600	\$ 2,602,000	
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.			FY06					2006-23 (06-09-25) 2006-61 (06-09-45)	
		underway	<u>14878</u>	FY07	Plan	\$ 25,000	STP-U	\$ 27,861		
		in FY08-11 TIP	<u>15268</u>	FY08	Plan	\$ 25,000	STP-U	\$ 27,861		
				FY09						
				(Future)						
						TOTAL FY06-09		\$ 50,000	\$ 55,723	
Coordinated Human Services public transit plan	Develop a coordinated transportation services plan for persons with disabilities, older adults, and individuals with lower incomes in order to enhance transportation access, minimize duplication of services, and facilitate the most appropriate cost effective transportation possible with available resources.			FY06					2006-67 (06-09-45)	
		underway	<u>15264</u>	FY07	Plan	\$ 30,000	STP-U	\$ 33,434		
				FY08						
				FY09						
				(Future)						
						TOTAL FY06-09		\$ 30,000	\$ 33,434	

Status of Projects from FY06-09 MTIP (August 30, 2007)

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Project Name	Project Description	Status expected as of end of FFY07	Key #	Federal Fiscal Year	Phase	Federal		Total All Sources	Amendments	
						\$	Source			
Lane Transit District										
Bus Rolling Stock-2007	Purchase articulated and other buses			FY06						
		slip to FY08 and add to FY08-11 TIP	<u>14457</u>	FY07	Other	\$ 4,557,366	5307	\$ 5,696,708	2005-50 (approved MPC -- to go to ODOT in Jan 06) 2005-57 (04-07-48) 2005-79 (06-09-01A_Part 3) 2006-09 (06-09-26A) 2006-78 (superceded by 2006-87) 2006-87 (06-09-57A)	
		underway	<u>14457</u>	FY07	Other	\$ 634,732	STP (H240)	\$ 707,380		
				FY08						
				FY09						
		(Future)								
				TOTAL FY06-09		\$ 5,192,098		\$ 6,404,087		
LTD Capital - small buses and vehicles	Replace 11 small buses, 1 van; and expand with 4 paratransit vehicles for RideSource and 3 for South Lane Wheels(outside TMA)			FY06					2005-56 (04-07-81A) (06-09-01A_part3)	
		underway	<u>14455</u>	FY07	Other	\$ 1,061,820	STP (H240)	\$ 1,183,350		
				FY08						
				FY09						
				(Future)						
				TOTAL FY06-09		\$ 1,061,820		\$ 1,183,350		
LTD Intercity Preventative Maintenance	LTD intercity PM and vehicles. Preventative maintenance for Diamond Express vehicle - single vehicle service along rural corridor with high mileage; 3 round trips each weekday; plus one replacement vehicle			FY06					2007-25 (pending at ODOT)	
		underway	<u>TBD</u>	FY07	Other	\$ 134,400	F184 (5311)	\$ 168,000		
				FY08						
				FY09						
				(Future)						
				TOTAL FY06-09		\$ 134,400		\$ 168,000		
LTD Intercity Operations	LTD intercity operations Continued support of operations of Diamond Express between metro area and Oakridge/Westfir - an innovative service that serves a low-income isolated community with some reverse commute and recreational trips.			FY06					2007-26 (pending at ODOT)	
		underway	<u>TBD</u>	FY07	Other	\$ 263,159	F184 (5311)	\$ 328,949		
				FY08						
				FY09						
				(Future)						
				TOTAL FY06-09		\$ 263,159		\$ 328,949		
LTD Operations	LTD operations Funds Volunteer Escort Program; Mental health/transportation program (through White Bird Clinic); South Lane Wheels rural to metro services for non-emergency critical need medical treatment; Pearl Buck and Head Start pre-school transportation for pre-school children of low-income parents with disabilities			FY06					2007-27 (06-09-79)	
		in FY08-11 TIP	<u>15565</u>	FY07						
				FY08	Other	\$ 271,525	F160 (5310)	\$ 302,602		
				FY09						
				(Future)						
				TOTAL FY06-09		\$ 271,525		\$ 302,602		
LTD Vehicles and Preventative Maintenance	LTD Vehicles and Preventative Maintenance New RideSource vehicles needed due to increased demand and integration of medicaid medical trips; vehicle preventative maintenance for RideSource, Oakridge, Florence and South Lane services			FY06					2007-28 (06-09-79)	
		in FY08-11 TIP	<u>15564</u>	FY07						
				FY08	Other	\$ 568,229	L240 (STP)	\$ 633,265		
				FY09						
				(Future)						
				TOTAL FY06-09		\$ 568,229		\$ 633,265		

Status of Projects from FY06-09 MTIP (August 30, 2007)

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Project Name	Project Description	Status expected as of end of FFY07	Key #	Federal Fiscal Year	Phase	Federal		Total All Sources	Amendments
						\$	Source		
Lane Transit District									
LTD Mass Transit Vehicles	Purchase new replacement buses			FY06					2007-29 (06-09-79)
				FY07					
		in FY08-11 TIP	<u>15563</u>	FY08	Other	\$ 491,889	L240 (STP)	\$ 548,188	
				FY09					
				(Future)					
				TOTAL FY06-09		\$ 491,889		\$ 548,188	
Pioneer Parkway EmX	Project development, final design and construction of Pioneer Parkway EmX bus rapid transit route			FY06					2007-30 (06-09-75) 2007-32 (06-09-97A)
		underway	<u>15515</u>	FY07	PE	\$ 2,000,000	5309	\$ 2,500,000	
		underway	<u>15515</u>	FY07	Cons	\$ 12,800,000	5309	\$ 16,000,000	
		in FY08-11 TIP	<u>15516</u>	FY08	Cons		5309	\$ 2,900,000	
				FY09					
				(Future)					
				TOTAL FY06-09		\$ 14,800,000		\$ 21,400,000	
Pioneer Parkway EmX Vehicles	Purchase vehicles for Pioneer Parkway EmX bus rapid transit route			FY06					2007-31 (06-09-75) 2007-33 (06-09-97A)
				FY07					
		in FY08-11 TIP	<u>15517</u>	FY08	Other		5309	\$ 800,000	
				FY09					
				(Future)					
				TOTAL FY06-09		\$ -		\$ 800,000	