



Central Lane MPO
Metropolitan Transportation Improvement Program
FY 2006 to FY 2009

July 2006

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Metropolitan Transportation Improvement Program
FY2006 to FY2009***

Adopted by the Metropolitan Policy Committee on
July 13, 2006

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the Federal Highway Administration, and the Federal Transit Administration.

RESOLUTION 2006-11

APPROVING THE FY 06-09 MTIP AS MODIFIED

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 FY06-09 MTIP was submitted but not adopted by MPC in November 2005 and further, that amendments to the FY05-07 MTIP have been approved and adopted subsequent to November 2005; and

WHEREAS, an Air Quality Conformity Determination for the FY06-09 MTIP was prepared and presented in November 2005; and

WHEREAS, the above-described amendments do not affect the air quality conformity determination or trigger the need for a new air quality conformity determination; and

WHEREAS, analysis has shown that presence or absence of the West Eugene Parkway project does not affect achievement of the carbon monoxide budget as required by the Clean Air Act and the Transportation Conformity Rule; and

WHEREAS, public comment has been provided for the FY06-09 MTIP as submitted in November 2005 and for the subsequent amendments to FY05-07 MTIP; and public comment has been received concerning the West Eugene Parkway project,

NOW, THEREFORE, BE IT RESOLVED:

(1) The following changes to the project list of the FY06-09 MTIP are hereby approved: delete West Eugene Parkway Unit 2 environmental mitigation, delete Unit 1A modernization project, add a project to closeout the West Eugene Parkway NEPA environmental analysis, and modify the remaining projects according to the FY05-07 MTIP amendments adopted subsequent to November 2005, Exhibit C, and

(2) The FY06-09 MTIP air quality conformity, Exhibit A, with updated project list, emissions table, and financial statement, is hereby approved, and


(3) The FY06-09 MTIP, Exhibit B, with updated project list, emissions table, and financial statement, is hereby approved.

PASSED AND APPROVED THIS 13th DAY OF JULY, 2006, BY THE METROPOLITAN POLICY COMMITTEE.

ATTEST:



George Kloepfel
Executive Director
Lane Council of Governments



Bobby Green, Sr.
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 2006-2009. 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 two years by MPC and the Governor. The prior MTIP, FY05-07, was adopted on December 30, 2004 and was conformed on March 23, 2005. Adoption of the FY06-09 MTIP will restart the two 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) and the Transportation Equity Act for the 21st Century (TEA-21) specify several requirements:

Time Period

The MTIP must cover a period of not less than three years, but may cover a longer period if it identifies priorities and financial information for the additional years. As a minimum, the priority list must group the projects that are to be undertaken in each of the years. 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 regardless of funding source. In addition, the MTIP must be consistent with funding that is expected to be available during the relevant period, and projects in the MTIP must be consistent with the long-range transportation plan. There must be reasonable opportunity for public comment prior to approval.

Financial Constraint

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.

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

As a Transportation Management Area (TMA), the Central Lane MPO is required to develop a process for allocating the MPO's Federal Surface Transportation 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 to be applied to applications for STP-U funding. MPC approved the criteria and set target funding levels for 4 categories of need. Appendix A provides additional details on the current STP-U

fund allocation process. The application form developed for this process is presented in Figure A-1.

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

The frequency and cycle for updating the MTIP must be compatible with Oregon's Statewide Transportation Improvement Program (STIP) development and approval process. 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 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 TMA 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 rule include conformity analysis for the regional transportation plan (RTP), the MTIP, and projects contained in the MTIP. 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 FY06-09 MTIP has been completed. The Conformity Determination was adopted concurrent with adoption of the MTIP on July 13, 2006. The results of the conformity analysis are as follows:

**Carbon Monoxide Emissions Analysis
within the CATS boundary**

Analysis Year	Tons/Year of Carbon Monoxide	
	SIP motor vehicle budget	Projected Emissions
		All facilities
1990	6,021*	
2002 (Base Year)		2,024
2015		1,051
2025 (RTP Horizon)		965

* Established emissions budget based on Federal Register, Vol. 58, No. 232, Page 64163, December 6, 1993.

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) of the participating agencies.

TPC recommends the MTIP to the MPC for review and adoption. As the Central Lane TMA 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. Membership of TPC, MPC and the CAC is shown in Appendix C.

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

1. Deletions of local projects which are provided for information purposes,
2. 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, or
3. Minor cost revisions that do not affect financial constraint of the MTIP or the MTIP's air quality conformity.

Proposals for additions or deletions of regionally significant or federally funded projects must be approved by MPC.

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

Project Lists

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 specified for this area.

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, and then by year of the first phase programmed.

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
C	City of Coburg
D	Private Developer
E	City of Eugene
FAA	Federal Aviation Administration
FD	Federal Demonstration Funds
HBR	Highway Bridge Replacement Funds
HCB	High Cost Bridge Projects
HEP	Hazard Elimination Program
IOF	Immediate Opportunity Funds
LC	Lane County
LCOG	Lane Council of Governments
LTD	Lane Transit District
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
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
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
STP-E	Surface Transportation Program Enhancement
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.

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 the adopted FY06-09 STIP or other local master plans or transportation project approval processes.

Table 1: Programmed Projects by Agency and Year

Central Lane MPO FY06-09 Project List
(Projects within Air Quality CATS area are shaded in grey)

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														
Starting in FY06														
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	14295	FY06	Plan	\$ 148,153	STP-U	\$ 16,957	E	\$ 165,110	\$ 42,359	E	\$ 207,469
				14875	FY07	Plan	\$ 40,000	STP-U	\$ 4,578	E	\$ 44,578		\$ 44,578	
					FY08									
					FY09									
					(Future)									
	TOTAL FY06-09				\$ 188,153		\$ 21,535		\$ 209,688	\$ 42,359		\$ 252,047		
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	198	Analysis Year 2015	13379	FY06	Cons	\$ 1,560,000	117-STP (Earmark)	\$ -		\$ 1,560,000		E	\$ 1,560,000
				13379	FY06	Cons	\$ 26,763	STP-U	\$ 3,063	E	\$ 29,826		\$ 29,826	
				13379	FY06	Cons	\$ 1,000,000	H920	\$ 114,454	E	\$ 1,114,454		\$ 1,114,454	
					FY08									
					FY09									
	(Future)													
	TOTAL FY06-09				\$ 2,586,763		\$ 117,518		\$ 2,704,281	\$ -		\$ 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	199	Analysis Year 2015	14265	FY06	PE					\$ -	\$ 3,570,000	E	\$ 3,570,000
				14265	FY07	Cons					\$ -	\$ 8,330,000	E	\$ 8,330,000
					FY08									
					FY09									
					(Future)									
	TOTAL FY06-09				\$ -		\$ -		\$ -	\$ 11,900,000		\$ 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	680	Analysis Year 2015	13404	FY06	PE	\$ 10,000	STP-U	\$ 1,145	E	\$ 11,145	\$ 245,855	E	\$ 257,000
				13404	FY06	RW						\$ 150,000	E	\$ 150,000
				13404	FY07	Cons	\$ 685,000	STP-U	\$ 78,401	E	\$ 763,401	\$ 564,599	E	\$ 1,328,000
					FY08									
					FY09									
	(Future)													
	TOTAL FY06-09				\$ 695,000		\$ 79,546		\$ 774,546	\$ 960,454		\$ 1,735,000		
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.	254	Analysis Year 2015	14299	FY06	Cons					\$ -	\$ 220,000	LC	\$ 220,000
					FY07									
					FY08									
					FY09									
					(Future)									
	TOTAL FY06-09				\$ -		\$ -		\$ -	\$ 220,000		\$ 220,000		

Central Lane MPO FY06-09 Project List
(Projects within Air Quality CATS area are shaded in grey)

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																
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.	499	Analysis year 2015	14300	FY06	Cons	\$ 1,800,000	FAA	\$ 90,000	E	\$ 1,890,000	\$ -		\$ 1,890,000		
				14300	FY06	Cons	\$ 281,820	FAA	\$ 28,180	E	\$ 310,000			\$ 310,000		
					FY07											
					FY08											
					FY09											
	(Future)															
	TOTAL FY06-09				\$ 2,081,820		\$ 118,180		\$ 2,200,000	\$ -			\$ 2,200,000			
Garden Way Path:Garden Way - Canoe Canal (Eugene)	Rehabilitate the existing pavement of Garden Way path by overlaying with new concrete surfacing	TSI Bikeway Policy #1	Exempt / Air Quality - Bike and Ped facility	13403	FY06	PE	\$ 40,378	STP-U	\$ 4,622	E	\$ 45,000	\$ 40,000	E	\$ 85,000		
				13403	FY07	Cons	\$ 347,622	STP-U	\$ 39,786	E	\$ 387,408	\$ 12,592	E	\$ 400,000		
					FY08											
					FY09											
					(Future)											
	TOTAL FY06-09				\$ 388,000		\$ 44,408		\$ 432,408	\$ 52,592			\$ 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	TSI Bikeway Policy #1	Exempt / Air Quality - Bike and Ped facility	13377	FY06	Cons	\$ 300,000	STP-U	\$ 34,336	E	\$ 334,336	\$ 56,664	E	\$ 391,000		
					FY07											
					FY08											
					FY09											
					(Future)											
	TOTAL FY06-09				\$ 300,000		\$ 34,336		\$ 334,336	\$ 56,664			\$ 391,000			
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	172, 251	Exempt / Air Quality - Bike and Ped facility	13399	FY06	PE	\$ 26,880	STP-U	\$ 3,077	E	\$ 29,957	\$ -		\$ 29,957		
				13399	FY07	Cons	\$ 197,120	STP-U	\$ 22,561	E	\$ 219,681	\$ 362	E	\$ 220,043		
					FY08											
					FY09											
					(Future)											
	TOTAL FY06-09				\$ 224,000		\$ 25,638		\$ 249,638	\$ 362			\$ 250,000			
Delta Ponds Bike Path: East Bank Trail to Robin Hood Lane (Eugene)	Construct 12 ft concrete path from Eastbank trail at Goodpasture Island Rd east to Robin Hood;	637	Exempt / Air Quality - Bike and Ped facility	TBD	FY06	PE	\$ 315,600	HY10	\$ 36,122	E	\$ 351,722	\$ -		\$ 351,722		
				TBD	FY06	RW	\$ 250,000	HY10	\$ 28,614	E	\$ 278,614			\$ 278,614		
				TBD	FY06	Cons	\$ 2,314,400	LY10	\$ 264,893	E	\$ 2,579,293			\$ 2,579,293		
					FY07											
					FY08											
					FY09											
	(Future)															
	TOTAL FY06-09				\$ 2,880,000		\$ 329,629		\$ 3,209,629	\$ -			\$ 3,209,629			
Eugene Train Depot	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	TBD	FY06	PE	\$ 120,000	HY10	\$ 13,735	E	\$ 133,735	\$ -		\$ 133,735		
				TBD	FY06	Cons	\$ 880,000	HY10, LY10	\$ 100,720	E	\$ 980,720			\$ 980,720		
					FY07											
					FY08											
					FY09											
					(Future)											
	TOTAL FY06-09				\$ 1,000,000		\$ 114,454		\$ 1,114,454	\$ -			\$ 1,114,454			

Central Lane MPO FY06-09 Project List
 (Projects within Air Quality CATS area are shaded in grey)

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															
Starting in FY07															
North Bank Trail: Greenway Bridge - Ferry St Bridge, resurfacing	Rehabilitate the existing pavement of North Bank Trail path by overlaying with new concrete surfacing	Finance Policies #2 and #6	Exempt / Air Quality - Bike and Ped facility		FY06										
				13400	FY07	Cons	\$ 714,540	STP-U	\$ 81,782	E	\$ 796,322	\$ 96,678	E	\$ 893,000	
					FY08										
					FY09										
					(Future)										
	TOTAL FY06-09				\$ 714,540		\$ 81,782		\$ 796,322	\$ 96,678		\$ 893,000			
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.	654	Exempt - urban standards = safety/widen lanes/resurfacing		FY06										
				TBD	FY07	PE	\$ 75,000	STP-U	\$ 8,584	E	\$ 83,584		\$ 83,584		
				TBD	FY07	Cons	\$ 244,000	STP-U	\$ 27,927	E	\$ 271,927	\$ 282,489	E	\$ 554,416	
					FY08										
					FY09										
	TOTAL FY06-09				\$ 319,000		\$ 36,511		\$ 355,511	\$ 282,489		\$ 638,000			
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		FY06										
				14763	FY07	PE	\$ 151,000	L220	\$ 17,283	E	\$ 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		
					(Future)										
	TOTAL FY06-09				\$ 1,060,000		\$ 121,322		\$ 1,181,322	\$ -		\$ 1,181,322			
Starting in FY08															
Starting in FY09															
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	435	Analysis year 2015		FY06										
					FY07										
					FY08										
				13394	FY09	PE					\$ 332,000	E	\$ 332,000		
					(Future-2010)	Cons					\$ 1,674,000	E	\$ 1,674,000		
	TOTAL FY06-09				\$ -		\$ -		\$ -	\$ 2,006,000		\$ 2,006,000			

Central Lane MPO - FY06-09 MTIP Project List
 (Projects within Air Quality CATS area are shaded in grey)

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														
Starting in FY06														
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	14298	FY06	Plan	\$ 99,276	STP-U	\$ 11,363	Springfield	\$ 110,639	\$ 1,344	Springfield	\$ 111,983
				14876	FY07	Plan	\$ 40,000	STP-U	\$ 4,578	Springfield	\$ 44,578		\$ 44,578	
					FY08									
					FY09									
					(Future)									
					TOTAL FY06-09		\$ 139,276		\$ 15,941	\$ 155,217	\$ 1,344		\$ 156,561	
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	\$ 175,000	STP-U	\$ 20,030	Springfield	\$ 195,030	\$ 33,570	Springfield	\$ 228,600
				14519	FY06	Plan					\$ 25,000	LTD	\$ 25,000	
					FY07									
					FY08									
					FY09									
					TOTAL FY06-09		\$ 175,000		\$ 20,030	\$ 195,030	\$ 58,570		\$ 253,600	
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	789	Exempt - Other planning and technical studies	14521	FY06	Plan	\$ 165,625	STP-U	\$ 18,956	Springfield	\$ 184,581	\$ 54,619	Springfield	\$ 239,200
				14521	FY06	Plan					\$ 25,000	LTD	\$ 25,000	
					FY07									
					FY08									
					FY09									
					TOTAL FY06-09		\$ 165,625		\$ 18,956	\$ 184,581	\$ 79,619		\$ 264,200	
Gateway/Beltline: Internatl. Way-Postal Way(Springfield)	Improve intersections and realign Gateway Rd. Design and local right of way purchase	789	Analysis Year 2015	14304	FY06	PE					\$ 250,000	Springfield	\$ 250,000	
				14304	FY06	RW					\$ 3,000,000	Springfield	\$ 3,000,000	
				14305	FY07	PE					\$ 500,000	Springfield	\$ 500,000	
				14305	FY07	RW					\$ 2,000,000	Springfield	\$ 2,000,000	
					FY08									
					TOTAL FY06-09		\$ -		\$ -	\$ -	\$ 5,750,000		\$ 5,750,000	
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	954	Exempt - urban standards (safety, bike lanes, landscaping, lighting)	14336	FY06	Cons					\$ 1,550,000	Springfield	\$ 1,550,000	
					FY07									
					FY08									
					FY09									
					(Future)									
					TOTAL FY06-09		\$ -		\$ -	\$ -	\$ 1,550,000		\$ 1,550,000	

Central Lane MPO - FY06-09 MTIP Project List
 (Projects within Air Quality CATS area are shaded in grey)

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														
69th Street: Thurston Rd to A 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.	15	Exempt- urban standards (safety, resurfacing, sidewalks, bike lanes, lighting)	13426	FY06	PE						\$ 100,000	Springfield	\$ 100,000
				13426	FY07	UR						\$ 50,000	Springfield	\$ 50,000
				13426	FY07	Cons	\$ 431,000	STP-U	\$ 49,330	Springfield	\$ 480,330	\$ 554,670	Springfield	\$ 1,035,000
					FY08									
					FY09 (Future)									
					TOTAL FY06-09		\$ 431,000		\$ 49,330		\$ 480,330	\$ 704,670		\$ 1,185,000
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	799	Exempt / Table 3 - intersection signalization project at individual intersection	13417	FY06	Cons						\$ 200,000	LaneCo	\$ 200,000
					FY07									
					FY08									
					FY09									
					(Future)									
					TOTAL FY06-09		\$ -		\$ -		\$ -	\$ 200,000		\$ 200,000
21st St: J Street - D Street (Springfield)	Preservation and reconstruction; add bike lanes; new widened pavement, curbs, sidewalks, illumination, and drainage modifications.	Finance Policy #2	Exempt / Pavement resurfacing and/or rehabilitation	13407	FY06	RW						\$ 100,000	Springfield	\$ 100,000
				13407	FY06	Cons	\$ 609,443	STP-U	\$ 69,753	Springfield	\$ 679,196	\$ 505,304	Springfield	\$ 1,184,500
					FY07									
					FY08									
					FY09									
					TOTAL FY06-09		\$ 609,443		\$ 69,753		\$ 679,196	\$ 605,304		\$ 1,284,500
Pioneer Pkwy:Hayden Bridge to Q St.(Springfield)	Pavement Preservation.	Finance Policy #2	Exempt / Pavement resurfacing and/or rehabilitation	13424	FY06	PE						\$ 54,218	Springfield	\$ 54,218
				13424	FY07	Cons	\$ 400,000	STP-U	\$ 45,782	Springfield	\$ 445,782		\$ 445,782	
					FY08									
					FY09									
					(Future)									
					TOTAL FY06-09		\$ 400,000		\$ 45,782		\$ 445,782	\$ 54,218		\$ 500,000
OR126B: Brooklyn Avenue to McVay Hwy (Springfield)	Sidewalks, planter strips, bikelanes- Enhancement	Pedestrian Policy #1	Exempt / Air Quality, Transp. Enhancement - pedestrian facilities	13257	FY06	PE	\$ 62,811	STP-ENHANC	\$ 7,189	Springfield	\$ 70,000			\$ 70,000
				13257	FY06	RW	\$ 161,514	STP-ENHANC	\$ 18,486	Springfield	\$ 180,000			\$ 180,000
				13257	FY06	Cons	\$ 337,385	STP-ENHANC	\$ 38,615	Springfield	\$ 376,000			\$ 376,000
					FY07									
					FY08									
					TOTAL FY06-09		\$ 561,710		\$ 64,290		\$ 626,000	\$ -		\$ 626,000
Starting in FY07														
Gateway@Beltline ROW Acquisition (Springfield)	Acquire right of way for the Gateway/Beltline preferred intersection alternative contained in the approved EA for the I-55/Beltline interchange. Implement the EA Phase II preferred alternative: Gateway/Beltline intersection couplet. PE/planning and public involvement will occur in 2006 under a different key number.	789	Analysis Year 2015	14653	FY06									
					FY07	RW	\$ 408,160	STP-U	\$ 46,716	Springfield	\$ 454,876	\$ 361,444	Springfield	\$ 816,320
					FY08									
					FY09									
					(Future)									
					TOTAL FY06-09		\$ 408,160		\$ 46,716		\$ 454,876	\$ 361,444		\$ 816,320

Central Lane MPO - FY06-09 MTIP Project List
 (Projects within Air Quality CATS area are shaded in grey)

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.																
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	RTP Goals #1 and #2	Exempt / Other - planning activities conducted pursuant to Titles 23 and 49 USC	14501	FY06	Plan	50,000	STP-U	5,723	LaneCo	55,723	6,777	LaneCo	62,500		
				14877	FY07	Plan	25,000	STP-U	2,861	LaneCo	27,861			27,861		
					FY08											
					FY09											
					(Future)											
	TOTAL FY06-09				75,000		8,584			83,584	6,777		90,361			
Delta Hwy: Green Acres Rd to I105 (Eugene)	Pavement Preservation	Finance Policy #2	Exempt / Safety-pavement resurfacing or rehabilitation	13432	FY06	Cons	822,500	STP-U	94,139	LaneCo	916,639	728,361	LaneCo	1,645,000		
					FY07											
					FY08											
					FY09											
					(Future)											
	TOTAL FY06-09				822,500		94,139			916,639	728,361		1,645,000			
Jasper Road Extension, 57th to Jasper Road	Extend 2 lane arterial	66	Analysis Year 2015	13428	FY06	RW						125,000	LaneCo	125,000		
				13428	FY06	Cons							3,500,000	LaneCo	3,500,000	
					FY07											
					FY08											
					FY09											
	(Future)															
	TOTAL FY06-09				0		0			0	3,625,000		3,625,000			
Starting in FY07																
Starting in FY08																
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.	454, 485	Exempt - safety		FY06											
					FY07											
				14302	FY08	RW							200,000	LaneCo	200,000	
				14302	FY08	Cons							2,000,000	LaneCo	2,000,000	
					FY09											
	(Future)															
	TOTAL FY06-09				0		0			0	2,200,000		2,200,000			
Starting in FY09																
Delta/Beltline Interchange	Interchange improvements; Interim safety improvements; potentially replace/revise existing ramps and widen Delta Highway bridge to five lanes	638	Analysis Year 2015		FY06											
					FY07											
					FY08											
				14268	FY09	RW							200,000	LaneCo	200,000	
				14268	FY09	Cons							8,000,000	LaneCo	8,000,000	
	(Future)															
	TOTAL FY06-09				0		0			0	8,200,000		8,200,000			

Central Lane MPO - FY06-09 MTIP Project List
(Projects within Air Quality CATS area are shaded in grey)

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															
Starting in FY06															
Central Lane MPO UPWP Funding	Fund MPO Work Program Activities	RTP Goals #1 & #2	Exempt / Other - planning MPO	14296	FY06	Plan	\$ 300,000	STP-U	\$ 34,336	LCOG	\$ 334,336	\$ -		\$ 334,336	
				14874	FY07	Plan	\$ 350,000	STP-U	\$ 40,059	LCOG	\$ 390,059			\$ 390,059	
					FY08										
					FY09										
					(Future)										
					TOTAL FY06-09		\$ 650,000		\$ 74,395		\$ 724,395	\$ -		\$ 724,395	
Coburg															
Starting in FY06															
Coburg TSP	Update TSP to meet requirements of Periodic Review and TMA	Finance Policy #2	Exempt / Other - Planning & Technical studies	14297	FY06	Plan	\$ 82,031	STP-U	\$ 9,389	Coburg	\$ 91,420	\$ 3,049	Coburg	\$ 94,469	
					FY07										
					FY08										
					FY09										
					(Future)										
					TOTAL FY06-09		\$ 82,031		\$ 9,389		\$ 91,420	\$ 3,049		\$ 94,469	
Starting in FY07															
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	14879	FY06	Plan	\$ 15,000	STP-U	\$ 1,717		\$ 16,717			\$ 16,717	
					FY07										
					FY08										
					FY09										
					(Future)										
					TOTAL FY06-09		\$ 15,000		\$ 1,717		\$ 16,717	\$ -		\$ 16,717	
Willamalane															
Starting in FY06															
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.	21	Exempt / Air Quality - Bike and Ped facility	14655	FY06	PE	\$ 538,380	HY10	\$ 61,620	Willamalane	\$ 600,000			\$ 600,000	
				14655	FY07	RW	\$ 179,460	HY10	\$ 20,540	Willamalane	\$ 200,000			\$ 200,000	
				14655	FY08										
					FY09	Cons	\$ 1,974,060	LY10	\$ 225,940	Willamalane	\$ 2,200,000			\$ 2,200,000	
					(Future)										
					TOTAL FY06-09		\$ 2,691,900		\$ 308,100		\$ 3,000,000	\$ -		\$ 3,000,000	

Central Lane MPO - FY06-09 MTIP Project List
 (Projects within Air Quality CATS area are shaded in grey)

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																
Starting in FY06																
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, and, OR69 west of River Road; Funding shown is for entire project, including VMS projects outside the TMA.	TSI System-Wide Policy #1	Exempt / Other - directional and informational signs	14292	FY06	PE	\$ 17,049	Amber Alert (4210)	\$ 1,951	State	\$ 19,000			\$ 19,000		
				14292	FY06	PE	\$ 88,833	STP-H240	\$ 10,167	State	\$ 99,000			\$ 99,000		
				14292	FY06	RW						\$ 1,000	State	\$ 1,000		
				14292	FY06	Cons	\$ 213,557	Amber Alert (4210)	\$ 24,443	State	\$ 238,000	\$ 1,459,000	State BikePed	\$ 1,697,000		
					FY07											
					FY08											
	FY09															
	(Future)															
	TOTAL FY06-09						\$ 319,439		\$ 36,561		\$ 356,000	\$ 1,460,000	\$ 1,816,000			
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.	Roadway Policy #1	Exempt / Safety - shoulder improvements	12581	FY06	Other	\$ 289,828	STP-L240	\$ 33,172	State	\$ 323,000			\$ 323,000		
				12581	FY06	RW	\$ 71,784	STP-L240	\$ 8,216	State	\$ 80,000			\$ 80,000		
				12581	FY07											
				12581	FY08	Cons	\$ 2,034,179	STP-L240	\$ 232,821	State	\$ 2,267,000			\$ 2,267,000		
					FY09											
	(Future)															
	TOTAL FY06-09						\$ 2,395,791		\$ 274,209		\$ 2,670,000	\$ -	\$ 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.	606	Analysis Year 2015	14197	FY06	Cons						\$ 20,800,000	OTIA3 ACP0 and B3A1	\$ 20,800,000		
				14197	FY06	Cons						\$ 13,125,000	OTIA3 B3A0	\$ 13,125,000		
				14197	FY06	Cons	\$ 6,900,000	H920	\$ 1,725,000		\$ 8,625,000			\$ 8,625,000		
				14197	FY06	Cons						\$ 4,475,000	OTIA1 B2A0	\$ 4,475,000		
				14197	FY06	Cons	\$ 8,928,135	NHS (H050)	\$ 1,021,865	State	\$ 9,950,000			\$ 9,950,000		
					FY07											
					FY08											
					FY09											
	(Future)															
	TOTAL FY06-09						\$ 15,828,135		\$ 2,746,865		\$ 18,575,000	\$ 38,400,000	\$ 56,975,000			
I5 @ Coburg Interchange	Environmental and preliminary engineering work toward an interchange improvement	1003	Project outside AQMA	14649	FY06	PE	\$ 3,000,000	H660	\$ -	State	\$ 3,000,000			\$ 3,000,000		
					FY07											
					FY08											
					FY09											
					(Future)											
	TOTAL FY06-09						\$ 3,000,000		\$ -		\$ 3,000,000	\$ -	\$ 3,000,000			
I5: McKenzie R-Goshen Grade, OTIA 3 Br Bundle 215	Replace five interstate bridges widening to a future 3-lane configuration in each direction, and stripe for existing two lane condition. Repair three interstate bridges. Lengthen the entrance ramp from OR58 westbound onto I-5 southbound to provide safe merge distance.	TSI Roadway Policy #1	Exempt / Safety - widening narrow pavement or reconstructing bridges (no additional travel lanes)	14036	FY06	Cons	\$ 8,281,000	H920 (earmark)	\$ -		\$ 8,281,000	\$ 75,180,000	OTIA III (B3A0)	\$ 83,461,000		
					FY07											
					FY08											
					FY09											
					(Future)											
	TOTAL FY06-09						\$ 8,281,000		\$ -		\$ 8,281,000	\$ 75,180,000	\$ 83,461,000			

Central Lane MPO - FY06-09 MTIP Project List
(Projects within Air Quality CATS area are shaded in grey)

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														
Starting in FY07														
OR 126: West Eugene Parkway	Complete EIS preparation and submission.	336	Exempt/ environmental planning and document preparation		FY06									
				07990	FY07	PE	\$ 1,000,000	NHS (H050)	\$ 114,454	State	\$ 1,114,454		\$ 1,114,454	
					FY08									
					FY09									
					(Future)									
	TOTAL FY06-09				\$ 1,000,000		\$ 114,454		\$ 1,114,454	\$ -		\$ 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.	TSI Roadway Policy #1	Exempt-Safety-pavement resurfacing, and safety improvements		FY06									\$ -
				14559	FY07	RW	\$ 688,500	STP-Safety	76,500.0	State	\$ 765,000		\$ 765,000	
				14559	FY08	Cons	\$ 1,941,398	STP	222,202	State	\$ 2,163,600	\$ 288,480	State BikePed	\$ 2,452,080
				14559	FY08	Cons	\$ 778,896	STP-Safety	86,544	State	\$ 865,440		\$ 865,440	
				14559	FY08	Cons	\$ 259,632	HEP (H280)	28,848	State	\$ 288,480		\$ 288,480	
					FY09									\$ -
	(Future)													
	TOTAL FY06-09				\$ 3,668,426		\$ 414,094		\$ 4,082,520	\$ 288,480		\$ 4,371,000		
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.	TSI Roadway Policy #1	Exempt / Safety - widening narrow pavement or reconstructing bridges (no additional travel lanes)		FY06									
				14259	FY07	PE					\$ 12,207,000	OTIA-3	\$ 12,207,000	
				14259	FY08	Cons					\$ -	\$ 81,962,000	OTIA-3	\$ 81,962,000
					(Future)									
	TOTAL FY06-09				\$ -		\$ -		\$ -	\$ 94,169,000		\$ 94,169,000		
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.	622	Analysis Year 2015		FY06									
				12836	FY07	RW					\$ 1,803,000	OTIA 3	\$ 1,803,000	
				12836	FY07	UR					\$ 111,000	OTIA 3	\$ 111,000	
				12836	FY08	Cons					\$ 2,157,000	OTIA 3	\$ 2,157,000	
					FY09								\$ -	
	(Future)													
	TOTAL FY06-09				\$ -		\$ -		\$ -	\$ 4,071,000		\$ 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	TSI System-Wide Policy #1	Exempt- construction of a museum bldg		FY06									
				TBD	FY07	PE	\$ 427,736	HY10	48,956	UO	\$ 476,692		\$ 476,692	
				TBD	FY08									
				TBD	FY09	Cons	\$ 2,072,264	LY10	\$ 237,180	UO	\$ 2,309,444		\$ 2,309,444	
	(Future)													
	TOTAL FY06-09				\$ 2,500,000		\$ 286,136		\$ 2,786,136	\$ -		\$ 2,786,136		
Starting in FY08														
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		FY06									
				14314	FY07									
					FY08	Plan	\$ 2,691,000	NHS (H050)	\$ 309,000	State	\$ 3,000,000		\$ 3,000,000	
					FY09									
	(Future)													
	TOTAL FY06-09				\$ 2,691,000		\$ 309,000		\$ 3,000,000	\$ -		\$ 3,000,000		
Starting in FY09														
Beltline Hwy: River Rd to Coburg Rd Project Development	Development work to prepare for future modernization; includes environmental documentation	555	Exempt / Other - planning and technical studies		FY06									
					FY07									
				13669	FY08									
					FY09	Plan	\$ 897,300	NHS (H050)	\$ 102,700	State	\$ 1,000,000		\$ 1,000,000	
	(Future)													
	TOTAL FY06-09				\$ 897,300		\$ 102,700		\$ 1,000,000	\$ -		\$ 1,000,000		

Central Lane MPO - FY06-09 Project List
 (Projects within Air Quality CATS area are shaded in grey)

Project Name	Project Description	RTP Project	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																
Starting in FY06																
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	12890	FY06	Other	\$ 100,498	STP	\$ 11,502	LTD	\$ 112,000	\$ -		\$ 112,000		
				12891	FY07	Other	\$ 100,498	STP	\$ 11,502	LTD	\$ 112,000	\$ -		\$ 112,000		
				13684	FY08	Other	\$ 100,498	STP	\$ 11,502	LTD	\$ 112,000	\$ -		\$ 112,000		
				13685	FY09	Other	\$ 100,498	STP	\$ 11,502	LTD	\$ 112,000	\$ -		\$ 112,000		
					(Future)											
					TOTAL FY06-09		\$ 401,992		\$ 46,010		\$ 448,002	\$ -		\$ 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.	TDM Policy #1	Exempt / Other - Planning MPO; Air Quality - ride-sharing etc promotion	13444	FY06	Other	\$ 255,400	STP-U	\$ 29,232	LTD	\$ 284,632	\$ -		\$ 284,632		
				13444	FY06	Other	\$ 99,600	STP	\$ 11,400	LTD	\$ 111,000			\$ 111,000		
				14652	FY07	Other	\$ 350,000	STP-U	\$ 40,059	LTD	\$ 390,059	\$ -		\$ 390,059		
					FY08							\$ -		\$ -		
					FY09							\$ -		\$ -		
					(Future)											
	TOTAL FY06-09		\$ 705,000		\$ 80,690		\$ 785,690	\$ -		\$ 785,690						
Bus Support Equipment and Facilities	This project includes office supplies, computer hardware and software, and other administrative support equipment.	TSI Transit Policy #1	Exempt / Mass Transit - purchase office etc equipment	14340	FY06	Other	\$ 2,800,000	5307	\$ 700,000	LTD	\$ 3,500,000	\$ -		\$ 3,500,000		
				14341	FY07	Other	\$ 1,200,000	5307	\$ 300,000	LTD	\$ 1,500,000	\$ -		\$ 1,500,000		
				TBD	FY08	Other	\$ 1,200,000	5307	\$ 300,000	LTD	\$ 1,500,000	\$ -		\$ 1,500,000		
				TBD	FY09	Other	\$ 1,200,000	5307	\$ 300,000	LTD	\$ 1,500,000	\$ -		\$ 1,500,000		
					(Future)											
					TOTAL FY06-09		\$ 6,400,000		\$ 1,600,000		\$ 8,000,000	\$ -		\$ 8,000,000		
LTD Capital - computer equip and vehicle maintenance	Purchase computer equipment for automated call center for RideSource dispatch and vehicle preventative maintenance services	Finance Policy #2	Exempt / Mass Transit - purchase of office, shop and operating equipment for existing facilities; operating assistance to transit agencies	14456	FY06	Other	\$ 136,318	STP (H240)	\$ 15,602	LTD	\$ 151,920	\$ -		\$ 151,920		
					FY07											
					FY08											
					FY09											
					(Future)											
	TOTAL FY06-09		\$ 136,318		\$ 15,602		\$ 151,920	\$ -		\$ 151,920						
Eugene Station Bay Improvements	Reconstruct bus bays at the Eugene Station to accommodate EmX and articulated buses	1130, 1330, 1355	Exempt / Mass Transit - Reconstruction or renovation of transit buildings and structures	14511	FY06	Other	\$ 90,000	STP-U	\$ 10,300	LTD	\$ 100,300	\$ -		\$ 100,300		
				14511	FY06	Other	\$ 63,760	5307	\$ 15,940	LTD	\$ 79,700	\$ -		\$ 79,700		
					FY07											
					FY08											
					FY09											
	(Future)															
	TOTAL FY06-09		\$ 153,760		\$ 26,240		\$ 180,000	\$ -		\$ 180,000						

Central Lane MPO - FY06-09 Project List
(Projects within Air Quality CATS area are shaded in grey)

Project Name	Project Description	RTP Project	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															
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).	1135	Exempt / Mass Transit - Reconstruction or renovation of transit buildings and structures	11361	FY06	Other	\$ 320,000	5307	\$ 80,000	LTD	\$ 400,000	\$ -		\$ 400,000	
					FY07										
					FY08										
					FY09										
					(Future)										
					TOTAL FY06-09		\$ 320,000		\$ 80,000	\$ 400,000	\$ -		\$ 400,000		
Boarding Improvements- Shelter Replacements	Replace old shelters in poor condition with new design vandal resistant shelter/ADA access improvements	1130, 1330, 1355	Exempt / Mass Transit - construct, renovate passenger shelters	13697	FY06	Other	\$ 216,000	STP-U	\$ 24,722	LTD	\$ 240,722	\$ 29,278	LTD	\$ 270,000	
					FY07										
					FY08										
					FY09										
					(Future)										
					TOTAL FY06-09		\$ 216,000	\$ 24,722	\$ 240,722			\$ 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.	1130, 1330, 1355	Exempt / Mass Transit - construct, renovate passenger shelters	13448	FY06	Other	\$ 232,000	5307	\$ 58,000	LTD	\$ 290,000			\$ 290,000	
					FY07										
					FY08										
					FY09										
					(Future)										
					TOTAL FY06-09		\$ 232,000	\$ 58,000	\$ 290,000			\$ 290,000			
Automated Passenger Information Systems	Automated passenger information systems for fixed route service.	TSI Transit Policy #1	Exempt / Other - directional and informational signs	13450	FY06	Other	\$ 260,000	5307	\$ 65,000	LTD	\$ 325,000			\$ 325,000	
					FY07										
					FY08										
					FY09										
					(Future)										
					TOTAL FY06-09		\$ 260,000	\$ 65,000	\$ 325,000	\$ -		\$ 325,000			
Radio Infrastructure Improvements	Upgrade radio communication system for fixed route service.	TSI Transit Policy #1	Exempt / Mass Transit - purchase operating equipment	13451	FY06	Other	\$ 81,600	5307	\$ 20,400	LTD	\$ 102,000	\$ -		\$ 102,000	
					13442	FY07	Other	\$ 1,600,000	5307	\$ 400,000	LTD	\$ 2,000,000	\$ -		\$ 2,000,000
						FY08									
						FY09									
						(Future)									
					TOTAL FY06-09		\$ 1,681,600	\$ 420,400	\$ 2,102,000	\$ -		\$ 2,102,000			
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	TSI Transit Policy #1	Exempt / Mass Transit - operating equipment	14338	FY06	Other	\$ 32,000	5307	\$ 8,000	LTD	\$ 40,000	\$ -		\$ 40,000	
					14338	FY06	Other	\$ 54,000	STP-U	\$ 6,181	LTD	\$ 60,181	\$ -		\$ 60,181
					14339	FY07	Other	\$ 80,000	5307	\$ 20,000	LTD	\$ 100,000	\$ -		\$ 100,000
						FY08									
						FY09									
					(Future)										
					TOTAL FY06-09		\$ 166,000	\$ 34,181	\$ 200,181	\$ -		\$ 200,181			
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)	1110	Exempt / Mass Transit - replacement vehicles	14588	FY06	Other	\$ 1,351,372	5309	\$ 337,843	LTD	\$ 1,689,215			\$ 1,689,215	
					14588	FY06	Other	\$ 312,887	5307	\$ 78,222	LTD	\$ 391,109			\$ 391,109
						FY07									
						FY08									
						FY09									
					(Future)										
					TOTAL FY06-09		\$ 1,664,259	\$ 416,065	\$ 2,080,324	\$ -		\$ 2,080,324			

Central Lane MPO - FY06-09 Project List

(Projects within Air Quality CATS area are shaded in grey)

Project Name	Project Description	RTP Project	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															
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.	1115	Analysis Year 2015	13285	FY06	Other	\$ 8,000,000	5307	\$ 2,000,000	LTD	\$ 10,000,000			\$ 10,000,000	
					FY07										
					FY08										
					FY09										
					(Future)										
	TOTAL FY06-09				\$ 8,000,000		\$ 2,000,000		\$ 10,000,000				\$ 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.	1115	Analysis Year 2015	14267	FY06	Other	\$ 143,500	STP-U	\$ 16,424	LTD	\$ 159,924	\$ -		\$ 159,924	
					FY07										
					FY08										
					FY09										
					(Future)										
	TOTAL FY06-09				\$ 143,500		\$ 16,424		\$ 159,924	\$ -			\$ 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	768	Analysis Year 2015	14651	FY06	Other	\$ 240,000	5307	\$ 60,000	LTD	\$ 300,000	\$ -		\$ 300,000	
					FY07										
					FY08										
					FY09										
					(Future)										
	TOTAL FY06-09				\$ 240,000		\$ 60,000		\$ 300,000	\$ -			\$ 300,000		
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 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. NOTE: SAFETEA-LU earmark programs \$664K and \$669K in FY08 and FY09 subject to Federal appropriation.	1115	Analysis Year 2025 with progressive improvements evaluated at next conformity determination	14606	FY06	Other	\$ 569,845	5309	\$ 142,461	LTD	\$ 712,306			\$ 712,306	
				14607	FY07	Other	\$ 594,621	5309	\$ 148,655	LTD	\$ 743,276			\$ 743,276	
					FY08										\$ -
					FY09										\$ -
					(Future)										
	TOTAL FY06-09				\$ 1,164,466		\$ 291,117		\$ 1,455,583	\$ -			\$ 1,455,583		
LTD Buses	Replacement buses NOTE: SAFETEA-LU earmark programs \$776K and \$806K in FY08 and FY09 subject to Federal appropriation.	1110, 1315	Exempt / Mass Transit - purchases of new buses to replace existing vehicles or for minor expansion of fleet	14555	FY06	Other	\$ 686,714	5309	\$ 171,679	LTD	\$ 858,393			\$ 858,393	
				14556	FY07	Other	\$ 716,571	5309	\$ 179,143	LTD	\$ 895,714			\$ 895,714	
					FY08										\$ -
					FY09										\$ -
					(Future)										
	TOTAL FY06-09				\$ 1,403,285		\$ 350,821		\$ 1,754,106	\$ -			\$ 1,754,106		

Central Lane MPO - FY06-09 Project List

(Projects within Air Quality CATS area are shaded in grey)

Project Name	Project Description	RTP Project	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																
Bus Rolling Stock	Replacement rolling stock for fixed-route fleet.	1110	Exempt / Mass Transit - replacement vehicles	12260	FY06	Other	\$ 5,200,000	5307	\$ 1,300,000	LTD	\$ 6,500,000			\$ 6,500,000		
					FY07											
					FY08											
					FY09											
					(Future)											
					TOTAL FY06-09		\$ 5,200,000		\$ 1,300,000	\$ 6,500,000			\$ 6,500,000			
Bus Rolling Stock-2 (2006)	Purchase articulated and other buses	1110, 1315	Exempt / Mass Transit - replacement vehicles	14589	FY06	Other	\$ 721,402	5307	\$ 180,351	LTD	\$ 901,753			\$ 901,753		
					FY06	Other	\$ 170,000	STP-U	\$ 19,457	LTD	\$ 189,457			\$ 189,457		
					FY07											
					FY08											
					FY09											
					(Future)											
					TOTAL FY06-09		\$ 891,402		\$ 199,808	\$ 1,091,210			\$ 1,091,210			
Bus Rapid Transit - Phase II Corridor Study	Alternatives analysis along Pioneer Parkway corridor, EA/EIS documentation preparation.	1115	Analysis Year 2015	14604	FY06	Plan	\$ 500,000	5339	\$ 125,000	LTD	\$ 625,000			\$ 625,000		
					FY07	Plan	\$ 500,000	5339	\$ 125,000	LTD	\$ 625,000			\$ 625,000		
					FY08											
					FY09											
					(Future-FY10)											
					TOTAL FY06-09		\$ 1,000,000		\$ 250,000	\$ 1,250,000	\$ -		\$ 1,250,000			
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	14713	FY06	Other	\$ 133,005	5316	\$ 133,005	LTD	\$ 266,010			\$ 266,010		
					FY07	Other	\$ 140,189	5316	\$ 140,189	LTD	\$ 280,378			\$ 280,378		
					TBD	Other	\$ 151,871	5316	\$ 151,871	LTD	\$ 303,742			\$ 303,742		
					TBD	Other	\$ 160,146	5316	\$ 160,146	LTD	\$ 320,292			\$ 320,292		
					(Future-FY10)											
					TOTAL FY06-09		\$ 585,211		\$ 585,211	\$ 1,170,422	\$ -		\$ 1,170,422			
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	14715	FY06	Other	\$ 54,790	5317	\$ 54,790	LTD	\$ 109,580			\$ 109,580		
					FY07	Other	\$ 57,472	5317	\$ 57,472	LTD	\$ 114,944			\$ 114,944		
					TBD	Other	\$ 62,084	5317	\$ 62,084	LTD	\$ 124,168			\$ 124,168		
					TBD	Other	\$ 80,206	5317	\$ 80,206	LTD	\$ 160,412			\$ 160,412		
					(Future-FY10)											
					TOTAL FY06-09		\$ 254,552		\$ 254,552	\$ 509,104	\$ -		\$ 509,104			
Starting in FY07																
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	14878	FY06											
					FY07	Plan	\$ 25,000	STP-U	\$ 2,861	LTD	\$ 27,861			\$ 27,861		
					FY08											
					FY09											
					(Future)											
					TOTAL FY06-09		\$ 25,000		\$ 2,861	\$ 27,861			\$ 27,861			
Bus Rolling Stock-2 (2007)	Purchase articulated and other buses	1110, 1315	Exempt / Mass Transit - purchases of new buses to replace existing vehicles or for minor expansion of fleet	14457	FY06											
					FY07	Other	\$ 317,366	5307	\$ 79,342	LTD	\$ 396,708	\$ -		\$ 396,708		
					FY07	Other	\$ 634,732	STP (H240)	\$ 72,648	LTD	\$ 707,380	\$ -		\$ 707,380		
					FY08											
					FY09											
					(Future)											
					TOTAL FY06-09		\$ 952,098		\$ 151,989	\$ 1,104,087	\$ -		\$ 1,104,087			
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)	1110, 1315	Exempt / Mass Transit - purchases of new buses to replace existing vehicles or for minor expansion of fleet	14455	FY06											
					FY07	Other	\$ 1,061,820	STP (H240)	\$ 121,530	LTD	\$ 1,183,350			\$ 1,183,350		
					FY08											
					FY09											
					(Future)											
					TOTAL FY06-09		\$ 1,061,820		\$ 121,530	\$ 1,183,350	\$ -		\$ 1,183,350			

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. FY06-09 Financial Constraint Assessment

	FY06-09 MTIP (\$)				Total
Description	FY06	FY07	FY08	FY09	FY06 - FY09
Total Revenue	\$202,379,075	\$43,102,039	\$15,342,350	99,036,748	\$359,860,211
Total Expenditures	\$202,379,075	\$43,102,039	\$15,342,350	99,036,748	\$359,860,211
Difference Between Revenues & Expenditures	\$0	\$0	\$0	\$0	\$0
Statement of Financial Constraint: Each project included in the financial constraint list of the Central Lane MPO 2025 RTP and programmed in the FY06-09 MTIP has an identified funding source or combination of sources reasonably expected to be available over the planning period. Funds for FY06-07 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	FY06		FY07		FY08		FY09	
	Federal \$	Other \$	Federal \$	Other \$	Federal \$	Other \$	Federal \$	Other \$
Eugene	\$ 9,073,994	\$ 5,064,795	\$ 2,454,282	\$ 9,567,623	\$ 65,000	\$ 7,440	\$ 844,000	\$ 428,600
Springfield	\$ 1,611,054	\$ 6,083,447	\$ 1,279,160	\$ 3,612,520	\$ -	\$ -	\$ -	\$ -
Coburg	\$ 82,031	\$ 12,438	\$ 15,000	\$ 1,717	\$ -	\$ -	\$ -	\$ -
Lane Co.	\$ 872,500	\$ 4,460,000	\$ 25,000	\$ 2,861	\$ -	\$ 2,200,000	\$ -	\$ 8,200,000
ODOT	\$ 27,790,186	\$ 117,864,814	\$ 2,116,236	\$ 14,360,911	\$ 7,705,105	\$ 3,324,895	\$ 2,969,564	\$ 82,301,880
LCOG	\$ 300,000	\$ 34,336	\$ 350,000	\$ 40,059				
Willamalane	\$ 538,380	\$ 61,620	\$ 179,460	\$ 20,540	\$ -	\$ -	\$ 1,974,060	\$ 225,940
LTD	\$ 22,824,691	\$ 5,704,788	\$ 7,378,269	\$ 1,698,401	\$ 1,514,453	\$ 525,457	\$ 1,540,850	\$ 551,854
TOTAL	\$ 63,092,836	\$ 139,286,239	\$ 13,797,407	\$ 29,304,632	\$ 9,284,558	\$ 6,057,792	\$ 7,328,474	\$ 91,708,274
Overall TOTAL	\$202,379,075		\$43,102,039		\$15,342,350		\$99,036,748	

Jurisdiction	TOTAL FY06-09		
	Federal \$	Other \$	All funds
Eugene	\$ 12,437,276	\$ 15,068,457	\$ 27,505,733
Springfield	\$ 2,890,214	\$ 9,695,967	\$ 12,586,181
Coburg	\$ 97,031	\$ 14,155	\$ 111,186
Lane Co.	\$ 897,500	\$ 14,862,861	\$ 15,760,361
ODOT	\$ 40,581,091	\$ 217,852,500	\$ 258,433,591
LCOG	\$ 650,000	\$ 74,395	\$ 724,395
Willamalane	\$ 2,691,900	\$ 308,100	\$ 3,000,000
LTD	\$ 33,258,263	\$ 8,480,501	\$ 41,738,764
TOTAL	\$ 93,503,275	\$ 266,356,936	\$ 359,860,211

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 to be applied to applications for STP-U funding. MPC approved the criteria and set target funding levels for 3 categories of need. This appendix provides additional details on the current STP-U fund allocation process. The application form developed for this process is presented in Figure A-1.

Initial Screening or Eligibility Criteria

A proposal must meet all three of the following criteria to be considered for STP-U funding in the time frame of the MTIP update:

1. Included in, or consistent with, the 20-year financially constrained Regional Transportation Plan (RTP). The project must be either:

- Included on the 20-year financially constrained project list (e.g. a specific street, bike path, or transit project), or capable of being added to the list by amending the Plan within the MTIP time frame;

or

- Included within a broader category of projects or planning and program actions described in the Plan (e.g. pavement preservation projects, planning activities, TDM programs, etc).

2. Eligible for STP-U funding based on federal guidelines. The project or program must meet the federal criteria (see excerpt of federal guidelines for STP-U funding, Appendix E). Most projects within the Central Lane MPO are likely to fit one of the following categories:

- Transportation improvement projects for any surface transportation mode (streets, bridges, bike facilities, sidewalks, transit facilities, traffic operational improvements, etc.)--most of these kinds of projects could also be described as "modernization" projects
- Capital preservation projects such as street overlays and reconstruction (*Note: If the project includes improvement or preservation of a street or road, it must be a collector or arterial. Local streets are not eligible for STP-U funding.*)

- Ongoing or one-time programs such as TDM and transportation planning programs needed to help implement the policies, programs, and projects of the adopted Plan.

3. Capable of being implemented within the MTIP time frame. Projects should be capable of being implemented during the fiscal year for which they are proposed in the MTIP. At a minimum, the federal STP-U funding for a project must be obligated (i.e. officially encumbered through state and federal processes) no later than the end of the designated fiscal year.

Factors to Consider in Prioritizing Projects for STP-U Funding

Projects and program proposals are evaluated for relative priority based on consideration of the following three factors:

1. The ability of the proposal to leverage other public or private funding. Examples might include other federal funds, local matching funds beyond the required match amount, provision of project right-of-way, or provision of private funding from developers or other private sources.

2. The extent to which the proposal addresses one or more of the adopted RTP policies. Each proposed project is assessed for the degree to which it responds to one or more of the adopted policies in the RTP. Some of the policies are likely to be more useful than others for the process of evaluating potential projects to receive STP-U funds – for example:

- Policies which provide overall, strategic guidance for one side of the Transportation Triangle--such as Land Use Policy #1: Nodal Development; Transportation Demand Management (TDM) Policy #1: TDM Program Development; and Transportation System Improvements (TSI) Policy #1: Transportation Infrastructure Protection and Management.
- Policies which emphasize the importance of moving forward with implementation for particular modes or program areas--such as TSI Transit Policy #2: Bus Rapid Transit; and TSI Bicycle Policy #4: Priority Bikeways.
- Finance Policies, which form the "base" on which the Transportation Triangle rests, and particularly those finance policies which focus on allocation of specific resources – such as Finance Policy #3: Prioritization of State and Federal Revenue; and Finance Policy #5: Short-term Project Priorities.

Many other RTP policies may also be relevant to particular projects, while some of the policies, though important for other purposes, may not be directly useful for this exercise of allocating STP-U funds.

3. The extent to which the proposal addresses one or more of the adopted RTP Alternative Transportation Planning Rule (TPR) Performance Measures. These measures focus on

aspects of plan performance judged most likely to have a positive impact on future reductions in vehicle miles of travel per capita. Each proposed project is assessed for the degree to which it responds to specific alternative performance measures.

Scoring System for Evaluation of Proposals

A simple point system is used to rate and compare the relative merits of proposed projects for STP-U funding as described below for each of the prioritizing factors:

1. Priority Factor 1, Leverage: A score of up to 20 points is possible for this criterion, in order to recognize the value of additional funding beyond the minimum match requirement without giving this factor too large a weight in comparison to the policies or performance measures. Points are assigned to each project based on how much local or "other," non-STP-U funding is available for the project above the minimum match requirement of approximately 10 percent. For example:

- 10 percent match is provided – no extra points, since this much local match is required for any STP-U project
- 20 percent match – 5 points
- 30 percent match – 10 points
- 40 percent match – 15 points
- 50 percent match – 20 points

2. Priority Factor 2, RTP Policies: A score of up to 60 points is possible for this criterion, in view of the importance of using the adopted policies in the plan for guiding decisions on funding priorities. Points are assigned to each project based on how many RTP policies the project directly addresses. For example:

- 5 points for each policy that would be directly impacted by the project in a positive manner
- No more than two policies (10 points) would be counted within the same topic heading (i.e. Land Use; TDM; TSI – System-Wide, Roadway, Transit, Bicycle, Pedestrian, Goods Movement, Other Modes; Finance)
- Maximum of 60 points for this factor

3. Priority Factor 3, RTP Alternative TPR Performance Measures: A score of up to 20 points is possible on this criterion, based on the significance of the alternative measures within the overall scope of plan performance and monitoring. Since the alternative measures focus on a narrower range of actions and outcomes than the comprehensive set of concerns addressed by the policies, this factor is not given as much weight as Priority Factor 2, Policies. Points are assigned to each project based on how many alternative measures the project directly addresses. For example:

- 5 points for each alternative measure the project helps to advance
- Maximum of 20 points for this factor

The maximum possible total score summed across all three priority factors for any project is 100 points.

Using this point system, each proposal is scored and then its total point value is compared to other project proposals within the same project category. The point values are a major tool for evaluating and ranking projects within each category, but final adjustments are expected to occur based on factors such as mode balance and a sense of equity among the partner jurisdictions over the time frame of the entire MTIP.

Need Category Funding Targets

In the development of the STP-U fund allocation process it was recognized that there is an inherent difficulty in comparing diverse project proposals with one another, especially given the wide variety of project types that are eligible for these federal funds and the large backlog of needs. For example, any evaluation scheme that attempts to weigh the relative merits of a bikeway project, a resurfacing project on a major arterial, and funding of an ongoing TDM program, is likely to produce outcomes that are overly favorable to one or two types of projects while totally excluding other types. In order to help achieve a degree of balance among the competing project priorities MPC approved a process similar to the process used for establishing the statewide STIP priorities. In the STIP process, policy direction is established for major categories of need – for example, modernization, preservation, etc. Along these lines, MPC approved an overall framework of four major project categories, and preliminary funding targets for each broad category, as follows:

1. System Modernization: The majority of previous STP-funded projects have consisted of examples such as reconstruction of major streets to bring them up to urban standards; construction of off-street bike paths; traffic operational improvements such as new signals or intersection reconstruction; and addition of transit enhancements such as passenger shelters, park and ride lots, and so forth. All of these examples could be considered "modernization" projects since they either provide a new facility, or upgrade and expand an existing one. While the large modernization projects on the state highway system will likely continue to require major funding by ODOT, there are numerous local agency projects in the RTP that also fall within this broad category. Moreover, as in past MTIPs, the modernization category includes examples within all of the modes--roadway, transit, bike and pedestrian.

In order to address the highest-priority projects across the range of travel modes, a target of 20 percent of STP-U funding in the 2006-2009 MTIP for system modernization projects has been established.

2. System Preservation: Preserving the life and functionality of the existing transportation system is recognized as one of the highest priorities for all levels of government who share responsibility for the system. Again, this is a multi-modal issue. While local roadways have the greatest backlog of need and represent the foundation for all the other modes, there are

also needs related to off-street bicycle and pedestrian paths, and the ongoing preservation and vehicle replacement cycle of the transit system. Because of the fundamental importance and the current deep backlog of preservation needs, especially on the street system, a target of 50 percent of the STP-U funding for 2006-2009 for allocation to system preservation has been established.

3. Transportation Planning and Project Development: This category includes two different types of activities. The first type is ongoing transportation planning in support of the overall metro-wide planning process and implementation of the RTP.

The second kind of planning activity that can be supported with STP-U funds is more specific project-related planning for those projects included in the RTP that require extensive project development. Examples include preliminary scoping of BRT routes or developing alternatives for interchange improvements. (This category would not include detailed engineering or preparation of final construction plans. That type of project engineering is generally included in the overall scope of projects that fall within the two categories above.)

In order to ensure a base level of ongoing metro-area transportation planning activity as well as some added support for project-level planning on the larger, more complex projects, a target of 20 percent of STP-U funding in fiscal years 2006-2009 for transportation planning and project development has been established.

4. Transportation Demand Management (TDM): The major source of funding for the MPO's ongoing TDM program during the past decade has been STP-local funding. With the transition to TMA status, the MPO allocated a portion of the MPO's STP-U funds to TDM rather than rely on statewide funding through the STIP. Further, as one of the three essential legs of the transportation triangle, TDM needs a base level of funding to sustain a minimal program, and to begin very incremental expansion above the existing levels of TDM in the community. Examples of TDM projects include Commuter Vanpools to and from Salem and Corvallis, the Gateway Transportation Management Area Program, and the LTD Group Pass Program.

To implement a regional TDM program, as described in the RTP, a target of 10 percent of STP-U funding in fiscal years 2006-2009 to be allocated to TDM programs has been established.

Figure A-1

**APPLICATION FOR CENTRAL LANE MPO FY2007-09 STP-U FUNDS
August, 2005**

*(NOTE: Applications accepted August 11-22, 2005
for FY07 Modernization and FY07-09 Planning and TDM funding)*

Date of this Application _____

Contact Person _____

A. Background Information

1. **Project Title:** _____
(Please follow ODOT project naming conventions)

2. **Project Category:** _____
(Modernization/Project Development, Planning, or Transportation Options/TDM)

3. **Lead Agency:** _____

4. **Project Description:**

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

TOTAL STP-U funds requested for this project \$ _____

Other funding (also list type of funds, e.g. federal, state, local, etc.) \$ _____

Other #2 \$ _____

Other #3 \$ _____

Total cost estimate \$ _____

6. **Project timing:** STP-U funds requested for FY 06-07 \$ _____

FY 07-08 \$ _____

FY 08-09 \$ _____

B. Evaluation of This Project Based on STP-U Screening Criteria:

1. **Project is:**

On Regional Transportation Plan (RTP) financially constrained
project list (*Project #* _____): yes___ no___

or capable of being added to the list during the MTIP time frame yes___ no___

or included in a category of projects or program actions in the Plan yes___ no___

Comments:

2. Project is Eligible For STP-U Funding Based on Federal Criteria: yes___ no___
Comments:

3. Project Can Be Implemented in FY Requested: yes___ no___
Comments:

C. Evaluation of This Project Based on STP-U Priority Factors:

1. Leverage of Other Funding:

Briefly describe sources and amounts of other funding for the project (recap of information in Project Cost Estimate field above).

Score for leverage: (mark appropriate line)

- _____ other funding is less than 20 per cent of project total = no points
- _____ other funding is 20 per cent of project total = 5 points
- _____ other funding is 30 per cent of project total = 10 points
- _____ other funding is 40 per cent of project total = 15 points
- _____ other funding is 50 per cent of project total = 20 points

Score for this project: _____points (20 points maximum for this component)

2. Support of RTP Policies:

Briefly describe how the proposed project supports or addresses the RTP policies--one or two sentences for each policy supported. (Example: since this project includes adding sidewalks to close gaps on a collector street, it supports Policy TSI Pedestrian # 3, Sidewalks.) *Attach additional page(s) if needed.*

Note that the project can score points for no more than two policies in any one topic area. The RTP policy topic areas are as follows:

Land Use	TDM (TO)	TSI System-Wide	TSI Roadway
TSI Transit	TSI Bicycle	TSI Pedestrian	TSI Goods Movement
TSI Other Modes	Finance		

Score for this project: _____ policies supported times 5 points each = _____ total points.
(Maximum score for this component = 60 points)

3. Alternative TPR Performance Measures:

Briefly describe how the proposed project supports or addresses the RTP alternative TPR performance measures – one or two sentences for each measure supported. (Example: since this project includes restriping Main Street to add bicycle lanes, and this portion of street is included on the RTP priority bikeway mileage, the project supports the Priority Bikeway Miles measure.) *Attach additional page(s) if needed.*

Score for this project: _____ Measures supported times 5 points each = _____ total points.
(Maximum score for this component = 20 points)

TOTAL SCORE FOR THIS PROJECT: Leverage _____ points
Policies _____ points
Alt. Measures _____ points
Total: _____ points

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

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 with 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 operating, 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.

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: 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; SAFETEAU-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).

Appendix F
Project Location Map

MAP KEY

Jurisdiction	Map Key	Project Name
Eugene	F	Fern Ridge Path Resurfacing
Eugene	198	Courthouse District Transportation Improvements
Eugene	654	Game Farm Road Improvements to Urban Standards
Eugene	254	Glenwood Blvd @ Judkins Point I5 Interchange
Eugene	435	Legacy Extension, Avalon to Royal
Eugene	680	Chad Drive Extension
Eugene	172, 251	Monroe Street/Friendly Street Bikeway
Eugene	M	North Bank Trail Resurfacing
Eugene	K	Garden Way Path Resurfacing
Eugene	499	Airport Rd realignment
Eugene	199	Patterson St. Underpass
Eugene	637	Delta Ponds multiuse path and bridge
Eugene	O	Eugene Train Depot improvements
Eugene	S	West Bank Trail: Beaver St – River Ave
Springfield	Q	21st Street: J St – D St, Preservation and Reconstruction
Springfield	799	126 at 42nd Street Ramp Signal
Springfield	L	Pioneer Parkway Pavement Preservation
Springfield	A	OR126B: Brooklyn to McVay sidewalks and bikelanes
Springfield	954	42nd Street, McKenzie Hwy to Jasper Rd
Springfield	15	69th Street: Thurston to A St, urban standards
Springfield	789	Gateway/Beltline
Coburg	1003	I5@ Coburg interchange – environmental and prelim. engineering
Lane County	66	Jasper Road Extension, 57th to Jasper
Lane County	638	Delta/Beltline Interchange
Lane County	E	Delta Highway pavement preservation
Lane County	454, 485	Greenhill Rd upgrade shoulders, curbs and gutters
Willamalane	21	Middle Fork Willamette River Loop Path
LTD	Blue Line/1115	Bus Rapid Transit Phase 1 - Franklin EmX Corridor
LTD	Orange Line/1115	Bus Rapid Transit Phase 2 - Pioneer Parkway
LTD	Yellow Line/1115	BRT Progressive Corridor Enhancement (River Rd – LCC)
LTD	768	MLK Jr. Parkway – right of way acquisition
ODOT	D	Region 2 Variable Message Signs
ODOT	C	Springfield-Creswell Hwy Safety Project
ODOT	606	I-5 @ Beltline interchange – Unit 1 and Unit 2
ODOT	622	Beltline Hwy @ Coburg Road Interchange
ODOT	J	OR99: Barger-Washington/Jefferson, overlay and safety improvements
ODOT	T	I-5: McKenzie R-Goshen Grade Bridge repairs/replacement
ODOT	W	I-5: Willamette River Bridge replacement
ODOT	555	Beltline Hwy: River Rd – Coburg Rd project development

Appendix F: Project Location Map

Appendix G
Status of Projects from Prior MTIP

Appendix G: Projects from Prior MTIP

The status of major projects from the prior MTIP are listed in the following table.

List of Major Projects from prior MTIP (FY05-07)

July 13, 2006 --
(Shaded rows indicate areas within the CATS air quality area)

Project	Project Description	ODOT Key Number	Agency	Status at Completion of MTIP	Funding Source	RTP Project Number / Policy
						2025 RTP
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. Constr	13378 13379	Eugene	Construction underway Phase one; Phase 2 in design	E, LC	198
Chad Drive Extension	Extend Chad Drive to connect to North Game Farm Road, 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	13404	Eugene	PE underway; Construction in FY07	STP-U, E	680
3rd-4th Street Connector	Upgrade and capacity enhancements for 3rd Avenue from Pearl Street to Lincoln Street just north of the railroad tracks; Upgrade major collector to urban standards with 2-lanes, turn pockets, curb, gutter, sidewalks and bike lanes	13387	Eugene	Complete	E	450
Patterson Street Underpass	Extend Patterson St from Broadway to North of Railroad Tracks and construct underpass	14265	Eugene	No progress to date	E	199
Glenwood Blvd@Judkins Point I-5 Interchange	Intersection improvements at interchange ramp terminal (south side)	14299	Eugene	Final plans not complete	LC	254
Legacy Extension, Avalon to Royal	Extension of Legacy Street; Construct new 3-lane major collector with curb, gutter, sidewalks and bike lanes	13393 13394	Eugene	Slipped to FY09/10	E	435
Roosevelt Blvd: Royal Ave to Terry	Extension of Roosevelt Boulevard; Construct new 3-lane major collector with curb, gutter, sidewalks and bike lanes	13401 13402	Eugene	Delete - slips to FY11	E	429
Airport Rd: mp 1.3 (at Greenhill Rd) to mp 0.7	Realign Airport Rd and possible reconfiguration of Airport Rd/Greenhill Rd airport entrance intersection	14300	Eugene	Bid letting complete; Construction beginning	E	499
Traffic Signal Improvements and Upgrades	Install new traffic signals and upgrade traffic signal system	13389, 13390	Eugene	Delete - minor, local project bucket - not suitable for MTIP	E	TSI Roadway Policy #1
Street Lighting	lighting on arterials/collectors	13384, 13385	Eugene	Delete - minor, local project bucket - not suitable for MTIP	E	TSI Roadway Policy #1
Services for New Development	Infrastructure improvements to support new development; This category is used as match for capital projects which add capacity to respond to demand from new development	13396, 13397	Eugene	Delete - minor, local project bucket - not suitable for MTIP	E	102
126/42 Ramp Signal	Construct signal at Highway 126/42nd WB ramp intersection	13417	Springfield	Construction schedule for FY06 but currently on hold	LC	799

Project	Project Description	ODOT Key Number	Agency	Status at Completion of MTIP	Funding Source	RTP Project Number / Policy
MLK Jr. Pkwy:Beltline/Hutton-Hayden Bridge	Construct minor arterial; Beltline-Game Farm intersection to Harlow-Hayden intersection	13425	Springfield	Construction begin and will continue into FY07	LC, D	768
42nd Street	McKenzie Highway to Jasper Road, 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 gutter	14336	Springfield	Phase 1 complete; Phase two bid letting complete, FY06 construction scheduled	S	954
Gateway/Beltline: International Way - Postal Way	Improve intersections and realign Gateway	14301 14304 14305	Springfield	Phase 1 underway; on schedule; construction continues FY06	S	789
Traffic Control Projects	Installation of traffic controls such as signals or roundabouts	13415, 13416	Springfield	Delete - minor, local project bucket - not suitable for MTIP	S	TSI System-Wide Policy #1
Gateway Traffic Improvements	Capacity improvements at various locations in Gateway area	13419, 13420	Springfield	Delete - minor, local project bucket - not suitable for MTIP	S	TSI System-Wide Policy #1
Jasper Road Extension, 57th to Jasper Road	Extend 2 lane arterial	13428	Lane Co.	Final plans and permitting in progress; Construction scheduled FY06	LC	66
Delta/Beltline Interchange	Interchange improvements; Interim safety improvements; potentially replace/revise existing ramps and widen Delta Highway bridge to five lanes	10088	Lane Co.	Slip to FY09	LC	638
Delta Highway: Green Acres to I105	Pavement Preservation	13432	Lane Co.	Underway; will complete FY06	STP-U, LC	Finance Policy #2
Game Farm North: Coburg Rd-Eugene City limit	Upgrade from 2-lane to 3-lane urban facility.	13430	Lane Co.	Completed	LC	654
Royal Avenue: Greenhill Rd - Terry St	Upgrade major collector to urban standards with 3-lanes, curb, gutter, sidewalks and bike lanes	13434	Lane Co.	Delete project - not needed at this time due to landuse issues	LC, E	481
Hunsaker/Beakver St:River Rd - Divisions Ave	Upgrade two lane urban facility with sidewalks and bike lanes	14303	Lane Co.	Delete project-delayed to FY10	LC	527
Greenhill Rd: Clear Lake - Royal Ave	Add shoulders, curbs and gutters.	14302	Lane Co.	Slip to FY08	LC	454, 485
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.	13285	LTD	Under construction; will complete FY07	Federal 5309, Federal 5307	1115

Project	Project Description	ODOT Key Number	Agency	Status at Completion of MTIP	Funding Source	RTP Project Number / Policy
Bus Rapid Transit, Pioneer Parkway	Project development for the Pioneer Parkway BRT project including alternatives evaluation, public outreach, preliminary engineering and design, NEPA compliance and New Starts documentation	13452 14267	LTD	Underway	Federal 5309, STP-U, LTD	1115
Ridesource Facility Construction	Construction of RideSource maintenance and operation facility	13445	LTD	Completed	Federal 5307; Section 115	TSI Transit Policy #1
Capital Purchases - LTD	Replace 1 van, 8 shelters, maintenance equipment; maintain bus shelters; purchase 10 vehicles	14185	LTD	Completed	Federal 5310	1130, 1330, 1355
Boarding Improvements - Shelter Replacement	Replace old shelters in poor condition with new design vandal resistant shelters.	13695	LTD	Completed	STP-U	1130, 1330, 1355
BRT Coburg & Pioneer Parkway Project Development	Pioneer Parkway and Coburg Road Bus Rapid Transit project development	12258	LTD	Completed	STP-U	1115
BRT Coburg & Pioneer Parkway Project Development - 2005B	Pioneer Parkway and Coburg Road Bus Rapid Transit project development	12252	LTD	Completed	STP-U	1115
Bus purchase - LTD	Purchase one large bus	14186	LTD	Completed	Federal 5307, STP	1110
Lane Transit District Purchase Services	Diamond Express services	14458	LTD	Completed	Federal 5311	Transit Policy #1
I-105: Willamette River - Pacific Highway	Preservation; add thick overlay and add auxillary lanes	10349	ODOT	Completed	O	RTP Finance Policy #2
Beltline Hwy @ Coburg Road Interchange	Improve interchange to provide adequate storage	12836	ODOT	On schedule for FY08	O	622
I-5 @ Beltline	Interchange Phases One and Two	14197	ODOT	Construction underway Phase one	OTIA; earmark, NHS	606
OR-126: West Eugene Parkway	W. 11th St - Garfield St., Unit 1, Part A; FY04: Engineering & ROW; FY05: Construction	07990	ODOT	Construction phase deleted; scope changed to environmental documentation only.	O	336