



Central Lane MPO
Metropolitan Transportation Improvement Program
FY 2005 to FY 2007

December 2004

***Central Lane MPO
Metropolitan Transportation Improvement Program
FY2005 to FY2007***

Adopted by the Metropolitan Policy Committee on
December 30, 2004

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Lane Council of Governments
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the Federal Highway Administration, and the Federal Transit Administration.

RESOLUTION 2004-08

**ADOPTING THE CENTRAL LANE FY2005-2007 METROPOLITAN TRANSPORTATION
IMPROVEMENT PROGRAM (MTIP)**

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

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

WHEREAS, federal regulations require the Metropolitan Planning Organization to adopt a long-range regional transportation plan consistent with guidelines set forth by the Federal Highway Administration and the Federal Transit Administration; and

WHEREAS, federal regulations require that transportation projects using several categories of federal funds and projects that are regionally significant for air quality purposes be included in a Metropolitan Transportation Improvement Program (MTIP); and

WHEREAS, 23 CFR §450.324(b) requires that the MTIP be updated every two years and the Central Lane MTIP was last updated on October 9, 2003; and

WHEREAS, the LCOG Board adopted an Air Quality Conformity Determination for the Regional Transportation Plan and this MTIP on June 10, 2004; and

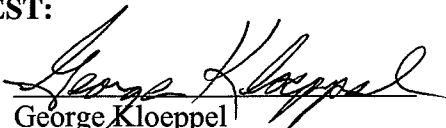
WHEREAS, public outreach activities associated with the proposed update to the Central Lane MTIP have included a press release and media notice in October of 2004, display advertisements in the Register Guard and Springfield News newspapers in October, an open house held on November 4, 2004; an open house on December 1, 2004; and a public hearing scheduled for December 9, 2004.


NOW, THEREFORE, BE IT RESOLVED:

That the Metropolitan Policy Committee adopts the FY2005-2007 Metropolitan Transportation Improvement Program, as set forth in Exhibit A, attached to and incorporated within this resolution by reference.

PASSED AND APPROVED THIS 30 DAY OF December, 2004, BY THE METROPOLITAN POLICY COMMITTEE.

ATTEST:


George Klooppel
Executive Director
Lane Council of Governments


Bonny Bettman, Chair
Metropolitan Policy Committee



U.S. DEPARTMENT OF TRANSPORTATION

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March 23, 2005
IN REPLY REFER TO
HPL.3-OR
90.230

Mr. Tom Schwetz
Transportation Program Manager
Central Lane Metropolitan Planning Organization
99 East Broadway, Suite 400
Eugene, Oregon 97401-3111

RE: USDOT Air Quality Conformity Determination
2005-2007 Transportation Improvement Program (TIP)

Dear Mr. Schwetz:

The Eugene/Springfield urbanized area is currently designated maintenance for carbon monoxide and non-attainment for particulate matter of less than 10 microns (PM₁₀). The Clean Air Act of 1990 as amended requires that transportation plans, programs and projects cannot create new National Ambient Air Quality Standards (NAAQS) violations, increase the frequency or severity of existing NAAQS violations or delay attainment of the NAAQS. The Metropolitan Planning Organization (MPO) and the U.S. Department of Transportation (Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA)) are required to make a transportation conformity determination for the TIP in non-attainment or maintenance areas. Transportation conformity ensures that Federal funding and approval are given to those transportation activities that are consistent with air quality goals, and do not worsen air quality or interfere with the purpose of the State Implementation Plan (SIP).

The FHWA and the FTA have completed our review of the Central Lane MPO conformity determination for the 2005-2007 TIP. A joint FHWA/FTA air quality conformity determination is required by Oregon Administrative Rule (OAR) 340-252-0050; Section 93.104 of the Environmental Protection Agency's (EPA) July 1, 2004, Transportation Conformity Rule Amendments; and, the FHWA/FTA Metropolitan Planning Rule, 23 C.F.R. 450. Our USDOT conformity determination is based upon the Central Lane MPO's conformity determination analysis and documentation submitted to our office by your February 1, 2005, memorandum and attachments.



The Metropolitan Policy Committee adopted the 2005-2007 TIP and conformity determination on December 30, 2004. The conformity determination provided by Central Lane MPO indicates that all air quality conformity requirements have been met. Based on our review, we find that the 2005-2007 TIP conforms to the SIP in accordance with 40 C.F.R. Parts 51 and 93; the January 2, 2002, *Revised Guidance for Implementing the March 1999 Circuit Court Decision Affecting Transportation Conformity*; and, the Oregon conformity SIP.

This USDOT conformity determination has been developed in accordance with OAR Chapter 340 Division 252, Transportation Conformity, which defines the procedures and frequency for demonstrating conformity within the State of Oregon. This federal conformity determination was made after consultation with EPA Region 10, pursuant to the *Transportation Conformity Rule*.

This letter constitutes the joint FHWA/FTA air quality conformity determination for the Central Lane MPO's 2005-2007 TIP. IF you have any questions regarding this conformity determination, please contact Michelle Eraut, FHWA, at (503) 587-4716 or Jennifer Bowman, FTA, at (206) 220-7953.

Sincerely

David O. Cox
Division Administrator
Federal Highway Administration

R. F. Krochalis
Regional Administrator
Federal Transit Administration

cc:

FTA (Jennifer Bowman)
(Rebecca Reyes-Alicea)
EPA (Wayne Elson)
ODOT (Jill Vosper, STIP Manager)
(Marina Orlando, Environmental Services)
(Tom Boyatt, Planning Liaison)
(Ted Keasey, ODOT Region 2)
LRAPA (Ralph Johnston)
ODEQ (Dave Nordberg)

ME/lg



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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 2005-2007. 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 three-year listing of anticipated expenditures for locally funded projects drawn from the capital improvement programs of Eugene, Springfield, Coburg, Lane County, Lane Transit District, and ODOT. In addition, the MTIP lists projects for which application of specific federal funds will be made in the next three 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 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 requires that Central Lane TMA, the Metropolitan Planning Organization (MPO) for the region, in cooperation with the state and transit operators, develop a MTIP that is updated and approved at least every two years by MPC and the Governor. 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 regionally significant projects. 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 TMA 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. These new 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. This 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.

The Eugene-Springfield PM₁₀ Statewide Implementation Program 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 with 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 to attainment status for PM₁₀.

Regional emissions analysis is required on regionally significant projects (Appendix B) located within the Central Area Transportation Study (CATS) boundary. The CATS 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 FY05-07 MTIP has been completed. The Conformity Determination was adopted concurrent with adoption of the MTIP on December 30, 2004. 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) | | 2,033 |
| 2007 (MTIP Horizon) | | 1,336 |
| 2015 | | 982 |
| 2025 (RTP Horizon) | | 891 |

* 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 area 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. Membership of the TPC and the MPC 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 or
3. Minor cost estimate 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 F.

Project Lists

Two tables are presented in this document. 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 included in the area for which regional emissions analysis must be conducted for purposes of air quality conformity (the "CATS" area). Local projects may be exempt from regional emissions under the Oregon Conformity Rulings (see Appendix B). A local project may be considered to be a regionally insignificant project or may be outside of the regional emissions analysis area. 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.

Table 2 provides a summary of the demonstration of financial constraint. Financial constraint is described in more detail in the section titled "Demonstration of Financial Constraint" below.

Description of Project Listings

This section describes the information provided in Table 1. 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.

Total and *federal cost* columns indicate the costs for engineering, right-of-way acquisition, and actual construction, or whatever the project description indicates. 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 |
| F | Federal Funding |
| FD | Federal Demonstration Funds |
| HBR | Highway Bridge Replacement Funds |
| HCB | High Cost Bridge Projects |
| HES | Hazard Elimination |
| IOF | Immediate Opportunity Funds |
| LC | Lane County |
| LCOG | Lane Council of Governments |
| LTD | Lane Transit District |
| O | 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 |
| S5303 | Federal Transit Act (FTA), Metropolitan Planning Program |
| S5307 | Federal Transit Act (FTA), Formula Funds |
| S5309 | Federal Transit Act (FTA), Capital Program |
| S5310 | Federal Transit Act (FTA), Elderly and Persons with Disabilities |
| SBR | Special Bridge Replacement |
| SDC | System Development Charge |
| STF | Special Transportation Fund |
| STP | Surface Transportation Program Funding |
| STP(E) | Surface Transportation Program Enhancement Funding |
| TEA-21 | Transportation Equity Act for the 21 st Century |
| TSM | Federal Transportation Systems Management Grants |
| WEP | West Eugene Parkway |

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.

The 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 2004-2025 RTP, 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.

Note on Locally Funded Projects

Each metropolitan area has the option of including other projects (projects not applying for federal funds) 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 FY04-07 STIP or other local master plans or transportation project approval processes.

Table 1: Project List for Central Lane MPO FY05-07 MTIP

-- as of December 30, 2004 --
 (Shaded rows indicate areas within the CATS air quality area)

| Project | Project Description | ODOT Key Number | Fiscal Year | | | | | | Total Federal Cost FY05-07 | Total Cost FY05-07 | Funding Source | RTP Project Number ¹ | Regional Emissions Analysis |
|---|--|-----------------|-------------|-------------|------------|----------|-------------|----------|----------------------------|--------------------|-----------------------|--|-----------------------------|
| | | | FY05 | | FY06 | | FY07 | | | | | | |
| | | | Federal \$ | Other \$ | Federal \$ | Other \$ | Federal \$ | Other \$ | | | | | |
| <u>EUGENE</u> | | | | | | | | | | | | | |
| 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. | 13376 | \$125,000 | \$243,000 | | | | | \$368,000 | STP-U, E | RTP Goals #1 & #2 | Exempt / Other - Planning MPO | |
| Fern Ridge Path Resurfacing | Rehabilitate the existing pavement of Fern Ridge path by overlaying with new concrete surfacing; Chambers to City View | 13377 | \$418,000 | \$105,000 | | | | | \$523,000 | STP-U, E | TSI Bikeway Policy #1 | Exempt / Air Quality - Bike & Ped facility | |
| Courthouse District Transportation Improvements | Reconstruct 8 th Avenue (Mill Street to Hilyard Street), 2-lane urban street with parking, curb, gutter and sidewalks. Extend Ferry Street (north from 8 th Avenue to realigned 6 th Avenue), 2-lane urban street with parking, curb, gutter and sidewalks. Construct realigned 6 th 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 8 th Avenue and Mill Street intersection as well as improvements to Mill Street, Broadway and Ferry Street FY05 funding: \$500K for design; \$1,100K for ROW acquisition; \$5,000K for construction; FY06 \$1,000K for construction | 13378 13379 | \$5,000,000 | \$1,600,000 | | | \$1,000,000 | | \$7,600,000 | F, E, LC | 198 | Regionally significant - major activity center | |
| Traffic Operations Improvement Program | Safety and transportation system management improvements | 13381 13382 | | \$55,000 | | | \$55,000 | | \$110,000 | E | TSI Roadway Policy #1 | Not regionally significant | |
| Street Lighting | Arterials/collectors, various locations | 13384 13385 | | \$60,000 | | | \$60,000 | | \$120,000 | E | TSI Roadway Policy #1 | Not regionally significant | |
| 3 rd -4 th Connector | Upgrade and capacity enhancements for 3 rd 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 | | \$1,451,000 | | | | | \$1,451,000 | E | 450 | Not regionally significant; | |
| Traffic Signal Improvements and Upgrades | Install new traffic signals and upgrade traffic signal system | 13389 13390 | | \$150,000 | | | \$150,000 | | \$300,000 | E | TSI Roadway Policy #1 | Not regionally significant | |
| Judkins Point Interchange / Glenwood Boulevard | Intersection improvements at interchange ramp terminal [South side] | TBD | | \$220,000 | | | | | \$220,000 | LC | TSI Roadway Policy #1 | Regionally significant | |

Table 1: Project List for Central Lane MPO FY05-07 MTIP

-- as of December 30, 2004 --
(Shaded rows indicate areas within the CATS air quality area)

| Project | Project Description | ODOT Key Number | Fiscal Year | | | | | | Total Cost FY05-07 | Total Federal Cost FY05-07 | Funding Source | RTP Project Number ¹ | Regional Emissions Analysis |
|---|--|-----------------|-------------|-----------|-------------|-------------|------------|----------|--------------------|----------------------------|--------------------------|--|-----------------------------|
| | | | FY05 | | FY06 | | FY07 | | | | | | |
| | | | Federal \$ | Other \$ | Federal \$ | Other \$ | Federal \$ | Other \$ | | | | | |
| EUGENE, Continued | | | | | | | | | | | | | |
| Legacy Extension, Avalon to Royal | Extension of Legacy Street; Construct new 3-lane major collector with curb, gutter, sidewalks and bike lanes | 13393 13394 | | \$263,000 | | \$823,000 | | | \$0 | E | 435 | Not regionally significant; | |
| 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 | | \$400,000 | | \$400,000 | | | \$0 | E | 102 | Not regionally significant | |
| Monroe Street / Friendly Street Bikeway | 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 28 th Avenue. Possible intersection and operational changes to improve safety for cyclists through corridor | 13399 | \$224,000 | \$26,000 | | | | | \$250,000 | STP-U, E | 172, 251 | Exempt / Air Quality - Bike and ped facility | |
| North Bank Trail Resurfacing; Greenway Bicycle Bridge - 1500' East of Hwy 227 | Rehabilitate the existing pavement of North Bank Trail path by overlaying with new concrete surfacing, Greenway Bicycle Bridge to 1500' east of Hwy 227 [1105] O-Xing. | 13400 | \$381,000 | \$96,000 | | | | | \$477,000 | STP-U, E | Finance Policies #2 & #6 | Exempt / Air Quality - Bike and ped facility | |
| Roosevelt Extension, Tery to Royal | Extension of Roosevelt Blvd; Construct new 3-lane major collector with curb, gutter, sidewalks and bike lanes | 13401 13402 | | \$270,000 | | \$274,000 | | | \$0 | E | 429 | Not regionally significant | |
| Garden Way Path Resurfacing | Rehabilitate the existing pavement of Garden Way path (Garden Way to Canoe Canal) by overlaying with new concrete surfacing | 13403 | | | \$388,000 | \$97,000 | | | \$485,000 | STP-U, E | TSI Bikeway Policy #1 | Exempt / Air Quality - Bike and ped facility | |
| 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 | | | \$695,000 | \$565,000 | | | \$1,260,000 | STP-U, E | 680 | Regionally significant | |
| Airport Road Realignment | Realign Airport Rd and possible reconfiguration of Airport Rd/Greenhill Rd airport entrance intersection. | TBD | \$180,000 | \$20,000 | \$2,081,820 | \$118,180 | | | \$2,400,000 | FAA, E | 499 | Not regionally significant | |
| Patterson Street Underpass | Extend Patterson St. from Broadway to North of Railroad Tracks and Construct Underpass FY06: preliminary design & engineering FY07: construction | TBD | | | \$3,570,000 | \$8,330,000 | | | \$11,900,000 | E | 199 | Regionally significant | |

Table 1: Project List for Central Lane MPO FY05-07 MTIP

-- as of December 30, 2004 --
 (Shaded rows indicate areas within the CATS air quality area)

| Project | Project Description | ODOT Key Number | Fiscal Year | | | | Total Cost FY05-07 | Total Federal Cost FY05-07 | Funding Source | RTP Project Number ¹ | Regional Emissions Analysis |
|---|--|-----------------|-----------------|-------------|-----------------|-------------|--------------------|----------------------------|---------------------------|---------------------------------|-----------------------------|
| | | | FY05 Federal \$ | Other \$ | FY06 Federal \$ | Other \$ | | | | | |
| SPRINGFIELD | | | | | | | | | | | |
| Regional Transportation Planning | Allows Springfield Public Works and Development Services staff to participate and actively collaborate with federal, state, and metro area agencies and governments to form and implement regional transportation plans. | 13406 | \$87,500 | \$20,000 | | | \$107,500 | STP-U, S | RTP Goals #1 & #2 | Exempt / Other - Planning MPO | |
| 21 st Street | Preservation and reconstruction, Olympic to Main; add bike lanes | 13407 | \$640,000 | \$710,000 | | | \$1,350,000 | STP-U, S | Finance Policy #2 | Not regionally significant | |
| Traffic Control Projects | Installation of traffic controls such as signals or roundabouts | 13415 13416 | | \$50,000 | | \$50,000 | \$100,000 | S,SDC | TSI System-Wide Policy #1 | Not regionally significant | |
| 126/42 nd Ramp Signal | Construct signal at Highway 126/42 nd WB ramp intersection | 13417 | | \$200,000 | | | \$200,000 | LC | 799 | Regionally Significant | |
| Gateway Traffic Improvements | Capacity improvements at various locations in the Gateway area | 13419 13420 | | \$200,000 | | \$200,000 | \$400,000 | S,SDC | TSI System-Wide Policy #1 | Not regionally significant | |
| Pioneer Parkway | Pavement Preservation, Q Street to Hayden Bridge | 13424 | | | | \$100,000 | \$500,000 | STP-U, S | Finance Policy #2 | Not regionally significant | |
| MLK Parkway | Construct minor arterial; Bellline-Game Farm intersection to Harlow-Hayden intersection | 13425 | | \$9,300,000 | | | \$9,300,000 | LC, D | 788 | Regionally Significant | |
| 42 nd 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 gutters | 12835 | | \$1,550,000 | | \$1,550,000 | \$3,100,000 | O | 954 | Regionally Significant | |
| 69 th Street | Reconstruction and urban standards, A Street to Thurston Road; Upgrade to a three lane section where feasible including sidewalks, curbs and gutters, drainage improvements for a channel (drainage funds), bike lanes, street lighting, intersection improvement (signal or roundabout) at 69th and Thurston intersection | 13426 | | | | \$431,000 | \$1,185,000 | STP-U, S | Finance Policy #2 | Not regionally significant | |
| Gateway/Bellline Intersections Improvements | Postal Way to International Way - improve intersections and realign Gateway. Design and Right of Way purchase | TBD | | \$2,250,000 | | \$3,250,000 | \$8,000,000 | S, D | 789 | Regionally significant | |

Table 1: Project List for Central Lane MPO FY05-07 MTIP

-- as of December 30, 2004 --
 (Shaded rows indicate areas within the CATS air quality area)

| Project | Project Description | ODOT Key Number | Fiscal Year | | | | Total Cost FY 05-07 | Total Federal Cost FY05-07 | Funding Source | RTP Project Number | Regional Emissions Analysis |
|--|---|-----------------|-----------------|---------------|-----------------|---------------|---------------------|----------------------------|-------------------|---|-----------------------------|
| | | | FY05 Federal \$ | FY05 Other \$ | FY06 Federal \$ | FY06 Other \$ | | | | | |
| LANE COUNTY | | | | | | | | | | | |
| Jasper Road Extension, 57 th to Jasper Road | Extend 2 lane arterial | 13428 | | \$2,625,000 | | | \$0 | LC | 66 | Regionally significant | |
| Delta/Bettline Interchange | Interchange improvements; interim safety improvements; potentially replace/revise existing ramps and widen Delta Highway bridge to five lanes | 10088 | | | | \$8,050,000 | \$0 | LC | 638 | Regionally significant | |
| Game Farm North, Eugene City Limit to Coburg Road | Upgrade from 2-lane to 3-lane urban facility; include a curb, setback sidewalk, urban bike lane on the south/west side and a rural design on the north/east side including a six foot bike shoulder; include a new traffic signal at Crescent Avenue and an improvement of the Armitage Road alignment as the fourth leg of this intersection | 13430 | | \$3,025,000 | | | \$0 | LC | 654 | Not regionally significant | |
| Delta Highway | Pavement Preservation | 13432 | | | | \$632,500 | \$632,500 | STP-U, LC | Finance Policy #2 | Not regionally significant | |
| Royal Avenue, Terry Street to Greenhill Road | Upgrade major collector to urban standards with 3-lanes, curb, gutter, sidewalks and bike lanes | 13434 | | | | \$2,200,000 | \$0 | LC,E | 481 | Not regionally significant | |
| Hunsaker/Beaver St | Upgrade two lane urban facility with sidewalks and bikelanes from Division Ave to River Road | TBD | | | | | \$0 | LC | 527 | Not regionally significant | |
| Greenhill Rd | Addition of shoulders, curbs and gutters, or both, from Royal Ave. to Clear Lake Rd. Design to be determined | TBD | | | | | \$0 | LC | 454, 485 | Not regionally significant | |
| COBURG | | | | | | | | | | | |
| Coburg TSP Update | Update TSP to meet requirements of Periodic Review and TMA | 13436 | \$20,000 | \$5,000 | | | \$20,000 | STP-U | Finance Policy #2 | Exempt / Other - Planning & Technical studies | |
| Coburg Diamond Street overlay | Overlay pavement | 13437 | \$24,000 | \$6,000 | | | \$24,000 | STP-U | Finance Policy #2 | Outside AQMA | |
| Coburg Locust Street improvements | Overlay pavement, provide street widening with the right-of-way and correct drainage problems | 13438 | \$30,000 | \$10,000 | | | \$30,000 | STP-U | Finance Policy #2 | Outside AQMA | |
| LCOG | | | | | | | | | | | |
| Central Lane MPO UP/WP Funding | Fund MPO Work Program Activities | 13440 | \$250,000 | | | | \$250,000 | STP-U | RTP Goals #1 & #2 | Exempt / Other - planning MPO | |

Table 1: Project List for Central Lane MPO FY05-07 MTIP

– as of December 30, 2004 –
(Shaded rows indicate areas within the CAQS air quality area)

| Project | Project Description | ODOT Key Number | Fiscal Year | | | | | | Total Cost FY05-07 | Total Federal Cost FY05-07 | Funding Source | RTP Project Number | Regional Emissions Analysis |
|--|---|-------------------------|-------------|-----------|------------|----------|------------|----------|--------------------|----------------------------|-----------------------|--|-----------------------------|
| | | | FY05 | | FY06 | | FY07 | | | | | | |
| | | | Federal \$ | Other \$ | Federal \$ | Other \$ | Federal \$ | Other \$ | | | | | |
| LTD | | | | | | | | | | | | | |
| 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. | 11708 12890 12891 | \$99,600 | \$11,400 | \$99,600 | \$11,400 | \$99,600 | \$11,400 | \$298,800 | STP | TDM Policy #1 | Exempt / Other - Planning MPO; Exempt / Air Quality - ride-sharing etc promotion | |
| 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 | 12255 12261 | \$160,000 | \$40,000 | \$80,000 | \$20,000 | \$80,000 | \$20,000 | \$320,000 | Federal 5307 | TSI Transit Policy #1 | Exempt / Mass Transit – operating equipment | |
| Regional TDM Program | Commuter Solutions is the region's TDM program responsible for implementing TDM strategies that complement RTP goals and policies. The Transportation Demand Management work performed is regional in its scope of services and programs. 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. | 13443 13444 | \$225,000 | \$36,670 | \$225,000 | \$36,670 | | \$36,670 | \$450,000 | STP-U | TDM Policy #1 | Exempt / Other - Planning MPO; Exempt / Air Quality - ride-sharing etc promotion | |
| River Road Station Improvements | This project is a roof rebuild for the existing River Road Transit Station, and will replace the roof structure | 12256 | \$240,000 | \$60,000 | | | | | \$240,000 | Federal 5307 | TSI Transit Policy #1 | Exempt / Mass Transit - renovate transit building | |
| BRT Coburg & Pioneer Parkway Project Development | Pioneer Parkway and Coburg Road Bus Rapid Transit project development, including alignment alternatives development. This project is being carried forward for grant reimbursement purposes, and funds for work begun in FY04. | 12258 | \$1,000,489 | \$114,511 | | | | | \$1,115,000 | STP-U, 5309 | 1115 | Exempt / Other planning | |

Table 1: Project List for Central Lane MPO FY05-07 MTIP

-- as of December 30, 2004 --
 (Shaded rows indicate areas within the CATS air quality area)

| Project | Project Description | ODOT Key Number | Fiscal Year | | | Total Cost FY05-07 | Total Federal Cost FY05-07 | Funding Source | RTP Project Number ¹ | Regional Emissions Analysis |
|--|--|-----------------|-------------|-------------|-------------|--------------------|----------------------------|----------------------------|---------------------------------|--|
| | | | FY05 | FY06 | FY07 | | | | | |
| | | | Federal \$ | Other \$ | Federal \$ | Other \$ | | | | |
| LTD, Continued | | | | | | | | | | |
| RideSource Facility Construction Project | Construction of RideSource maintenance and operation facility, 2nd and Garfield. | 13445 | \$1,879,152 | \$215,077 | | | \$1,879,152 | Federal 5307, 5309 | TSI Transit Policy #1 | Exempt / Mass Transit - bus storage/maintenance facilities in accord with 23 CFR 771 |
| Bus Support Equipment and Facilities | This project includes office supplies, computer hardware and software, and other administrative support equipment. | 12257 TBD | \$2,800,000 | \$700,000 | \$800,000 | \$200,000 | \$4,400,000 | Federal 5307 | TSI Transit Policy #1 | Exempt / Mass Transit - purchase office etc equipment |
| Bus Rapid Transit Vehicles | 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. | 13446 | | | \$5,280,000 | \$1,320,000 | \$6,600,000 | Federal 5307 | 1110 | Exempt / Mass Transit - replacement vehicles |
| 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. | 13285 | \$8,000,000 | \$2,000,000 | | | \$10,000,000 | Federal 5309, Federal 5307 | 1115 | Regionally Significant |
| 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. | 13447 13448 | \$232,000 | \$58,000 | \$232,000 | \$58,000 | \$464,000 | Federal 5307 | 1130, 1330, 1355 | Exempt / Mass Transit - construct, renovate passenger shelters |

Table 1: Project List for Central Lane MPO FY05-07 MTIP

-- as of December 30, 2004 --
(Shaded rows indicate areas within the CATS air quality area)

| Project | Project Description | ODOT Key Number | Fiscal Year | | | | Total Cost FY 05-07 | Total Federal Cost FY05-07 | Funding Source | RTP Project Number | Regional Emissions Analysis |
|---|---|-----------------|-----------------|---------------|-----------------|---------------|---------------------|----------------------------|----------------------------|-----------------------|---|
| | | | FY05 Federal \$ | FY05 Other \$ | FY06 Federal \$ | FY06 Other \$ | | | | | |
| LTD, Continued | | | | | | | | | | | |
| Boarding Improvements - Shelter Replacement | Replace old shelters in poor condition with new design vandal resistant shelter/ADA access improvements | 13697 TBD | \$216,000 | \$54,000 | \$216,000 | \$54,000 | \$540,000 | \$432,000 | STP-U, LTD | 1130, 1330, 1355 | Exempt / Mass Transit - renovate transit building |
| Bus Rolling Stock | Replacement rolling stock for fixed-route fleet. | 12260 TBD | | | \$5,200,000 | \$1,300,000 | \$6,500,000 | \$5,200,000 | Federal 5309 | 1110 | Exempt / Mass Transit replacement vehicles |
| Fixed Route Fare Management | Upgrade fixed-route fare collection system to accommodate new technology fare readers, such as proximity cards. | 13449 | | | \$886,800 | \$221,700 | \$1,108,500 | \$886,800 | Federal 5307 | TSI Transit Policy #1 | Exempt / Mass Transit - purchase operating equipment |
| Automated Passenger Information Systems | Automated passenger information systems for fixed route service. | 13450 | | | \$161,600 | \$40,400 | \$202,000 | \$161,600 | Federal 5307 | TSI Transit Policy #1 | Exempt / Other - directional and informational signs |
| Radio Infrastructure Improvements | Upgrade radio communication system for fixed route service. | 13451 TDB | | | \$81,600 | \$20,400 | \$1,602,000 | \$1,281,600 | Federal 5307 | TSI Transit Policy #1 | Exempt / Mass Transit - purchase operating equipment |
| 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. | 13452 TBD | \$2,400,000 | \$600,000 | \$620,000 | \$155,000 | \$4,575,000 | \$3,660,000 | Federal 5309, Federal 5307 | 1115 | Exempt / Other - planning and technical studies; Engineering to assess social, economic, and env. effects |
| Springfield Station | Relocation of Springfield Station (completed project, project programmed for grant reimbursement) | 11361 | \$4,160,000 | \$1,040,000 | | | \$5,200,000 | \$4,160,000 | Federal 5309 | 1135 | Exempt / Table_3 - bus terminals and transfer points |
| Transit Urban General Bus purchase | Purchase one large bus | TBD | \$242,271 | \$27,729 | | | \$270,000 | \$242,271 | Federal 5307 | 1110 | Exempt / Mass Transit - replacement vehicles, minor fleet expansion |
| Transit Enhancement Capital Purchases | Replace 1 van; eight shelters; maintenance equipment; maintain bus shelters; purchase 10 vehicles | TBD | \$992,548 | \$113,602 | | | \$1,106,150 | \$992,548 | Federal 5310 | 1130, 1330, 1355 | Exempt / Mass Transit - purchase support vehicles; operating assistance |

Table 1: Project List for Central Lane MPO FY05-07 MTIP

-- as of December 30, 2004 --
(Shaded rows indicate areas within the CATS air quality area)

| Project | Project Description | ODOT Key Number | Fiscal Year | | | | | | Regional Emissions Analysis | | | | |
|--|--|------------------------------------|---------------------|---------------------|---------------------|---------------------|----------------------|--------------------|-----------------------------|--------------------|---------------------|---------------------------|---|
| | | | FY05 | | FY06 | | FY07 | | | | | | |
| | | | Federal \$ | Other \$ | Federal \$ | Other \$ | Federal \$ | Other \$ | | | | | |
| Operational ITS Improvements - Vehicle Management System | Variable message signs on I-5 @ 30 th Avenue & OR69 west of River Road | 13150 | | \$50,000 | | \$750,000 | | | | \$0 | \$800,000 | TSI System-Wide Policy #1 | Exempt / Other - directional and informational signs |
| OR-126/Franklin Blvd. Sidewalks | Sidewalks Glenwood Blvd. to Willamette Bridge/McVey Enhancement FY05: Engineering & ROW; FY06: Construction | 13257 | | \$250,000 | | \$376,000 | | | | \$0 | \$626,000 | Pedestrian Policy #1 | Exempt / Air Quality, Transp. Enhancement - pedestrian facilities |
| OR222 Safety Project | Springfield south city limits to Jasper Bridge; widen shoulders and remove objects in the clear zone without realigning curves and profiles. | 12581 | | 340,000 | | \$2,690,000 | | | | \$0 | \$3,030,000 | Roadway Policy #1 | Exempt / Safety - shoulder improvements |
| Beltline Hwy @ Coburg Road Interchange | Improve interchange to provide adequate storage. FY07: \$1,803,000 ROW; \$111,000 Utility Relocation | 12836 | | | | | | | | \$0 | \$1,914,000 | 622 | Regionally significant |
| I-5 @ Beltline | Interchange: FY05: PE \$4,000K; ROW \$9,725K; Util Reloc \$1,800K FY06: Construction \$56,975K | (combined 12833, 13281, 13668) TBD | \$9,556,245 | \$5,968,755 | \$8,066,490 | \$48,908,510 | | | | \$72,500,000 | \$17,622,735 | OTIA, O, F | Regionally significant |
| West Eugene Parkway (IA) | 4 lane new construction; Seneca Rd to Beltline Highway | 07990 | | | | \$15,587,000 | | | | \$0 | \$15,587,000 | 336 | Regionally significant |
| I-105: Willamette River - Pacific Highway | Preservation; add thick overlay and add auxiliary lanes to connect I5 on-ramp to Coburg Rd off-ramp and Coburg on-ramp to Delta Highway off-ramp (westbound); add similar lanes for eastbound traffic. | 10349 | | \$14,519,000 | | | | | | \$0 | \$14,519,000 | RTP Finance Policy #2 | Exempt / Safety - pavement rehabilitation |
| OR99: Barger Avenue to Washington / Jefferson | Preliminary Engineering for Preservation Project | 14118 | | \$200,000 | | | | | | \$0 | \$200,000 | RTP Finance Policy #2 | Not regionally significant |
| OR99 (7 th St) at Eugene-Springfield Highway | Improve signing and striping FY06: design FY07: land purchase | 13661 | | | \$13,500 | \$1,500 | | | | \$30,600 | \$49,000 | STPSFTY | Exempt / Safety - Hazard elimination program |
| OR99 7 th Street at Garfield | Realign lanes and provide dual right turns FY06: design FY07: land purchase | 13660 | | | \$57,600 | \$6,400 | | | | \$657,900 | \$795,500 | STPSFTY | Exempt / Safety - Hazard elimination program |
| TOTALS | | | \$39,562,805 | \$51,308,744 | \$26,648,510 | \$95,655,660 | \$122,304,170 | \$3,508,100 | \$17,911,900 | \$3,508,100 | \$21,420,000 | | |

¹The column indicates either the RTP project number or a supporting goal or policy number indicating consistency with RTP.

Demonstration of Financial Constraint

As indicated above, ISTEA and TEA-21 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.

| Table 2: FY05-07 MTIP Financial Constraint Assessment | | | | |
|--|--------------|---------------|--------------|----------------------|
| | | | | Total |
| Description | FY05 | FY06 | FY07 | FY05 - FY07 |
| Total Revenue | \$90,891,549 | \$122,304,170 | \$21,420,000 | \$234,615,719 |
| Total Expenditures | \$90,891,549 | \$122,304,170 | \$21,420,000 | \$234,615,719 |
| Difference Between Revenues & Expenditures | \$0 | \$0 | \$0 | \$0 |
| Statement of MTIP Financial Constraint: Each project included in the Fiscal Constraint list of the Central Lane MPO FY05-07 MTIP has an identified funding source or combination of sources reasonably expected to be available over the planning period. | | | | |

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 4 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 criteria of TEA-21 (see attached excerpt of federal guidelines for STP-U funding). 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 will be 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 will be 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 will be assessed for the degree to which it responds to specific alternative performance measures.

Scoring System for Evaluation of Proposals

Various methods can be used to rate and compare the relative merits of proposed projects for STP-U funding, using the criteria discussed above. The two main options are some form of purely relative scoring such as High, Medium, or Low ratings for each criterion; or a point system that assigns a numeric score for each project's rating under each of the criteria. Based on discussions to date, staff would suggest the use of a simple point system, with the following preliminary ranges 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 would be 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 (recommended upper limit for this measure)

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 would be 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, 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

would be 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 would be 100 points.

Adaptation of Criteria for City of Coburg Projects

An adaptation of the criteria scoring system for City of Coburg project applications was provided. Because the City of Coburg was not part of the process that developed and adopted the RTP, it is in a different position than the other MPO member jurisdictions that were part of that process. For example, while one or more RTP policies and one of the APMs directly refer to designated “Priority Bikeway Miles,” there are no priority bikeway miles within Coburg’s jurisdiction. There are other examples where the adopted RTP policies or APMs simply do not apply to Coburg, or can not be measured within Coburg’s current transportation system framework.

For this reason, instead of evaluating Coburg projects against RTP policies, those project proposals have been evaluated against the policies contained in Coburg’s adopted Transportation System Plan (TSP). Similar to how the RTP policies also serve a dual role as the TSP policies for Eugene and Springfield, Coburg’s TSP policies directly reflect the local priorities and goals of that jurisdiction. The scoring system for these criteria were applied exactly the same against both RTP policies and the Coburg TSP policies – there are a total of 38 adopted policies in the RTP and 36 adopted policies in the Coburg TSP.

Staff also recommended a substitute for directly evaluating the Coburg projects against the RTP’s alternative performance measures. Of the six APMs in the RTP which projects may earn points for supporting, three could be applied to Coburg projects (with one minor modification). These three are Percent Non-Auto Trips, Percent Transit Mode Share on Congested Corridors and Priority Bikeway Miles (assuming for the sake of evaluation that any bikeway projects in Coburg at this time would qualify under this criteria). The remaining three RTP APMs all relate to nodal development, which is not an adopted strategy in Coburg. To substitute for these three APMs in the case of Coburg projects, staff recommended that Coburg projects which can be shown to be supportive of mixed-use pedestrian and alternative modes friendly development, should receive points under these evaluation criteria. This alternative approach to evaluating Coburg projects against the APMs allowed Coburg projects to potentially score five points for supporting each of four “APM Measures” for a potential maximum on these criteria of 20 points, the same maximum as all other jurisdictions’ projects could score.

Using this point system, each proposal was scored and then its total point value was compared to other project proposals within the same project category. The point values were a major tool for

evaluating and ranking projects within each category, but final adjustments would be 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 2005-2007 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 2005-2007 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 2005-2007 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 2005-2007 to be allocated to TDM programs has been established.

Figure A-1
**APPLICATION FOR STP-U FUNDS FOR 2005-2007 MTIP
 UPDATE**

Date of this application _____

Contact person _____

A. Background Information

1. Project title: (Example: Resurface Thompson Street from 2nd Avenue to Schwetz Lane.)

2. Project category: (Example: modernization, preservation, or planning/project development)

3. Lead agency: (Example: Lane County, LTD, Springfield, Eugene, Coburg)

4. Project description: (Example: this project will overlay Thompson Street from 2nd Avenue to Schwetz Lane; add sidewalks to several segments with no sidewalk at present; and restripe Thompson to add bike lanes, and a left-turn pocket at the intersection with 2nd Avenue.)

5. Project cost estimate: (all numbers in \$000s)

STP-U funds requested for this project \$ _____

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

\$ _____

\$ _____

Total cost estimate \$ _____

6. Project timing: STP funds requested for FY 05

\$ _____

FY 06 \$ _____

FY 07 \$ _____

B. Evaluation of this project based on STP-U Screening Criteria:

1. Project is: Included in the RTP 20-year financially constrained project list _____
 (Project # _____)

or Capable of being added to the list during MTIP time frame _____

or Included in a category of projects or program actions in the Plan _____

Comments:

2. Project is eligible for STP-U funding based on TEA-21 criteria: yes _____
 no _____

Comments:

3. Project can be implemented within the MTIP time frame: 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 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.)

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 | 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 RTP alternative TPR performance measures--one or two sentences for each measure supported. (Example: since this project includes restriping Thompson 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.)

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

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

Director of Public Works, Lane County
Director of Public Works, City of Eugene
Director of Public Works, City of Springfield
Director of Planning, Lane County
Planning Director, Eugene
Planning Manager, Springfield
Planning Director, City of Coburg
Director of Administrative Services, Lane Transit District
Planning and Development Manager, Lane Transit District
Transportation Planning Engineer, Lane County
Transportation Engineer, Eugene
Traffic Engineer, Springfield
Region 2 Transportation Representative, Oregon Department of Transportation
Manager, Eugene Airport
Representative, Lane Regional Air Pollution Authority
Representative, City of Veneta
Representative, City of Junction City
Representative, City of Creswell
Representative, City of Cottage Grove

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

On December 18, 1991, the President signed the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 providing authorizations for highways, highway safety, and transit transportation for the next six years. State and local governments are given more flexibility in determining transportation solutions, whether transit or highways. The MTIP development process must address the ISTEA and TEA-21 requirements and give full consideration to the flexibility provisions in the act. 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.

High Cost Bridge Projects, congressionally designated highway projects, are funded as part of ISTEA and TEA-21. \$23.7 million for the Ferry Street Bridge was funded under this special program.

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 has a new program element under ISTEA, an inter-city bus program. It 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
Project Location Map

| MAP KEY | | |
|---------------------|----------------|---|
| Jurisdiction | Map Key | Project Name |
| Eugene | F | Fern Ridge Path Resurfacing |
| Eugene | 198/Green Dot | Courthouse District Transportation Improvements |
| Eugene | 450 | 3rd-4th Connector |
| Eugene | G | Judkins Point Interchange/Glenwood Blvd Intersection Improvements |
| 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 | 429 | Roosevelt Extension, Terry to Royal |
| Eugene | K | Garden Way Path Resurfacing |
| Eugene | 499 | Airport Rd realignment |
| Eugene | 199 | Patterson St. Underpass |
| Springfield | 906 | 21st Street Preservation and Reconstruction |
| Springfield | 799 | 126 at 42nd Street Ramp Signal |
| Springfield | L | Pioneer Parkway Pavement Preservation |
| Springfield | 768 | MLK Parkway |
| Springfield | 954 | 42nd Street, McKenzie Hwy to Jasper Rd |
| Springfield | 15 | 69th Street Upgrade to Urban Standards |
| Springfield | 789 | Gateway/Beltline intersections improvements |
| Lane County | 66 | Jasper Road Extension, 57th to Jasper |
| Lane County | 638 | Delta/Beltline Interchange |
| Lane County | 654 | Game Farm North, Eugene City Limit to Coburg Road |
| Lane County | E | Delta Highway pavement preservation |
| Lane County | 481 | Royal Avenue, Terry Street to Greenhill Road |
| Lane County | 527 | Hunsaker/Beaver St upgrade with sidewalks and bike lanes |
| Lane County | 454, 485 | Greenhill Rd upgrade shoulders, curbs and gutters |
| Coburg | 1001 | Diamond Street Overlay |
| Coburg | 1002 | Locust Street Improvements |
| LTD | Orange Box | River Road Transit Station Improvements |
| LTD | Blue Line/BRT | Bus Rapid Transit Phase 1 - Franklin EmX Corridor |
| LTD | 1115 | Bus Rapid Transit, Pioneer Parkway |
| LTD | 1135 | Springfield Transit Station |
| LTD | H | RideSource Facility |
| ODOT | B | I105: Willamette River to Pacific Highway |
| ODOT | D | Operational ITS Improvements-Vehicle Management System |
| ODOT | A | OR-126/Franklin Blvd sidewalks |
| ODOT | C | OR222 Safety Project |
| ODOT | 606 | I-5 @ Beltline interchange |
| ODOT | 622 | Beltline Hwy @ Coburg Road Interchange |
| ODOT | 336 | West Eugene Parkway Unit 1 Part A Seneca- Rd to Beltline Highway |
| ODOT | J | Hwy 99, Barger to Washington/Jefferson, Overlay |
| ODOT | P | OR99/7 th St and Eugene-Springfield Highway safety project |
| ODOT | R | OR 99 7 th St at Garfield safety project |



Capital Projects Map

The Metropolitan Transportation Improvement Program (MTIP) is a listing of transportation improvements scheduled in the Central Lane metropolitan area during fiscal years 2005-2007. 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).

Roadway Projects

- Roadway Improvement Projects
- Bridge, Interchange, and Signal Improvements
- ITS Improvements

Transit Projects

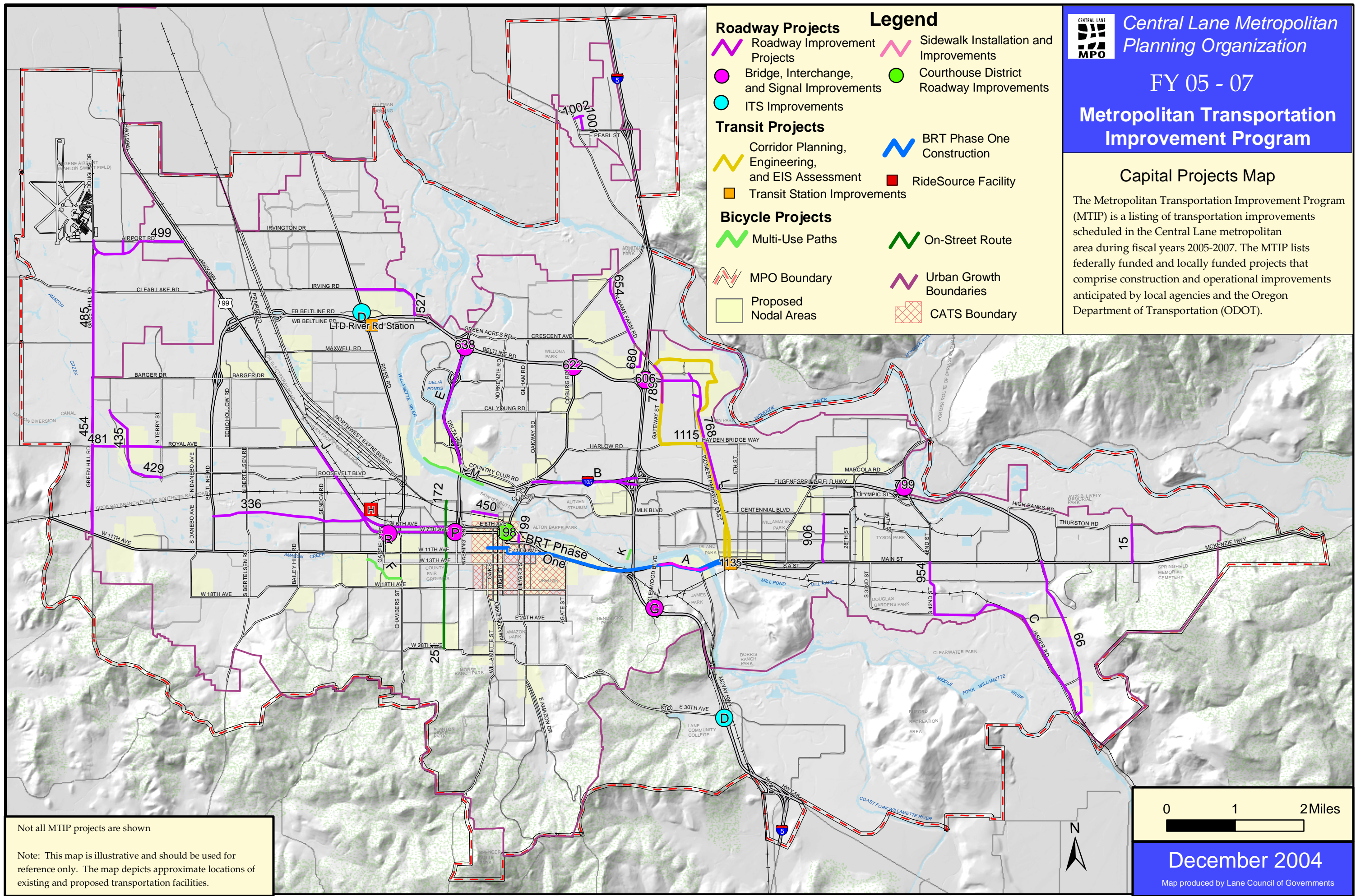
- Corridor Planning, Engineering, and EIS Assessment
- Transit Station Improvements
- BRT Phase One Construction
- RideSource Facility

Bicycle Projects

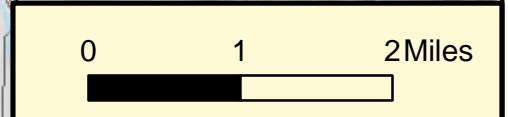
- Multi-Use Paths
- On-Street Route

Legend

- Sidewalk Installation and Improvements
- Courthouse District Roadway Improvements
- MPO Boundary
- Proposed Nodal Areas
- Urban Growth Boundaries
- CATS Boundary



Not all MTIP projects are shown
Note: This map is illustrative and should be used for reference only. The map depicts approximate locations of existing and proposed transportation facilities.



Appendix F
Status of Projects from Prior MTIPs

List of Major Projects from prior MTIP (FY04-06)

-- as of December 30, 2004 --
(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 |
|---|---|-----------------|-------------|------------------------------|----------------|-----------------------------|
| | | | | | | 2004-2025 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 | Carried forward | E, LC | 198 |
| Judkins Point Interchange / Glenwood Boulevard | Intersection improvements at interchange ramp terminal | 13391 | Eugene | Completed | E, LC | TSI Roadway Policy #1 |
| 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 | Carried forward | STP-U, E | 680 |
| 126/42 Ramp Signal | Construct signal at Highway 126/42nd WB ramp intersection | 13417 | Springfield | Carried forward | LC | 713 |
| MLK Parkway | Construct minor arterial; Beltline-Game Farm intersection to Harlow-Hayden intersection | 13425 | Springfield | Carried forward | 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 | 12835 | Springfield | Carried forward | O | 954 |
| Jasper Road Extension, Main Street to 58th | Extend 4 lane arterial | 13427 | Lane Co. | Completed | LC | 66 |
| Jasper Road Extension, 58th to Jasper Road | Extend 2 lane arterial | 13428 | Lane Co. | Carried forward | 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. | Carried forward | LC | 638 |
| Delta Highway | Pavement Preservation | 13432 | Lane Co. | Carried forward | STP-U, LC | Finance Policy #2 |
| Bus Rapid Transit | This project is for Pioneer Parkway and Coburg Road Bus Rapid Transit planning and development, including preliminary engineering and NEPA documentation. This is a planning project, not a capital facility project. | 12252, 12258 | LTD | Carried forward | STP-U, 5309 | 1115 |

| Project | Project Description | ODOT Key Number | Agency | Status at Completion of MTIP | Funding Source | RTP Project Number / Policy |
|--|--|-----------------|--------|---|----------------------------|-----------------------------|
| 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-pai | 13285 | LTD | Carried forward | Federal 5309, Federal 5307 | 1115 |
| Bus Rapid Transit, Pioneer Parkway | Final design, final engineering, land acquisition and initial construction of Pioneer Parkway Bus Rapid Transit. This corridor is planned to operate from the new Springfield Station to the Gateway area, traveling in the median along Pioneer Parkway, and | 13452 | LTD | Project Rescoped | Federal 5309, Federal 5307 | 1115 |
| Beltline Hwy @ Coburg Road Interchange | Improve interchange to provide adequate storage | 12836 | ODOT | Carried forward | O | 622 |
| I-5 @ Beltline | Interchange Phase One; FY04: Right-of-way; FY05: Construction | 13281 | ODOT | Carried forward - combined into one project | OTIA | 606 |
| I-5 @ Beltline | Interchange Phase Two Engineering & Right-of-Way | 12833 | ODOT | Carried forward - combined into one project | O | 606 |
| OR-126 (WEP) | W. 11th St - Garfield St., Unit 1, Part A; FY04: Engineering & ROW; FY05: Construction | 7990 | ODOT | Carried forward | O | 336 |

Status Code:

| Project Withdrawn (from MTIP): | Carried forward: | Carried forward; annually recurring: | Project Rescoped: | Completed: |
|---|---|--|--|------------------|
| (1) = Unsuited for inclusion in MTIP (2) = Removed from CIP (3) = Removed because of project considerations | One or more of funded years carry over into next MTIP; project may be partially complete. | This is a project/ program that has funding allocated yearly to continue the program | The scope of this project has been changed | Project finished |