

# **Air Quality Conformity Determination**



***Federal FY2021-2024  
Metropolitan Transportation Improvement Program***

Adopted May 7, 2020

This report was financed in part by the Oregon Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration.



<<Insert Governor Approval>>

<<Insert USDOT Approval>>

**RESOLUTION 2020-04**

**ADOPTING THE CENTRAL LANE METROPOLITAN PLANNING ORGANIZATION  
AIR QUALITY CONFORMITY DETERMINATION FOR THE FFY21-24 METROPOLITAN  
TRANSPORTATION IMPROVEMENT PROGRAM (MTIP)**

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

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

**WHEREAS**, the MPO area is currently designated as a maintenance area for PM10 under the Clean Air Act; and

**WHEREAS**, the FFY21-24 MTIP must demonstrate air quality conformity before being approved by the MPO or accepted by the federal Department of Transportation, according to the requirements of OAR-340-252-0010 et. seq. and 40 CFR 93.100 et. seq.; and

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

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

**WHEREAS**, a public review and comment period has been conducted, and the Metropolitan Policy Committee has approved the public review process;

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

**THAT**, the Air Quality Conformity Determination for the FFY21-24 MTIP has been prepared according to state and federal regulations and undertaken through interagency consultation with local, state and federal agencies;

**THAT**, the Air Quality Conformity Determination for the FFY21-24 MTIP has gone through a public and agency review period in accord with the requirements of the MPO's Public Participation Plan and OAR-340-252-0060;


**THAT**, the FFY21-24 MTIP has been determined to conform to the requirements related to regional air quality emissions contained in OAR 340-252 (Transportation Conformity), and 40 CFR 93 (Determining Conformity of Federal Actions to State or Federal Implementation Plans); and

**THAT**, the Metropolitan Policy Committee hereby adopts the Air Quality Conformity Determination for the FFY21-24 MTIP as set forth in Exhibit B, attached to and incorporated by reference to this resolution.

PASSED AND APPROVED THIS 7<sup>th</sup> DAY OF MAY, 2020, BY THE METROPOLITAN POLICY COMMITTEE.

**ATTEST:**

  
Christine Lundberg, Chair  
Metropolitan Policy Committee

  
Brendalee Wilson, Executive Director  
Lane Council of Governments



## Synopsis

An air quality conformity determination (AQCD) for a transportation plan or program is a finding that proposed transportation activities will not impede this area from continuing to meet air quality standards and will not cause or contribute to new air quality violations. The report is required in areas that have previously been determined to have violated standards for at least one of six pollutants identified by US-EPA. In the Eugene-Springfield area, that pollutant is coarse particulate matter (PM<sub>10</sub>).

### Why are we producing this document?

In October 2020, the Central Lane Metropolitan Planning Organization (MPO) (comprised of the local transportation agencies of Eugene, Springfield, Coburg, and Lane County, Lane Transit District, and Oregon Department of Transportation (ODOT)) will begin implementation of a new Metropolitan Transportation Improvement Program (MTIP). Within this program are projects that generally have regional significance and/or will use federal funds during the 2021 – 2024 federal fiscal years. While the current 2018-2021 MTIP will remain in force through September 2020, the 2021-24 MTIP is being conformed at this time in order to meet the ODOT timelines for the 2021-2024 Statewide Transportation Improvement Program (STIP).

In certain areas where air quality emissions have exceeded the National Ambient Air Quality Standards (NAAQS) in the past 20 years, an AQCD is required whenever the MTIP or MPO's Metropolitan Plan (RTP) is updated, or every 4 years, whichever comes first. The conformity determination must be adopted as part of the approval process. US Department of Transportation (US-DOT) must make the conformity determination before the plan or program can become operative.

Within the Eugene-Springfield area, the only air pollutant with a current air quality maintenance plan is that of ***coarse particulate matter (PM<sub>10</sub>)***. In 2013, the Eugene-Springfield area was re-designated by the Environmental Protection Agency (US-EPA) to attainment for PM<sub>10</sub> with an approved 10-year limited maintenance plan. This means that previously poor air quality has improved to the point where it now meets the Clean Air Act NAAQS for PM<sub>10</sub>. A 20-year maintenance period then began to ensure that no backsliding occurs and that the PM<sub>10</sub> standard continues to be met. Although transportation was found not to be a significant contributor of PM<sub>10</sub> pollution (home wood heating and industrial sources were the major contributors), analysis is required of certain transportation projects in order to ascertain that localized impacts (such as at intersections) do not occur. This analysis takes place at the time the project is scoped during design in preparation for construction. The AQCD ensures that projects that potentially need to carry out this analysis are identified.

### Who takes action?

The Metropolitan Policy Committee (MPC), as the policy board for the Central Lane MPO (CLMPO), must formally adopt the findings described in this report. US-DOT must then confer with US-EPA and if the analysis is acceptable, they will issue a positive ruling. The TIP may become effective only upon confirmation of this positive ruling.

### Findings

The Central Lane MPO area currently meets all federal clean air standards. PM<sub>10</sub> levels remain low, below the limited maintenance plan threshold. Of the other criteria pollutants that are monitored, carbon monoxide levels are extremely low and show no sign of rebounding. The area is in compliance with the standards for ozone and particle pollution 2.5 microns and smaller, although vigilance is needed to ensure that this remains so.

Pursuant to [40 CFR Section 93](#) this conformity determination for the CLMPO 2021-2024 MTIP meets all the requirements under the conformity rule.

## **Purpose**

This transportation conformity analysis is being carried out in conjunction with the development of the 2021-2024 MTIP of the Central Lane MPO, located in Eugene, OR.

## **Air Quality Status**

Within the MPO area, transportation conformity is only required for particulate matter air pollution with an aerodynamic diameter less than or equal to 10  $\mu\text{m}$  in size ( $\text{PM}_{10}$ ). The Eugene and Springfield urban growth boundaries (Map 1) constitute the air quality maintenance area for  $\text{PM}_{10}$ . The area is approximately 77 square miles in size.

In August 1987, the Eugene-Springfield area was designed by US-EPA as a  $\text{PM}_{10}$  non-attainment area due to measured violations of the 24-hour  $\text{PM}_{10}$  standard (52 FR 29383). In August 1994, US-EPA approved the attainment plan (State Implementation Plan (SIP)) classifying the area as 'moderate' (59 FR 43483). Smoke from residential wood heating was determined to be the major contributor. The establishment of a mandatory home wood heating curtailment program was identified as a remedy to reduce wood burning emissions during stagnant air episodes in winter. Continued enforcement of existing controls on local industrial sources was also mandated. Emissions from motor vehicles were established to be not significant<sup>1</sup>. No transportation control measures (TCM) were identified, and no transportation emissions budget was determined. US-EPA determined that the area was exempted from regional emissions analysis for  $\text{PM}_{10}$  but that project level conformity requirements continued to apply (Appendix A).

In January 2012, Lane Regional Air Protection Agency (LRAPA) submitted a revision to the Oregon  $\text{PM}_{10}$  SIP demonstrating attainment and describing a 10-year limited maintenance plan (LMP). US-EPA approved the plan and the area was re-designated as in attainment effective June 10, 2013 (78 FR 21547). The plan identified that the area's 24-hour  $\text{PM}_{10}$  design value of 66  $\mu\text{g}/\text{m}^3$  (2006-2008) was well below the LMP qualifying critical design value of 98  $\mu\text{g}/\text{m}^3$ . The inventory analysis also demonstrated that only limited growth in  $\text{PM}_{10}$  emissions from motor vehicles was expected<sup>2</sup> and that these emissions were unlikely to cause a future violation. No TCMs were identified and no transportation budget was established. There are no contingency measures that involve transportation sources.

With the approval of the LMP, the area continues to be exempt from performing a regional emissions analysis for  $\text{PM}_{10}$  and there is no 'budget' test. The area, however, must meet project level conformity analyses and must also respond to transportation conformity criteria as specified in 78 FR 21547 and in particular, in 40 CFR 93.109(e).

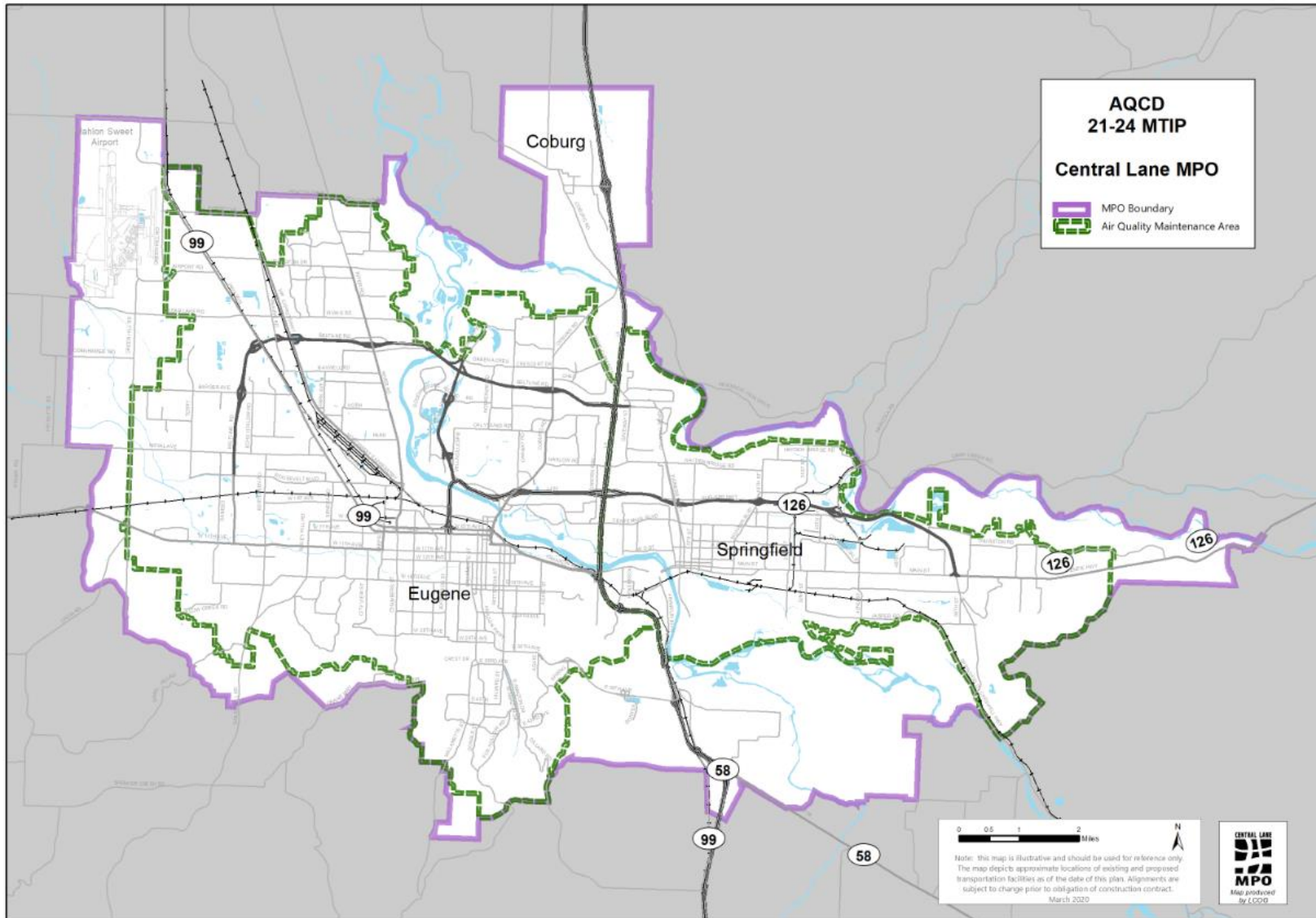
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<sup>1</sup> See letter from US-EPA to LRAPA, dated Sept 9, 1994. Appendix B, page B-3.

<sup>2</sup> For the 2008 inventory, road dust and motor vehicle exhaust, break and tire wear were estimated at 14.6% of the total annual  $\text{PM}_{10}$  emissions, and 8.5% of the emissions on an average winter day.

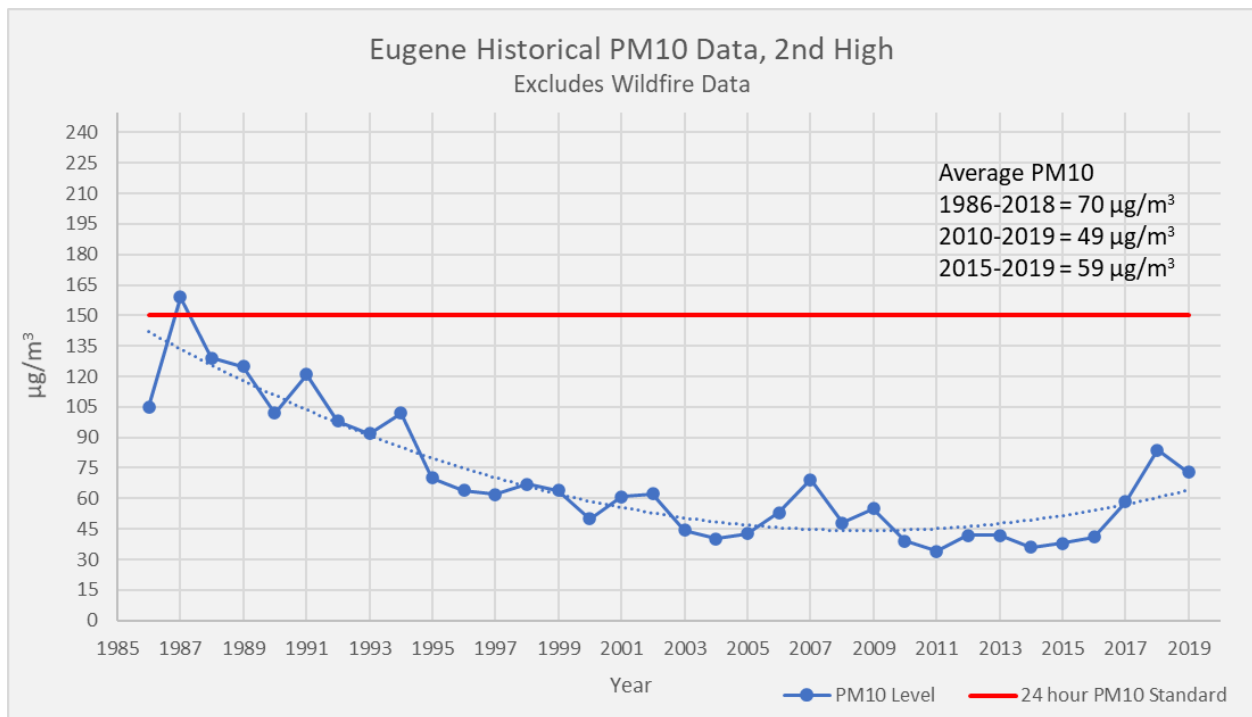
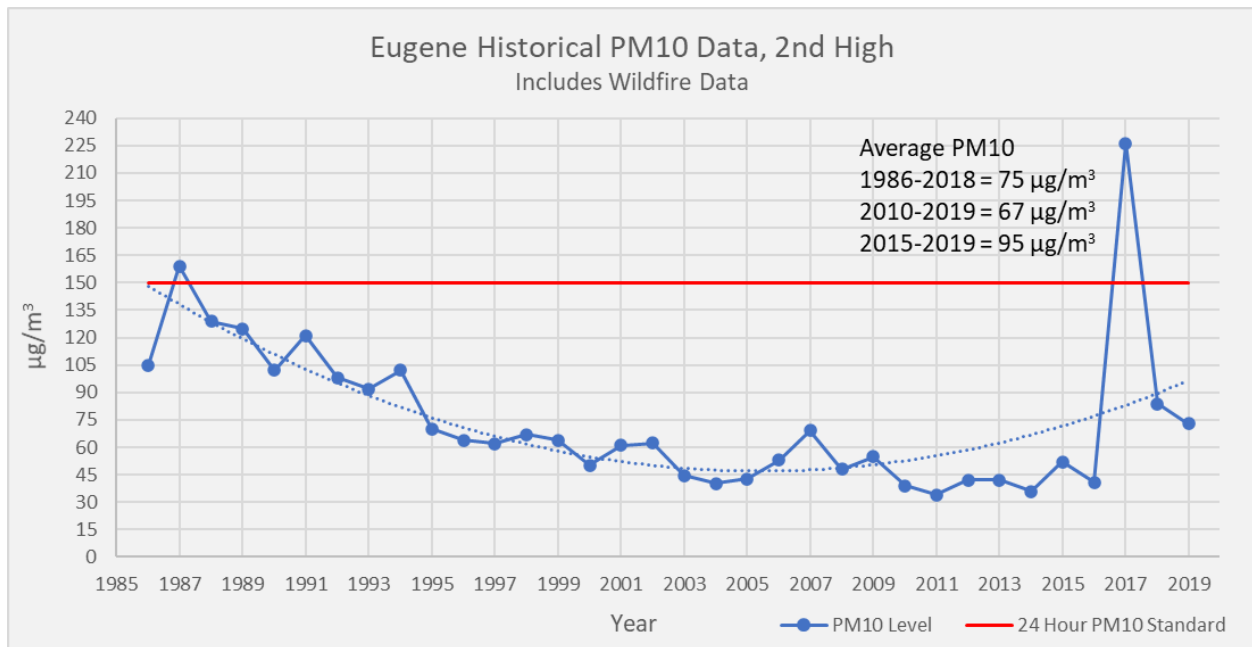


Map of Eugene-Springfield Air Quality Maintenance Area



The annual PM<sub>10</sub> standard, which was revoked by US EPA in 2006, has never been exceeded in this area.

The figures below show the PM<sub>10</sub> measurements taken by the approved monitor<sup>3</sup>. The top figure reflects PM<sub>10</sub> measurements including the anomalous wildfire events of 2017, while the bottom figure excludes those events. Dismissing the 2017 wildfire events, the 24-hour level continues to remain well below the standard, and there have been no exceedances since 1987. The latest data from 2019 shows a 24-hour (5 yr) design value of 59 µg/m<sup>3</sup>, well below the standard of 150 µg/m<sup>3</sup>.



<sup>3</sup> Site #41-039-0058-881102-1: Highway 99/Key Bank, Eugene-Springfield area.

These data show that this eligibility is maintained, and that there continues to be very low probability that the region will violate the standard within the period of the maintenance plan.

### **PM<sub>10</sub> Limited Maintenance Plan Conformity Criteria**

On June 10, 2013, US-EPA approved a 10-year maintenance plan, known as a “limited maintenance plan” (LMP) for the Eugene-Springfield area. This limited maintenance plan has a 2023 horizon year. Because of the approved LMP, the Central Lane MPO no longer has to complete a regional emissions analysis for the Eugene-Springfield area for PM<sub>10</sub> pursuant to 40 CFR 93.109(e). However, other transportation conformity requirements referred to in Table 1 of §93.109(b), continue to apply. Additionally, the approval of the LMP (78 FR 21547) also directs accordance with §93.104, §93.105, §93.108, §93.123 and §93.125.

#### **40 CFR 93.104 *Frequency of conformity determinations.***

*Conformity of transportation plans and TIPS must be determined no less frequently than every four years. Conformity of plan and TIP amendments, except for those that add or delete exempt projects, must be demonstrated prior to approval of the action. All FHWA/FTA projects must be found to conform or must be re-conformed following any significant status or scope change, before they are adopted, accepted, approved or funded.*

The 2040 Regional Transportation Plan (RTP) and the 2018-2021 Metropolitan Transportation Improvement Program (MTIP) were conformed on September 29, 2017 (Appendix B).

#### **40 CFR 93.105 *Consultation***

*Interagency consultation procedures must be carried out in accord with OAR 340-252-0060 and the MPO’s public involvement policies developed under 23 CFR Part 450.*

A draft of this document along with the project lists was circulated by the MPO to ODOT, US-EPA, Oregon DEQ, LRAPA, and US-DOT (FHWA and FTA) during interagency consultation. The air quality implications of each project were noted to determine which projects were considered exempt and which had the potential for being projects of local concern, thus requiring hot spot analysis.

Public notice was provided on the MPO’s web site and through emails to interested parties in the region. A public hearing was held at the policy board review meeting, and the 30 day public comment period required by the MPO’s Public Participation Plan was held.

The Transportation Planning Committee (TPC), the standing committee for interagency consultation, reviewed the project lists and subsequently reviewed the results of the public comment period and the interagency consultation. Any comments received at the public hearing or submitted during the public comment period will be provided as an attachment to this document.

Pertinent dates are listed below.

December 18	TPC initial review of project lists
March 26	IAC and public comment period begins
April 2	Public hearing at MPO policy board meeting
April 15	TPC reviews public comments to date; MPO addresses IAC comments.
April 26	IAC and public comment period ends (>30 days)
April 30	MPO responds to TPC comments (7 days prior to adoption)
May 7	MPC adopts MTIP and AQCD

The **project sponsor** is responsible for assuring the conformity of FHWA/FTA projects and regionally significant projects in the MTIP for which hot spot analysis is required. The project sponsor is also responsible for distributing draft and final project environmental documents prepared by the project sponsor to other agencies. It is the responsibility of the project sponsor to consult with the affected transportation and air quality agencies prior to making a project level conformity determination. These activities occur during the project design planning phase.

40 CFR 93.108 ***Transportation plans and TIPs must be fiscally constrained.***

Fiscal constraint is described and affirmed in the 2021-2024 MTIP. Please refer to that document.

40 CFR 93.109 ***Criteria and procedures for determining conformity of transportation plans, programs and projects: General***

(e) This area has an approved limited maintenance plan and as such is not required to satisfy regional emissions analysis for §93.118 and/or §93.119. Other applicable criteria in Table 1 of §93.109(b) are still required including hot spot requirements for certain projects in this PM<sub>10</sub> area.

40 CFR 93.110 ***The conformity determination must be based on the latest planning assumptions.***

The 2021-2024 MTIP implements the 2040 RTP, which was developed using the latest planning assumptions of population, employment, land use, travel and congestion. Service levels of transit are expected to increase over the next few years while fares remain constant with inflation. Transit ridership is expected to increase. No tolls are expected. No TCMs are in effect or are required. Background concentrations of PM<sub>10</sub> are expected to remain low, based on monitoring trends.

40 CFR 93.111 ***Conformity determination must be based on the latest emission estimation model available***

Under the LMP, regional emissions modeling is not required for the conformity determination. Thus, the latest emissions model is not required for this action.

40 CFR 93.112 **Conformity must be determined according to the consultation procedures in this subpart and in the applicable implementation plan, and according to the public involvement procedures established in compliance with 23 CFR Part 450.**

See §93.105 above. This process was conducted in accord with that laid out in the MPO's public participation plan.

40 CFR 93.113 **The transportation plan, TIP, or any FWHA/FTA project which is not from a conforming plan or TIP must provide for the timely implementation of TCMs from the applicable implementation plan.**

There are no TCMs specified in the Eugene-Springfield PM<sub>10</sub> State Implementation Plan.

40 CFR 93.123(b) **Procedures for determining localized PM<sub>10</sub> concentrations (hot spot analysis)**

The LMP does not identify any locations, areas or categories of sites of violation or possible violation.

Prior to release of the funding or approval of permits for a project, the regulatory agency will identify projects that must undergo hot spot analysis (see Appendix C for a summary of guiding criteria).

The **project sponsor** (the agency responsible for implementing the project) is responsible for assuring the conformity at this time. Refer to the MTIP Project List and Map of MTIP Projects (both included later in this document) for identification of projects that are deemed at this time as exempt from this requirement, based on §93.126 and §93.127.

40 CFR 93.125 **No emissions reductions credits can be applied if the control measure is not included in the transportation plan or the TIP or does not require regulatory action unless there are written commitment to implement those control measures.** (OAR 340-252-0230)

No control measures have been identified.

### **Regionally Significant Projects**

Any projects determined to be of regional significance (regardless of funding source) were included in this review as well. In the Central Lane MPO, the Transportation Planning Committee (TPC), 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.

The 42<sup>nd</sup> Street: operational capacity and safety improvements (Springfield) project is included in the project list as a project of regional significance, even though it utilizes no federal funding. 42<sup>nd</sup> Street is an arterial roadway and the project will result in added capacity. Since regional air quality analysis is not required under the terms of the MPO area's Limited Maintenance Plan, and since non-federalized projects are not subject to project-level air quality conformity, this project is exempt. However, should the project at any time utilize federal funds, require federal approval, or a federal permit, the project will be subject to project-level conformity and a further review will be necessary at that time in order to ensure that air quality conformity requirements are satisfied.

### **Summary**

Current PM<sub>10</sub> levels are shown to be well under the NAAQS 24-hour standard, and trends indicate a stable situation.

All requirements for the Transportation Air Quality Conformity Determination have been met and the 21-24 MTIP of the Central Lane Metropolitan Planning Organization is in conformity.

MTIP Project List (1 of 4)

Project Name	MTIP ID #	Project Description	Work Type	Perf. Meas.	RTP Project Number / Ref.	Air Quality Status	STIP Key	FFY	Phase	Federal Funding		Federal Req. Match		Total Fed+ Req		Other Funding		Total All Sources
										\$	Source	\$	Source	Match	\$	Source		
Central Lane MPO planning (SFY)	1	Central Lane MPO planning funds by Federal fiscal year. Projects will be selected in the future through the MPO process.	PL	--	RTP Goal #1, #2	EXEMPT / Other-Planning and Technical Studies	20606	2021	PL	\$496,531.88	PL Z450	\$56,830.30	ODOT	\$553,362.18			\$553,362.18	
							20606	2021	PL	\$161,079.62	5303 Z77D	\$18,436.28	LTD	\$179,515.90			\$179,515.90	
							20606	2021	PL	\$620,000.00	STBG Z230	\$70,961.77	LCOG	\$690,961.77			\$690,961.77	
							21843	2022	PL	\$565,697.00	PL Z450	\$64,747.00	ODOT	\$630,444.00			\$630,444.00	
							21843	2022	PL	\$163,290.00	5303 Z77D	\$18,689.28	LTD	\$181,979.28			\$181,979.28	
							21853	2023	PL	\$565,603.18	PL Z450	\$64,735.82	ODOT	\$630,339.00			\$630,339.00	
							21853	2023	PL	\$166,551.00	5303 Z77D	\$19,062.51	LTD	\$185,613.51			\$185,613.51	
							21864	2024	PL	\$565,509.87	PL Z450	\$64,725.13	ODOT	\$630,235.00			\$630,235.00	
							21864	2024	PL	\$169,812.00	5303 Z77D	\$19,435.75	LTD	\$189,247.75			\$189,247.75	
													<b>TOTAL</b>			<b>\$3,474,074.55</b>	<b>\$397,623.84</b>	
STBG-Urban allocation	2	Surface Transportation Block Grant Program-Urban (STBG-U) funding for the Eugene TMA to use on projects to be determined through their project selection process.	--	--	--	--	TBD	2022	OT	\$3,661,831.00	STBG Z230	\$419,112.94	TBD	\$4,080,943.94			\$4,080,943.94	
							TBD	2023	OT	\$4,273,632.00	STBG Z230	\$489,136.31	TBD	\$4,762,768.31			\$4,762,768.31	
							TBD	2024	OT	\$4,387,892.00	STBG Z230	\$502,213.88	TBD	\$4,890,105.88			\$4,890,105.88	
											<b>TOTAL</b>			<b>\$12,323,355.00</b>	<b>\$1,410,463.13</b>		<b>\$13,733,818.13</b>	<b>\$0.00</b>
CMAQ allocation	4	Congestion Mitigation and Air Quality improvements program (CMAQ) funding, projects to be determined through CLMPO project selection process.	--	--	--	--	TBD	2022	OT	\$1,802,748.00	CMAQ Z400	\$206,332.58	TBD	\$2,009,080.58			\$2,009,080.58	
							TBD	2023	OT	\$1,862,530.00	CMAQ Z400	\$213,174.89	TBD	\$2,075,704.89			\$2,075,704.89	
							TBD	2024	OT	\$1,904,452.00	CMAQ Z400	\$217,973.05	TBD	\$2,122,425.05			\$2,122,425.05	
											<b>TOTAL</b>			<b>\$5,569,730.00</b>	<b>\$637,480.52</b>		<b>\$6,207,210.52</b>	<b>\$0.00</b>
Household travel and activity survey	5	Central Lane MPO's participation in the statewide household travel and activity survey to inform travel analysis and model development	PL	--	RTP Goal #2; RTP Objective #2, #3, #11; TDM Policy #1	EXEMPT / Other-Planning and Technical Studies	21384	2021	PL	\$500,000.00	ACPO	\$57,227.23	LCOG	\$557,227.23			\$557,227.23	
											<b>TOTAL</b>			<b>\$500,000.00</b>	<b>\$57,227.23</b>		<b>\$557,227.23</b>	<b>\$0.00</b>
Coburg Loop- N. Coburg Industrial Way	6	Construct shared-use path along west side of N Coburg Industrial Way from Sarah Lane Connector to Wetland Park	BP	S, C	1005	Outside PM10 air quality mainenance area	21327	2019	PE	\$179,460.00	ACPO	\$20,540.00	Coburg	\$200,000.00			\$200,000.00	
							21327	2021	CN	\$448,539.63	STBG Z230	\$51,337.37	Coburg	\$499,877.00			\$499,877.00	
											<b>TOTAL</b>			<b>\$627,999.63</b>	<b>\$71,877.37</b>		<b>\$699,877.00</b>	<b>\$0.00</b>
W Van Duyn Street (Coburg)	7	Construct sidewalk on south side of W Van Duyn Street between Coburg Bottom Loop Road and Water Street.	BP	S, C	TSI System-wide Policy #2, #4; TSI Pedestrian Policy #1, #2	Outside PM10 air quality mainenance area	21376	2020	PE	\$4,000.00	TA Z301	\$457.82	Coburg	\$4,457.82			\$4,457.82	
							21376	2021	CN	\$36,000.00	TA Z301	\$4,120.36	Coburg	\$40,120.36			\$40,120.36	
											<b>TOTAL</b>			<b>\$40,000.00</b>	<b>\$4,578.18</b>		<b>\$44,578.18</b>	<b>\$0.00</b>
S. 28th Street dust mitigation (Springfield)	41	Repave the road to create a smoother driving surface and extend its useful life.	CM	C	RTP Objective #4, #7; TSI Roadway Policy #1; Finance Policy #2	EXEMPT / Pavement resurfacing and/or rehabilitation; Safety - shoulder improvements	21174	2019	PE	\$170,000.00	CMAQ Z400	\$19,457.26	Springfield	\$189,457.26	\$145,542.74	Springfield	\$335,000.00	
							21174	2020	RW	\$261,000.00	CMAQ Z400	\$29,872.76	Springfield	\$290,872.76			\$290,872.76	
							21174	2020	UR	\$0.00		\$0.00		\$0.00	\$308,436.38	Springfield	\$308,436.38	
							21174	2021	CN	\$880,000.00	CMAQ Z401	\$100,719.98	Springfield	\$980,719.98			\$980,719.98	
											<b>TOTAL</b>			<b>\$1,311,000.00</b>	<b>\$150,050.00</b>		<b>\$1,461,050.00</b>	<b>\$453,979.12</b>
Mill Street: A Street to Centennial Boulevard (Springfield)	42	Repave roadway to create a smoother driving surface and make ADA upgrades.	M	--	RTP Objective #4, #7; TSI Roadway Policy #1; Finance Policy #2	EXEMPT / Safety - Pavement resurfacing and/or rehabilitation	21393	2020	PL	\$142,670.00	ACPO	\$16,329.22	Springfield	\$158,999.22			\$158,999.22	
							21393	2020	PE	\$570,682.00	ACPO	\$65,317.10	Springfield	\$635,999.10			\$635,999.10	
							21393	2020	PE	\$840,215.57	ACPO	\$96,166.43	Springfield	\$936,382.00			\$936,382.00	
							21393	2022	RW	\$89,730.00	STBG Z230	\$10,270.00	Springfield	\$100,000.00			\$100,000.00	
							21393	2022	CN	\$1,951,648.00	STBG Z230	\$223,374.83	Springfield	\$2,175,022.83	\$5,094,596.85	Springfield	\$7,269,619.68	
											<b>TOTAL</b>			<b>\$3,594,945.57</b>	<b>\$411,457.58</b>		<b>\$4,006,403.15</b>	<b>\$5,094,596.85</b>
Safe Routes to School crossing improvements (Springfield)	43	Design and construction of crossing improvements at Jasper Road at Dondea St to improve pedestrian safety.	S	S	RTP Objective #1; TSI Roadway Policy #1, #2	EXEMPT / Safety - projects that correct, improve or eliminate hazards	21396	2020	PE	\$22,433.00	STBG Z230	\$2,567.56	Springfield	\$25,000.56			\$25,000.56	
							21396	2021	CN	\$89,730.00	STBG Z230	\$10,270.00	Springfield	\$100,000.00			\$100,000.00	
											<b>TOTAL</b>			<b>\$112,163.00</b>	<b>\$12,837.56</b>		<b>\$125,000.56</b>	<b>\$0.00</b>
City of Springfield signal enhancements (local roads)	44	Install signal enhancements to various traffic signals to increase traffic flow.	O	S	RTP Objective #1; TSI Roadway Policy #1, #2	EXEMPT / Safety -HSIP	21447	2020	PE	\$119,886.00	ACPO	\$10,114.00	Springfield	\$130,000.00			\$130,000.00	
							21447	2021	RW	\$9,222.00	HSIP ZS30	\$778.00	Springfield	\$10,000.00			\$10,000.00	
							21447	2021	CN	\$1,745,816.82	HSIP ZS30	\$147,283.18	Springfield	\$1,893,100.00			\$1,893,100.00	
											<b>TOTAL</b>			<b>\$1,874,924.82</b>	<b>\$158,175.18</b>		<b>\$2,033,100.00</b>	<b>\$0.00</b>
S. 42nd Street at Daisy Street (Springfield)	45	Build a roundabout to improve safety and increase traffic flow.	O	S	RTP Objective #1; TSI Roadway Policy #1, #2	EXEMPT / Safety - projects that correct, improve or eliminate hazards	21524	2020	PE	\$152,541.00	STBG Z230	\$17,459.00	Springfield	\$170,000.00			\$170,000.00	
							21524	2020	RW	\$89,730.00	STBG Z230	\$10,270.00	Springfield	\$100,000.00			\$100,000.00	
							21524	2020	UR	\$44,865.00	STBG Z230	\$5,135.00	Springfield	\$50,000.00			\$50,000.00	
							21524	2021	CN	\$601,191.00	STBG Z230	\$68,809.00	Springfield	\$670,000.00			\$670,000.00	
											<b>TOTAL</b>			<b>\$888,327.00</b>	<b>\$101,673.00</b>		<b>\$990,000.00</b>	<b>\$0.00</b>
42nd Street: Operational Capacity and Safety Improvements	46	City of Springfield receives \$12M to be used for 42nd Street operational capacity, roadway condition, and safety improvements and other highway improvements and operations.	O	--	RTP Objective #11; TSI System-Wide Policies #1	Regionally Significant - EXEMPT as non-federalized project	TBD	2022	PE	\$0.00		\$0.00		\$0.00	\$2,400,000.00	S070	\$2,400,000.00	
							TBD	2022	RW	\$0.00		\$0.00		\$0.00	\$300,000.00	S070	\$300,000.00	
							TBD	2022	UR	\$0.00		\$0.00		\$0.00	\$300,000.00	S070	\$300,000.00	
							TBD	2024	CN	\$0.00		\$0.00		\$0.00	\$9,000,000.00	S070	\$9,000,000.00	
											<b>TOTAL</b>			<b>\$0.00</b>	<b>\$0.00</b>		<b>\$0.00</b>	<b>\$12,000,000.00</b>

MTIP Project List (2 of 4)

Project Name	MTIP ID #	Project Description	Work Type	Perf. Meas.	RTP Project Number / Ref.	Air Quality Status	STIP Key	FFY	Phase	Federal Funding		Federal Req. Match		Total Fed+ Req	Other Funding		Total All Sources	
										\$	Source	\$	Source	Match	\$	Source		
Eugene	Coburg Rd: Ferry St RR bridge to Willamette R bridge(Eugene)	Bridge #06648: Cleaning, preparation and spot paint; concrete overlay and other repairs per inspection report. Bridge #40056: Deck sealing, crack repairs to girder top/deck interface, epoxy injection cracks, repair spalling. Perform seismic analysis and preliminary design for seismic strengthening on bridges #06648, 40056 and 07214A.	BR	P, N	TSI System-wide Policy #1	EXEMPT / Safety - Pavement resurfacing and/or rehabilitation	20294	2019	PE	\$358,920.00	STBG Z230	\$41,080.00	Eugene	\$400,000.00			\$400,000.00	
							20294	2019	PE	\$860,420.97	NHPP Z001	\$98,479.03	Eugene	\$958,900.00			\$958,900.00	
							20294	2020	RW	\$19,561.14	NHPP Z001	\$2,238.86	Eugene	\$21,800.00			\$21,800.00	
							20294	2020	UR	\$35,533.08	NHPP Z001	\$4,066.92	Eugene	\$39,600.00			\$39,600.00	
							20294	2021	CN	\$4,276,262.61	NHPP Z001	\$489,437.39	Eugene	\$4,765,700.00			\$4,765,700.00	
								<b>TOTAL</b>		<b>\$5,550,697.80</b>		<b>\$635,302.20</b>		<b>\$6,186,000.00</b>	<b>\$0.00</b>	<b>\$6,186,000.00</b>		
	Eugene enhanced walking network	9	Enhanced pedestrian crossings and sidewalk infill at various locations	CM	S, C	TSI Roadway Policy #1; TSI System-wide Policy #2, #4; TSI Pedestrian Policy #1, #2	EXEMPT / Air Quality - Bicycle and Pedestrian facilities	21159	2019	PE	\$226,000.00	CMAQ Z400	\$25,866.71	Eugene	\$251,866.71			\$251,866.71
								21159	2021	CN	\$904,000.00	CMAQ Z400	\$103,466.85	Eugene	\$1,007,466.85			\$1,007,466.85
								<b>TOTAL</b>		<b>\$1,130,000.00</b>		<b>\$129,333.56</b>		<b>\$1,259,333.56</b>	<b>\$0.00</b>	<b>\$1,259,333.56</b>		
	High Street protected bikeway (Eugene)	10	Two-way protected bike lane with painted buffers on west side of High Street between 19th and 6th Ave includes dedicated bicycle signals at 18th, 13th, 11th, 10th, 8th, 7th, 6th Avenues, and Broadway.	CM	C	TSI Roadway Policy #1; TSI System-wide Policy #2, #4; TSI Pedestrian Policy #1, #2	EXEMPT / Air Quality - Bicycle and Pedestrian facilities	21164	2019	PE	\$196,508.70	CMAQ Z400	\$22,491.30	Eugene	\$219,000.00			\$219,000.00
								21164	2021	CN	\$1,310,058.00	CMAQ Z400	\$149,942.00	Eugene	\$1,460,000.00			\$1,460,000.00
								<b>TOTAL</b>		<b>\$1,506,566.70</b>		<b>\$172,433.30</b>		<b>\$1,679,000.00</b>	<b>\$0.00</b>	<b>\$1,679,000.00</b>		
	Ferry Street Bridge seismic retrofit	11	Design for seismic strengthening of Ferry Street Bridge on Coburg Road in the event of a seismic event. Br#06648	BR	P, N	TSI System-Wide Policy #1, #3; Finance Policy #2	EXEMPT / Safety - Projects that correct, improve, or eliminate a hazardous location or feature.	21377	2021	PE	\$121,000.00	STBG Z230	\$13,848.99	Eugene	\$134,848.99			\$134,848.99
								21377	2022	CN	\$484,000.00	STBG Z230	\$55,395.96	Eugene	\$539,395.96			\$539,395.96
								<b>TOTAL</b>		<b>\$605,000.00</b>		<b>\$69,244.95</b>		<b>\$674,244.95</b>	<b>\$0.00</b>	<b>\$674,244.95</b>		
8th Avenue streetscape and bikeway	12	Reconstruct roadway, move curbs, widen sidewalks, install protected bike lanes relocate street tree zone, convert 8th Ave to two-way street	CM	C	TSI Roadway Policy #1; TSI System-wide Policy #2, #4; TSI Pedestrian Policy #1, #2	EXEMPT / Air Quality - Bicycle and Pedestrian facilities	21378	2019	PE	\$200,000.00	STBG Z230	\$22,890.89	Eugene	\$222,890.89	\$33,199.00	Eugene	\$256,089.89	
							21378	2019	PE	\$205,000.00	CMAQ Z400	\$23,463.17	Eugene	\$228,463.17			\$228,463.17	
							21378	2020	RW	\$0.00		\$0.00		\$0.00	\$60,000.00	Eugene	\$60,000.00	
							21378	2021	CN	\$600,362.00	STBG Z230	\$68,714.12	Eugene	\$669,076.12	\$132,796.00	Eugene	\$801,872.12	
							21378	2021	CN	\$1,019,638.00	CMAQ Z400	\$116,702.13	Eugene	\$1,136,340.13			\$1,136,340.13	
						<b>TOTAL</b>		<b>\$2,025,000.00</b>		<b>\$231,770.31</b>		<b>\$2,256,770.31</b>	<b>\$225,995.00</b>	<b>\$2,482,765.31</b>				
Maxwell Road and Prairie Road (Eugene)	13	Add walking route improvements to improve pedestrian safety.	BP	S	TSI Roadway Policy #1; TSI System-wide Policy #2, #4; TSI Pedestrian Policy #1, #2	EXEMPT / Air Quality - Bicycle and Pedestrian facilities	21381	2020	PE	\$130,000.00	STBG Z230	\$14,879.08	Eugene	\$144,879.08	\$17,620.92	Eugene	\$162,500.00	
							21381	2021	CN	\$15,532.00	STBG Z230	\$1,777.71	Eugene	\$17,309.71			\$17,309.71	
							21381	2021	CN	\$504,468.00	TA Z301	\$57,738.62	Eugene	\$562,206.62	\$70,483.67	Eugene	\$632,690.29	
						<b>TOTAL</b>		<b>\$650,000.00</b>		<b>\$74,395.41</b>		<b>\$724,395.41</b>	<b>\$88,104.59</b>	<b>\$812,500.00</b>				
W 11th and Chambers St seismic bridge retrofits	14	Complete design for seismic strengthening of bridges in the event of a seismic event. br# 40040 & 39C184	BR	-	TSI System-Wide Policy #1, #3; Finance Policy #2	EXEMPT / Safety - Projects that correct, improve, or eliminate a hazardous location or feature.	21383	2021	PE	\$359,000.00	STBG Z230	\$41,089.15	Eugene	\$400,089.15			\$400,089.15	
							21383	2022	CN	\$1,436,000.00	STBG Z230	\$164,356.61	Eugene	\$1,600,356.61			\$1,600,356.61	
							<b>TOTAL</b>		<b>\$1,795,000.00</b>		<b>\$205,445.76</b>		<b>\$2,000,445.76</b>	<b>\$0.00</b>	<b>\$2,000,445.76</b>			
Chambers St.: 2nd Ave. 28th Ave. (Eugene)	29	Various improvements to include upgraded and increased lighting along corridor and intersections to increase safety (ARTS)	S	S	RTP Objective #1; TSI Roadway Policy #1	EXEMPT / Safety - HSIP	21561	2021	PE	\$117,764.94	HSIP ZS30	\$9,935.06	Eugene	\$127,700.00			\$127,700.00	
							21561	2024	CN	\$386,678.46	HSIP ZS30	\$32,621.54	Eugene	\$419,300.00			\$419,300.00	
							<b>TOTAL</b>		<b>\$504,443.40</b>		<b>\$42,556.60</b>		<b>\$547,000.00</b>	<b>\$0.00</b>	<b>\$547,000.00</b>			
Bailey Hill Rd. @ Bertelsen Rd. (Eugene)	30	Construct a roundabout with enhanced bicycle and pedestrian facilities to increase vehicle and pedestrian safety (ARTS)	S	S	RTP Objective #1; TSI Roadway Policy #1, #2	EXEMPT / Safety - HSIP	21563	2021	PE	\$156,128.46	HSIP ZS30	\$13,171.54	Eugene	\$169,300.00			\$169,300.00	
							21563	2022	RW	\$11,250.84	HSIP ZS30	\$949.16	Eugene	\$12,200.00			\$12,200.00	
							21563	2024	CN	\$512,835.42	HSIP ZS30	\$43,264.58	Eugene	\$556,100.00			\$556,100.00	
						<b>TOTAL</b>		<b>\$680,214.72</b>		<b>\$57,385.28</b>		<b>\$737,600.00</b>	<b>\$0.00</b>	<b>\$737,600.00</b>				
Lincoln St 5th Ave. - 13th Ave. (Eugene)	32	Construct protected two-way cycle-track; add bicycle specific signal heads and phasing to existing traffic signals various other intersection improvements to increase safety of motorists, cyclists and pedestrians(ARTS)	S	S	RTP Objective #1; TSI Roadway Policy #1, #2	EXEMPT / Safety - HSIP	21567	2021	PE	\$140,543.28	HSIP ZS30	\$11,856.72	Eugene	\$152,400.00			\$152,400.00	
							21567	2024	CN	\$461,561.10	HSIP ZS30	\$38,938.90	Eugene	\$500,500.00			\$500,500.00	
							<b>TOTAL</b>		<b>\$602,104.38</b>		<b>\$50,795.62</b>		<b>\$652,900.00</b>	<b>\$0.00</b>	<b>\$652,900.00</b>			
City of Eugene Signal Improvements (2024)	33	Replace existing signal heads in the city with new, protected-permissive flashing yellow 4-section heads to improve traffic flow and driver safety (ARTS)	S	S	RTP Objective #1; TSI Roadway Policy #1	EXEMPT / Safety - HSIP	21573	2021	PE	\$238,757.58	HSIP ZS30	\$20,142.42	Eugene	\$258,900.00			\$258,900.00	
							21573	2024	CN	\$783,316.68	HSIP ZS30	\$66,083.32	Eugene	\$849,400.00			\$849,400.00	
							<b>TOTAL</b>		<b>\$1,022,074.26</b>		<b>\$86,225.74</b>		<b>\$1,108,300.00</b>	<b>\$0.00</b>	<b>\$1,108,300.00</b>			
Martin Luther King Jr. Blvd: Centennial Lp. - Garden Way (Eugene)	34	Reconfigure roadway to include; bus and turn lanes, rectangular rapid flash beacons; additional lighting at intersections and along the corridor; and leading pedestrian interval signal timing to improve driver and pedestrian safety (ARTS)	S	S	RTP Objective #1; TSI Transit Policy #1; TSI Pedestrian Policy #1	EXEMPT / Safety - HSIP	21585	2021	PE	\$121,453.74	HSIP ZS30	\$10,246.26	Eugene	\$131,700.00			\$131,700.00	
							21585	2022	RW	\$32,277.00	HSIP ZS30	\$2,723.00	Eugene	\$35,000.00			\$35,000.00	
							21585	2024	CN	\$398,943.72	HSIP ZS30	\$33,656.28	Eugene	\$432,600.00			\$432,600.00	
						<b>TOTAL</b>		<b>\$552,674.46</b>		<b>\$46,625.54</b>		<b>\$599,300.00</b>	<b>\$0.00</b>	<b>\$599,300.00</b>				

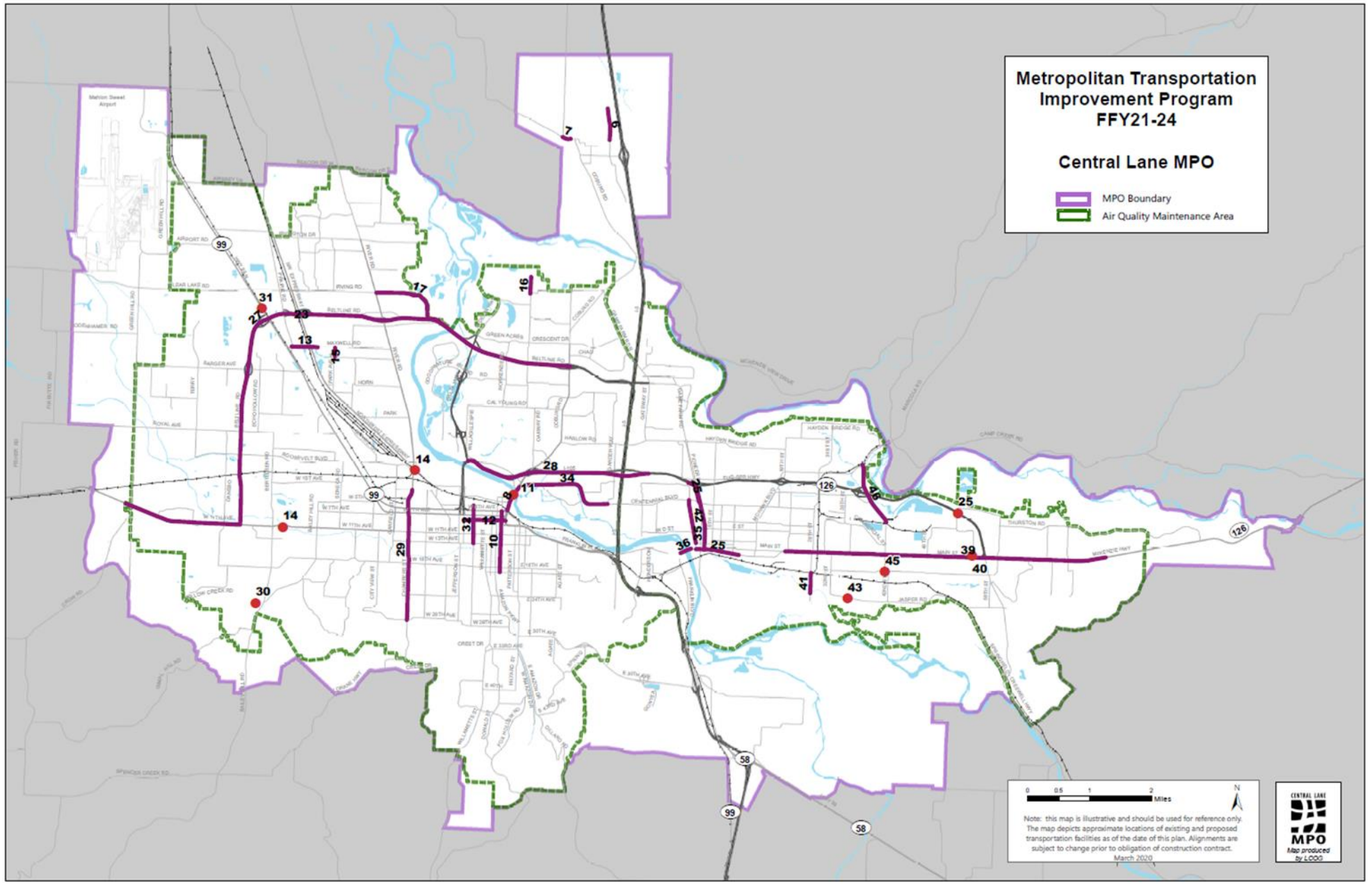


MTIP Project List (3 of 4)

	Project Name	MTIP ID #	Project Description	Work Type	Perf. Meas.	RTP Project Number / Ref.	Air Quality Status	STIP Key	FFY	Phase	Federal Funding		Federal Req. Match		Total Fed+ Req Match	Other Funding		Total All Sources
											\$	Source	\$	Source		\$	Source	
Lane Transit District	Regional TDM program P2P	18	Fund Central Lane MPO's Transportation Demand Management Program, Point2point	TD	C	RTP Objective #11; TDM Policy #1	EXEMPT / Air Quality -Continuation of ride-sharing and van-pooling promotion activities at current levels	TBD	2021	OT	\$300,000.00	STBG Z230	\$34,336.34	LTD	\$334,336.34			\$334,336.34
											<b>TOTAL</b>	<b>\$300,000.00</b>		<b>\$34,336.34</b>		<b>\$334,336.34</b>	<b>\$0.00</b>	<b>\$334,336.34</b>
	Regional safe routes to school (Point2point)	19	Point2point's non-infrastructure regional safe routes to school program to encourage biking and walking to and from school	S	S	RTP Objective #2, #7; TDM Policy #1	EXEMPT / Activities which do not involve or lead directly to construction	TBD	2021	OT	\$207,152.00	TA Z301	\$23,709.47	LTD	\$230,861.47			\$230,861.47
											<b>TOTAL</b>	<b>\$207,152.00</b>		<b>\$23,709.47</b>		<b>\$230,861.47</b>	<b>\$0.00</b>	<b>\$230,861.47</b>
	LTD frequent transit network	21	Various safety and amenity improvements to LTD's frequent transit network.	S	S, T	RTP Objective #3, #8	EXEMPT / Air Quality - Bicycle and Pedestrian facilities	21406	2021	OT	\$556,844.01	CMAQ Z400	\$63,733.28	LTD	\$620,577.29			\$620,577.29
											<b>TOTAL</b>	<b>\$556,844.01</b>		<b>\$63,733.28</b>		<b>\$620,577.29</b>	<b>\$0.00</b>	<b>\$620,577.29</b>
	Preventive maintenance (LTD)	22	Funding used for preventative maintenance projects to extend useful life of current facilities	TC	T	TSI Transit Policy #1	EXEMPT / Mass Transit-Operating assistance to transit agencies	21535	2021	OT	\$4,200,000.00	5307 FF91	\$1,050,000.00	LTD	\$5,250,000.00			\$5,250,000.00
								TBD	2022	OT	\$4,200,000.00	5307 FF91	\$1,050,000.00	LTD	\$5,250,000.00			\$5,250,000.00
								TBD	2023	OT	\$4,200,000.00	5307 FF91	\$1,050,000.00	LTD	\$5,250,000.00			\$5,250,000.00
								TBD	2024	OT	\$4,200,000.00	5307 FF91	\$1,050,000.00	LTD	\$5,250,000.00			\$5,250,000.00
								<b>TOTAL</b>	<b>\$16,800,000.00</b>		<b>\$4,200,000.00</b>		<b>\$21,000,000.00</b>	<b>\$0.00</b>	<b>\$21,000,000.00</b>			
	LTD associated capital maintenance	51	Replacement of major bus components	TC	T	Finance Policy #2	EXEMPT / Mass Transit - Purchase of operating equipment for vehicles	TBD	2021	OT	\$702,240.00	5307 FF91	\$175,560.00	LTD	\$877,800.00			\$877,800.00
								TBD	2022	OT	\$702,240.00	5307 FF91	\$175,560.00	LTD	\$877,800.00			\$877,800.00
								TBD	2023	OT	\$702,240.00	5307 FF91	\$175,560.00	LTD	\$877,800.00			\$877,800.00
								TBD	2024	OT	\$702,240.00	5307 FF91	\$175,560.00	LTD	\$877,800.00			\$877,800.00
								<b>TOTAL</b>	<b>\$702,240.00</b>		<b>\$175,560.00</b>		<b>\$877,800.00</b>	<b>\$0.00</b>	<b>\$877,800.00</b>			
	Systems synchronization upgrades - LTD	52	upgrade to synchronize CAD ADL and security systems on buses and facilities	TC	T	Finance Policy #2	EXEMPT / Mass Transit - Purchase of operating equipment for vehicles	TBD	2021	OT	\$4,000,000.00	5307 FF91	\$1,000,000.00	LTD	\$5,000,000.00			\$5,000,000.00
	<b>TOTAL</b>	<b>\$4,000,000.00</b>		<b>\$1,000,000.00</b>		<b>\$5,000,000.00</b>	<b>\$0.00</b>	<b>\$5,000,000.00</b>										
	Security surveillance upgrades - LTD	53	upgrade security surveillance at LTD facilities	TC	S, T	RTP Objective #1, #8	EXEMPT / Mass Transit - Purchase of operating equipment for vehicles	TBD	2022	OT	\$2,000,000.00	5307 FF91	\$500,000.00	LTD	\$2,500,000.00			\$2,500,000.00
	<b>TOTAL</b>	<b>\$2,000,000.00</b>		<b>\$500,000.00</b>		<b>\$2,500,000.00</b>	<b>\$0.00</b>	<b>\$2,500,000.00</b>										
Fare management system - LTD	54	Purchase and implement mobile wallet technology for fare management	TC	--	RTP Objective #12	EXEMPT / Mass Transit - Purchase of operating equipment for vehicles	TBD	2022	OT	\$750,000.00	5307 FF91	\$187,500.00	LTD	\$937,500.00			\$937,500.00	
<b>TOTAL</b>	<b>\$750,000.00</b>		<b>\$187,500.00</b>		<b>\$937,500.00</b>	<b>\$0.00</b>	<b>\$937,500.00</b>											
Energy storage system replacement - LTD	55	Replace energy storage systems on hybrid buses	TC	T	Finance Policy #2	EXEMPT / Mass Transit - Purchase of operating equipment for vehicles	TBD	2022	OT	\$1,958,796.00	5307 FF91	\$489,699.00	LTD	\$2,448,495.00			\$2,448,495.00	
							TBD	2023	OT	\$800,000.00	5307 FF91	\$200,000.00	LTD	\$1,000,000.00			\$1,000,000.00	
							TBD	2024	OT	\$800,000.00	5307 FF91	\$200,000.00	LTD	\$1,000,000.00			\$1,000,000.00	
							<b>TOTAL</b>	<b>\$3,558,796.00</b>		<b>\$889,699.00</b>		<b>\$4,448,495.00</b>	<b>\$0.00</b>	<b>\$4,448,495.00</b>				
Information technology systems upgrade - LTD	56	Replacement of LTD's administrative information technology systems	TC	--	Objective #8, Finance Policy #1	EXEMPT / Mass Transit - Purchase of office equipment for existing facilities	TBD	2021	OT	\$2,500,000.00	5307 FF91	\$625,000.00	LTD	\$3,125,000.00			\$3,125,000.00	
<b>TOTAL</b>	<b>\$2,500,000.00</b>		<b>\$625,000.00</b>		<b>\$3,125,000.00</b>	<b>\$0.00</b>	<b>\$3,125,000.00</b>											
Bus replacement - LTD	57	Replacement of vehicles that have met their useful life	TC	T	RTP Objective #4	EXEMPT / Mass Transit-Purchase of new buses and rail cars to replace existing vehicles	TBD	2022	OT	\$4,341,604.00	5307 FF91	\$1,085,401.00	LTD	\$5,427,005.00			\$5,427,005.00	
<b>TOTAL</b>	<b>\$4,341,604.00</b>		<b>\$1,085,401.00</b>		<b>\$5,427,005.00</b>	<b>\$0.00</b>	<b>\$5,427,005.00</b>											
LTD 5310 Formula Funds	47	General formula funds to be used for projects at LTD's discretion. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities	--	--	--	--	--	TBD	2021	OT	\$249,063.80	5310 F160	\$62,265.95	LTD	\$311,329.75			\$311,329.75
								TBD	2022	OT	\$249,063.80	5310 F160	\$62,265.95	LTD	\$311,329.75			\$311,329.75
								TBD	2023	OT	\$249,063.80	5310 F160	\$62,265.95	LTD	\$311,329.75			\$311,329.75
								TBD	2024	OT	\$249,063.80	5310 F160	\$62,265.95	LTD	\$311,329.75			\$311,329.75
								<b>TOTAL</b>	<b>\$996,255.20</b>		<b>\$249,063.80</b>		<b>\$1,245,319.00</b>	<b>\$0.00</b>	<b>\$1,245,319.00</b>			
LTD 5337 Formula Funds	48	General formula funds to be used for projects at LTD's discretion. Funding for maintenance, replacement, and rehabilitation projects of existing high-intensity fixed guideway and high-intensity motorbus systems to maintain a state of good repair.	--	--	--	--	--	TBD	2021	OT	\$1,165,232.50	5337 FF91	\$291,308.13	LTD	\$1,456,540.63			\$1,456,540.63
								TBD	2022	OT	\$1,165,232.50	5337 FF91	\$291,308.13	LTD	\$1,456,540.63			\$1,456,540.63
								TBD	2023	OT	\$1,165,232.50	5337 FF91	\$291,308.13	LTD	\$1,456,540.63			\$1,456,540.63
								TBD	2024	OT	\$1,165,232.50	5337 FF91	\$291,308.13	LTD	\$1,456,540.63			\$1,456,540.63
								<b>TOTAL</b>	<b>\$4,660,930.00</b>		<b>\$1,165,232.50</b>		<b>\$5,826,162.50</b>	<b>\$0.00</b>	<b>\$5,826,162.50</b>			
LTD 5339 Formula Funds	49	General formula funds to be used for projects at LTD's discretion. Funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.	--	--	--	--	--	TBD	2021	OT	\$798,583.60	5339 F390	\$199,645.90	LTD	\$998,229.50			\$998,229.50
								TBD	2022	OT	\$798,583.60	5339 F390	\$199,645.90	LTD	\$998,229.50			\$998,229.50
								TBD	2023	OT	\$798,583.60	5339 F390	\$199,645.90	LTD	\$998,229.50			\$998,229.50
								TBD	2024	OT	\$798,583.60	5339 F390	\$199,645.90	LTD	\$998,229.50			\$998,229.50
								<b>TOTAL</b>	<b>\$3,194,334.40</b>		<b>\$798,583.60</b>		<b>\$3,992,918.00</b>	<b>\$0.00</b>	<b>\$3,992,918.00</b>			



Map of MTIP Projects



Appendix A: Exemption from Regional Emissions Analysis



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION 10  
1200 Sixth Avenue  
Seattle, Washington 98101



Reply To  
Attn Of: AT-082

OCT 03 1994

Mr. Don Arkell, Director  
Lane Regional Air Pollution Authority  
225 North 5th, Suite 501  
Springfield, OR 97477-4671

Dear Mr. Arkell:

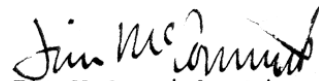
This is in response to your letter to Chuck Clarke regarding the "Memorandum of Understanding - Transportation Conformity Analysis for the Eugene-Springfield MPO", dated September 9, 1994. The letter was also signed by George Kloeppe, the LCOG Executive Director.

The final federal conformity rule does allow for exempting areas from the regional emissions analysis of the conformity rule if certain criteria are met. I believe your letter demonstrates that the Eugene-Springfield area meets the PM<sub>10</sub> conformity criteria and therefore, I concur with your conclusion that the conformity determination is not required to satisfy the PM<sub>10</sub> criteria for regional emissions analysis. The preamble for the federal rule, however, does not allow for relief from project level analysis. The projects within the PM<sub>10</sub> nonattainment area must comply with the project level conformity requirements as specified in the federal conformity regulation.

I also concur with your findings regarding analysis for conformity findings with regard to meeting the carbon monoxide criteria. Regional emission test will apply only in the Central Area Transportation Study (CATS) boundary, consistent with the approved redesignation. Regional emission analysis will not apply outside the CATS boundary. Again, project level conformity requirements are not affected by this finding and continue to apply throughout the nonattainment area, consistent with the federal regulation.

Thank you for requesting our concurrence with this conformity proposal. Questions regarding our concurrence can be directed to Mike Lidgard at (206)553-4233.

Sincerely,

  
Jim McCormick, Director  
Air and Toxics Division

cc: George Kloeppe, LCOG



U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration  
Oregon Division  
530 Center Street, Suite 420  
Salem, Oregon 97301  
503-399-5749

Federal Transit Administration  
Region 10  
915 Second Avenue, Room 3142  
Seattle, Washington 98174-1002  
206-220-7954

September 29, 2017

In Reply Refer To:  
HAD-OR/ FTA-TRO-10

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

Dear Mr. Thompson:

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

The United States Environmental Protection Agency (EPA) approved the Eugene-Springfield limited maintenance plan (LMP) for particulate matter of less than 10 microns (PM<sub>10</sub>), effective June 10, 2013 (78 FR 21547; April 11, 2013). With the approved LMP, the Central Lane Metropolitan Planning Organization (CLMPO) is not required to complete regional emissions analysis; however, all other transportation conformity requirements still apply (40 CFR 93.109(b)).

FHWA and FTA have completed a review of the CLMPO conformity determination for the 2018-2021 MTIP, adopted by the CLMPO Policy Committee on May 4, 2017. Based on our review of the CLMPO conformity determination and documentation submitted to our offices on June 12, 2017, we find that the 2018-2021 MTIP conforms to the SIP in accordance with the Transportation Conformity Rule and the Oregon Conformity SIP. This Federal conformity determination was made after interagency consultation with EPA Region 10, Oregon Department of Environmental Quality, and Oregon Department of Transportation, pursuant to the Transportation Conformity Rule.

Please contact Ms. Rachael Tupica of FHWA at (503) 316-2549 or Mr. Jeremy Borrego of FTA at (206) 220-7956 if you have any questions.

Sincerely,

PHILLIP A  
DITZLER

Phillip A. Ditzler  
Division Administrator  
Federal Highway Administration

LINDA M  
GEHRKE

Linda M. Gehrke  
Regional Administrator  
Federal Transit Administration

cc:

FHWA Rachael Tupica, Senior Transportation Planner  
 FTA Jeremy Borrego, Transportation Program Specialist  
 Ned Conroy, Community Planner  
 EPA Karl Pepple, Environmental Protection Specialist  
 Claudia Vaupel, Air Quality Planner  
 ODEQ Dave Nordberg, Transportation Planning Coordinator  
 ODOT Natalie Liljenwal, Environmental Engineer  
 Terry Cole, Region 2 Planning Manager  
 Erik Havig, Planning Section Manager  
 Jeff Flowers, Program and Funding Services Manager  
 LRAPA Merlyn Hough, Director

## APPENDIX C

### Notes on Project Conformity<sup>4</sup> – Localized PM<sub>10</sub> hot spot violations, 40 CFR 93.116

The *Project Sponsor* is designated as the agency responsible for implementing the project. The agency is lead for developing the hot spot analysis, meeting interagency consultation and public participation requirements and documenting the project-level conformity determination.

PM hot spot analyses are generally included in documents prepared to meet NEPA requirements. However, if the scope of a project is substantially changed after NEPA has been completed, another project-level conformity determination may be needed.

The design concept and scope of the project must be consistent with that included in the conforming transportation plan and transportation improvement program (40 CFR 93.114).

The MPO should be consulted for the latest planning assumptions. PM hot-spot analyses must be based on these assumptions in place when the analysis begins (40 CFR 93.110).

Projects fall into three categories: *exempt* under 40 CFR 93.126 and 93.128; *of local air quality concern* under 40 CFR 93.123(b)(1); and *non-exempt and not of local air quality concern*.

**Projects of local air quality concern** are defined in 93.123(b)(1) and require PM<sub>10</sub> hot spot analysis. These are

(i) New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles;

For example<sup>5</sup>:

- new highways with an AADT of greater than 125,000, and an 8% or more share of AADT is diesel trucks.. [Note: within Central Lane MPO area, the maximum AADT is approximately 77,300 with about 8.3% trucks, on Beltline Hwy; the maximum number of trucks is estimated at 13,300 on I-5S with an AADT of 36,500.]
- new exit ramps or other improvements to connect a highway or expressway to a major freight, bus or intermodal terminal.

(ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number

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<sup>4</sup> Transportation Conformity Guidance for Quantitative Hot-Spot Analyses in PM<sub>2.5</sub> and PM<sub>10</sub> Nonattainment and Maintenance Areas. US Environmental Protection Agency. EPA-420-B-13-053. November 2013. <https://nepis.epa.gov> (search for document 420B13053), December 2016.

<sup>5</sup> Project Level Conformity Hot-Spot Analysis (Highways), FHWA Resource Center, [https://www.fhwa.dot.gov/resourcecenter/teams/airquality/plc\\_hotspotanalysis.cfm](https://www.fhwa.dot.gov/resourcecenter/teams/airquality/plc_hotspotanalysis.cfm); December 2016.

of diesel vehicles related to the project;

(iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;

(iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location;

- For example, an existing bus or intermodal terminal that has a large vehicle fleet where the number of diesel buses increases by 50% or more, as measured by bus arrivals.

(v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM<sub>2.5</sub> or PM<sub>10</sub> applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation. [Note: none are identified in the Eugene-Springfield implementation plan.]

[Note: in the criteria above, 'significant' is subject to interagency consultation]

For **non-exempt projects that are not of local air quality concern**, state and local project sponsors should document in their project-level conformity determinations that the requirements of 40 CFR 93.116 are met without hot-spot analysis. These categorizations are subject to inter-agency consultation.

40 CFR 93.105 also requires a proactive public involvement process for public review and comment. NEPA public involvement typically satisfies this requirement.



## **APPENDIX D**

### **Public Comments Received**

A public hearing was held April 2, 2020 at the meeting of the Metropolitan Policy Committee at the Springfield Justice Center in Springfield, Oregon. No comments from the public were offered at that time.

A public comment period was open March 26 through April 26. Comments were solicited via the MPO's website and via LaneVoices.org, the MPO's online public engagement tool. No comments were received.

Comments received from local, State, and Federal agency staff have been incorporated into this document, as have staff comments received through the interagency consultation process regarding project air quality conformity.