

# **Air Quality Conformity Determination**



***Central Lane MPO  
Regional Transportation Plan 2040***

***and***

***Federal FY2018-2021  
Metropolitan Transportation Improvement Program***

**Adopted  
May 4, 2017**

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

## Synopsis

An air quality conformity determination (AQCD) for a transportation plan or program is a finding that 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 central Lane County area, that pollutant is coarse particulate matter (PM<sub>10</sub>).

### **Why are we producing this document?**

In May 2017, 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 Regional Transportation Plan (RTP). Within this plan are projects that generally have regional significance and/or will use federal funds. While the current 2015-2018 Metropolitan Transportation Improvement Program (MTIP) will remain in force through September 2017, the 2018-2021 MTIP is also being conformed at this time in order to meet the ODOT timelines for the 2018-2021 State Transportation Improvement Program (STIP).

In certain areas where air quality emissions have exceeded the National Ambient Air Quality Standards in the past 20 years, an AQCD is required whenever the RTP or MTIP 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 approve 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 US 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 National Ambient Air Quality Standards 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 to be a minor source of PM<sub>10</sub> pollution (home wood heating and industrial sources were the major sources), analysis is required of certain transportation projects in order to ascertain that localized impacts (such as at intersections) do not occur. This analysis occurs 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 MPO in the Central Lane area, 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. Once the ruling is made, the plan and the improvement program become effective.

### **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 federal regulations<sup>1</sup>, this conformity determination for the 2040 (RTP) and the FFY2018-2021 MTIP meets all the requirements under the conformity rule.

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<sup>1</sup> See 40 CFR Part 93:

<http://www.ecfr.gov/cgi-bin/text-idx?SID=e1ed604ad095f9350217c497ad2e8713&node=pt40.20.93&rgn=div5>

## **Purpose**

This transportation conformity analysis is being carried out in conjunction with the development of the 2040 RTP and the 2018-2021 MTIP of the Central Lane MPO, Eugene, OR.

## **Air Quality Status**

Please see Appendix C for discussion of the status of other criteria pollutants for which conformity is not required.

### *PM<sub>10</sub> - Particulate matter (10 microns and less)*

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 (PM<sub>10</sub>). The Eugene and Springfield urban growth boundaries (Map 1) constitute the air quality maintenance area for PM<sub>10</sub>. The area is approximately 77 square miles in size.

In August 1987, the Eugene-Springfield area was designed by US-EPA as a PM<sub>10</sub> non-attainment area due to measured violations of the 24-hour PM<sub>10</sub> 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>2</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 PM<sub>10</sub> 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 PM<sub>10</sub> 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 PM<sub>10</sub> 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 PM<sub>10</sub> emissions from motor vehicles was expected<sup>3</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.

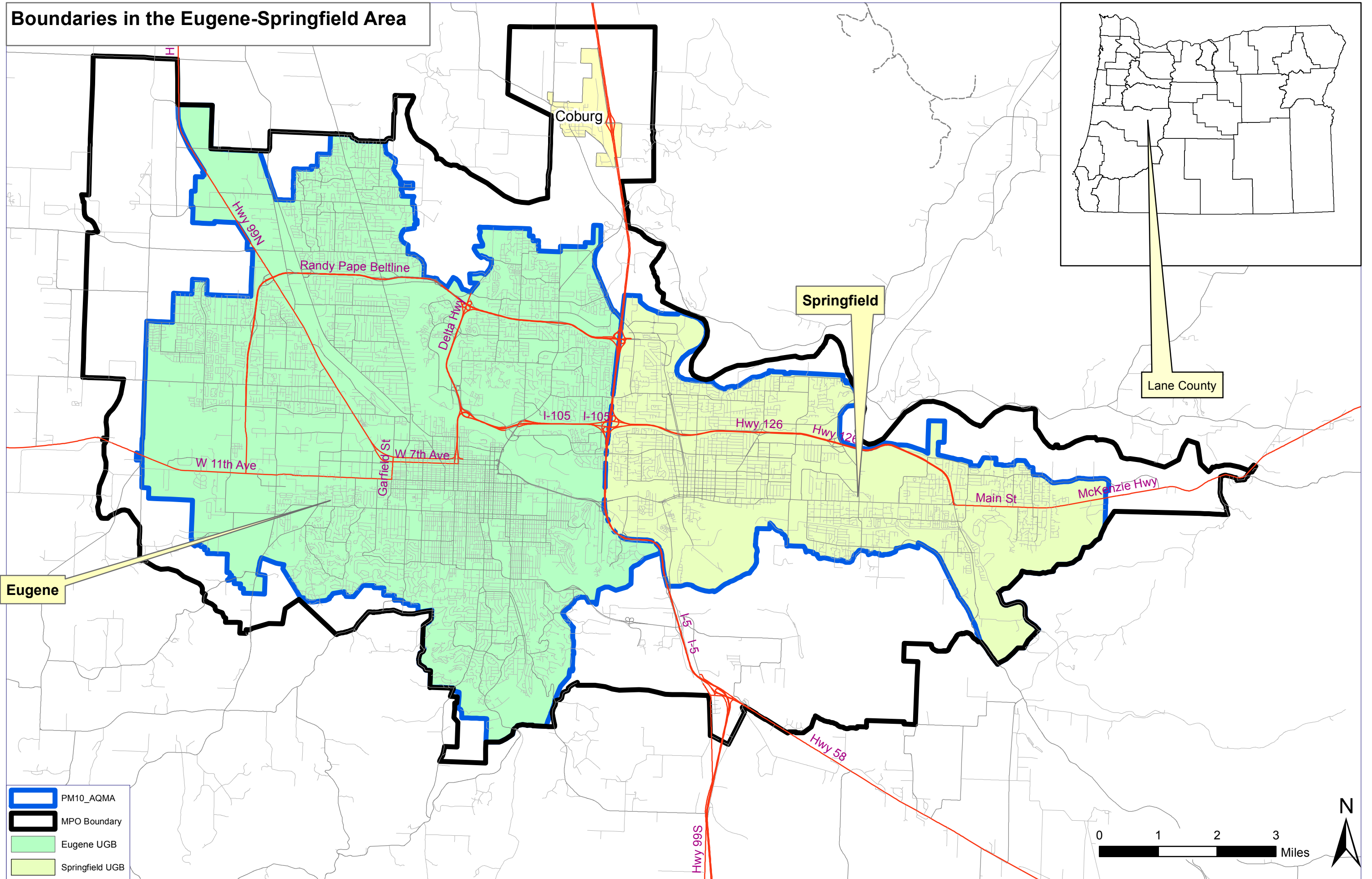
With the approval of the LMP, the area continues to be exempt from performing a regional emissions analysis for PM<sub>10</sub> and there is no 'budget' test. The area, however, must meet project level conformity analyses and must also respond to transportation conformity criteria as specified in 78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

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<sup>2</sup> See letter from US-EPA to LRAPA, dated Sept 9, 1994. Appendix B, page B-3.

<sup>3</sup> For the 2008 inventory, road dust and motor vehicle exhaust, break and tire wear were estimated at 14.6% of the total annual PM<sub>10</sub> emissions, and 8.5% of the emissions on an average winter day.

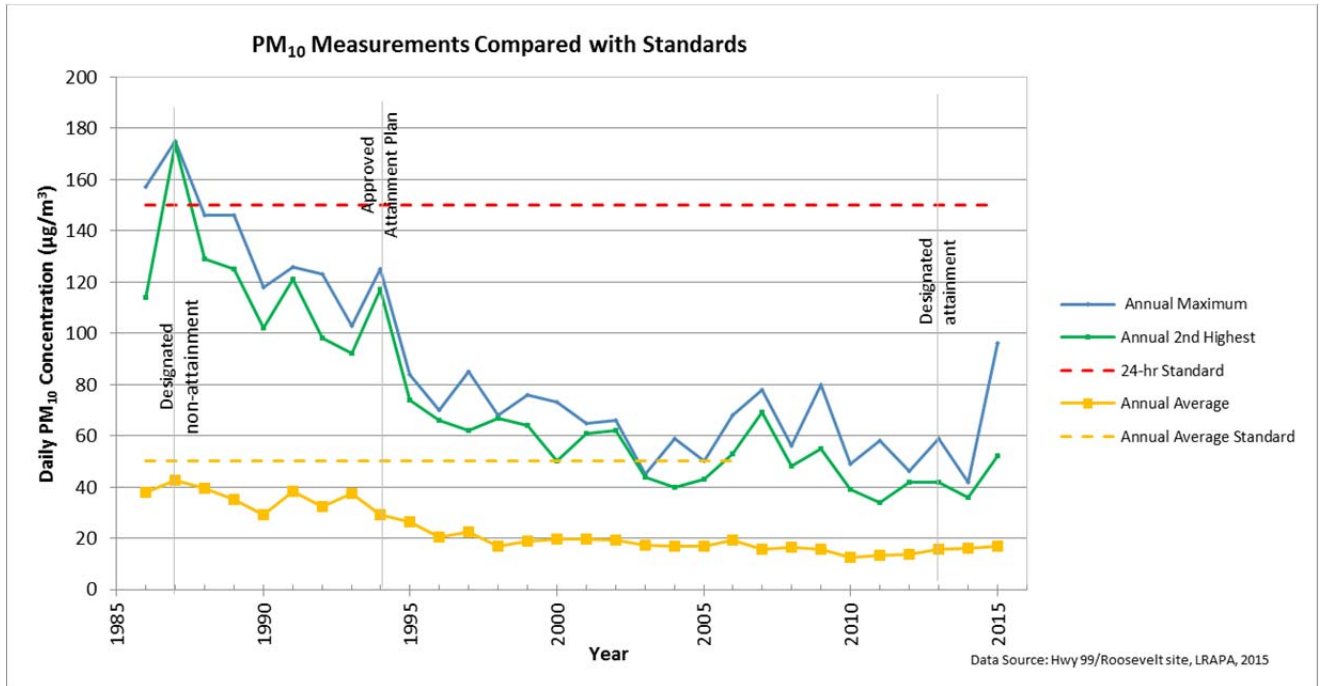
# Boundaries in the Eugene-Springfield Area



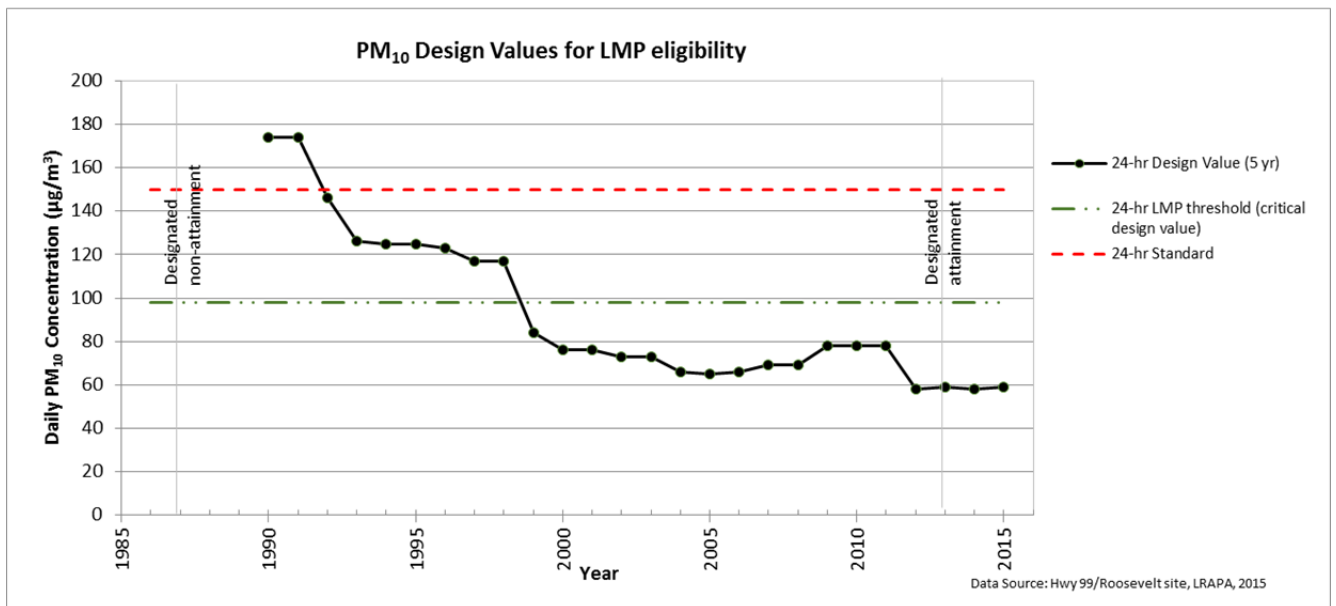


The annual PM<sub>10</sub> standard, which was revoked by US EPA in 2006, has never been exceeded in this area.

The figure below shows the PM<sub>10</sub> measurements taken by the approved monitor<sup>4</sup>. The 24-hour level has steadily declined over the years and there have been no exceedances since 1987. The latest data from 2015 shows a 24-hour design value (3 yr) of 59 µg/m<sup>3</sup>, well below the standard of 150µg/m<sup>3</sup>.



The figure below compares the 24 hour average design values (5 years) with the thresholds for LMP eligibility. The results 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.



<sup>4</sup> Site #41-039-0058-881102-1: Highway 99/Key Bank, Eugene-Springfield area.

## **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, §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 2035 Regional Transportation Plan (RTP) was conformed on June 27, 2012 (Appendix B). Since more than four years have elapsed, the region is currently in a 12-month grace period before the existing conformity determination will lapse in 2017. This document remedies this situation and restarts the clock.

The 2015-2018 TIP conformity was approved on May 20, 2015 (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 (Tables 1 and 2) was circulated by the MPO to ODOT, US-EPA, 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. No comments were provided at the public hearing or were submitted during the public comment period.

Pertinent dates are listed below.

December 14	TPC initial review of project lists
March 31	IAC and public comment period begins
April 6	Public hearing at MPO policy board meeting
April 19	TPC reviews public comments to date; MPO addresses IAC comments.
April 27	MPO responds to TPC comments (7 days prior to adoption)
April 30	IAC and public comment period ends (>30 days)
May 4	MPC adopts RTP, MTIP and AQCD

The *project sponsor* is responsible for assuring the conformity of FHWA/FTA projects and regionally significant projects in the RTP and 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 93.106 ***Content of transportation plans and timeframe of conformity determinations.***

It has been the past practice of the MPO to include only the forecast year of the RTP. The Plan quantifies the population and employment projected for 2040. The modifications and additions to the highway and transit system are listed including geographical extents along with high level descriptions of the planned projects. Multimodal policies are described.

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

Fiscal constraint is described and affirmed in the 2040 RTP and the 2018-2021 MTIP. Please refer to these documents.

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 2040 RTP 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.

The 2018-2021 MTIP implements the 2040 RTP.

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 E 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 project lists (Tables 1 and 2, Maps 2 and 3) 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.

## **Summary**

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

All requirements for the Transportation Air Quality Conformity Determination have been met.

## Table 1 RTP Project Lists

Name	Geographic Limits	Description	Primary Jurisdiction	Air Quality Status	Estimated Cost (2016)	Estimated Year of Construction (4-Year Window)	Year of Construction Cost Range		Length	RTP #	Federal Functional Class
<b>Project Category: New Arterial Link or Interchange</b>											
Eugene-Springfield Highway (SR-126)	at Main Street	Construct interchange	ODOT	non-exempt; regionally significant	\$50,000,000	2030-2034	\$76,663,972	\$86,621,556	0	27	Other Freeways and Expressways
Eugene-Springfield Highway (SR-126)	at 52nd Street	Construct interchange	ODOT	non-exempt; regionally significant	\$40,000,000	2025-2029	\$52,648,740	\$59,487,078	0	30	Other Freeways and Expressways
Randy Pape Beltline Highway	River Road to Coburg Road: Phase 1	Improve facility consistent with the Beltline Highway Facility Plan -- complete initial components of the project.	ODOT, Lane County, City of Eugene	non-exempt; regionally significant; project of local AQ concern	\$120,000,000	2020-2024	\$135,586,331	\$153,197,108	0.95	512	Other Freeways and Expressways

**Project Category Subtotal**

**\$210,000,000**

**\$264,899,042**

**\$299,305,743**



Name	Geographic Limits	Description	Primary Jurisdiction	Air Quality Status	Estimated Cost (2016)	Estimated Year of Construction (4-Year Window)	Year of Construction Cost Range		Length	RTP #	Functional Class
<b>Project Category: Added Freeway Lanes or Major Interchange Improvements</b>											
Delta/ Beltline Interchange	Delta/ Beltline Interchange	Interim/safety improvements; replace/revise existing ramps; widen Delta Highway bridge to 5 lanes	ODOT	<b>non-exempt;</b> regionally significant	\$20,000,000	2020-2024	\$22,597,722	\$25,532,851	0.25	638	Other Freeways and Expressways
Randy Pape Beltline Highway	Roosevelt Boulevard to W. 11th Avenue	Add lanes on Randy Pape Beltline Highway and provide intersection improvements at the Randy Pape Beltline Highway/W. 11th Avenue and Randy Pape Beltline Highway/Roosevelt Boulevard intersections.	ODOT, Eugene	<b>non-exempt;</b> regionally significant	\$28,100,000	2030-2034	\$43,085,152	\$48,681,314	1.1	312	Other Principal Arterial
I-5	@ Beltline Highway	Unit 4. Reconstruct interchange and I-5, upgrade Beltline Road East to 5 lane urban facility.	ODOT	<b>non-exempt;</b> regionally significant; project of local AQ concern	\$34,000,000	2016-2019	\$34,000,000	\$37,261,035	0	606	Urban Interstate

**Project Category Subtotal**

**\$82,100,000**

**\$99,682,874 \$111,475,201**

Name	Geographic Limits	Description	Air Quality Status	Primary Jurisdiction	Estimated Cost (2016)	Estimated Year of Construction (4-Year Window)	Year of Construction Cost Range		Length	RTP #	Federal Functional Class
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**Project Category: Arterial Capacity Improvements**

Eugene-Springfield Highway (OR 126)	@ Mohawk Boulevard Interchange	Add lanes on ramps	non exempt; regionally significant	ODOT	\$2,000,000	2025-2029	\$2,632,437	\$2,974,354	0.68	821	Other Freeways and Expressways
W. 11th Avenue	Green Hill Road to Terry Street	Upgrade to 5-lane urban facility	non-exempt; regionally significant	ODOT, Eugene	\$12,300,000	2020-2024	\$13,897,599	\$15,702,704	1	333	Other Principal Arterial
Main Street	@ 48th Street	Traffic control improvements	non exempt; regionally significant	Springfield	\$300,000	2020-2024	\$338,966	\$382,993	0	69	Other Principal Arterial
Main Street	@ Mountaingate Drive	Traffic control improvements - signal	non-exempt; regionally significant	Springfield	\$900,000	2020-2024	\$1,016,897	\$1,148,978	0	75	Other Principal Arterial
42nd Street	@ Marcola Road	Roundabout	non-exempt	Springfield	\$2,800,000	2025-2029	\$3,685,412	\$4,164,095	0	712	Minor Arterial
Harlow Road	@ Pheasant Boulevard	Traffic control improvements	non-exempt	Springfield	\$500,000	2030-2034	\$766,640	\$866,216	0	744	Minor Arterial
Gateway Street	@ Harlow Road	Traffic control improvements	non-exempt; regionally significant	Springfield	\$2,910,000	2030-2034	\$4,461,843	\$5,041,375	0.5	785	Minor Arterial
Gateway/ Beltline Rd Intersection Improvements	International Way to Postal Way	Improve intersections and realign Gateway	non-exempt; regionally significant; possibly local project of AQ concern	Springfield	\$20,000,000	2020-2024	\$22,597,722	\$25,532,851	0.9	789	Other Freeways and Expressways
Q Street Intersection Improvements	Intersection of Q Street and 5th	Intersection improvements - Construct right turns to the eastbound and northbound approaches or a roundabout.	non-exempt	Springfield	\$550,000	2030-2034	\$843,304	\$952,837	0.5	828	Minor Arterial
Centennial Boulevard	@ 28th Street	Construct Roundabout	non-exempt	Springfield	\$1,800,000	2035-2040	\$3,215,046	\$3,745,247	0	924	Minor Arterial
Centennial Boulevard	@ 21st Street	Traffic control improvements	non-exempt	Springfield	\$290,000	2035-2040	\$517,980	\$603,401	0	927	Minor Arterial
S 42nd Street at Daisy Street	S. 42nd St/ Daisy Street	Traffic control improvements - Construct a traffic signal or a roundabout	non-exempt	Springfield	\$1,800,000	2016-2019	\$1,800,000	\$1,972,643	0	951	Minor Arterial
Gateway Street	International Way to UGB	Construct 5 lane cross section	non-exempt	Springfield	\$950,000	2025-2029	\$1,250,408	\$1,412,818	0.63	704	Minor Arterial
42nd Street	Marcola Road to RR Tracks	Modify to 3 lane cross section with traffic controls at Marcola Rd and the OR126 westbound ramps	non-exempt	Springfield	\$6,000,000	2020-2024	\$6,779,317	\$7,659,855	1.05	713	Minor Arterial
Daisy Street	@ Bob Straub Parkway	Traffic control improvements or undercrossing of Bob Straub Parkway	non-exempt	Springfield	\$3,000,000	2030-2034	\$4,599,838	\$5,197,293	0	32	Minor Arterial
Franklin Boulevard	I-5 to RR Tracks south of Franklin Blvd/McVay Hwy	Multimodal urban standards and intresection control improvements	non-exempt; regionally significant	Springfield	\$35,000,000	2020-2024	\$39,546,013	\$44,682,490	1.29	830	Other Principal Arterial

Name	Geographic Limits	Description	Air Quality Status	Primary Jurisdiction	Estimated Cost (2016)	Estimated Year of Construction (4-Year Window)	Year of Construction Cost Range		Length	RTP #	Federal Functional Class
McVay Hwy	@ East 19th Ave	2 lane roundabout	non-exempt	Springfield	\$2,500,000	2025-2029	\$3,290,546	\$3,717,942	0	898	Minor Arterial
McVay Hwy	East 19th Avenue to I-5	Construct 2 or 3 lane cross-section as needed with sidewalks, bicycle facilities and transit facilities consistent with Main Street/McVay Hwy Transit Feasibility Study and Springfield TSP project T-3.	non-exempt	Springfield	\$47,000,000	2030-2034	\$72,064,134	\$81,424,262	1.34	899	Minor Arterial
Martin Luther King Jr. Blvd.	Leo Harris Parkway West to Centennial Loop	Add center turn lane.	Exempt / Safety - adding medians	Eugene	\$6,700,000	2024-2028	\$8,553,505	\$9,664,487	0.91	\$602	Minor Arterial
Barger Drive	West of Primrose Street to where the street widens to two lanes in each direction west of Randy Papé Beltline Highway	Widen Barger Drive to provide a second through lane in each direction.	non-exempt	Eugene	\$1,900,000	2024-2028	\$2,425,621	\$2,740,675	0.07	\$497	Minor Arterial
Franklin Blvd.	Alder Street to Walnut Street	Upgrade to multiway blvd with 2 vehicular lanes in each direction, two EmX lanes, and a planted median	non-exempt; regionally significant; possibly local project of AQ concern	Eugene	\$ 27,700,000	2020-2024	\$31,297,845	\$35,362,999	1	119	Other Principal Arterial
Marcola Road	@ 19th Street	Construct right-turn lane on westbound approach or a roundabout	non-exempt	Springfield	\$320,000	2020-2024	\$361,564	\$408,526	0	722	Minor Arterial
28th Street	@ Marcola Road	Construct a roundabout	non-exempt	Springfield	\$1,900,000	2030-2034	\$2,913,231	\$3,291,619	0	723	Minor Arterial

**Project Category Subtotal**

**\$179,120,000**

**\$228,855,865    \$258,650,661**

Name	Geographic Limits	Description	Primary Jurisdiction	Air Quality Status	Estimated Cost (2016)	Estimated Year of Construction (4-Year Window)	Year of Construction Cost Range	Length	RTP #	Federal Functional Class
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**Project Category: New Collectors**

Riverbend Drive	Extend to International Way	Construct 3-lane cross section with sidewalks and bike lanes	Springfield	non-exempt	\$1,600,000	2016-2019	\$1,600,000	\$1,753,460	0.19	715	Major Collector
Improvements to serve Riverbend Area	Baldy View Lane, McKenzie-Gateway Loop and Off-Street Path Connections	Improve Baldy View Lane, construct a McKenzie-Gateway Loop connector/new collector and construct off-street path connections. See Springfield 2035 TSP Figure 6.	Springfield	non-exempt	\$10,200,000	2030-2034	\$15,639,450	\$17,670,797	0.86	756	Collector
79th Street	Thurston Road to Main Street	New 2 lane collector	Springfield	non-exempt	\$8,200,000	2035-2040	\$14,646,319	\$17,061,681	0.37	18	Minor Collector
Improvements within Jasper-Natron Area	Jasper-Natron Area between Bob Straub Parkway, Jasper Road and Mt. Vernon Road	Construct multiple roadways to serve planned development. See Springfield 2035 TSP Figure 6.	Springfield	non-exempt	\$67,000,000	2030-2034	\$102,729,723	\$116,072,885	1.35	33, 36, 39, 42, 45, 48, 51, 57	Collector
New Collector	Bob Straub Parkway - Mountaingate Drive	Construct new 3-lane collector	Springfield	non-exempt	\$2,500,000	2020-2024	\$2,824,715	\$3,191,606	1.03	81	Major Collector
South 54th Street	Main Street to Daisy Street	New 2-lane collector	Springfield	non-exempt	\$960,000	2020-2024	\$1,084,691	\$1,225,577	0.28	87	Minor Collector
19th Street	Hayden Bridge Road to Yolanda Avenue	Extend existing street as 2-lane collector	Springfield	non-exempt	\$2,400,000	2030-2034	\$3,679,871	\$4,157,835	0.33	703	Minor Collector
V Street	31st Street to Marcola Road	New 2 to 3-lane collector	Springfield	non-exempt	\$9,000,000	2025-2029	\$11,845,966	\$13,384,593	0.65	777	Collector
Yolanda Avenue	31st Street to 33rd Street	Extend existing street as 2-lane collector	Springfield	non-exempt	\$9,400,000	2030-2034	\$14,412,827	\$16,284,852	0.2	783	Minor Collector
North Gateway Collector	Maple Island Road/ Royal Caribbean Way to International	New 2-3 lane collector	Springfield	non-exempt	\$4,300,000	2025-2029	\$5,659,740	\$6,394,861	0.63	798	Collector
Franklin Riverfront Collector	Franklin Blvd/McVay to west portion of Franklin riverfront	Collector to serve Glenwood redevelopment area along riverfront north of Franklin Blvd.	Springfield	non-exempt	\$7,700,000	2020-2024	\$8,700,123	\$9,830,148	0.7	897	Collector
48th Street	Aster Street to Daisy Street	Extend existing street as 3 lane collector	Springfield	non-exempt	\$3,200,000	2025-2029	\$4,211,899	\$4,758,966	0.3	901	Major Collector
New Collector	Game Farm Road East, to International Way	Construct new 3- lane collector	Springfield	non-exempt	\$6,300,000	2020-2024	\$7,118,282	\$8,042,848	0.18	707	Major Collector
Maple Island Road	Game Farm Road/Deadmond Ferry Road to Beltline Road	Extend Maple Island Road with a 2-lane cross-section with sidewalk, bicycle facilities, intersection at Beltline	Springfield	non-exempt	\$3,100,000	2016-2019	\$3,100,000	\$3,397,330	0.11	706	Minor Collector

Name	Geographic Limits	Description	Primary Jurisdiction	Air Quality Status	Estimated Cost (2016)	Estimated Year of Construction (4-Year Window)	Year of Construction Cost Range		Length	RTP #	Federal Functional Class
New Collector	South of Kruse Way and east of Gateway Road	Construct new collector	Springfield	non-exempt	\$3,100,000	2025-2029	\$4,080,277	\$4,610,249	0.19	705	Collector
New Collector	Laura Street - Pioneer Parkway	Construct new 3-lane collector	Springfield	non-exempt	\$3,300,000	2030-2034	\$5,059,822	\$5,717,023	0.12	786	Collector
Centennial Boulevard/Industrial Avenue	28th Street to 35th Street	Extend with a 3-lane cross-section	Springfield	non-exempt	\$9,500,000	2030-2034	\$14,566,155	\$16,458,096	0.5	924	Major Collector
Commercial Avenue	Extend between 42nd Street and 48th Street and a north/south extension to serve development to the north between 42nd and 48th (see TSP map)	Extend with a 3-lane cross-section	Springfield	non-exempt	\$19,000,000	2035-2040	\$33,936,593	\$39,533,163	0.84	19	Major Collector
Glacier Drive	48th Street/Holly to South 55th Street	Construct new collector with 2-lane cross-section	Springfield	non-exempt	\$6,300,000	2030-2034	\$9,659,661	\$10,914,316	0.94	22	Minor Collector
Mallard Avenue	Gateway Street to Oriole Street	Construct new 2-lane collector	Springfield	non-exempt	\$3,000,000	2035-2040	\$5,358,409	\$6,242,078	0.18	709	Minor Collector
W. 13th Avenue (Future Collector E)	Bertelsen Road to Dani Street	New major collector	Eugene	non-exempt	\$3,600,000	2020-2024	\$4,067,590	\$4,595,913	1	318	Major collector
Colton Way Extension (Future Collector F)	Royal Avenue to Legacy Extension	New major collector	Eugene	non-exempt	\$3,700,000	2025-2029	\$4,870,008	\$5,502,555	0.7	429	Major collector
Legacy Extension (Future Collector H)	Avalon Street to Roosevelt Blvd	New major collector	Eugene	non-exempt	\$17,500,000	2025-2029	\$23,033,824	\$26,025,597	0.5	435	Major collector
Future Collector J	Awbrey Lane to Enid Road	New major collector	Eugene	non-exempt	\$7,400,000	2030-2034	\$11,346,268	\$12,819,990	0.8	441	Major collector
Hyacinth Street	Irvington to Lynnbrook	New neighborhood collector	Eugene	non-exempt	\$700,000	2020-2024	\$790,920	\$893,650	0.08	537	Minor Collector
Gilham-County Farm Connection	Gilham to County Farm Road	New neighborhood collector	Eugene	non-exempt	\$2,800,000	2020-2024	\$3,163,681	\$3,574,599	0.7	651	Minor Collector
Shadowview Road	Shadowview Road to Coburg Road via Spectrum Avenue	Extend neighborhood collector with two travel lanes and sidewalks on both sides	Eugene	non-exempt	\$3,200,000	2020-2024	\$3,615,635	\$4,085,256	0.3	603	Minor Collector
Crow Road/West 11th Avenue/Pitchford area	Crow Road/West 11th Avenue/Pitchford area	Construct collectors and other facilities within Crow Road/West 11th Avenue/Pitchford area needed to serve future development	Eugene	non-exempt	\$21,300,000	2025-2029	\$28,035,454	\$31,676,869	1.3	333	Collectors
Q Street	@ Laura Street	Interchange Area improvements	ODOT Springfield	non-exempt; not regionally significant	\$1,600,000	2025-2029	\$2,105,950	\$2,379,483	0	717	Major Collector

**Project Category Subtotal**

**\$241,860,000**

**\$350,943,853**

**\$398,256,277**

Name	Geographic Limits	Description	Primary Jurisdiction	Air Quality Status	Estimated Cost (2016)	Estimated Year of Construction (4-Year Window)	Year of Construction Cost Range		Length	RTP #	Functional Class
<b>Project Category: Urban Standards</b>											
Awbrey Lane	Prairie Rd to Highway 99	improve to major collector standards	Lane County	Exempt - Safety- widen lanes/ resurfacing/ add medians; Air Quality -bike and ped facilities	\$1,225,000	2030-2034	\$1,878,267	\$2,122,228	1.57	499	major collector
E. 19th	Henerson - McVay	change to 2-lane cross-section with sidewalks and bike lanes	Lane County	Exempt - Safety- widen lanes/ resurfacing; Air Quality -bike and ped facilities	\$3,550,000	2035-2040	\$6,340,785	\$7,386,459	0.49	828	urban local
McKenzie View Drive	Coburg Road to Hill Road	Improve to minor collector standards	Lane County	Exempt - Safety- widen lanes/ resurfacing; Air Quality -bike and ped facilities	\$5,475,000	2035-2040	\$9,779,097	\$11,391,793	5.97	725	Minor Collector
Beacon Drive East	River Road to Scenic Drive	construct to minor collector standards	Lane County	Exempt - Safety- widen lanes/ resurfacing; Air Quality -bike and ped facilities	\$2,150,000	2035-2040	\$3,840,193	\$4,473,490	0.74	558	Minor Collector
River Loop 1	River Road to Dalewood	construct to neighborhood collector standards	Lane County	Exempt - Safety- widen lanes/ resurfacing; Air Quality -bike and ped facilities	\$1,400,000	2035-2040	\$2,500,591	\$2,912,970	0.24	562	major collector
River Loop 2	River Road to Burlwood	construct to neighborhood collector standards	Lane County	Exempt - Safety- widen lanes/ resurfacing; Air Quality -bike and ped facilities	\$6,100,000	2035-2040	\$10,895,433	\$12,692,226	0.97	561	Minor Collector
Scenic Drive	River Loop 2 to Beacon Drive	construct to neighborhood collector standards	Lane County	Exempt - Safety- widen lanes/ resurfacing; Air Quality -bike and ped facilities	\$4,000,000	2035-2040	\$7,144,546	\$8,322,771	0.77	559	Minor Collector
Spring Creek Drive	River Road to Scenic Drive	construct to neighborhood collector standards	Lane County	Exempt - Safety- widen lanes/ resurfacing; Air Quality -bike and ped facilities	\$2,600,000	2035-2040	\$4,643,955	\$5,409,801	0.52	560	Minor Collector
Thurston	Hwy 126 - Weaver Rd	improve to 3-lane cross-section with sidewalks and bike lanes	Lane County	Exempt - Safety- widen lanes/ resurfacing/ add medians; Air Quality -bike and ped facilities	\$5,000,000	2035-2040	\$8,930,682	\$10,403,464	2.02	32	Major collector
Seavey Loop	Hwy 58 - Franklin Blvd East	construct to minor collector standards	Lane County	Exempt - Safety- widen lanes/ resurfacing; Air Quality -bike and ped facilities	\$3,450,000	2030-2034	\$5,289,814	\$5,976,887	3.4	914	Minor Collector
Yolanda Avenue	23rd Street to 31st Street	modify to a two lane cross section with sidewalks and bikelanes	Lane County	Exempt -Air Quality -bike and ped facilities	\$475,000	2020-2024	\$536,696	\$606,405	0.37	784	Minor Collector



Name	Geographic Limits	Description	Primary Jurisdiction	Air Quality Status	Estimated Cost (2016)	Estimated Year of Construction (4-Year Window)	Year of Construction Cost Range		Length	RTP #	Functional Class
Franklin Bvd East	I-5 to Twin Buttes Rd	construct to freight standards	Lane County	Exempt - Safety- widen lanes/ shoulder improvements	\$2,050,000	2020-2024	\$2,316,266	\$2,617,117	1.11	915	major collector
Henderson Avenue	Franklin Blvd to E. 19th Ave.	modify to three-lane cross-section with sidewalks and bike lane	Lane County	Exempt - Safety- widen lanes/ resurfacing/ add medians; Air Quality -bike and ped facilities	\$3,550,000	2035-2040	\$6,340,785	\$7,386,459	0.45	827	Major Collector
Bertelsen Road	18th Avenue to Bailey Hill Road	Upgrade to minor arterial standards with two travel lanes, bike lanes, sidewalks on both sides, and planting strips	Eugene	Exempt - Safety- widen lanes/ resurfacing; Air Quality -bike and ped facilities	\$3,900,000	2020-2024	\$4,406,556	\$4,978,906	0.6	315	Minor Arterial
Bailey Hill Road	Warren to UGB	Upgrade to urban facility	Eugene	Exempt - Safety- widen lanes/ resurfacing; Air Quality -bike and ped facilities	\$9,200,000	2020-2024	\$10,394,952	\$11,745,112	1.6	343	Minor Arterial
Bethel Drive	Highway 99 to Roosevelt Blvd	Upgrade to 2-lane urban facility	Eugene	Exempt - Safety- widen lanes/ resurfacing; Air Quality -bike and ped facilities	\$11,800,000	2025-2029	\$15,531,378	\$17,548,688	1.68	414	Minor Collector
Royal Avenue	Green Hill Road to Terry Street	Upgrade to 3-lane urban facility	Eugene	Exempt - Safety- widen lanes/ resurfacing/ add medians; Air Quality -bike and ped facilities	\$11,200,000	2020-2024	\$12,654,724	\$14,298,397	1.01	481	Minor Arterial
Jeppesen Acres Road	Gilham Road to Providence Street	Upgrade to 2-lane urban facility	Eugene	Exempt - Safety- widen lanes/ resurfacing; Air Quality -bike and ped facilities	\$3,900,000	2016-2019	\$3,900,000	\$4,274,060	0.7	670	Minor Collector
Airport Road	Hwy 99 to Old Airport Road	Upgrade to urban facility to support freight movement	Eugene	Exempt - Safety- widen lanes/ resurfacing; Air Quality -bike and ped facilities	\$537,000	2020-2024	\$606,749	\$685,557	0.6	487	Minor Arterial
Greenhill Rd/Northrop Dr/Lockheed Dr	Airport Road to Lockheed Dr	Upgrade to urban facility to support freight movement	Eugene	Exempt - Safety- widen lanes/ resurfacing; Air Quality -bike and ped facilities	\$717,000	2020-2024	\$810,128	\$915,353	0.8	486	Minor Arterial
Irving Road	Hwy 99 to Prairie Rd	Upgrade to urban facility to support freight movement	Lane County	Exempt - Safety- widen lanes/ resurfacing; Air Quality -bike and ped facilities	\$448,000	2020-2024	\$506,189	\$571,936	0.5	489	Urban collector
Prairie Rd	Irving Rd to Hwy 99	Upgrade to urban facility to support freight movement	Lane County	Exempt - Safety- widen lanes/ resurfacing; Air Quality -bike and ped facilities	\$896,000	2020-2024	\$1,012,378	\$1,143,872	1	490	Minor Arterial
Hunsaker Lane / Beaver Street	River Road to Division Avenue	Upgrade to 2-lane urban facility	Lane County, Eugene	Exempt - Safety- widen lanes/ resurfacing; Air Quality -bike and ped facilities	\$9,300,000	2020-2024	\$10,507,941	\$11,872,776	1.14	527	Major Collector
Wilkes Drive	River Road to River Loop 1	Upgrade to 3-lane urban facility	Lane County, Eugene	Exempt - Safety- widen lanes/ resurfacing/ add medians; Air Quality -bike and ped facilities	\$7,000,000	2025-2029	\$9,213,529	\$10,410,239	0.93	554	Major Collector
Game Farm Road South	Mallard Road to Harlow Road	Upgrade to 2-lane urban facility	Lane County, Springfield	Exempt - Safety- widen lanes/ resurfacing; Air Quality -bike and ped facilities	\$4,100,000	2030-2034	\$6,286,446	\$7,102,968	0.93	737	Local
Hayden Bridge Road / 23rd St	19th Street to Marcola Rd	Reconstruct to 2-lane urban facility	Lane County, Springfield	Exempt - Safety- widen lanes/ resurfacing; Air Quality -bike and ped facilities	\$12,000,000	2030-2034	\$18,399,353	\$20,789,173	1.78	747	Minor Collector
31st Street	Hayden Bridge Road to U Street	Upgrade to 2 lane urban facility	Lane County, Springfield	Exempt - Safety- widen lanes/ resurfacing; Air Quality -bike and ped facilities	\$3,800,000	2030-2034	\$5,826,462	\$6,583,238	0.58	765	Minor Collector
North Gilham Road	Ayres Road to Ashbury Drive	Upgrade to 2-lane urban facility	Eugene, Lane County	Exempt - Safety- widen lanes/ resurfacing; Air Quality -bike and ped facilities	\$1,500,000	2020-2024	\$1,694,829	\$1,914,964	0.3	662	Minor Collector

Name	Geographic Limits	Description	Primary Jurisdiction	Air Quality Status	Estimated Cost (2016)	Estimated Year of Construction (4-Year Window)	Year of Construction Cost Range		Length	RTP #	Functional Class
County Farm Road	North-to-South Section	Upgrade to 3-lane urban facility	Lane County, Eugene	Exempt - Safety- widen lanes/ resurfacing/ add medians; Air Quality -bike and ped facilities	\$4,400,000	2020-2024	\$4,971,499	\$5,617,227	0.62	631	Major Collector
County Farm Road	West-to-East Section	Upgrade to 2-lane urban facility	Eugene	Exempt - Safety- widen lanes/ resurfacing; Air Quality -bike and ped facilities	\$3,200,000	2025-2029	\$4,211,899	\$4,758,966	0.53	632	Major Collector
Laura Street	Old Laura Street to Scotts Glen Drive	Widen to 3-lane urban facility	Lane County, Springfield	Exempt - Safety- widen lanes/ resurfacing/ add medians; Air Quality -bike and ped facilities	\$1,575,000	2035-2040	\$2,813,165	\$3,277,091	0.4	750	Major Collector
Aspen Street	Centennial Boulevard to West D Street	Reconstruct to 2-lane urban facility	Lane County, Springfield	Exempt - Safety- widen lanes/ resurfacing; Air Quality -bike and ped facilities	\$2,800,000	2030-2034	\$4,293,182	\$4,850,807	0.44	809	Minor Collector
48th Street	G Street to Main Street	Upgrade to 2-lane urban facility	Springfield	Exempt - Safety- widen lanes/ resurfacing; Air Quality -bike and ped facilities	\$1,040,000	2025-2029	\$1,368,867	\$1,546,664	0.48	3	Major Collector
52nd Street	Eugene-Springfield Highway (SR 126) to G Street	Upgrade to 2-lane urban facility	Springfield	Exempt - Safety- widen lanes/ resurfacing; Air Quality -bike and ped facilities	\$430,000	2020-2024	\$485,851	\$548,956	0.2	6	Major Collector
G Street	48th Street to 52nd Street	Upgrade to 2-lane urban facility	Springfield	Exempt - Safety- widen lanes/ resurfacing; Air Quality -bike and ped facilities	\$670,000	2020-2024	\$757,024	\$855,351	0.31	54	Major Collector
Thurston Road	Weaver Road to UGB	Upgrade to 3-lane urban facility with bike facilities and sidewalks	Springfield	Exempt - Safety- widen lanes/ resurfacing/ add medians; Air Quality -bike and ped facilities	\$4,800,000	2035-2040	\$8,573,455	\$9,987,325	0.61	98	Minor Collector
28th Street	Centennial Boulevard to Main Street	Widen/ provide sidewalks and bike lanes; provide intersection and signal improvements at Main Street	Springfield	non-exempt	\$4,300,000	2030-2034	\$6,593,102	\$7,449,454	0.7	909	Major Collector
35th Street	Olympic Street to Commercial Avenue	Change 35th Street to a three-lane cross-section with sidewalks and bicycle facilities	Springfield	Exempt - Safety- widen lanes/ resurfacing/ add medians; Air Quality -bike and ped facilities	\$2,500,000	2020-2024	\$2,824,715	\$3,191,606	0.46	918	Major Collector
Commercial Avenue	35th Street to 42nd Street	Modify Commercial Avenue to a three-lane cross-section with sidewalks and bicycle facilities	Springfield	Exempt - Safety- widen lanes/ resurfacing/ add medians; Air Quality -bike and ped facilities	\$2,500,000	2025-2029	\$3,290,546	\$3,717,942	0.81	933	Major Collector
S. 28th Street	Main Street to South M Street	Modify to 3-lane cross-section with sidewalks and bicycle facilities	Springfield	Exempt - Safety- widen lanes/ resurfacing/ add medians; Air Quality -bike and ped facilities	\$6,000,000	2020-2024	\$6,779,317	\$7,659,855	0.67	945	Major Collector
21st Street	D Street to Main Street	Modify 21st Street to a three-lane cross-section with sidewalks and bicycle facilities	Springfield	Exempt - Safety- widen lanes/ resurfacing/ add medians; Air Quality -bike and ped facilities	\$2,300,000	2025-2029	\$3,027,303	\$3,420,507	0.2	962	Minor Collector
36th Street	Commercial Avenue to Main Street	Change 36th Street to a 3-lane cross-section with sidewalks and bicycle facilities	Springfield	Exempt - Safety- widen lanes/ resurfacing/ add medians; Air Quality -bike and ped facilities	\$2,500,000	2035-2040	\$4,465,341	\$5,201,732	0.47	920	Minor Collector

Name	Geographic Limits	Description	Primary Jurisdiction	Air Quality Status	Estimated Cost (2016)	Estimated Year of Construction (4-Year Window)	Year of Construction Cost Range		Length	RTP #	Functional Class
Clearwater Lane	South of Jasper road within UGB	Modify and expand Clearwater Lane with a cross-section to include sidewalks and bicycle facilities	Lane County Springfield	Exempt - Safety- widen lanes/ resurfacing/; Air Quality -bike and ped facilities	\$470,000	2025-2029	\$618,623	\$698,973	0.11	925	Local
Mallard Avenue	Oriole St. to Game Farm Road	Change to a 2-lane cross section with sidewalks and bicycle facilities	Springfield	Exempt - Safety- widen lanes/ resurfacing; Air Quality -bike and ped facilities	\$1,500,000	2020-2024	\$1,694,829	\$1,914,964	0.31	710	Local (current)
East 17th Avenue	Henderson Avenue to Franklin Boulevard	Change East 17th Avenue to a 3-lane cross-section with sidewalks and bicycle facilities	Springfield	Exempt - Safety- widen lanes/ resurfacing/ add medians; Air Quality -bike and ped facilities	\$1,900,000	2030-2034	\$2,913,231	\$3,291,619	0.52	826	Minor Collector
Henderson Avenue	Franklin Boulevard to East 19th Avenue	Modify Henderson Avenue with a 3-lane cross-section with sidewalks and bicycle lanes	Springfield	Exempt - Safety- widen lanes/ resurfacing/ add medians; Air Quality -bike and ped facilities	\$3,400,000	2035-2040	\$6,072,864	\$7,074,356	0.39	827	Local (current)
East 19th Avenue	Henderson Avenue to McVay Hwy	Change East 19th Avenue to a 3-lane cross-section with sidewalks and bicycle facilities	Springfield	Exempt - Safety- widen lanes/ resurfacing/ add medians; Air Quality -bike and ped facilities	\$3,500,000	2030-2034	\$5,366,478	\$6,063,509	0.49	828	Minor Collector
Yolanda Avenue	23rd Street to 31st Street	Modify Yolanda Avenue to a 2-lane cross-section with sidewalks and bicycle facilities	Springfield	Exempt - Safety- widen lanes/ resurfacing; Air Quality -bike and ped facilities	\$460,000	2025-2029	\$605,461	\$684,101		784	Minor Collector
Goodpasture Island Road	Delta Highway to Happy Lane	Upgrade to 2-lane urban facility	Eugene	Exempt - Safety- widen lanes/ resurfacing; Air Quality -bike and ped facilities	\$163,000	2030-2034	\$249,925	\$282,386	0.19	664	Minor Arterial

**Project Category Subtotal**

**\$171,731,000**

**\$244,165,400**

**\$278,630,703**

Name	Geographic Limits	Description	Primary Jurisdiction	Estimated Cost (2016)	Estimated Year of Study (4-Year Window)	Year of Construction Cost Range		Length	RTP #
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**Project Category: Study**

River Crossings	Along the Willamette River	Study ways to increase capacity over the Willamette River to address bridge crossing congestion issues.	Eugene	\$100,000	2025-2029	\$131,622	\$148,718		
Oak/Pearl and Hilyard/Patterson	Downtown to South Eugene	Evaluate north/south circulation options on the Oak/Pearl and Hilyard/Patterson Streets couplets.	Eugene	\$100,000	2016-2019	\$100,000	\$109,591	5.49	210
I-105 off-ramp	I-105 at 6th Avenue	Analyze options to address weaving, operational and safety considerations at the I-105 southbound off-ramp onto 6th Avenue	ODOT, Eugene	\$100,000	2020-2024	\$112,989	\$127,664	0.44	102
Northwest Expressway/Beltline		Study how to provide intersection improvements at the Northwest Expressway and Randy Pape Beltline Highway ramp termini intersections.	ODOT, Eugene, Lane County	\$100,000	2020-2024	\$112,989	\$127,664	0.35	557
Beltline Highway	River Rd to Coburg Rd	D-STIP Development Work; NEPA Analysis	ODOT	\$2,000,000	2016-2019	\$2,000,000	\$2,191,826	3.46	555
Main St. and 52nd St./Hwy 126 Int.	52nd to Main	Interchange Plans	ODOT, Springfield	\$250,000	2020-2024	\$282,472	\$319,161	1.5	96
Eugene-Springfield Hwy.	I-5 to Main	Facility Plan	ODOT, Springfield	\$750,000	2025-2029	\$987,164	\$1,115,383	6.5	835
Main Street/Highway 126	I-5 to UGB	Access management plan	Springfield, ODOT	\$150,000	2016-2019	\$150,000	\$164,387	6	838
Beltline Highway/Gateway	See TSP Map, Project S-1	Study to reassess Gateway/Beltline Phase 2	Springfield, ODOT	\$800,000	2020-2024	\$903,909	\$1,021,314	0.36	608
Pioneer Parkway/Q Street/Laura Street	See TSP Map, Project S-3	Circulation study to improve safety, access and capacity	Springfield, ODOT	\$300,000	2025-2029	\$394,866	\$446,153	0.35	718

Name	Geographic Limits	Description	Primary Jurisdiction	Estimated Cost (2016)	Estimated Year of Study (4-Year Window)	Year of Construction Cost Range		Length	RTP #
OR 126	5th Street to 15th Street	Study a new crossing of OR 126 between 5th Street and 15th Street	Springfield, ODOT	\$200,000	2030-2034	\$306,656	\$346,486	0.79	823
Centennial Boulevard	Prescott Lane to Mill Street	Operational improvements study	Springfield	\$100,000	2030-2034	\$153,328	\$173,243	0.29	818
Pioneer Parkway	@ Centennial Boulevard	Intersection study to improve pedestrian safety	Springfield	\$75,000	2016-2019	\$75,000	\$82,193	0	849
Centennial Boulevard	Mohawk Boulevard to Pioneer Parkway	Operational improvements study	Springfield	\$75,000	2020-2024	\$84,741	\$95,748	1.08	819
Mohawk Boulevard/Olympic Street/18th Street/Centennial Triangle	Mohawk Boulevard/Olympic Street/18th Street/Centennial	Study safety and operational improvements	Springfield	\$100,000	2016-2019	\$100,000	\$109,591	0.9	916
Bridge Study	Walnut/W. D to Franklin Blvd	Study a new bridge	Springfield	\$750,000	2035-2040	\$1,339,602	\$1,560,520	0.28	815
Main Street/South A Street	Mill Street to 21st Street	Study improvements	Springfield	\$150,000	2016-2019	\$150,000	\$164,387	2.98	824
Glenwood Industrial Area	See TSP Map, Project S-11	Refinement study	Springfield	\$150,000	2030-2034	\$229,992	\$259,865	0.82	829
Pedestrian/Bicycle bridge	Between Glenwood and Dorris Ranch	Study a new pedestrian bicycle bridge	Springfield	\$750,000	2035-2040	\$1,339,602	\$1,560,520	0.08	831
Main Street	20th Street to 70th Street	Access plan study	Springfield, ODOT	\$300,000	2016-2019	\$300,000	\$328,774	2.23	917
East/west connectivity	S. 28th Street to S. 32nd street	Study east/west connectivity	Springfield	\$100,000	2020-2024	\$112,989	\$127,664	0.33	918
OR 126	Near Thurston High School	Study a new crossing of OR 126 near Thurston High School	Springfield, ODOT	\$200,000	2025-2029	\$263,244	\$297,435	0.32	26
South of OR 126 and Jessica Street	See TSP Map, Project S-16	Connectivity Study	Springfield	\$100,000	2030-2034	\$153,328	\$173,243	1.89	31
Green Hill Road	Airport Road to West 11th Avenue	Corridor Study for bike/ped access & safety	Lane County, Eugene	\$500,000	2016-2019	\$500,000	\$547,956	4.27	485, 454

Name	Geographic Limits	Description	Primary Jurisdiction	Estimated Cost (2016)	Estimated Year of Study (4-Year Window)	Year of Construction Cost Range		Length	RTP #
30th Avenue	Hilyard - I-5	Improve bike & ped access btn Eugene & LCC	Lane County, Eugene	\$250,000	2016-2019	\$250,000	\$273,978	3.14	211

***Project Category Subtotal***

***\$8,450,000***

***\$10,534,491***

***\$11,873,465***



Name	Geographic Limits	Description	Primary Jurisdiction	Air Quality status	Estimated Cost (2016)	Estimated Year of Construction (4-Year Window)	Year of Construction Cost Range	
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**Project Category: Transit Oriented Development Implementation**

Eugene Key Corridor Infrastructure Funding	Various Locations	Differential Nodal Development Infrastructure Cost*	Eugene		\$2,500,000	2020-2024	\$2,824,715	\$3,191,606
Planning	Various Locations	Planning for implementation of Key Corridor/Mixed Use development	Eugene	exempt - Other - Planning and Technical Studies	\$3,100,000	2016-2019	\$3,100,000	\$3,397,330
Planning	Various Locations	Planning for implementation of Key Corridor/Mixed Use development	Springfield	exempt - Other - Planning and Technical Studies	\$3,100,000	2016-2019	\$3,100,000	\$3,397,330
8th Avenue	High Street to Jefferson Street	Convert 8th Avenue two two-way street with protected bike lanes and streetscape improvements.	Eugene	non-exempt	\$3,200,000	2016-2019	\$3,200,000	\$3,506,921

**Project Category Subtotal**

**\$11,900,000**

**\$12,224,715**

**\$13,493,187**

**Financially Constrained Roadway Projects**

**\$896,711,000**

**\$1,200,771,751**

**\$1,359,811,772**

**RTP Table 1b-Illustrative**

**Capital Investment Actions: Roadway Projects**

Name	Geographic Limits	Description	Primary Jurisdiction	Air Quality Status	Estimated Cost (2016)	Estimated Year of Construction (4-Year Window)	Year of Construction Cost Range	Length	RTP #	Federal Functional Class
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**Project Category: New Arterial Link or Interchange**

**Project Category Subtotal**

\$ -

**RTP Table 1b-Illustrative**

**Capital Investment Actions: Roadway Projects**

Name	Geographic Limits	Description	Primary Jurisdiction	AQ Status	Estimated Cost (2016)	Estimated Year of Construction (4-Year Window)	Year of Construction Cost Range		Length	RTP #	Functional Class
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**Project Category: New Collector Link**

New Collector	Pioneer Parkway to South 2nd Street	Construct a new collector between Pioneer Parkway and South 2nd Street	Springfield	non-exempt	\$700,000	2035-2040	\$1,250,296	\$1,456,485	0.14	910	Minor Collector
South 14th Street	South A Street to south of the Union Pacific Railroad mainline	Extend South 14th Street south of the Union Pacific Railroad mainline with a 3-lane cross-section with sidewalks and bicycle facilities	Springfield	non-exempt	\$1,300,000	2035-2040	\$2,321,977	\$2,704,901	0.13	825	Minor Arterial
New Collector	South 5th Street to South B Street	Extend South B Street with a 3-lane cross-section with sidewalks and bicycle facilities	Springfield	non-exempt	\$7,500,000	2035-2040	\$13,396,024	\$15,605,196	0.55	913	Minor Collector
South 28th Street	South M Street to UGB	Modify South 28th Street to a 3-lane cross-section with sidewalks and bicycle facilities	Springfield	Exempt - Safety-widen lanes/ resurfacing/ add medians; Air Quality -bike and ped facilities	\$5,300,000	2035-2040	\$9,466,523	\$11,027,672	0.55	919	Major Collector

**Project Category Subtotal**

**\$ 14,800,000**

**\$ 26,434,820 \$ 30,794,254**

Name	Geographic Limits	Description	Primary Jurisdiction	Air Quality Status	Estimated Cost (2016)	Estimated Year of Construction (4-Year Window)	Year of Construction Cost Range		Length	RTP #	Federal Functional Class
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**Project Category: Arterial Capacity Improvements**

Randy Pape Beltline Highway	River Road to Coburg Road: Phase 2	Improve facility consistent with the Beltline Highway Facility Plan -- complete components of the project that are not covered by the project on the constrained 20-year list.	ODOT, Eugene	non-exempt; regionally significant; project of local air quality concern	\$130,000,000.00	2035-2040	\$232,197,742	\$270,490,066	6.39	555	Other Freeways and Expressways
Northwest Expressway	River Road to Irvington Drive	Provide improvements to facilitate vehicular movement along the Northwest Expressway corridor	Eugene, Lane County	non-exempt	\$6,900,000.00	2035-2040	\$12,324,342	\$14,356,780	4.45	566	Minor Arterial
42nd Street at Highway 126 Westbound Ramp	42nd st/Hwy 126	Traffic control improvements	Springfield, ODOT	non-exempt	\$500,000.00	2035-2040	\$893,068	\$1,040,346	0	799	Minor Arterial
Glenwood Blvd	Franklin Blvd to I-5	Upgrade to 3 to 5 lane urban facility	Springfield	non-exempt	\$2,210,000.00	2035-2040	\$3,947,362	\$4,598,331	0.5	836	Minor Arterial
Bob Straub Parkway	Mt. Vernon Rd to Jasper	Three-lane cross-section	Lane County, Springfield	Exempt - Safety- widen lanes/resurfacing/ add medians; Air Quality -bike and ped facilities	\$2,450,000.00	2035-2040	\$4,376,034	\$5,097,697	1.17	66	Minor Arterial
Main St. (OR 126)	72nd St. to UGB	Upgrade to three lane cross section with sidewalks and bike facilities	ODOT, Springfield	Exempt - Safety- widen lanes/resurfacing/ add medians; Air Quality -bike and ped facilities	\$10,000,000.00	2035-2040	\$17,861,365	\$20,806,928	0.97	30	Other Principal Arterial

**Project Category Subtotal**

**\$ 152,060,000**

**\$ 271,599,913 \$ 316,390,149**

Name	Geographic Limits	Description	Primary Jurisdiction	Air Quality Status	Estimated Cost (2016)	Estimated Year of Construction (4-Year Window)	Year of Construction Cost Range		Length	RTP #	Federal Functional Class
<b>Project Category: Added Freeway Lanes or Major Interchange Improvements</b>											
I-5	@ Willamette River/ Franklin Boulevard Interchange @ Glenwood Interchange	Interchange reconstruction to create one full interchange to improve operations and safety, reconstruct ramps and bridges to modern standards, and provide for 6 lanes on I-5.	ODOT	non-exempt; regionally significant; project of local air quality concern	\$45,000,000	2035-2040	\$80,376,142	\$93,631,177	0	150	Urban Interstate
I-105	Washington/ Jefferson Street Bridge	Add lane to 6th Ave. off-ramp	ODOT	non-exempt; regionally significant; project of local air quality concern	\$6,200,000	2035-2040	\$11,074,046	\$12,900,295	0.25	151	Urban Interstate
I-105	Washington/ Jefferson Street Bridge	Extend third NB lane over bridge to Delta Highway exit ramp	ODOT	non-exempt; regionally significant; project of local air quality concern	\$8,400,000	2035-2040	\$15,003,546	\$17,477,820	0.75	154	Urban Interstate
I-5	30th Avenue/McVay Highway I-105 to Highway 58 (Goshen)	Interchange reconstruction to improve operations and safety, reconstruct ramps and bridges to modern standards, and provide for 6 lanes on I-5.	ODOT	non-exempt; regionally significant; project of local air quality concern	\$65,000,000	2035-2040	\$116,098,871	\$135,245,033	5.66	257	Urban Interstate
Eugene-Springfield Highway (SR-126)	Pioneer Parkway/ Q Street	Interchange improvements	ODOT	non-exempt; regionally significant; project of local air quality concern	\$21,700,000	2035-2040	\$38,759,162	\$45,151,034	0	727	Other Freeways and Expressways
Eugene-Springfield Highway (SR-126)	I-5 to Mohawk Boulevard	Widen to 6 lanes	ODOT	non-exempt; regionally significant; project of local air quality concern	\$29,000,000	2035-2040	\$51,797,958	\$60,340,092	2.6	728	Other Freeways and Expressways
I-5	@ City of Coburg interchange (Phase 2)	Interchange improvements	ODOT	Outside the PM10 AQMA	\$23,000,000	2035-2040	\$41,081,139	\$47,855,935	0	1004	Urban Interstate
<b>Project Category Subtotal</b>					<b>\$198,300,000</b>		<b>\$354,190,864</b>	<b>\$412,601,385</b>			

Name	Geographic Limits	Description	Primary Jurisdiction	Air Quality Status	Estimated Cost (2016)	Estimated Year of Construction (4-Year Window)	Year of Construction Cost Range		Length	RTP #	Functional Class
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**Project Category: Urban Standards**

Jasper Road	S. 42nd Street to Springfield UGB	Modify to 3-lane cross-section with bikelane & sidewalk	Lane County, Springfield	Exempt - Safety- widen lanes/resurfacing/ add medians; Air Quality -bike and ped facilities	\$6,663,525	2035-2040	\$11,901,965	\$13,864,749	1.01	60	major collector
Franklin Blvd.	Jenkins Drive to Mill St.	Upgrade to urban facility	ODOT	non-exempt	\$6,191,000	2035-2040	\$11,057,971	\$12,881,569	1.2	839	

**Project Category Subtotal**

**\$12,854,525**

**\$22,959,936**

**\$26,746,318**

**Illustrative Roadway Projects**

**\$378,014,525**

**\$648,750,713**

**\$755,737,851**

**RTP Table 2a-Financially Constrained  
Capital Investment Actions: Transit Projects**

Name	Geographic Limits	Description	Primary Jurisdiction	Air Quality Status	Estimated Cost (2016)	Estimated Year of Construction (4-Year Window)	Year of Construction Cost Range		RTP #
<b>Project Category: Buses and Bus Maintenance</b>									
Bus Purchases		New & replacement buses	Lane Transit District	non-exempt	\$ 37,000,000	2016-2019	\$37,000,000	\$40,548,773	1110
Bus Purchases		New & replacement buses	Lane Transit District	non-exempt	\$ 42,000,000	2020-2024	\$47,455,216	\$53,618,988	1110
Bus Purchases		New & replacement buses	Lane Transit District	non-exempt	\$ 41,000,000	2025-2029	\$53,964,958	\$60,974,255	1110
Bus Purchases		New & replacement buses	Lane Transit District	non-exempt	\$ 30,000,000	2030-2034	\$45,998,383	\$51,972,933	1110
Bus Purchases		New & replacement buses	Lane Transit District	non-exempt	\$ 30,000,000	2035-2040	\$53,584,094	\$62,420,784	1110

**Project Category Subtotal**

**\$ 180,000,000**

**\$ 238,002,652 \$ 269,535,734**

**Project Category: Frequent Transit Network**

Enhanced Corridor	TBD - see study corridors map for identified potential corridors	High Capacity Transit	Lane Transit District	non-exempt	\$ 20,000,000	2020-2024	\$22,597,722	\$25,532,851	1117
Enhanced Corridor	TBD - see study corridors map for identified potential corridors	High Capacity Transit	Lane Transit District	non-exempt	\$ 20,000,000	2025-2029	\$26,324,370	\$29,743,539	1117
Enhanced Corridor	TBD - see study corridors map for identified potential corridors	High Capacity Transit	Lane Transit District	non-exempt	\$ 20,000,000	2030-2034	\$30,665,589	\$34,648,622	1117
Enhanced Corridor	TBD - see study corridors map for identified potential corridors	High Capacity Transit	Lane Transit District	non-exempt	\$ 20,000,000	2035-2040	\$35,722,730	\$41,613,856	1117
Bus Rapid Transit (EmX)	TBD - see study corridors map for identified potential corridors	High Capacity Transit	Lane Transit District	non-exempt; regionally significant	\$ 60,000,000	2020-2024	\$67,793,165	\$76,598,554	1115
Bus Rapid Transit (EmX)	TBD - see study corridors map for identified potential corridors	High Capacity Transit	Lane Transit District	non-exempt; regionally significant	\$ 60,000,000	2025-2029	\$78,973,109	\$89,230,618	1115
Bus Rapid Transit (EmX)	TBD - see study corridors map for identified potential corridors	High Capacity Transit	Lane Transit District	non-exempt; regionally significant	\$ 60,000,000	2030-2034	\$91,996,767	\$103,945,867	1115
Bus Rapid Transit (EmX)	TBD - see study corridors map for identified potential corridors	High Capacity Transit	Lane Transit District	non-exempt; regionally significant	\$ 60,000,000	2035-2040	\$107,168,189	\$124,841,569	1115

**Project Category Subtotal**

**\$ 320,000,000**

**\$ 461,241,640 \$ 526,155,477**

**Project Category: General Stops and Stations**

Passenger Boarding Improvements	Various	Pads, benches, and shelters	Lane Transit District	exempt - Mass Transit-Construction of small passenger shelters and information kiosks. Other - transportation enhancement activities	\$ 15,480,000	2016-2019	\$15,480,000	\$16,964,730	1130
Passenger Boarding Improvements	Various	Pads, benches, and shelters	Lane Transit District	exempt - Mass Transit-Construction of small passenger shelters and information kiosks. Other - transportation enhancement activities	\$ 10,960,000	2020-2024	\$12,383,552	\$13,992,003	1130
Passenger Boarding Improvements	Various	Pads, benches, and shelters	Lane Transit District	exempt - Mass Transit-Construction of small passenger shelters and information kiosks. Other - transportation enhancement activities	\$ 14,080,000	2025-2029	\$18,532,356	\$20,939,452	1130
Passenger Boarding Improvements	Various	Pads, benches, and shelters	Lane Transit District	exempt - Mass Transit-Construction of small passenger shelters and information kiosks. Other - transportation enhancement activities	\$ 5,480,000	2030-2034	\$8,402,371	\$9,493,723	1130

Name	Geographic Limits	Description	Primary Jurisdiction	Air Quality Status	Estimated Cost (2016)	Estimated Year of Construction (4-Year Window)	Year of Construction Cost Range		RTP #
Passenger Boarding Improvements	Various	Pads, benches, and shelters	Lane Transit District	exempt - Mass Transit- Construction of small passenger shelters and information kiosks. Other - transportation enhancement activities		2035-2040	\$0	\$0	1130
<i>Project Category Subtotal</i>					\$ 46,000,000		\$ 54,798,279	\$ 61,389,907	
<i>Financially Constrained Transit Projects</i>					\$ 546,000,000		\$ 754,042,571	\$ 857,081,118	



**RTP Table 2b-Illustrative  
Capital Investment Actions: Transit Projects**

Name	Geographic Limits	Primary Jurisdiction	Air Quality Status	Estimated Cost (2016)	Estimated Year of Construction (4-Year Window)	Year of Construction Cost Range		RTP #
<b>Project Category: Frequent Transit Network</b>								
Enhanced Corridor	TBD - see study corridors map for identified potential corridors	Lane Transit District	non-exempt;	\$ 20,000,000	2035-2040	\$35,722,730	\$41,613,856	1116
Bus Rapid Transit (EmX)	TBD - see study corridors map for identified potential corridors	Lane Transit District	non-exempt; regionally significant project	\$ 60,000,000	2035-2040	\$107,168,189	\$124,841,569	904
<b>Project Category Subtotal</b>				<b>\$ 80,000,000</b>		<b>\$ 142,890,918</b>	<b>\$ 166,455,425</b>	
<b>Illustrative Transit Projects</b>				<b>\$ 80,000,000</b>		<b>\$ 142,890,918</b>	<b>\$ 166,455,425</b>	

**RTP Table 3a-Financially Constrained  
Capital Investment Actions: Bicycle Projects**

Name	Geographic Limits	Description	Primary Jurisdiction	Air Quality Status	Estimated Cost (2016)	Estimated Year of Construction (4-Year Window)	Year of Construction Cost Range		Length	RTP #	Federal Functional Class
<b>Project Category: Multi-Use Paths Without Road Project</b>											
Eugene UGB Path	Hunsaker to Admiral Street	Multi-Use Path	Lane County	exempt - Air Quality - bike and ped facilities	\$2,400,000	2020-2024	\$2,711,727	\$3,063,942	0.45	563	...
Bob Straub Parkway	57th Street to Jasper	Multi-Use Path	Lane County	exempt - Air Quality - bike and ped facilities	\$3,000,000	2020-2024	\$3,389,658	\$3,829,928	1.6	67	Minor Arterial
Fern Ridge West Connector	Royal Street to Fern Ridge Path	Multi-Use Path	Eugene, Lane County	exempt - Air Quality - bike and ped facilities	\$125,000	2020-2024	\$141,236	\$159,580	0.8	426	
McKenzie River Path	42nd Street to 52nd Street	Multi-Use Path and Striped Lane	Springfield	exempt - Air Quality - bike and ped facilities	\$ 3,796,000	2025-2029	\$4,996,365	\$5,645,324	1.55	753	Other urban Freeways and Expressways
McKenzie Gateway Path	Extend existing Path to Maple Island Road	Construct a new multi-use 12-foot wide path from the end of the existing Riverbend Hospital path to Maple Island Road	Springfield	exempt - Air Quality - bike and ped facilities	\$ 3,000,000	2030-2034	\$4,599,838	\$5,197,293	1.3	759	...
Booth Kelly Road	28th Street to South 49th Place	Construct a new multi-use 12-foot wide path	Springfield	exempt - Air Quality - bike and ped facilities	\$ 2,817,000	2020-2024	\$3,182,889	\$3,596,302	2.14	921	...
Glenwood Area Willamette River Path	-From end of existing path, east of I-5, to Willamette River bridges	Construct a new multi-use 12-foot wide path	Springfield, Willamalane	exempt - Air Quality - bike and ped facilities	\$ 2,500,000	2020-2024	\$2,824,715	\$3,191,606	1.22	851	...
Thurston Hills Ridgeline Trail	Potato Hill Loop to 79th	Multi-Use Path (Willamalane Thurston Hills Ridgeline Path Project #4.10)	Willamalane	exempt - Air Quality - bike and ped facilities	\$ 1,310,000	2016-2019	\$1,310,000	\$1,435,646	1.12	794	...
Moe Mountain Path	Quarry Ridge Lane to Marcola Rd	Multi-Use Path	Willamalane	exempt - Air Quality - bike and ped facilities	\$ 667,000	2020-2024	\$753,634	\$851,521	0.57	797	...
By Gully Extension	Pioneer Parkway to 5th Street	Multi-Use Path	Willamalane, Springfield	exempt - Air Quality - bike and ped facilities	\$ 200,000	2035-2040	\$357,227	\$416,139	0.11	812	...
Springfield - Mt. Pisgah Connector	Middle Fork Path to Buford Park Road	Route, Multi-Use Path, Bridge	Willamalane, Lane County, Springfield	exempt - Air Quality - bike and ped facilities	\$ 4,423,000	2030-2034	\$6,781,695	\$7,662,543	2.78	960	...
New multi-use path	Fleming Avenue to Gateway Street south of Game Bird Park	Construct a 12-foot wide path	Springfield	exempt - Air Quality - bike and ped facilities	\$ 70,000	2025-2029	\$92,135	\$104,102	0.23	711	...

Name	Geographic Limits	Description	Primary Jurisdiction	Air Quality Status	Estimated Cost (2016)	Estimated Year of Construction (4-Year Window)	Year of Construction Cost Range		Length	RTP #	Federal Functional Class
Wayside Lane/Ann Court to Riverbend Path	Wayside Lane/Ann Court to existing Sacred Heart Medical Center-Riverbend Path	Construct new multi-use 12-foot wide path	Springfield	exempt - Air Quality - bike and ped facilities	\$ 80,000	2025-2029	\$105,297	\$118,974	0.1	759	...
Anderson Lane	Anderson Lane to Quinalt Street	Construct 12-foot-wide multi-use path between Anderson Lane and Quinalt Street	Springfield	exempt - Air Quality - bike and ped facilities	\$ 90,000	2030-2034	\$137,995	\$155,919	0.59	813	...
Glenwood Bicycle / Pedestrian Bridge	Downtown and Glenwood	Build bridge between Downtown and Glenwood or modify Wilamette River Bridges	Springfield	exempt - Air Quality - bike and ped facilities	\$ 10,300,000	2020-2024	\$11,637,827	\$13,149,418	0.22	804	...
Haul Road	Daisy Street to Booth Kelly Road	Construct a new multi-use 12-foot-wide path in the Haul Raod right-of-way	Springfield	exempt - Air Quality - bike and ped facilities	\$ 326,000	2020-2024	\$368,343	\$416,185	0.14	20	...
Haul Road Path	South 49th Place to UGB	Construct a new multi-use 12-foot-wide path	Springfield	exempt - Air Quality - bike and ped facilities	\$ 3,600,000	2030-2034	\$5,519,806	\$6,236,752	3.32	21	...
Glenwood River Front Path (B)	Springfield Bridges to Seavey Loop Road	Multi-Use Path	Springfield	exempt - Air Quality - bike and ped facilities	\$ 2,900,000	2025-2029	\$3,817,034	\$4,312,813	1.59	854	...
Spring Boulevard (B)	Central Boulevard to E. 30th Avenue	Multi-Use Path	Eugene	exempt - Air Quality - bike and ped facilities	\$ 554,000	2025-2029	\$729,185	\$823,896	0.22	281	...
Avalon Street (A)	Candlelight Drive to N Danebo	Multi-Use Path/Route	Eugene	exempt - Air Quality - bike and ped facilities	\$ 87,000	2030-2034	\$133,395	\$150,722	0.36	403	...
West Bank Path Completion	Formac to Owosso Bridge	Construct new concrete multi-use path for Riverbank trail system	Eugene	exempt - Air Quality - bike and ped facilities	\$ 900,000	2020-2024	\$1,016,897	\$1,148,978	0.59	556	...
South Bank Path	Autzen Connector to Rail underpass	Multi-Use Path	Eugene	exempt - Air Quality - bike and ped facilities	\$ 5,770,000	2020-2024	\$6,519,443	\$7,366,228	0.51	169	...

Name	Geographic Limits	Description	Primary Jurisdiction	Air Quality Status	Estimated Cost (2016)	Estimated Year of Construction (4-Year Window)	Year of Construction Cost Range		Length	RTP #	Federal Functional Class
E. 30th Avenue Path	Hilyard to Spring	Multi-Use Path	Eugene	exempt - Air Quality - bike and ped facilities	\$2,749,000	2025-2029	\$3,618,285	\$4,088,249	1.16	209	Minor Arterial
W. 7th Avenue Path	W. 5th Avenue to Garfield Street	Multi-Use Path	Eugene	exempt - Air Quality - bike and ped facilities	\$951,000	2025-2029	\$1,251,724	\$1,414,305	0.4	101	Other urban Freeways and Expressways
I-5 Off-Ramp Path	South Bank Path to Riverview Street	Multi-Use Path	Eugene	exempt - Air Quality - bike and ped facilities	\$639,000	2025-2029	\$841,064	\$950,306	0.32	189	Other urban Freeways and Expressways
W. Amazon Drive Path	Martin Steet to southern section of W. Amazon Drive	Multi-Use Path	Eugene	exempt - Air Quality - bike and ped facilities	\$709,000	2020-2024	\$801,089	\$905,140	0.36	212	...
Roosevelt Boulevard Path	Maple Street to Highway 99	Multi-Use Path	Eugene	exempt - Air Quality - bike and ped facilities	\$448,000	2020-2024	\$506,189	\$571,936	0.28	498	Minor Arterial
Division Avenue Sidewalk Path	Lone Oak Ave. to Beaver Street	Multi-Use Path	Eugene	exempt - Air Quality - bike and ped facilities	\$701,000	2025-2029	\$922,669	\$1,042,511	0.54	512	Other urban Freeways and Expressways
Franklin Boulevard Sidewalk Path	Alder Street to Millrace Park Path	Multi-Use Path	Eugene	exempt - Air Quality - bike and ped facilities	\$273,000	2025-2029	\$359,328	\$405,999	0.18	122	Other Urban Principle Arterial
West Bank Path Extension	Division Avenue (at Beaver Street) to Wilkes Drive	Construct new concrete multi-use path to extend Riverbank path system	Eugene	exempt - Air Quality - bike and ped facilities	\$3,209,000	2020-2024	\$3,625,804	\$4,096,746	1.62	564	Urban Collector
Coburg Loop Phase IV		Multi-Use Path	Coburg	Outside PM10 air quality maintenance area	\$800,000	2016-2019	\$800,000	\$876,730	475	1005	...

**Project Category Subtotal**

**\$ 59,394,000**

**\$ 67,751,109 \$ 76,491,865**

Name	Geographic Limits	Description	Primary Jurisdiction	Air Quality Status	Estimated Cost (2016)	Estimated Year of Construction (4-Year Window)	Year of Construction Cost Range		Length	RTP #	Functional Class
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**Project Category: Multi-Use Paths With Road Project**

Grove Street	Silver Lane to Howard Avenue	Striped Lane or Route	Lane County	exempt - Air Quality - bike and ped facilities	\$ 150,000	2025-2029	\$197,433	\$223,077	0.16	515	Minor Collector
Hilliard Lane	N. Park Avenue to W. Bank Trail	Route	Lane County	exempt - Air Quality - bike and ped facilities	\$ 1,000,000	2025-2029	\$1,316,218	\$1,487,177	1.09	518	...
Howard Avenue	River Road to N. Park Avenue	Striped Lane or Route	Lane County	exempt - Air Quality - bike and ped facilities	\$ 900,000	2025-2029	\$1,184,597	\$1,338,459	0.96	524	Urban Minor Collector
Lake Drive / Horn Ln/ N. Park Avenue	Howard Road to Northwest Expressway	Striped Lane or Route	Lane County	exempt - Air Quality - bike and ped facilities	\$ 850,000	2025-2029	\$1,118,786	\$1,264,100	0.91	536	Urban Minor Collector
N. Park Avenue	Maxwell Road to Horn Lane	Striped Lane or Route	Lane County	exempt - Air Quality - bike and ped facilities	\$ 950,000	2025-2029	\$1,250,408	\$1,412,818	1.02	539	Urban Minor Collector
Anderson Lane	By-Gully Path to Centennial Blvd	Add signing and striping on Anderson Street and Quinalt Street for Bicycle facilities and construct 12-foot-wide multi-use path between Anderson Lane and Quinalt Street	Springfield	exempt - Air Quality - bike and ped facilities	\$ 90,000	2030-2034	\$137,995	\$155,919	0.59	813	...

**Project Category Subtotal**

**\$3,940,000**

**\$5,205,436 \$5,881,550**

Name	Geographic Limits	Description	Primary Jurisdiction	Air Quality Status	Estimated Cost (2016) \$- cost indicates project cost is included in another project in the RTP	Estimated Year of Construction (4-Year Window)	Year of Construction Cost Range	Length	RTP #	Functional Class
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**Project Category: On-Street Lanes or Routes With Road Project**

Bertelsen Road	18th Avenue to Bailey Hill Road	Striped Lane	Eugene	exempt - Air Quality - bike and ped facilities	\$ -			0.6	315	Minor Arterial	
Bethel Drive	Highway 99 to Roosevelt Blvd	Striped Lane or Route	Eugene	exempt - Air Quality - bike and ped facilities	\$ -			1.69	414	Minor Collector	
Bailey Lane	Harlow Road to Willakenzie	Bicycle Boulevard	Eugene	exempt - Air Quality - bike and ped facilities	\$ 107,000	2025-2029	\$140,835	\$159,128	0.85	696	Minor Collector
Hunsaker Lane / Beaver Street	River Road to Division Avenue	Striped Lane	Lane County	exempt - Air Quality - bike and ped facilities	\$ -			1.14	527	Urban Collector	
Wilkes Drive	River Road to River Loop 1	Striped Lane	Eugene	exempt - Air Quality - bike and ped facilities	\$ -			0.93	554	Urban Collector	
County Farm Road	North-to-South section	Striped lane	Eugene	exempt - Air Quality - bike and ped facilities	\$ -			0.62	631	Urban Collector	
W. 11th Avenue	Green Hill Road to Terry Street	Striped Lane	ODOT, Eugene	exempt - Air Quality - bike and ped facilities	\$ -			1.06	333	Other Urban Freeway and Expressways	
Fox Hollow Road	Donald Street to Cline Road	Striped Lane, shoulders	Eugene, Lane County	exempt - Air Quality - bike and ped facilities	\$ 68,000	2030-2034	\$104,263	\$117,805	0.5	245	Rural Major Collector
Green Hill Road	Airport Road to Barger Drive	Shoulder	Lane County	exempt - Air Quality - bike and ped facilities	\$ -			1.98	485	Urban Collector	
Game Farm Road South	Beltline Road to Harlow Road	Striped Lane	Lane County	exempt - Air Quality - bike and ped facilities	\$ -			0.93	737	...	
Hayden Bridge Road / 23rd St	Yolanda Avenue to Marcola Road	Striped Lane	Lane County	exempt - Air Quality - bike and ped facilities	\$ -			1.78	747	Minor Collector	
31st Street	Hayden Bridge to U Street	Striped Lane	Lane County	exempt - Air Quality - bike and ped facilities	\$ -			0.58	765	Minor Collector	
Green Hill Road	Barger Drive to West 11th Avenue	Striped Lane	Lane County, Eugene	exempt - Air Quality - bike and ped facilities	\$ -			2.27	454	Minor Arterial	
County Farm Road	North-to-South section	Striped lane	Lane County, Eugene	exempt - Air Quality - bike and ped facilities	\$ -			0.62	631	Urban Collector	
County Farm Road	West-to-East section	Striped Lane	Eugene	exempt - Air Quality - bike and ped facilities	\$ -			0.53	632	Urban Collector	

Name	Geographic Limits	Description	Primary Jurisdiction	Air Quality Status	Estimated Cost (2016) <small>-\$ cost indicates project cost is included in another project in the RTP</small>	Estimated Year of Construction (4-Year Window)	Year of Construction Cost Range		Length	RTP #	Functional Class
Laura Street	Old Laura Street to Scotts Glen Drive	Striped Lane	Lane County, Springfield	exempt - Air Quality - bike and ped facilities	\$ -				0.4	750	Urban Collector
Aspen Street	Menlo Loop to West D Street	Striped Lane	Lane County, Springfield	exempt - Air Quality - bike and ped facilities	\$ -				0.58	809	Minor Collector
W. 11th Avenue	Green Hill Road to Terry Street	Striped Lane	ODOT, Eugene	exempt - Air Quality - bike and ped facilities	\$ -				1.06	333	Other Urban Principal Arterial
42nd Street	Marcola Road to Railroad Tracks	Striped Lane	Springfield	exempt - Air Quality - bike and ped facilities	\$ -	2016-2019			1.1	713	Minor Arterial
19th Avenue	McVay Hwy to Henderson Avenue	Striped Lane	Springfield	exempt - Air Quality - bike and ped facilities	\$ -	2025-2029			0.2	861	Minor Collector
48th Street	Aster Street to Daisy Street	Striped Lane	Springfield	exempt - Air Quality - bike and ped facilities	\$ -	2025-2029			0.3	901	...
28th Street	Centennial Boulevard to Main Street	Striped Lane	Springfield	exempt - Air Quality - bike and ped facilities	\$ -	2020-2024			0.7	909	Urban Collector
35th Street	Olympic Street to Commercial Avenue	Striped Lane	Springfield	exempt - Air Quality - bike and ped facilities	\$ -	2035-2040			0.57	918	Urban Collector
Commercial Street	35th Street to 42nd Street	Striped Lane	Springfield	exempt - Air Quality - bike and ped facilities	\$ -	2035-2040			0.7	933	Urban Collector
S. 28th Street	Main Street to Millrace	Striped Lane	Springfield	exempt - Air Quality - bike and ped facilities	\$ -	2025-2029			0.51	945	Urban Collector
21st Street	D Street to Main Street	Striped Lane	Springfield	exempt - Air Quality - bike and ped facilities	\$ -	2020-2024			0.2	962	Minor Collector
<b>Project Category Subtotal</b>					<b>\$ 175,000</b>		<b>\$ 245,098</b>	<b>\$ 276,933</b>			

Name	Geographic Limits	Description	Primary Jurisdiction	Air Quality Status	Estimated Cost (2016)	Estimated Year of Construction (4-Year Window)	Year of Construction Cost Range		Length	RTP #	Functional Class
<b>Project Category: On-Street Lanes or Routes Without Road Project</b>											
13th Avenue	Washington to Lincoln	Striped Lane	Eugene	exempt - Air Quality - bike and ped facilities	\$25,000.00	2020-2024	\$28,247	\$31,916	0.15	109	Minor Arterial
Oakway Road	Coburg Road to Cal Young Road	Protected Bike Lane	Eugene	exempt - Air Quality - bike and ped facilities	\$2,184,000.00	2020-2024	\$2,467,671	\$2,788,187	0.96	604	Minor Arterial
Cal Young Road	Willakenzie Road to Oakway Road	Protected Bike Lane	Eugene	exempt - Air Quality - bike and ped facilities	\$508,000.00	2020-2024	\$573,982	\$648,534	0.22	605	Minor Arterial
Willakenzie Road	I-5 Path to Cal Young Road	Protected Bike Lane	Eugene	exempt - Air Quality - bike and ped facilities	\$3,141,000.00	2020-2024	\$3,548,972	\$4,009,934	1.38	607	Urban Collector
River Road	Division Avenue to Northwest Expressway	Protected Bike Lane	Eugene	exempt - Air Quality - bike and ped facilities	\$4,441,000.00	2020-2024	\$5,017,824	\$5,669,570	2.49	565	Urban Principal Arterial
Garfield Street	Roosevelt Boulevard to W. 6th Avenue	Striped Lane	Eugene	exempt - Air Quality - bike and ped facilities	\$93,000.00	2020-2024	\$105,079	\$118,728	0.68	145	Urban Collector
Lincoln Street	W 5th Ave to W 13th Ave	Protected Bike Lane	Eugene	exempt - Air Quality - bike and ped facilities	\$1,419,000.00	2020-2024	\$1,603,308	\$1,811,556	0.61	161	...
Lawrence Street	Cheshire Ave to W 13th Ave	Bicycle Boulevard	Eugene	exempt - Air Quality - bike and ped facilities	\$152,000.00	2020-2024	\$171,743	\$194,050	1.5	160	...
McKinley Street	5th Avenue to 7th Avenue	Striped Lane	Eugene	exempt - Air Quality - bike and ped facilities	\$26,000.00	2020-2024	\$29,377	\$33,193	0.19	163	Urban Collector
Mill Street	10th Avenue to 15th Avenue	Striped Lane	Eugene	exempt - Air Quality - bike and ped facilities	\$91,000.00	2020-2024	\$102,820	\$116,174	0.76	166	...
Polk Street	5th Avenue to 24th Avenue	Striped Lane	Eugene	exempt - Air Quality - bike and ped facilities	\$121,000.00	2020-2024	\$136,716	\$154,474	1.14	175	Urban Collector
High Street	Cheshire St to 4th Avenue	Bicycle Boulevard	Eugene	exempt - Air Quality - bike and ped facilities	\$43,000.00	2020-2024	\$48,585	\$54,896	0.25	185	Minor Arterial
High Street	E 6th Avenue to E 19th Avenue	Protected Bike Lane	Eugene	exempt - Air Quality - bike and ped facilities	\$2,267,000.00	2020-2024	\$2,561,452	\$2,894,149	0.99	187	Minor Arterial
High Street	E 4th Avenue to E 6th Avenue	Bike Lane	Eugene	exempt - Air Quality - bike and ped facilities	\$16,500.00	2020-2024	\$18,643	\$21,065	0.15	186	Minor Arterial
13th Avenue	Kincaid Street to Lincoln Street	Protected Bike Lane	Eugene	exempt - Air Quality - bike and ped facilities	\$2,121,000.00	2020-2024	\$2,396,488	\$2,707,759	0.93	188	Minor Arterial
8th Avenue	Lincoln St to E Broadway	Protected Bike Lane	Eugene	exempt - Air Quality - bike and ped facilities	\$1,221,000.00	2020-2024	\$1,379,591	\$1,558,781	0.53	162	Urban Collector
E 24th Avenue	Willamette Street to Alder Street	Protected Bike Lane	Eugene	exempt - Air Quality - bike and ped facilities	\$1,189,000.00	2020-2024	\$1,343,435	\$1,517,928	0.52	201	Minor Arterial
Willamette Street	24th Ave to 30th Ave	Striped Lane	Eugene	exempt - Air Quality - bike and ped facilities	\$115,000.00	2020-2024	\$129,937	\$146,814	0.85	296	Minor Arterial
7th Avenue	Bailey Hill Road to Garfield Street	Striped Lane	Eugene	exempt - Air Quality - bike and ped facilities	\$136,000.00	2020-2024	\$153,665	\$173,623	1.26	306	Urban Collector
Throne Drive / Danebo Avenue	Barger Avenue to Royal Avenue	Bicycle Boulevard	Eugene	exempt - Air Quality - bike and ped facilities	\$139,000.00	2020-2024	\$157,054	\$177,453	1.01	417	Minor Collector
Golden Gardens	Jessen Drive to Barger Drive	Bicycle Boulevard	Eugene	exempt - Air Quality - bike and ped facilities	\$62,000.00	2020-2024	\$70,053	\$79,152	0.5	451	...
Prairie Road	Maxwell Road to Highway 99	Striped Lane	Eugene	exempt - Air Quality - bike and ped facilities	\$19,000.00	2020-2024	\$21,468	\$24,256	0.15	495	Minor Arterial
Gilham Road	Ashbury to Ayers Road	Striped Lane	Eugene	exempt - Air Quality - bike and ped facilities	\$83,000.00	2020-2024	\$93,781	\$105,961	0.61	662	Minor Collector
Tandy Turn / Lariat Meadows	Oakway Road to Coburg Road	Bicycle Boulevard	Eugene	exempt - Air Quality - bike and ped facilities	\$71,000.00	2020-2024	\$80,222	\$90,642	0.48	686	...



Name	Geographic Limits	Description	Primary Jurisdiction	Air Quality Status	Estimated Cost (2016)	Estimated Year of Construction (4-Year Window)	Year of Construction Cost Range		Length	RTP #	Functional Class
Valley River Way (A)	Valley River Drive to Valley River Connector	Sidewalk Path	Eugene	exempt - Air Quality - bike and ped facilities	\$465,000.00	2020-2024	\$525,397	\$593,639	0.23	694	Urban Collector
Van Duyn Road / Bogart Road	Willakenzie Road to Harlow Road	Bicycle Boulevard	Eugene	exempt - Air Quality - bike and ped facilities	\$107,000.00	2020-2024	\$120,898	\$136,601	0.61	698	Minor Collector
Grove Street	Silver Lane to Howard Avenue	Bicycle Boulevard	Eugene	exempt - Air Quality - bike and ped facilities	\$66,000.00	2020-2024	\$74,572	\$84,258	0.16 0.53	515	Minor Collector
Hilliard Lane	N. Park Avenue to W. Bank Trail	Bicycle Boulevard	Eugene	exempt - Air Quality - bike and ped facilities	\$131,000.00	2020-2024	\$148,015	\$167,240	1.09	518	Minor Collector
Horn Lane	Lake Drive to River Road	Bicycle Boulevard	Eugene	exempt - Air Quality - bike and ped facilities	\$116,000.00	2020-2024	\$131,067	\$148,091	0.75	521	Minor Collector
Howard Avenue	River Road to N. Park Avenue	Bicycle Boulevard	Eugene	exempt - Air Quality - bike and ped facilities	\$120,000.00	2020-2024	\$135,586	\$153,197	0.96	524	Minor Collector
Lake Drive / Horn Ln/ N. Park Avenue	Howard Road to Northwest Expressway	Bicycle Boulevard	Eugene	exempt - Air Quality - bike and ped facilities	\$116,000.00	2020-2024	\$131,067	\$148,091	0.91	536	Minor Collector
N. Park Avenue	Maxwell Road to Horn Lane	Bicycle Boulevard	Eugene	exempt - Air Quality - bike and ped facilities	\$135,000.00	2020-2024	\$152,535	\$172,347	1.02	539	Minor Collector
W. 11th Avenue	Danebo Avenue to Chambers Street	Striped Lane	Eugene, ODOT	exempt - Air Quality - bike and ped facilities	\$406,000.00	2020-2024	\$458,734	\$518,317	3	334	Other Urban Principal Arterial
Thurston Road	Billings Road to Highway 126	Route or Shoulder	Lane County	exempt - Air Quality - bike and ped facilities	\$219,000.00	2020-2024	\$247,445	\$279,585	1.61	97	Minor Collector
Green Hill Road	W. 11th Avenue to Crow Road	Striped Lane/Shoulder	Lane County	exempt - Air Quality - bike and ped facilities	\$35,000.00	2020-2024	\$39,546	\$44,682	0.26	453	Minor Arterial
Horn Lane	Lake Drive to River Road	Striped Lane or Route	Lane County	exempt - Air Quality - bike and ped facilities	\$102,000.00	2020-2024	\$115,248	\$130,218	0.75	521	Minor Collector
Seavey Loop Road / Franklin Boulevard	Coast Fork of Willamette River to I-5	Route or Shoulder	Lane County	exempt - Air Quality - bike and ped facilities	\$331,000.00	2020-2024	\$373,992	\$422,569	2.44	957	Urban Collector
Franklin Blvd.	Brooklyn to Willamette River	Striped Lane or Multi-use Path	ODOT	exempt - Air Quality - bike and ped facilities	\$34,000.00	2020-2024	\$38,416	\$43,406	0.25	807	Other Urban Principal Arterial
McVay Highway	I-5 to 30th Avenue	Striped Lane	ODOT	exempt - Air Quality - bike and ped facilities	\$96,000.00	2020-2024	\$108,469	\$122,558	0.71	834	Urban Minor Arterial
66th Street	Thurston Road to Main Street	Striped Lane	Springfield	exempt - Air Quality - bike and ped facilities	\$75,000.00	2020-2024	\$84,741	\$95,748	0.55	12	Minor Collector
S. 67th Street	Ivy Street to Main Street	Striped Lane or Route	Springfield	exempt - Air Quality - bike and ped facilities	\$160,000.00	2025-2029	\$210,595	\$237,948	0.3	92	Minor Collector
S. 70th Street	Main Street to Ivy Street	Striped Lane	Springfield	exempt - Air Quality - bike and ped facilities	\$50,000.00	2025-2029	\$65,811	\$74,359	0.6	94	Minor Collector
Ivy Street	67th Street to 70th Street	Route	Springfield	exempt - Air Quality - bike and ped facilities	\$20,000.00	2030-2034	\$30,666	\$34,649	0.3	99	Minor Collector
Yolanda Avenue	23rd Street to 31st Street	Striped Lane	Springfield	exempt - Air Quality - bike and ped facilities	\$20,000.00	2016-2019	\$20,000	\$21,918	0.8	784	Minor Collector
5th Street	Centennial Boulevard to A Street	Striped Lane	Springfield	exempt - Air Quality - bike and ped facilities	\$50,000.00	2016-2019	\$50,000	\$54,796	0.35	806	Urban Collector

Name	Geographic Limits	Description	Primary Jurisdiction	Air Quality Status	Estimated Cost (2016)	Estimated Year of Construction (4-Year Window)	Year of Construction Cost Range		Length	RTP #	Functional Class
Mill Street	Centennial Boulevard to Main Street	Restripe for bicycle facilities with signing	Springfield	exempt - Air Quality - bike and ped facilities	\$90,000.00	2020-2024	\$101,690	\$114,898	0.99	837	Urban Collector
Nugget, 15th, 17th, 19th in Glenwood		Route	Springfield	exempt - Air Quality - bike and ped facilities	\$160,000.00	2020-2024	\$180,782	\$204,263	1.58	845	Minor Collector
Rainbow Drive	Centennial Boulevard to West D Street	Striped Lane	Springfield	exempt - Air Quality - bike and ped facilities	\$60,000.00	2016-2019	\$60,000	\$65,755	0.55	848	Minor Collector
G Steet	5th Street to 28th Street	Striped Lane or Route	Springfield	exempt - Air Quality - bike and ped facilities	\$14,000.00	2020-2024	\$15,818	\$17,873	1.6	899	...
N. 36th Street	Commercial Street to Main Street	Striped Lane or Route	Springfield	exempt - Air Quality - bike and ped facilities	\$145,000.00	2020-2024	\$163,833	\$185,113	0.3	939	Minor Collector
48th/G/52nd	High Banks Road to Main Street	Route, Striped Lane	Springfield	exempt - Air Quality - bike and ped facilities	\$140,000.00	2025-2029	\$184,271	\$208,205	1.2	6	Urban Collector
Virginia / Daisy Bicycle Boulevard	S. 32nd Street to Bob Straub Parkway	Bicycle and traffic safety improvements	Springfield	exempt - Air Quality - bike and ped facilities	\$1,000,000.00	2016-2019	\$1,000,000	\$1,095,913	2.58	903	Major Collector
D Street / E Street Bicycle Boulevard	D Street River Path to 28th Street	Bicycle and traffic safety improvements	Springfield	exempt - Air Quality - bike and ped facilities	\$1,000,000.00	2016-2019	\$1,000,000	\$1,095,913	2.52	805	Major Collector
Hartman Lane/Don Street	South of Harlow Road to OR 126	Add signing and striping for bicycle facilities and construct sidewalks to fill gaps	Springfield	exempt - Air Quality - bike and ped facilities	\$180,000.00	2020-2024	\$203,379	\$229,796	0.55	714	...
Oakdale Street/Pheasant Street/etal.	Game Farm Road to Gateway Road	Add signing and striping for bicycle facilities	Springfield	exempt - Air Quality - bike and ped facilities	\$80,000.00	2016-2019	\$80,000	\$87,673	1.14	708	Minor Arterial
West D	Mill Street to D Street Path	Add bicycle facility signing and striping	Springfield	exempt - Air Quality - bike and ped facilities	\$10,000.00	2016-2019	\$10,000	\$10,959	0.36	817	Minor Collector
West D	Aspen Street to D Street Path	Add bicycle facility signing and striping; construct sidewalks to fill gaps	Springfield	exempt - Air Quality - bike and ped facilities	\$190,000.00	2025-2029	\$250,082	\$282,564	0.49	816	Minor Collector
A Street	5th Street to 10th Street	Restripe for bicycle facilities	Springfield	exempt - Air Quality - bike and ped facilities	\$40,000.00	2020-2024	\$45,195	\$51,066	0.35	822	Major Collector
33rd Street	V Street to EWEB Path	Add shared-use signing and striping	Springfield	exempt - Air Quality - bike and ped facilities	\$10,000.00	2020-2024	\$11,299	\$12,766	0.18	724	...
Mountaingate Drive	Mountaingate Entrance to Dogwood Street	Add shared-use signing and striping, construct sidewalks and drainage improvements to fill gaps	Springfield	exempt - Air Quality - bike and ped facilities	\$260,000.00	2016-2019	\$260,000	\$284,937	0.77	27	Minor Collector
Hayden BridgeWay/Grovedale Drive	Hayden Bridge Way/3rd Street, Hayden Bridge	Add a crosswalk and RRFB	Springfield	exempt - Air Quality - bike and ped facilities	\$260,000.00	2025-2029	\$342,217	\$386,666	0.01	721	Major Collector

Name	Geographic Limits	Description	Primary Jurisdiction	Air Quality Status	Estimated Cost (2016)	Estimated Year of Construction (4-Year Window)	Year of Construction Cost Range		Length	RTP #	Functional Class
EWEB Path	Path crossings of 2nd Street, 9th Street, 11th Street, Rose Blossom Drive, Deb?	Improve path crossings to emphasize path priority and improve safety	Springfield	exempt - Air Quality - bike and ped facilities	\$50,000.00	2020-2024	\$56,494	\$63,832	0.76	720	...
2nd Street/Q Street	2nd Street/Q Street	Add a crosswalk with RRFB	Springfield	exempt - Air Quality - bike and ped facilities	\$90,000.00	2020-2024	\$101,690	\$114,898	0	719	Urban Collector
5th Street	At Centennial Boulevard	Add bicycle facilities through the intersection	Springfield	exempt - Air Quality - bike and ped facilities	\$560,000.00	2020-2024	\$632,736	\$714,920	0	820	Major Collector
5th Street	@ D Street	Add bicycle facility signing and striping to improve visibility	Springfield	exempt - Air Quality - bike and ped facilities	\$10,000.00	2016-2019	\$10,000	\$10,959	0	821	Major Collector
Main Street	35th Street to 35th Street	Add a crosswalk with RRFB	Springfield	exempt - Air Quality - bike and ped facilities	\$90,000.00	2016-2019	\$90,000	\$98,632	0	922	Other Urban Fwys & Expressways
Main Street	@ 38th Street	Add a crosswalk with RRFB	Springfield	exempt - Air Quality - bike and ped facilities	\$90,000.00	2016-2019	\$90,000	\$98,632	0	923	Other Urban Fwys & Expressways
Main Street	@ 57th Street	Add a crosswalk with RRFB	Springfield	exempt - Air Quality - bike and ped facilities	\$90,000.00	2016-2019	\$90,000	\$98,632	0	25	Other Urban Fwys & Expressways
Bob Straub Parkway	@ Daisy Street	Add a pedestrian/bicycle signal and crossing	Springfield	exempt - Air Quality - bike and ped facilities	\$90,000.00	2020-2024	\$101,690	\$114,898	0	24	Minor Arterial
Mt. Vernon Road	@ Bob Straub Parkway	Add crosswalks at three or four approaches with signing and striping and install pedestrian hybrid beacon on the north-south leg	Springfield	exempt - Air Quality - bike and ped facilities	\$390,000.00	2016-2019	\$390,000	\$427,406	0	23	Minor Arterial
Thurston Road	@ 66th Street	Add crosswalk with RRFB	Springfield	exempt - Air Quality - bike and ped facilities	\$90,000.00	2025-2029	\$118,460	\$133,846	0	28	Urban Collector
Thurston Road	69th Street	Add crosswalk with RRFB	Springfield	exempt - Air Quality - bike and ped facilities	\$90,000.00	2016-2019	\$90,000	\$98,632	0	29	Urban Collector
Citywide	Citywide	Install mid-block crossings City-wide with RRFBs	Springfield	exempt - Air Quality - bike and ped facilities	\$4,400,000.00	2025-2029	\$5,791,361	\$6,543,579	0		...

<b>Project Category Subtotal</b>	<b>\$ 32,216,500</b>	<b>\$ 36,973,910</b>	<b>\$ 41,666,234</b>
<b>Financially Constrained Bicycle Projects</b>	<b>\$ 95,725,500</b>	<b>\$ 110,175,555</b>	<b>\$ 124,316,582</b>

**RTP Table 3b-Illustrative**

**Capital Investment Actions: Bicycle Projects**

Name	Geographic Limits	Description	Primary Jurisdiction	Air Quality Status	Estimated Cost (2016)	Estimated Year of Construction (4-Year Window)	Year of Construction Cost Range		Length	RTP #	Functional Class
<b>Project Category: Multi-Use Paths Without Road Project</b>											
16th Avenue Connector	Fern Ridge Path to Jefferson Street	Multi-Use Path	Eugene	exempt - Air Quality - bike and ped facilities	\$164,000	2035-2040	\$292,926	\$341,234	0.09	112	
Augusta Street Path	Laurel Hill Park to 30th Avenue	Multi-Use Path	Eugene	exempt - Air Quality - bike and ped facilities	\$1,441,000	2035-2040	\$2,573,823	\$2,998,278	0.79	221	
West Bank Path (B)	Hileman Co. Park to Beltline Highway	Multi-Use Path	Lane County	exempt - Air Quality - bike and ped facilities	\$6,800,000	2035-2040	\$12,145,728	\$14,148,711	3.75	551	
Fern Ridge West Connector	Royal Street to Fern Ridge Path	Multi-Use Path	Eugene, Lane County	exempt - Air Quality - bike and ped facilities	\$125,000	2035-2040	\$223,267	\$260,087	0.8	426	
Willamette McKenzie Path	Beltline Road to Armitage Park	Multi-Use Path	Eugene, Lane County	exempt - Air Quality - bike and ped facilities	\$9,000,000	2035-2040	\$16,075,228	\$18,726,235	4.99	699	
Fern Ridge Path #3	Royal Avenue to Fern Ridge Reservoir	Multi-Use Path	Eugene, Lane County	exempt - Air Quality - bike and ped facilities	\$1,600,000	2035-2040	\$2,857,818	\$3,329,108	0.91	426	
SCS Channel Path	Guy Lee Park	Multi-Use Path	Willamalane	exempt - Air Quality - bike and ped facilities	\$500,000	2035-2040	\$893,068	\$1,040,346	0.27	738	
EWEB Path Extension West	East of Pioneer Parkway to Don Street Laura St	Multi-Use path	Willamalane	exempt - Air Quality - bike and ped facilities	\$800,000	2035-2040	\$1,428,909	\$1,664,554	0.69	716	
New multi-use path	South 3rd Street to South 5th Street	Construct a new multi-use 12-foot wide path	Springfield	exempt - Air Quality - bike and ped facilities	\$100,000	2035-2040	\$178,614	\$208,069	0.16	911	
New multi-use path	South 2nd Street to Island Park	Construct a new multi-use 12-foot wide path along the Mill Race	Springfield	exempt - Air Quality - bike and ped facilities	\$3,100,000	2035-2040	\$5,537,023	\$6,450,148	0.18	912	
I-5 Path	Willamette River Area Path to By-Gully Path	Construct a new multi-use 12-foot wide path	Springfield	exempt - Air Quality - bike and ped facilities	\$200,000	2035-2040	\$357,227	\$416,139	0.95	814	

Name	Geographic Limits	Description	Primary Jurisdiction	Air Quality Status	Estimated Cost (2016)	Estimated Year of Construction (4-Year Window)	Year of Construction Cost Range		Length	RTP #	Functional Class
Coburg Loop Path: Armitage Park Connector	McKenzie View Rd. Intersection at Coburg Rd. north (most likely) along former rail grade connecting adjacent to Roberts Rd. to Assessors Map 16-03- 33-40, Tax Lot 00700	A 10' wide hardsurface, multiuse path extending approximately one mile between Southern end of Roberts Rd., Coburg and ArmitageCounty Park, Eugene on the McKenzie River	Coburg	Outside PM10 air quality maintenance area	\$940,000	2035-2040	\$1,678,968	\$1,955,851	1.3	1001	

***Project Category Subtotal***

**\$ 24,770,000**

**\$ 44,242,601 \$ 51,538,761**

Name	Geographic Limits	Description	Primary Jurisdiction	Air Quality Status	Estimated Cost (2016)	Estimated Year of Construction (4-Year Window)	Year of Construction Cost Range	Length	RTP #	Functional Class
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***Project Category: Multi-Use Paths With Road Project***

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***Project Category Subtotal***

**\$ -**

Name	Geographic Limits	Description	Primary Jurisdiction	Estimated Cost (2016)	Estimated Year of Construction (4-Year Window)	Year of Construction Cost Range		Length	RTP #	Functional Class
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**Project Category: On-Street Lanes or Routes With Road Project**

Division Avenue	Loan Oak to Beaver Street	Striped Lane	Eugene	\$ 701,000	2035-2040	\$ 1,252,082	\$ 1,458,566	0.89	512	
McVay Highway	I-5 to Franklin Boulevard	Striped Lane	ODOT	\$ 203,000	2035-2040	\$ 362,586	\$ 422,381	1.5	833	
Franklin Blvd.	Jenkins Drive to Mill St.	Striped Lane	ODOT	\$ 163,000	2035-2040	\$ 291,140	\$ 339,153	1.2	839	

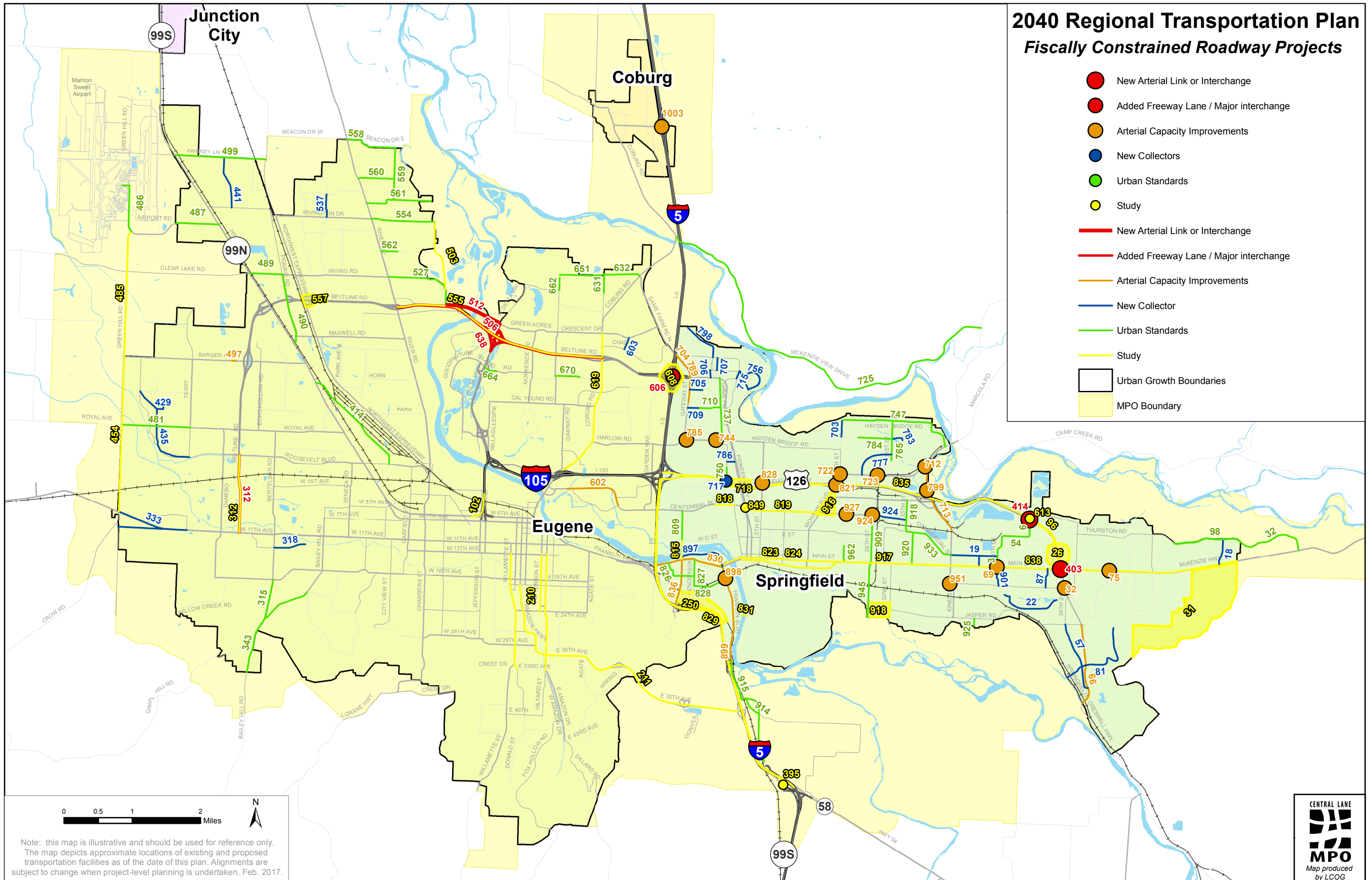
**Project Category Subtotal**                      \$    **1,067,000**                                      \$    **1,905,808**    \$    **2,220,099**





# 2040 Regional Transportation Plan Fiscally Constrained Roadway Projects

- New Arterial Link or Interchange
- Added Freeway Lane / Major interchange
- Arterial Capacity Improvements
- New Collectors
- Urban Standards
- Study
- New Arterial Link or Interchange
- Added Freeway Lane / Major interchange
- Arterial Capacity Improvements
- New Collector
- Urban Standards
- Study
- Urban Growth Boundaries
- MPO Boundary










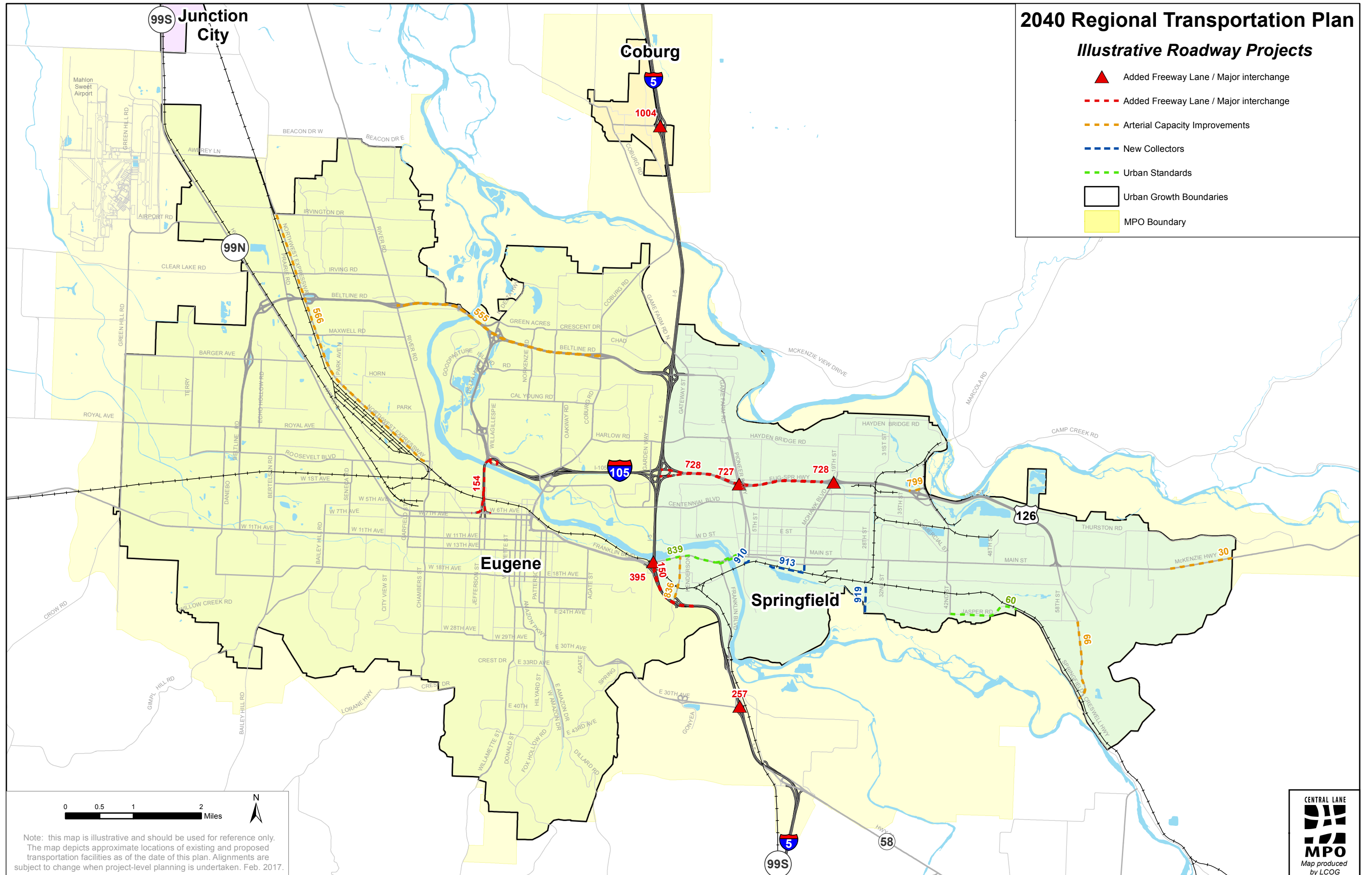
Note: this map is illustrative and should be used for reference only. The map depicts approximate locations of existing and proposed transportation facilities as of the date of this plan. Alignments are subject to change when project-level planning is undertaken. Feb. 2017.



# 2040 Regional Transportation Plan

## Illustrative Roadway Projects

-  Added Freeway Lane / Major interchange
-  Added Freeway Lane / Major interchange
-  Arterial Capacity Improvements
-  New Collectors
-  Urban Standards
-  Urban Growth Boundaries
-  MPO Boundary











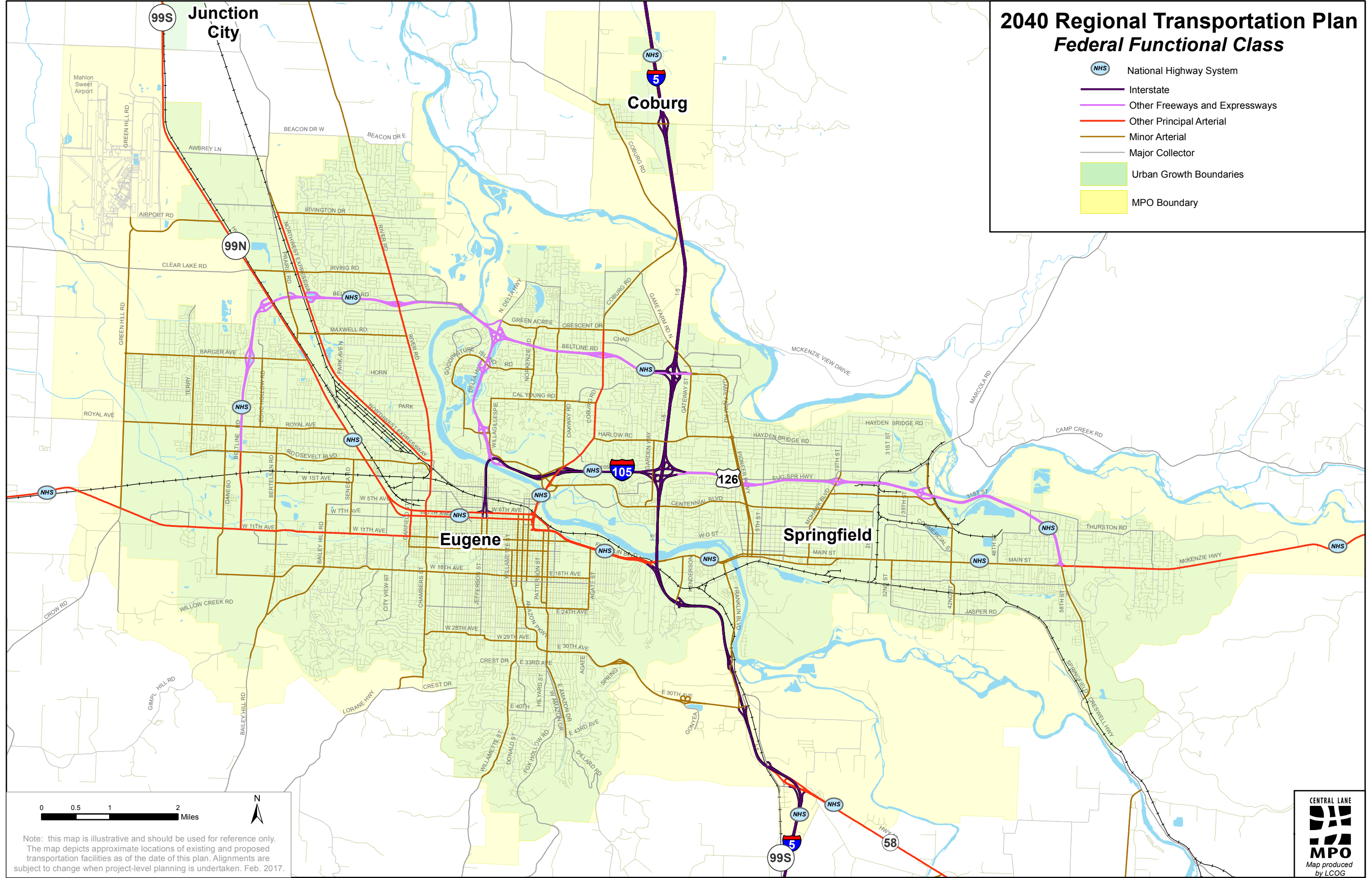
Note: this map is illustrative and should be used for reference only. The map depicts approximate locations of existing and proposed transportation facilities as of the date of this plan. Alignments are subject to change when project-level planning is undertaken. Feb. 2017.





# 2040 Regional Transportation Plan Federal Functional Class

-  National Highway System
-  Interstate
-  Other Freeways and Expressways
-  Other Principal Arterial
-  Minor Arterial
-  Major Collector
-  Urban Growth Boundaries
-  MPO Boundary



Note: this map is illustrative and should be used for reference only. The map depicts approximate locations of existing and proposed transportation facilities as of the date of this plan. Alignments are subject to change when project-level planning is undertaken. Feb. 2017.



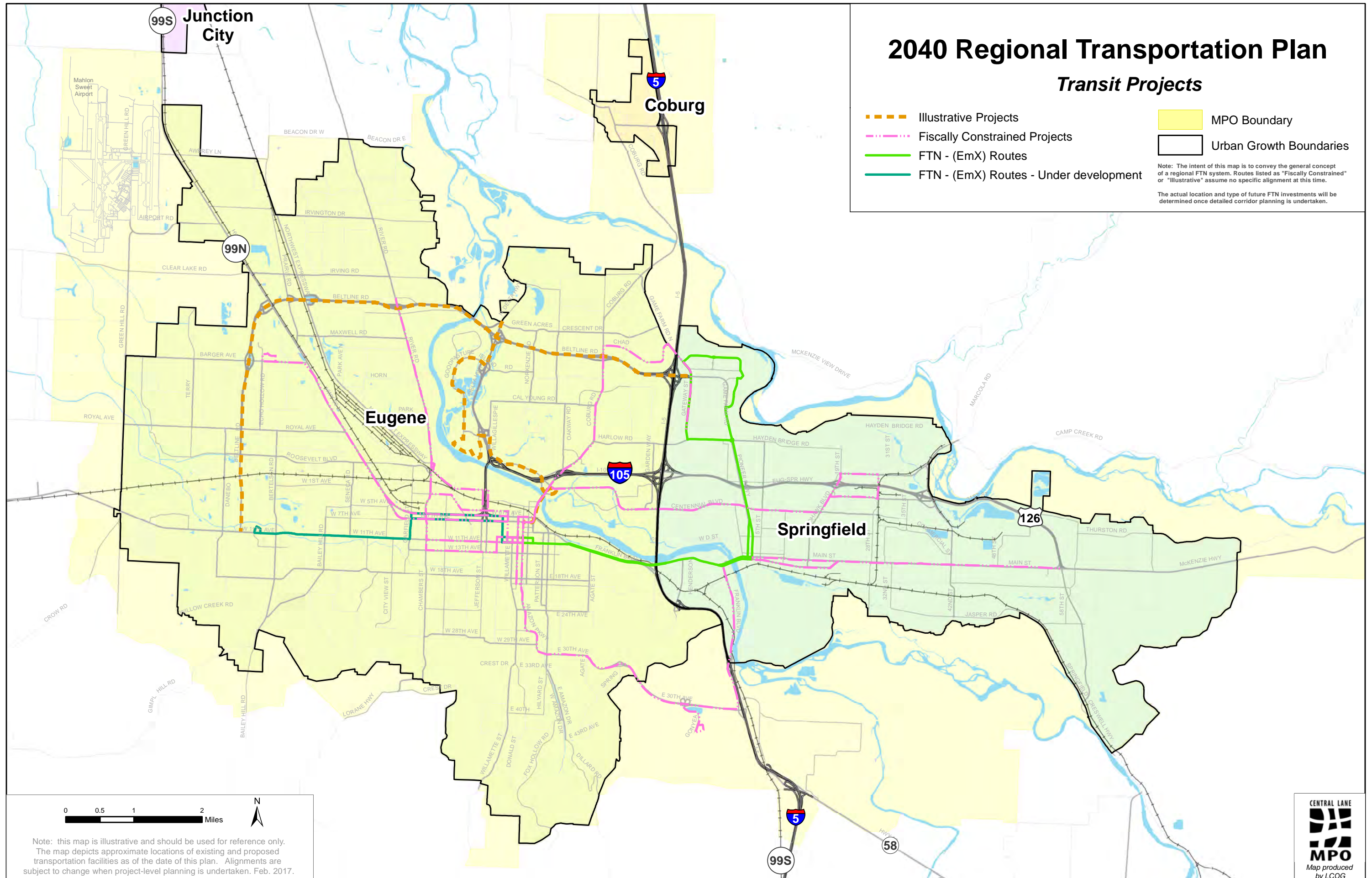


# 2040 Regional Transportation Plan

## Transit Projects

-  Illustrative Projects
-  Fiscally Constrained Projects
-  FTN - (EmX) Routes
-  FTN - (EmX) Routes - Under development
-  MPO Boundary
-  Urban Growth Boundaries

Note: The intent of this map is to convey the general concept of a regional FTN system. Routes listed as "Fiscally Constrained" or "Illustrative" assume no specific alignment at this time.  
The actual location and type of future FTN investments will be determined once detailed corridor planning is undertaken.













Note: this map is illustrative and should be used for reference only. The map depicts approximate locations of existing and proposed transportation facilities as of the date of this plan. Alignments are subject to change when project-level planning is undertaken. Feb. 2017.

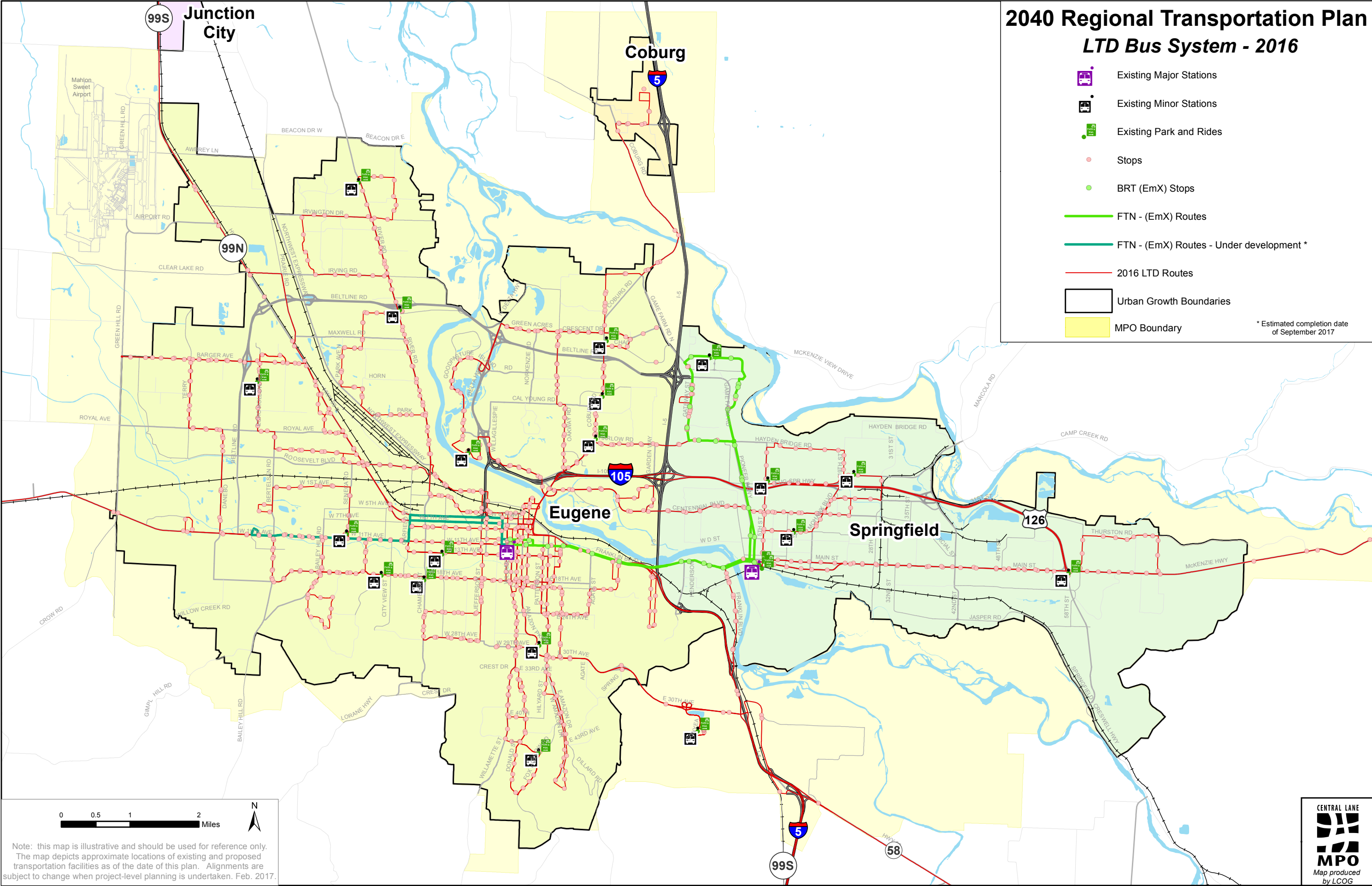




# 2040 Regional Transportation Plan LTD Bus System - 2016

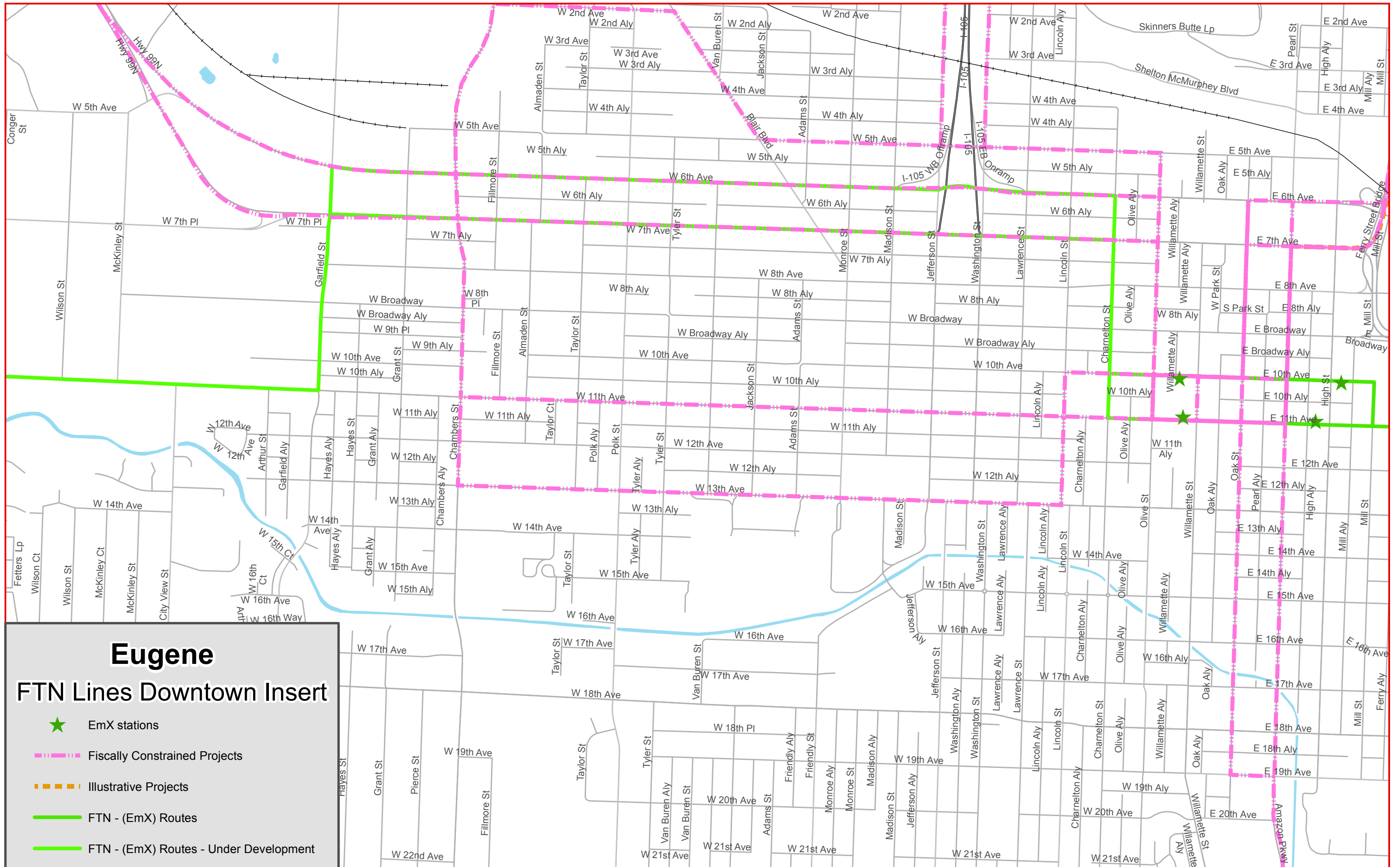
-  Existing Major Stations
-  Existing Minor Stations
-  Existing Park and Rides
-  Stops
-  BRT (EmX) Stops
-  FTN - (EmX) Routes
-  FTN - (EmX) Routes - Under development \*
-  2016 LTD Routes
-  Urban Growth Boundaries
-  MPO Boundary

\* Estimated completion date of September 2017



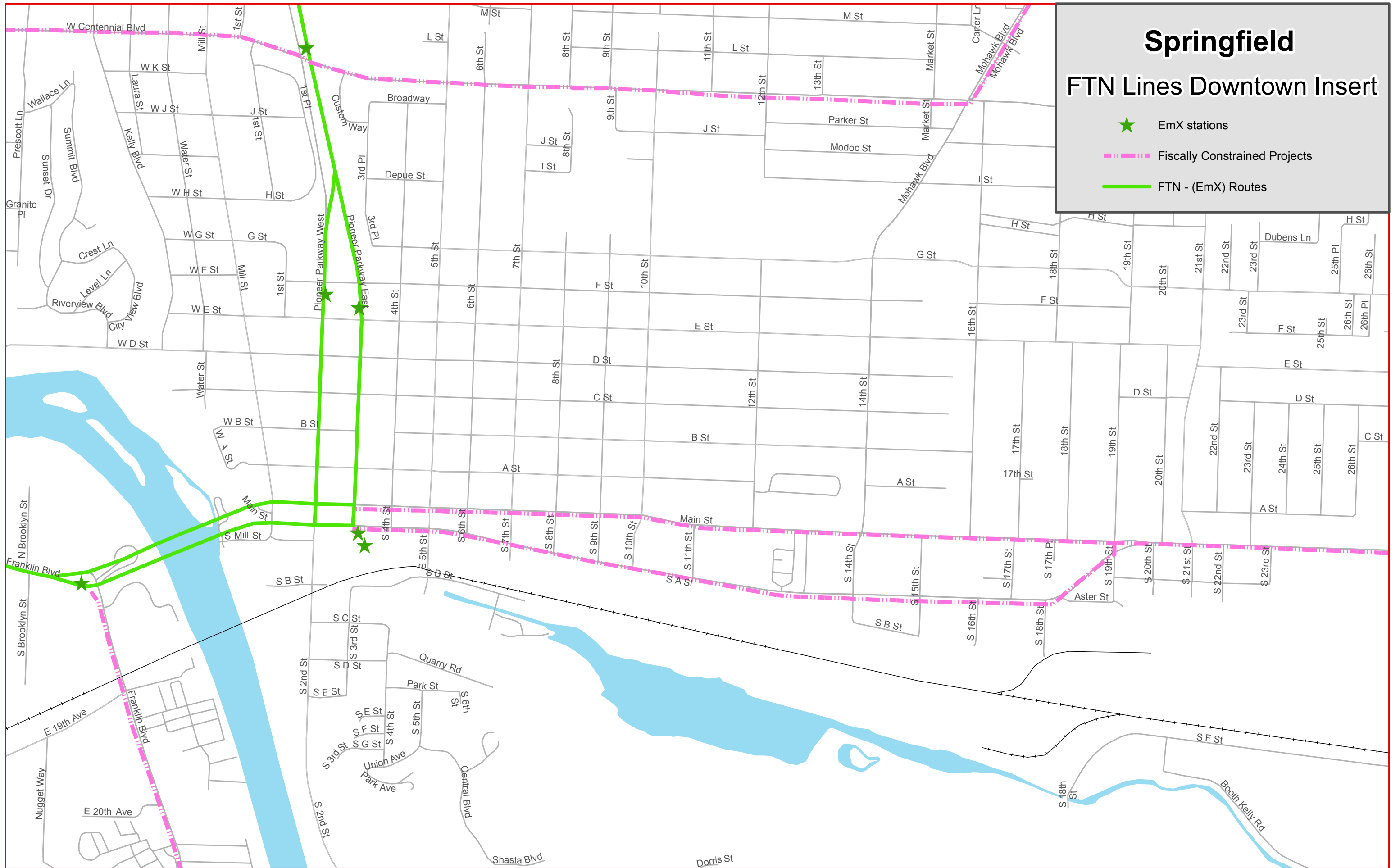
Note: this map is illustrative and should be used for reference only. The map depicts approximate locations of existing and proposed transportation facilities as of the date of this plan. Alignments are subject to change when project-level planning is undertaken. Feb. 2017.





# Eugene FTN Lines Downtown Insert

- ★ EmX stations
- Fiscally Constrained Projects
- Illustrative Projects
- FTN - (EmX) Routes
- FTN - (EmX) Routes - Under Development

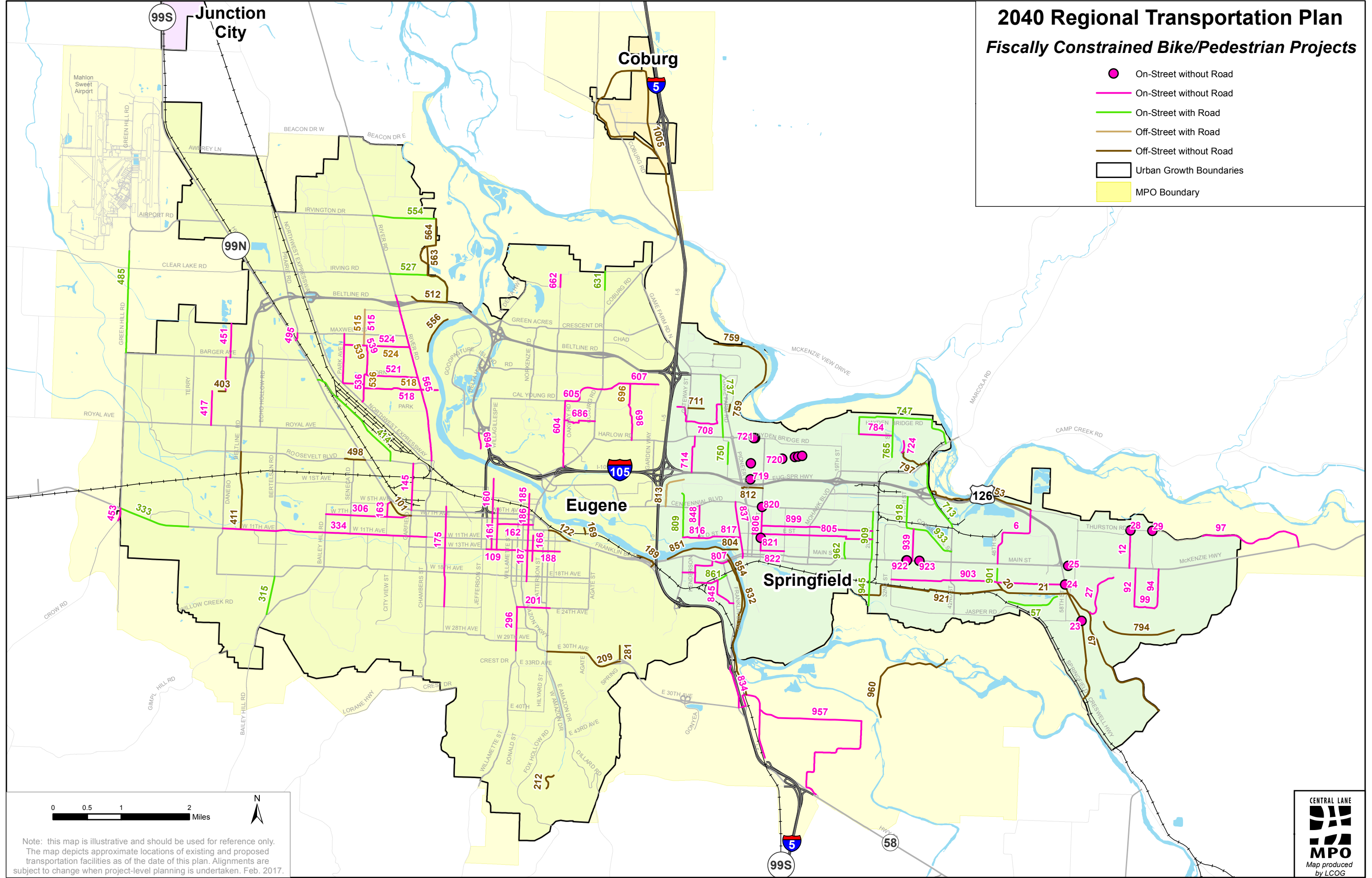




# 2040 Regional Transportation Plan

## Fiscally Constrained Bike/Pedestrian Projects

- On-Street without Road
- On-Street without Road
- On-Street with Road
- Off-Street with Road
- Off-Street without Road
- Urban Growth Boundaries
- MPO Boundary



Note: this map is illustrative and should be used for reference only. The map depicts approximate locations of existing and proposed transportation facilities as of the date of this plan. Alignments are subject to change when project-level planning is undertaken. Feb. 2017.

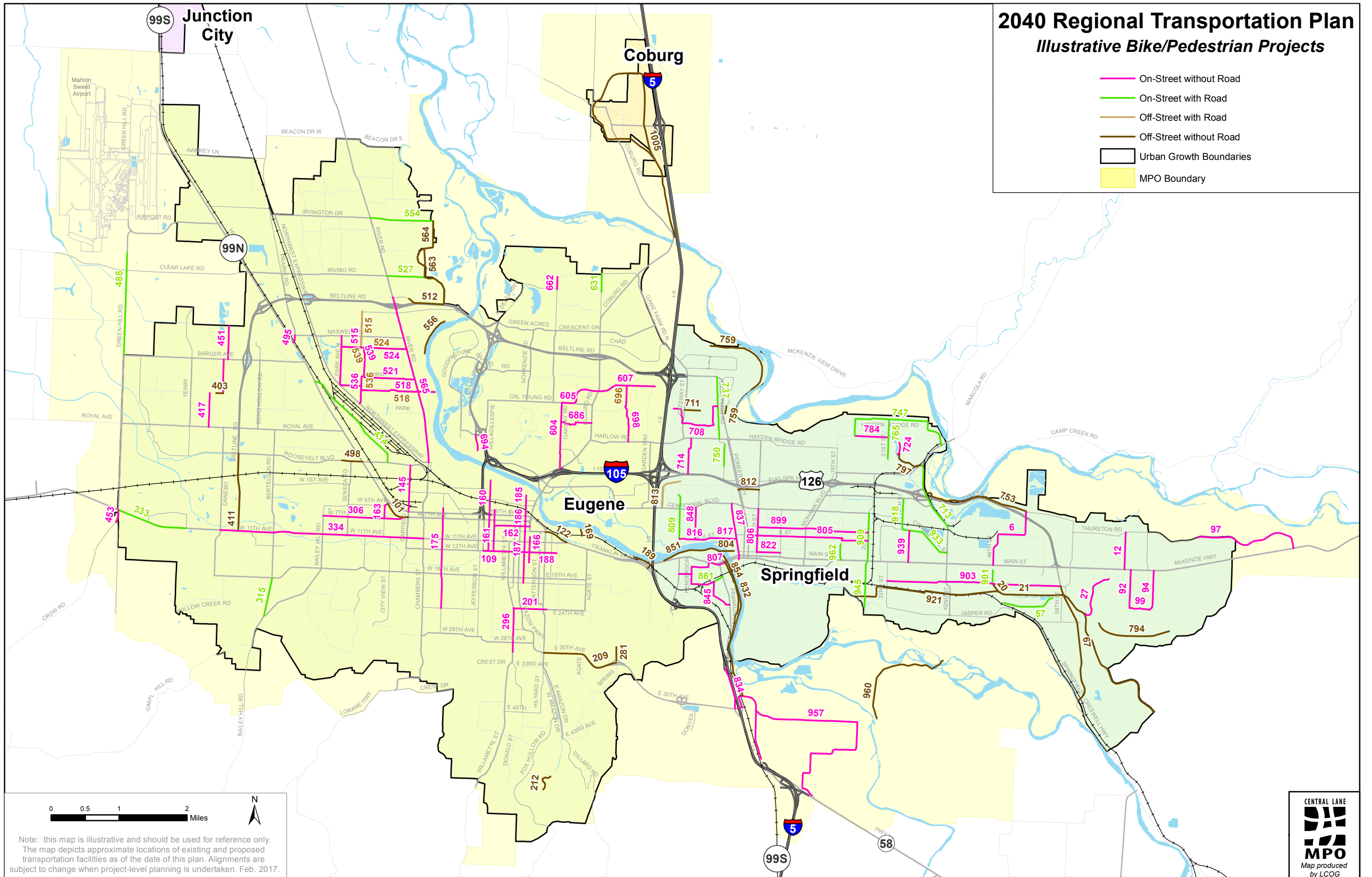




# 2040 Regional Transportation Plan

## Illustrative Bike/Pedestrian Projects

- On-Street without Road
- On-Street with Road
- Off-Street with Road
- Off-Street without Road
- Urban Growth Boundaries
- MPO Boundary



Note: this map is illustrative and should be used for reference only. The map depicts approximate locations of existing and proposed transportation facilities as of the date of this plan. Alignments are subject to change when project-level planning is undertaken. Feb. 2017.

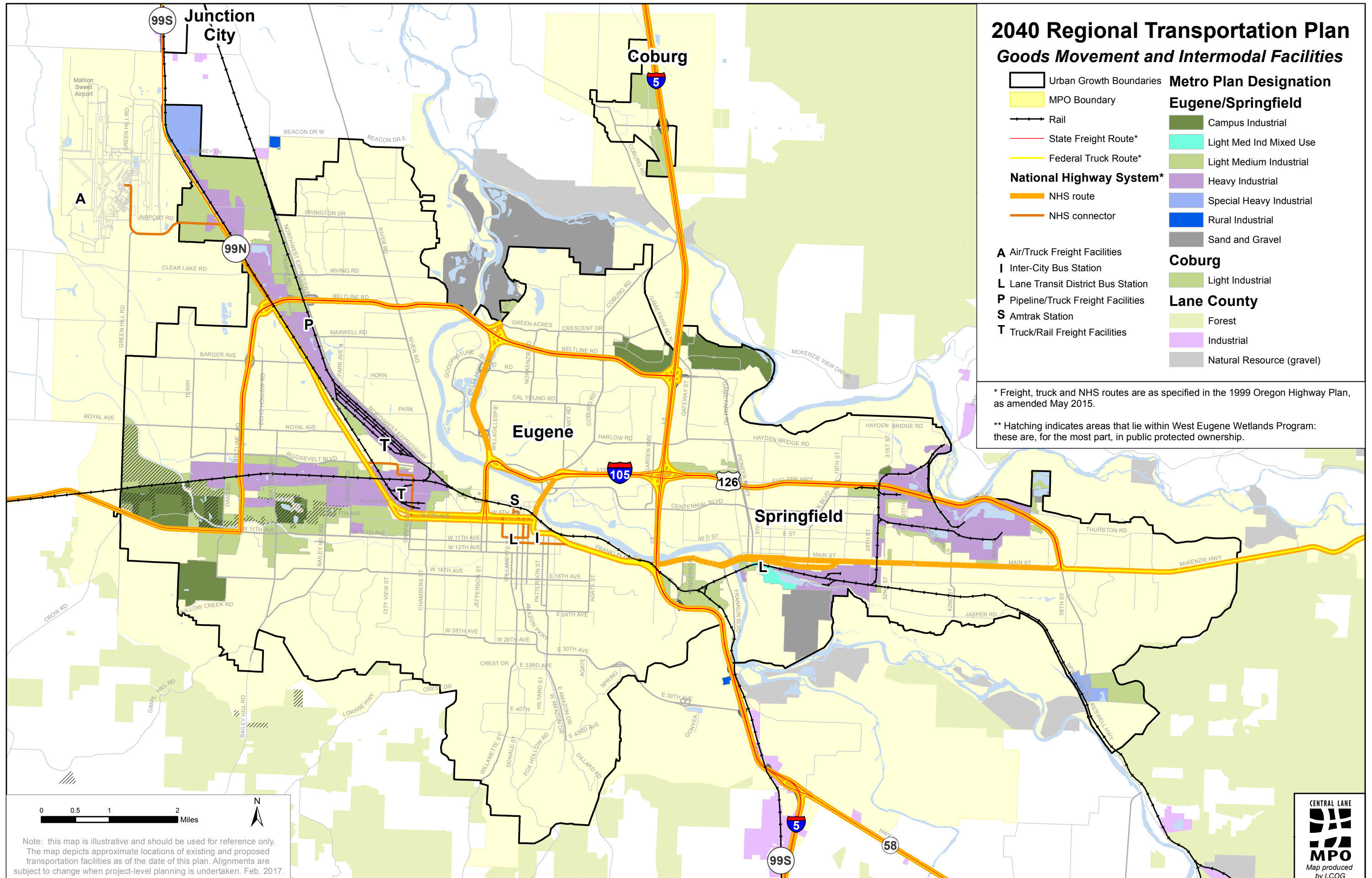
# 2040 Regional Transportation Plan Goods Movement and Intermodal Facilities

- Urban Growth Boundaries
- MPO Boundary
- Rail
- State Freight Route\*
- Federal Truck Route\*
- National Highway System\***
  - NHS route
  - NHS connector
- Metro Plan Designation**
- Eugene/Springfield**
  - Campus Industrial
  - Light Med Ind Mixed Use
  - Light Medium Industrial
  - Heavy Industrial
  - Special Heavy Industrial
  - Rural Industrial
  - Sand and Gravel
- Coburg**
  - Light Industrial
- Lane County**
  - Forest
  - Industrial
  - Natural Resource (gravel)

- A** Air/Truck Freight Facilities
- I** Inter-City Bus Station
- L** Lane Transit District Bus Station
- P** Pipeline/Truck Freight Facilities
- S** Amtrak Station
- T** Truck/Rail Freight Facilities

\* Freight, truck and NHS routes are as specified in the 1999 Oregon Highway Plan, as amended May 2015.

\*\* Hatching indicates areas that lie within West Eugene Wetlands Program: these are, for the most part, in public protected ownership.








Note: this map is illustrative and should be used for reference only. The map depicts approximate locations of existing and proposed transportation facilities as of the date of this plan. Alignments are subject to change when project-level planning is undertaken. Feb. 2017.





# 2040 Regional Transportation Plan

## point2point Solutions Regional Programs

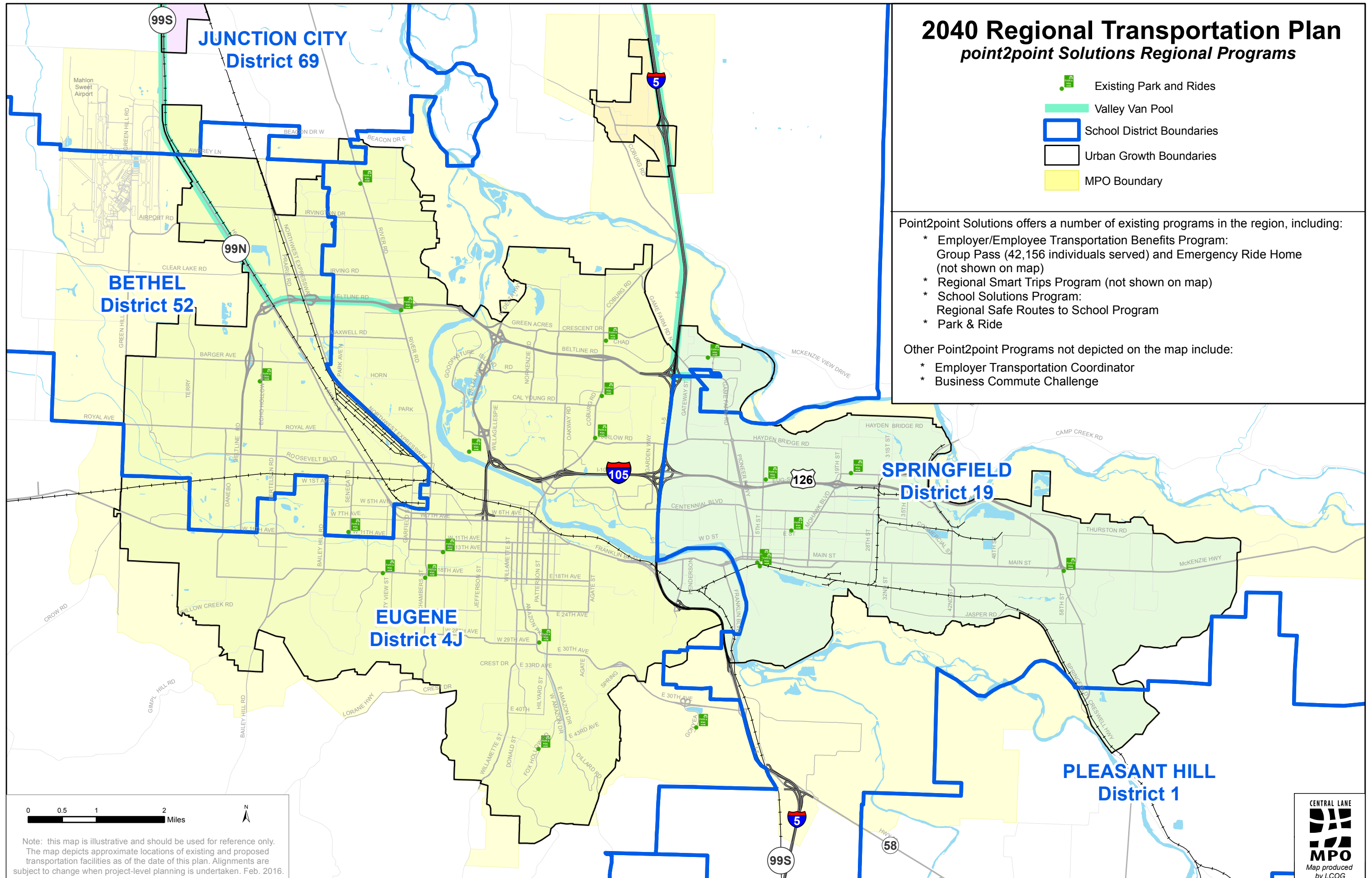
-  Existing Park and Rides
-  Valley Van Pool
-  School District Boundaries
-  Urban Growth Boundaries
-  MPO Boundary

Point2point Solutions offers a number of existing programs in the region, including:

- \* Employer/Employee Transportation Benefits Program: Group Pass (42,156 individuals served) and Emergency Ride Home (not shown on map)
- \* Regional Smart Trips Program (not shown on map)
- \* School Solutions Program: Regional Safe Routes to School Program
- \* Park & Ride

Other Point2point Programs not depicted on the map include:

- \* Employer Transportation Coordinator
- \* Business Commute Challenge



0 0.5 1 2 Miles

Note: this map is illustrative and should be used for reference only. The map depicts approximate locations of existing and proposed transportation facilities as of the date of this plan. Alignments are subject to change when project-level planning is undertaken. Feb. 2016.



## Table 2 MTIP Project List

# 2018-21 MTIP Project List

rev. 5/5/2017

Project Name	MTIP ID #	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Phase Status	Federal		Federal Req Match		Total Fed+ Req Match	Other		Total All Sources
									\$	Source	\$	Source		\$	Source	
<b>Eugene</b>																
Eugene Regional Transportation Planning	1	Participate and actively collaborate in regional transportation planning	RTP Goal #1, #2	EXEMPT / Other-Planning and Technical Studies	20761	(SFY18) 2017	PL	Pending	\$45,000	STBG-U	\$5,150	Eugene	\$50,150			\$50,150
						<b>TOTAL FFY18-21</b>			<b>\$0</b>		<b>\$0</b>		<b>\$0</b>	<b>\$0</b>		<b>\$0</b>
Amazon Active Corridor: Martin Street -33rd St.	2	Construct extended Amazon multiuse path to South Eugene with enhanced safety features	293	EXEMPT / Air Quality-Bicycle and pedestrian facilities	18856	2015	PE	Obligated	\$5,693	STP-E (L220)	\$652	Eugene	\$6,345			\$6,345
					18856	2015	PE	Obligated	\$29,443	STP-E (L22E)	\$3,370	Eugene	\$32,813			\$32,813
					18856	2015	PE	Obligated	\$94,707	TAP (M300)	\$10,840	Eugene	\$105,547			\$105,547
					18856	2015	PE	Obligated	\$27,909	TAP (M30E)	\$3,194	Eugene	\$31,103			\$31,103
					18856	2018	CN	Approved	\$1,378,956	TAP (M300)	\$157,828	Eugene	\$1,536,783			\$1,536,783
						<b>TOTAL FFY18-21</b>			<b>\$1,378,956</b>		<b>\$157,828</b>		<b>\$1,536,783</b>	<b>\$0</b>		<b>\$1,536,783</b>
13th Avenue Two-way Protected Bikeway	4	Construct two-way protected bikeway along 13th Avenue from Alder Street to Olive Street	188	EXEMPT / Air Quality - Bicycle and Pedestrian facilities / Safety - HSIP	19774	2018	PE	Approved	\$100,000	STBG-U	\$11,445	Eugene	\$111,445			\$111,445
					19774	2019	CN	Approved	\$350,000	STBG-U	\$40,059	Eugene	\$390,059			\$390,059
						<b>TOTAL FFY18-21</b>			<b>\$450,000</b>		<b>\$51,505</b>		<b>\$501,505</b>	<b>\$0</b>		<b>\$501,505</b>
South Willamette Street Enhancement	5	Pavement preservation, ADA improvements, streetscape/bike/pedestrian enhancements	296	EXEMPT / Safety - Pavement resurfacing and/or rehabilitation, bike ped facilities	19773	2017	PE	Approved	\$250,000	STBG-U	\$28,614	Eugene	\$278,614			\$278,614
					19773	2018	CN	Approved	\$1,750,000	STBG-U	\$200,295	Eugene	\$1,950,295			\$1,950,295
						<b>TOTAL FFY18-21</b>			<b>\$1,750,000</b>		<b>\$200,295</b>		<b>\$1,950,295</b>	<b>\$0</b>		<b>\$1,950,295</b>
Coburg Rd: UPRR Viaduct/4-6-7 AVE (Ferry Street)	6	Deck sealing, crack repairs to girder top/deck interface, epoxy injection cracks, repair spalling.	TSI System-wide Policy #1	EXEMPT / Safety - Pavement resurfacing and/or rehabilitation	20297	2018	PE	DRAFT	\$537,662	NHPP	\$61,538	Eugene	\$599,200			\$599,200
					20297	2018	RW	DRAFT	\$9,781	NHPP	\$1,119	Eugene	\$10,900			\$10,900
					20297	2018	UR	DRAFT	\$14,985	NHPP	\$1,715	Eugene	\$16,700			\$16,700
					20297	2018	CN	DRAFT	\$2,828,110	NHPP	\$323,690	Eugene	\$3,151,800			\$3,151,800
						<b>TOTAL FFY18-21</b>			<b>\$3,390,538</b>		<b>\$388,062</b>		<b>\$3,778,600</b>	<b>\$0</b>		<b>\$3,778,600</b>
Coburg Rd: Willamette River (Ferry Street) Bridge	7	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.	TSI System-wide Policy #1	EXEMPT / Safety - Pavement resurfacing and/or rehabilitation	20294	2018	PE	DRAFT	\$860,421	NHPP	\$98,479	Eugene	\$958,900			\$958,900
					20294	2018	RW	DRAFT	\$19,561	NHPP	\$2,239	Eugene	\$21,800			\$21,800
					20294	2018	UR	DRAFT	\$35,533	NHPP	\$4,067	Eugene	\$39,600			\$39,600
					20294	2020	CN	DRAFT	\$4,276,263	NHPP	\$489,437	Eugene	\$4,765,700			\$4,765,700
						<b>TOTAL FFY18-21</b>			<b>\$5,191,778</b>		<b>\$594,222</b>		<b>\$5,786,000</b>	<b>\$0</b>		<b>\$5,786,000</b>
Roosevelt Path/OR99 Path Connection (Eugene)	8	Connect the existing Roosevelt Path to the HWY 99 Path which is currently under construction.	414	EXEMPT / Air Quality - Bicycle and Pedestrian facilities	20237	2018	PE	Approved	\$138,176	STBG-FLX	\$15,815	Eugene	\$153,991			\$153,991
					20237	2019	CN	Approved	\$563,016	STBG-FLX	\$64,440	Eugene	\$627,456			\$627,456
						<b>TOTAL FFY18-21</b>			<b>\$701,192</b>		<b>\$80,255</b>		<b>\$781,447</b>	<b>\$0</b>		<b>\$781,447</b>
River Rd. @ Irving Rd. (City of Eugene)	9	Upgrade signal hardware. Left turn lane on both major road approaches: urban, signalized intersection (Irving legs). Install urban green bike lanes at conflict points	RTP Objective #1; TSI Roadway Policy #1	EXEMPT / Safety - HSIP	20206	2018	PE	Approved	\$195,968	HSIP	\$16,533	Eugene	\$212,500			\$212,500
					20206	2018	RW	Approved	\$121,085	HSIP	\$10,215	Eugene	\$131,300			\$131,300
					20206	2018	UR	Approved	\$78,571	HSIP	\$6,629	Eugene	\$85,200			\$85,200
					20206	2020	CN	Approved	\$1,516,742	HSIP	\$127,958	Eugene	\$1,644,700			\$1,644,700
						<b>TOTAL FFY18-21</b>			<b>\$1,912,366</b>		<b>\$161,334</b>		<b>\$2,073,700</b>	<b>\$0</b>		<b>\$2,073,700</b>
13th Ave: Willamette St. to Alder St. (Eugene)	10	Safety projects at various locations. Work includes illumination, intersection work, bike/pedestrian improvements, ADA upgrades, signal work, signs, warnings, striping, medians, utility relocation, and other safety improvements.	188	EXEMPT / Air Quality - Bicycle and Pedestrian facilities / Safety - HSIP	20165	2018	PE	Approved	\$314,402	HSIP (ARTS)	\$26,598	Eugene	\$341,000			\$341,000
					20165	2018	RW	Approved	\$26,000	HSIP (ARTS)	\$2,200	Eugene	\$28,200			\$28,200
					20165	2018	UR	Approved	\$49,639	HSIP (ARTS)	\$19,761	Eugene	\$69,400			\$69,400
					20165	2019	CN	Approved	\$1,993,502	HSIP (ARTS)	\$168,648	Eugene	\$2,162,150			\$2,162,150
						<b>TOTAL FFY18-21</b>			<b>\$2,383,543</b>		<b>\$217,207</b>		<b>\$2,600,750</b>	<b>\$0</b>		<b>\$2,600,750</b>
River Rd @ River Ave (Eugene)	11	Install raised traffic separators to protect designated left turn lanes on all approaches at the intersection except the north leg.	RTP Objective #1; TSI Roadway Policy #1	EXEMPT / Safety - HSIP	20143	2018	PE	Approved	\$50,444	HSIP	\$4,256	Eugene	\$54,700			\$54,700
					20143	2019	UR	Approved	\$5,164	HSIP	\$436	Eugene	\$5,600			\$5,600
					20143	2021	CN	Approved	\$92,497	HSIP	\$7,803	Eugene	\$100,300			\$100,300
						<b>TOTAL FFY18-21</b>			<b>\$148,105</b>		<b>\$12,495</b>		<b>\$160,600</b>	<b>\$0</b>		<b>\$160,600</b>
<b>Springfield</b>																
Springfield Regional Transportation Planning	12	Participate and actively collaborate in regional transportation planning	RTP Goal #1, #2	EXEMPT / Other-Planning and Technical Studies	20762	(SFY18) 2017	PL	Pending	\$45,000	STBG-U	\$5,150	Springfield	\$50,150			\$50,150
						<b>TOTAL FFY18-21</b>			<b>\$0</b>		<b>\$0</b>		<b>\$0</b>	<b>\$0</b>		<b>\$0</b>
Springfield Traffic Systems Modernization	13	1st phase of project replacing signal cabinets, controllers, communication systems--upgrading the components of existing traffic signals	RTP Objective #1; TSI System-wide Policy #1	EXEMPT / Safety - Traffic control devices and operating assistance	19919	2017	PE	Approved	\$15,000	STBG-U	\$1,717	Springfield	\$16,717			\$16,717
					19919	2018	CN	Approved	\$235,000	STBG-U	\$26,897	Springfield	\$261,897			\$261,897
						<b>TOTAL FFY18-21</b>			<b>\$235,000</b>		<b>\$26,897</b>		<b>\$261,897</b>	<b>\$0</b>		<b>\$261,897</b>
Filling the Gaps - SRTS (Springfield)	14	Cover the community notification, engineering, and construction costs necessary to produce completed sidewalk projects across Springfield for the Safe Routes to School (SRTS) program.	TSI Roadway Policy #1; TSI System-wide Policy #2, #4; TSI Pedestrian Policy #1, #2	EXEMPT / Air Quality - Bicycle and Pedestrian facilities	20236	2019	PE	Approved	\$200,188	STBG-FLX	\$22,912	Springfield	\$223,100			\$223,100
					20236	2019	RW	Approved	\$19,651	STBG-FLX	\$2,249	Springfield	\$21,900			\$21,900
					20236	2020	CN	Approved	\$207,622	STBG-FLX	\$23,763	Springfield	\$231,385	\$161,615	Springfield	\$393,000
						<b>TOTAL FFY18-21</b>			<b>\$427,460</b>		<b>\$48,925</b>		<b>\$476,385</b>	<b>\$161,615</b>		<b>\$638,000</b>
OR126B @ 54th St. (Springfield)	15	Install left turn lanes on 54th St. Modify left turn signal heads to "flashing yellow arrow" on 54th St approaches. Implement a pedestrian crossing safety timing feature with the flashing yellow left turn arrow. Install intersection lighting.	RTP Objective #1; TSI Roadway Policy #1	EXEMPT / Safety - HSIP	20209	2018	PE	Approved	\$195,968	HSIP	\$16,533	ODOT	\$212,500			\$212,500
					20209	2018	RW	Approved	\$4,058	HSIP	\$342	ODOT	\$4,400			\$4,400
					20209	2018	UR	Approved	\$50,444	HSIP	\$4,256	ODOT	\$54,700			\$54,700
					20209	2019	CN	Approved	\$1,263,137	HSIP	\$106,563	ODOT	\$1,369,700			\$1,369,700
						<b>TOTAL FFY18-21</b>			<b>\$1,513,607</b>		<b>\$127,693</b>		<b>\$1,641,300</b>	<b>\$0</b>		<b>\$1,641,300</b>
Gateway St. @ Kruse Way Int Imprv (Springfield)	16	Install rectangular rapid flashing beacon with median island. Install traffic separators to protect the designated left turn on the south leg of Gateway at the Gateway/Beltline signalized intersection.	RTP Objective #1; TSI Roadway Policy #1	EXEMPT / Safety - HSIP	20174	2018	PE	Approved	\$19,274	HSIP	\$1,626	Springfield	\$20,900			\$20,900
					20174	2019	RW	Approved	\$4,150	HSIP	\$350	Springfield	\$4,500			\$4,500
					20174	2019	UR	Approved	\$12,819	HSIP	\$1,081	Springfield	\$13,900			\$13,900
					20174	2021	CN	Approved	\$177,062	HSIP	\$14,938	Springfield	\$192,000			\$192,000
						<b>TOTAL FFY18-21</b>			<b>\$213,305</b>		<b>\$17,995</b>		<b>\$231,300</b>	<b>\$0</b>		<b>\$231,300</b>
OR126B @ MP 2.98 to 8.17	17	Provide a raised median with intermittent breaks for access between 21st St. and 75th Street.	RTP Objective #1; TSI Roadway Policy #1	EXEMPT / Safety - HSIP	20144	2019	PE	Approved	\$370,356	HSIP	\$31,244	ODOT	\$401,600			\$401,600
					20144	2020	RW	Approved	\$4,242	HSIP	\$358	ODOT	\$4,600			\$4,600
					20144	2020	UR	Approved	\$160,739	HSIP	\$13,561	ODOT	\$174,300			\$174,300
					20144	2021	CN	Approved	\$3,235,908	HSIP	\$272,992	ODOT	\$3,508,900			\$3,508,900
						<b>TOTAL FFY18-21</b>			<b>\$3,771,245</b>		<b>\$318,155</b>		<b>\$4,089,400</b>	<b>\$0</b>		<b>\$4,089,400</b>
<b>Coburg</b>																
Coburg Regional Transportation Planning	18	Participate and actively collaborate in regional transportation planning	RTP Goal #1, #2	EXEMPT / Other-Planning and Technical Studies	20765	(SFY18) 2017	PL	Pending	\$10,000	STBG-U	\$1,145	Coburg	\$11,145			\$11,145
						<b>TOTAL FFY18-21</b>			<b>\$0</b>		<b>\$0</b>		<b>\$0</b>	<b>\$0</b>		<b>\$0</b>
Coburg Loop Path, Phase 4	19	Construct shared-use path south from S. Coburg Industrial Way to Selby Way	1005	Outside PM10 air quality mainenance area	19757	2018	PE	Approved	\$179,460	STBG-U	\$20,540	Coburg	\$200,000			\$200,000
					19757	2018	CN	Approved	\$448,540	STBG-U	\$51,337	Coburg	\$499,877			\$499,877
						<b>TOTAL FFY18-21</b>			<b>\$628,000</b>		<b>\$71,877</b>		<b>\$699,877</b>	<b>\$0</b>		<b>\$699,877</b>



Project Name	MTIP ID #	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Phase Status	Federal		Federal Req Match		Total Fed+ Req	Other		Total All Sources	
									\$	Source	\$	Source	Match	\$	Source		
<b>Lane County</b>																	
Lane County Regional Transportation Planning	20	Participate and actively collaborate in regional transportation planning	RTP Goal #1, #2	EXEMPT / Other-Planning and Technical Studies	20763	(SFY18) 2017	PL	Pending	\$35,000	STBG-U	\$4,006	Lane Co.	\$39,006			\$39,006	
						<b>TOTAL FFY18-21</b>		<b>\$0</b>		<b>\$0</b>		<b>\$0</b>		<b>\$0</b>			
Prairie Rd/E Enid Rd Pres/Sidewalk Rehab	21	Pavement preservation, sidewalk rehabilitation	TSI System-wide Policy #1; TSI Pedestrian Policy #3	EXEMPT / Safety - Pavement resurfacing and/or rehabilitation; Air Quality - pedestrian facilities	19914	2017	PE	Approved	\$129,942	STBG-U	\$14,872	Lane Co.	\$144,814			\$144,814	
						19914	2018	CN	Approved	\$1,212,788	STBG-U	\$138,809	Lane Co.	\$1,351,597			\$1,351,597
<b>LCOG</b>																	
Central Lane MPO UPWP Funding	22	Fund MPO Work Program Activities	RTP Goal #1, #2	EXEMPT / Other-Planning and Technical Studies	19945	(SFY18) 2017	PL	Approved	\$450,000	STBG-U	\$51,505	LCOG	\$501,505			\$501,505	
						<b>TOTAL FFY18-21</b>		<b>\$0</b>		<b>\$0</b>		<b>\$0</b>		<b>\$0</b>			
Central Lane MPO Planning	23	Central Lane MPO planning funds by Federal fiscal year. Projects will be selected in the future through the MPO process. (Includes 5303 funds)	RTP Goal #1, #2	EXEMPT / Other-Planning and Technical Studies	TBD	2018	PL	Pending	\$151,929	FTA-5303	\$17,389	LTD	\$169,318			\$169,318	
						2018	PL	Pending	\$474,839	PL (Z450)	\$54,347	ODOT	\$529,186			\$529,186	
						20604	2019	PL	DRAFT	\$161,080	FTA-5303	\$18,436	LTD	\$179,516			\$179,516
						20604	2019	PL	DRAFT	\$496,532	PL (Z450)	\$56,830	ODOT	\$553,362			\$553,362
						20605	2020	PL	DRAFT	\$161,080	FTA-5303	\$18,436	LTD	\$179,516			\$179,516
						20605	2020	PL	DRAFT	\$496,532	PL (Z450)	\$56,830	ODOT	\$553,362			\$553,362
						20606	2021	PL	DRAFT	\$161,080	FTA-5303	\$18,436	LTD	\$179,516			\$179,516
						20606	2021	PL	DRAFT	\$496,532	PL (Z450)	\$56,830	ODOT	\$553,362			\$553,362
						<b>TOTAL FFY18-21</b>		<b>\$2,599,603</b>		<b>\$297,535</b>		<b>\$2,897,138</b>		<b>\$0</b>		<b>\$2,897,138</b>	
						TAP Allocation	25	Transportation Alternatives Program (TAP) funding set aside for the Eugene TMA to use on projects to be determined through their project selection process.	NA	NA	20042	2019	OT	DRAFT	\$229,252	TAP	\$26,239
20043	2020	OT	DRAFT	\$229,252	TAP							\$26,239	LCOG	\$255,491			\$255,491
20044	2021	OT	DRAFT	\$229,252	TAP							\$26,239	LCOG	\$255,491			\$255,491
<b>TOTAL FFY18-21</b>		<b>\$687,756</b>		<b>\$78,717</b>								<b>\$766,473</b>		<b>\$0</b>		<b>\$766,473</b>	
STBG Allocation	26	Surface Transportation Block Grant (STBG) funding set aside for the Eugene TMA to use on projects to be determined through their project selection process.	NA	NA	20033	2019	OT	DRAFT	\$4,636,816	STBG-U	\$530,704	LCOG	\$5,167,521			\$5,167,521	
						20034	2020	OT	DRAFT	\$4,636,816	STBG-U	\$530,704	LCOG	\$5,167,521			\$5,167,521
						20035	2021	OT	DRAFT	\$4,636,816	STBG-U	\$530,704	LCOG	\$5,167,521			\$5,167,521
						<b>TOTAL FFY18-21</b>		<b>\$13,910,449</b>		<b>\$1,592,113</b>		<b>\$15,502,563</b>		<b>\$0</b>		<b>\$15,502,563</b>	
CMAQ Allocation	74	Congestion Mitigation & Air Quality (CMAQ) funding set aside for the Eugene TMA to use on projects to be determined through their project selection process.	NA	NA	TBD	2019	OT	DRAFT	\$2,400,000	CMAQ	\$274,691	LCOG	\$2,674,691			\$2,674,691	
						TBD	2020	OT	DRAFT	\$2,400,000	CMAQ	\$274,691	LCOG	\$2,674,691			\$2,674,691
						TBD	2021	OT	DRAFT	\$2,400,000	CMAQ	\$274,691	LCOG	\$2,674,691			\$2,674,691
						<b>TOTAL FFY18-21</b>		<b>\$7,200,000</b>		<b>\$824,072</b>		<b>\$8,024,072</b>		<b>\$0</b>		<b>\$8,024,072</b>	
<b>ODOT</b>																	
OR126: Cornerstone Drive to W. 11th Street	27	3R preservation, miscellaneous safety improvements. Hwy 062 Florence - Eugene MP 17.35 - 52.69; Hwy 062 Beltline MP 0.00 - 3.10 (K18863 was combined into this project - construct bicycle, pedestrian, turn lane, and safety improvements MP 47.84 - MP 52.69)	334	EXEMPT / Safety - projects that correct, improve or eliminate hazards, shoulder improvements; pavement resurfacing	19743	2016	PE	Obligated	\$303,287	NHPP	\$34,713	ODOT	\$338,000			\$338,000	
						19743	2016	PE	Obligated	\$987,030	STBG-FLX	\$112,970	ODOT	\$1,100,000			\$1,100,000
						19743	2017	RW	Approved	\$121,136	STBG-FLX	\$13,865	ODOT	\$135,000			\$135,000
						19743	2017	UR	Approved	\$5,384	STBG-FLX	\$616	ODOT	\$6,000			\$6,000
						19743	2018	CN	Approved	\$7,130,397	STBG-FLX	\$816,106	ODOT	\$7,946,503			\$7,946,503
<b>TOTAL FFY18-21</b>		<b>\$7,130,397</b>		<b>\$816,106</b>		<b>\$7,946,503</b>		<b>\$0</b>		<b>\$7,946,503</b>							
Lane County Local Road Roadway Departures	28	Install roadway departure countermeasures to include centerline rumble strips and profiled foot lines: Clear Lake Rd from Hwy 99W to Territorial Hwy; London Rd from Fireclay Rd to Latham Rd; Priarie Rd from Irvington Dr to Hwy 99	RTP Objective #1; TSI Roadway Policy #1	EXEMPT / Safety - HSIP	19797	2017	PE	Approved	\$100,000	HSIP	\$0		\$100,000			\$100,000	
						19797	2018	CN	Approved	\$581,395	HSIP	\$0		\$581,395			\$581,395
						<b>TOTAL FFY18-21</b>		<b>\$581,395</b>		<b>\$0</b>		<b>\$581,395</b>		<b>\$0</b>		<b>\$581,395</b>	
OR58: Goshen-Pheasant Lane	29	Grind existing surfacing and inlay the travel lanes. (Single Lift Inlay + Localized Asphalt/Concrete Pavement Repair) Update ADA as required.	TSI System-wide Policy #1; TSI Goods Movement Policy #1; TSI Finance Policy #2, #3	EXEMPT / Safety - Pavement resurfacing and/or rehabilitation	20504	2017	PE	Approved	\$358,920	STBG-FLX	\$41,080	ODOT	\$400,000			\$400,000	
						20504	2019	CN	DRAFT	\$2,450,173	STBG-FLX	\$280,433	ODOT	\$2,730,606			\$2,730,606
<b>TOTAL FFY18-21</b>		<b>\$2,450,173</b>		<b>\$280,433</b>		<b>\$2,730,606</b>		<b>\$0</b>		<b>\$2,730,606</b>							
I-105 Over Future OR126 Bridge	30	Remove bridge and replace with embankment.	TSI System-wide Policy #1; TSI Goods Movement Policy #1; TSI Finance Policy #2, #3	EXEMPT / Safety - Pavement resurfacing and/or rehabilitation; Guardrails	20446	2018	PE	DRAFT	\$268,072	NHPP	\$22,616	ODOT	\$290,688			\$290,688	
						20446	2018	RW	DRAFT	\$11,002	NHPP	\$928	ODOT	\$11,930			\$11,930
						20446	2019	CN	DRAFT	\$2,089,873	NHPP	\$176,309	ODOT	\$2,266,182			\$2,266,182
						<b>TOTAL FFY18-21</b>		<b>\$2,368,947</b>		<b>\$199,853</b>		<b>\$2,568,800</b>		<b>\$0</b>		<b>\$2,568,800</b>	
OR126: Willamette River WB Bridge	31	Paint structure	TSI System-wide Policy #1	EXEMPT / Other - Activity not leading directly to construction	20433	2018	PE	DRAFT	\$796,802	NHPP	\$91,198	ODOT	\$888,000			\$888,000	
						20433	2020	CN	DRAFT	\$5,836,780	NHPP	\$668,046	ODOT	\$6,504,826			\$6,504,826
						<b>TOTAL FFY18-21</b>		<b>\$6,633,583</b>		<b>\$759,243</b>		<b>\$7,392,826</b>		<b>\$0</b>		<b>\$7,392,826</b>	
OR99: Eugene - Junction City Safety Barrier	32	Install median safety barrier with intermittent breaks for access between Milliron and Airport Roads.	RTP Objective #1; TSI Roadway Policy #1	EXEMPT / Safety - Adding median	20244	2018	PE	Approved	\$224,325	STBG-FLX	\$25,675	ODOT	\$250,000			\$250,000	
						20244	2019	CN	Approved	\$1,130,130	STBG-FLX	\$129,348	ODOT	\$1,259,478			\$1,259,478
						<b>TOTAL FFY18-21</b>		<b>\$1,354,455</b>		<b>\$155,023</b>		<b>\$1,509,478</b>		<b>\$0</b>		<b>\$1,509,478</b>	
City of Springfield Signal Enhancements	33	Provide signal enhancements at several locations. Enhancements include advanced dilemma zone protection, bike signals, signal hardware upgrades, LED lenses on signal heads, reflectorized back plates on signal heads, countdown pedestrian signals...	RTP Objective #1; TSI Roadway Policy #1	EXEMPT / Safety - HSIP	20221	2018	PE	Approved	\$132,059	HSIP	\$2,434	Springfield	\$143,200			\$143,200	
						20221	2018	PE	Approved	\$8,707	ODOT						
						20221	2018	RW	Approved	\$4,058	HSIP	\$75	Springfield	\$4,400			\$4,400
						20221	2018	RW	Approved	\$268	ODOT						
						20221	2020	CN	Approved	\$885,128	HSIP	\$16,317	Springfield	\$959,800			\$959,800
						20221	2020	CN	Approved	\$58,356	ODOT						
<b>TOTAL FFY18-21</b>		<b>\$1,021,244</b>		<b>\$86,156</b>		<b>\$1,107,400</b>		<b>\$0</b>		<b>\$1,107,400</b>							
City of Eugene Signal Enhancements	34	Provide signal enhancements at various locations throughout the City of Eugene. Install a yellow flashing beacon with advanced intersection warning at Coburg Rd & MLK Jr Blvd.	RTP Objective #1; TSI Roadway Policy #1	EXEMPT / Safety - HSIP	20216	2018	PE	Approved	\$245,029	HSIP	\$2,019	Eugene	\$265,700			\$265,700	
						20216	2018	PE	Approved	\$18,652	ODOT						
						20216	2018	RW	Approved	\$25,268	HSIP	\$208	Eugene	\$27,400			\$27,400
						20216	2018	RW	Approved	\$1,923	ODOT						
						20216	2018	UR	Approved	\$60,589	HSIP	\$499	Eugene	\$65,700			\$65,700
						20216	2018	UR	Approved	\$4,612	ODOT						
						20216	2020	CN	Approved	\$949,958	HSIP	\$7,829	Eugene	\$1,030,100			\$1,030,100
						20216	2020	CN	Approved	\$72,313	ODOT						
<b>TOTAL FFY18-21</b>		<b>\$1,280,844</b>		<b>\$108,056</b>		<b>\$1,388,900</b>		<b>\$0</b>		<b>\$1,388,900</b>							
Region 2 (Central and South) Rural Signal Improv	35	Install reflectorized signal backplates, countdown pedestrian timers, and advanced dilemma zone protection at various signal locations throughout Areas 4 and 5. (includes locations in Lane County & Eugene)	RTP Objective #1; TSI Roadway Policy #1	EXEMPT / Safety - HSIP	20137	2018	PE	Approved	\$61,787	HSIP	\$5,213	ODOT	\$67,000			\$67,000	
						20137	2020	CN	Approved	\$625,159	HSIP	\$52,741	ODOT	\$677,900			\$677,900
						<b>TOTAL FFY18-21</b>		<b>\$686,947</b>		<b>\$57,953</b>		<b>\$744,900</b>		<b>\$0</b>		<b>\$744,900</b>	
OR569: Terry St-Pacific HWY	36	Remove raveling surface and inlay or overlay travel lanes, and ramps as needed. MP 3.10 to MP 12.25	TSI System-wide Policy #1; TSI Goods Movement Policy #1; TSI Finance Policy #2, #3	EXEMPT / Safety - Pavement resurfacing and/or rehabilitation	20121	2018	PE	Approved	\$274,753	STBG-FLX	\$31,447	ODOT	\$306,200			\$306,200	
						20121	2019	CN	Approved	\$8,279,490	STBG-FLX	\$947,625	ODOT	\$9,227,115			\$9,227,115
<b>TOTAL FFY18-21</b>		<b>\$8,554,244</b>		<b>\$979,071</b>		<b>\$9,533,315</b>		<b>\$0</b>		<b>\$9,533,315</b>							

Project Name	MTIP ID #	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Phase Status	Federal		Federal Req Match		Total Fed+ Req Match	Other		Total All Sources
									\$	Source	\$	Source		\$	Source	
ODOT (continued)																
OR569 Over UPRR & Northwest Expressway	37	Design shelf ready plans for: Rail replacement, joint replacement and a concrete deck overlay.	TSI System-wide Policy #1; TSI Goods Movement Policy #1; TSI Finance Policy #2	EXEMPT / Safety - Pavement resurfacing and/or rehabilitation; Guardrails	20116	2018	PE	DRAFT	\$224,325	NHPP	\$25,675	ODOT	\$250,000			\$250,000
									<b>\$224,325</b>		<b>\$25,675</b>		<b>\$250,000</b>	<b>\$0</b>		<b>\$250,000</b>
Eugene-Springfield Sensors/Cameras Phase 2	38	Install cameras and traffic sensors at various locations in Eugene. Video and data is used for traffic operations and traffic planning. Locations are: OR569 at OR99W, Barger Ave, and W. 11th; and at I-105 at Coburg Road.	TSI Roadway Policy #2, #3; Finance Policy #1	EXEMPT / Other - Activity not leading directly to construction	20078	2018	PE	Approved	\$269,190	STBG-FLX	\$30,810	ODOT	\$300,000			\$300,000
					20078	2020	CN	Approved	\$897,300	STBG-FLX	\$102,700	ODOT	\$1,000,000			\$1,000,000
									<b>\$1,166,490</b>		<b>\$133,510</b>		<b>\$1,300,000</b>	<b>\$0</b>		<b>\$1,300,000</b>
LTD																
LTD Regional Transportation Planning	41	Participate and actively collaborate in regional transportation planning	RTP Goal #1, #2	EXEMPT / Other-Planning and Technical Studies	20764	(SFY18) 2017	PL	Pending	\$35,000	STBG-U	\$4,006	LTD	\$39,006			\$39,006
									<b>\$0</b>		<b>\$0</b>		<b>\$0</b>	<b>\$0</b>		<b>\$0</b>
Bus Support Equipment and Facilities	39	Equipment purchases and facilities improvements in support of transit operations.	1110	EXEMPT / Mass Transit-Purchase of office, shop, and operating equipment for existing facilities	19270	2018	OT	Approved	\$880,000	FTA-5307	\$220,000	LTD	\$1,100,000			\$1,100,000
									<b>\$880,000</b>		<b>\$220,000</b>		<b>\$1,100,000</b>	<b>\$0</b>		<b>\$1,100,000</b>
Passenger Boarding Improvements	40	New shelter placements at new locations, high vandalism locations & ADA improvements	1130	EXEMPT / Mass Transit-Construction of small passenger shelters and information kiosks	19273	2018	OT	Approved	\$80,000	FTA-5307	\$20,000	LTD	\$100,000			\$100,000
									<b>\$80,000</b>		<b>\$20,000</b>		<b>\$100,000</b>	<b>\$0</b>		<b>\$100,000</b>
Energy Storage System Replacement	42	Replace energy storage systems on hybrid buses	Finance Policy #2	EXEMPT / Mass Transit - Purchase of operating equipment for vehicles	19373	2018	OT	Pending	\$260,000	FTA-5307	\$65,000	LTD	\$325,000			\$325,000
					20938	2019	OT	Pending	\$120,000	FTA-5307	\$30,000	LTD	\$150,000			\$150,000
					20939	2020	OT	Pending	\$160,000	FTA-5307	\$40,000	LTD	\$200,000			\$200,000
					20941	2021	OT	Pending	\$240,000	FTA-5307	\$60,000	LTD	\$300,000			\$300,000
									<b>\$780,000</b>		<b>\$195,000</b>		<b>\$975,000</b>	<b>\$0</b>		<b>\$975,000</b>
Preventive Maintenance	43	Preventive Maintenance	TSI Transit Policy #1	EXEMPT / Mass Transit-Operating assistance to transit agencies	19377	2018	OT	Approved	\$4,200,000	FTA-5307	\$1,050,000	LTD	\$5,250,000			\$5,250,000
									<b>\$4,200,000</b>		<b>\$1,050,000</b>		<b>\$5,250,000</b>	<b>\$0</b>		<b>\$5,250,000</b>
LTD Van Pool Contracting	44	Capital cost of contracting for van pool	TDM Policy #2	EXEMPT / Air Quality-Continuation of ride-sharing and van-pooling promotion activities at current levels	19395	2018	OT	Pending	\$81,700	FTA-5307	\$20,425	LTD	\$102,125			\$102,125
					20944	2019	OT	Pending	\$120,000	FTA-5307	\$30,000	LTD	\$150,000			\$150,000
					20945	2020	OT	Pending	\$120,000	FTA-5307	\$30,000	LTD	\$150,000			\$150,000
					20946	2021	OT	Pending	\$120,000	FTA-5307	\$30,000	LTD	\$150,000			\$150,000
									<b>\$441,700</b>		<b>\$110,425</b>		<b>\$552,125</b>	<b>\$0</b>		<b>\$552,125</b>
LTD Accessible Services Vehicles	45	Replacement of accessible services vehicles that have met their useful life.	RTP Objective #2, #3, #9	EXEMPT / Mass Transit-Purchase of new buses and rail cars to replace existing vehicles	19381	2018	OT	Approved	\$250,000	FTA-5310	\$62,500	LTD	\$312,500			\$312,500
					19381	2018	OT	Pending	\$219,645	FTA-5309	\$38,760	LTD	\$258,405			\$258,405
									<b>\$469,645</b>		<b>\$101,260</b>		<b>\$570,905</b>	<b>\$0</b>		<b>\$570,905</b>
Santa Clara Community Transit Center	46	Construct new station near Hunsaker Ln. and River Rd. Include park and ride and ability to accommodate both regular and EmX service	RTP Objective #2, #3; TSI Transit Policy #1, #2, #4	EXEMPT / Mass Transit-Reconstruction or renovation of transit buildings and structures	20947	2018	PL	Pending	\$0		\$0		\$0	\$330,000	LTD	\$330,000
					20947	2018	PE	Pending	\$1,000,000	FTA-5307	\$250,000	LTD	\$1,250,000			\$1,250,000
					20947	2018	CN	Pending	\$2,000,000	FTA-5307	\$500,000	LTD	\$2,500,000	\$3,000,000	ODOT	\$8,420,000
					20947	2018	CN	Pending	\$0		\$0		\$0	\$2,920,000	LTD	\$2,920,000
									<b>\$3,000,000</b>		<b>\$750,000</b>		<b>\$3,750,000</b>	<b>\$6,250,000</b>		<b>\$10,000,000</b>
MovingAhead (NEPA)	47	Complete NEPA process for possible BRT expansion	RTP Objective #4; TSI Transit Policy #1, #2	EXEMPT / Other-Engineering to assess environmental effects of proposed action	18862	2016	PE	Canceled	\$0		\$0		\$0			\$0
					18862	2018	PL	Approved	\$2,000,000	STBG-Flex	\$228,909	LTD	\$2,228,909	\$21,091	LTD	\$2,250,000
									<b>\$2,000,000</b>		<b>\$228,909</b>		<b>\$2,228,909</b>	<b>\$21,091</b>		<b>\$2,250,000</b>
Bus Replacement Projects	48	Purchase 2 Hybrid-Diesel buses, 2 Electric buses, and 1 Hybrid-Electric bus.	RTP Objective #4	EXEMPT / Mass Transit-Purchase of new buses and rail cars to replace existing vehicles	20950	2018	OT	Pending	\$582,947	FTA-5339	\$145,737	LTD	\$728,684			\$728,684
					20950	2018	OT	Pending	\$1,336,346	FTA-5309	\$334,087	LTD	\$1,670,433			\$1,670,433
					20951	2019	OT	Pending	\$1,773,769	FTA-5339	\$443,442	LTD	\$2,217,211			\$2,217,211
									<b>\$3,693,062</b>		<b>\$923,266</b>		<b>\$4,616,328</b>	<b>\$0</b>		<b>\$4,616,328</b>
Fare Management System	49	Purchase and implement an electronic fare management system	RTP Objective #12	EXEMPT / Mass Transit-Purchase of office, shop, and operating equipment for existing facilities	20952	2018	OT	Pending	\$4,200,000	FTA-5307	\$1,050,000	LTD	\$5,250,000			\$5,250,000
									<b>\$4,200,000</b>		<b>\$1,050,000</b>		<b>\$5,250,000</b>	<b>\$0</b>		<b>\$5,250,000</b>
LTD Smart Trips Residential Program	51	City of Eugene West 11th program per IGA	RTP Objective #11; TDM Policy #1	EXEMPT / Air Quality-Continuation of ride-sharing and van-pooling promotion activities at current levels	20953	2018	OT	Pending	\$189,770	FTA-5307	\$21,720	LTD	\$211,490			\$211,490
									<b>\$189,770</b>		<b>\$21,720</b>		<b>\$211,490</b>	<b>\$0</b>		<b>\$211,490</b>
Regional TDM Program P2P	52	City of Eugene River Road Program per IGA	RTP Objective #11, #12; TDM Policy #1	EXEMPT / Air Quality-Continuation of ride-sharing and van-pooling promotion activities at current levels	20954	2018	OT	Pending	\$35,052	FTA-5307	\$2,773	SSD/LTD	\$37,825			\$37,825
									<b>\$35,052</b>		<b>\$2,773</b>		<b>\$37,825</b>	<b>\$0</b>		<b>\$37,825</b>
Regional Safe Routes to Schools	53	Establish a long-term Safe Routes to Schools program within the Springfield School District.	RTP Objective #1, #2; TSI Pedestrian Policy #1, #2, #3	EXEMPT / Other-specific activities that do not lead directly to construction	20964	2018	OT	Pending	\$132,652	FTA-5307	\$15,183	SSD/LTD	\$147,835	\$13,805	ODOT	\$267,079
					20964	2018	OT	Pending	\$0		\$0		\$0	\$105,439	SSD/LTD	\$105,439
									<b>\$132,652</b>		<b>\$15,183</b>		<b>\$147,835</b>	<b>\$119,244</b>		<b>\$267,079</b>
LTD - Drive Less Connect Outreach 2018	54	Individualized marketing and drive less connect outreach	TDM Policy #1, #3	EXEMPT / Other-specific activities that do not lead directly to construction	20966	2018	OT	Pending	\$42,500	STBG-Flex	\$0	LTD	\$42,500			\$42,500
					20969	2019	OT	Pending	\$42,500	STBG-Flex	\$0	LTD	\$42,500			\$42,500
									<b>\$85,000</b>		<b>\$0</b>		<b>\$85,000</b>	<b>\$0</b>		<b>\$85,000</b>
RideSource Vehicle Replacement	55	Replacement of accessible services vehicles that have met their useful life.	RTP Objective #3, #6, #9; TSI Transit Policy #1	EXEMPT / Mass Transit-Purchase of new buses and rail cars to replace existing vehicles	20982	2018	OT	Pending	\$259,140	FTA-5310	\$45,731	LTD	\$304,871			\$304,871
									<b>\$259,140</b>		<b>\$45,731</b>		<b>\$304,871</b>	<b>\$0</b>		<b>\$304,871</b>
JARC Mobility Management 2018	56	Transportation assessments, transit training and host services	RTP Objective #3, #5	EXEMPT / Other-specific activities that do not lead directly to construction	20983	2018	OT	Pending	\$36,753	FTA-5316	\$9,188	LTD	\$45,941			\$45,941
									<b>\$36,753</b>		<b>\$9,188</b>		<b>\$45,941</b>	<b>\$0</b>		<b>\$45,941</b>
New Freedom Grant 2018	57	In-person transportation assessments and transit training and host services	RTP Objective #3, #6, #9; TSI Transit Policy #1	EXEMPT / Other-specific activities that do not lead directly to construction	20984	2018	OT	Pending	\$17,831	FTA-5316	\$4,458	LTD	\$22,289			\$22,289
									<b>\$17,831</b>		<b>\$4,458</b>		<b>\$22,289</b>	<b>\$0</b>		<b>\$22,289</b>
RideSource Preventive Maintenance	58	Programmed preventive maintenance for LTD owned metro fleet, plus Diamond Express (Oakridge/Eugene), Rhody Express (within Florence), South Lane Wheels (Cottage Grove), and Willamalane Adult Activity Center (Springfield).	RTP Objective #3, #6, #9; TSI Transit Policy #1; Finance Policy #1	EXEMPT / Other-specific activities that do not lead directly to construction	20985	2018	OT	Pending	\$288,917	FTA-5310	\$33,068	LTD	\$321,985			\$321,985
					20986	2019	OT	Pending	\$312,992	FTA-5310	\$35,823	LTD	\$348,815			\$348,815
									<b>\$601,909</b>		<b>\$68,891</b>		<b>\$670,800</b>	<b>\$0</b>		<b>\$670,800</b>
ADA Pilot Transit Vehicle	60	25-30 foot transit vehicle for an ADA pilot between Yachats and Florence	RTP Objective #3, #6, #9; TSI Transit Policy #1	EXEMPT / Mass Transit-Purchase of new buses and rail cars to replace existing vehicles	20987	2018	OT	Pending	\$89,730	FTA-5311	\$10,270	ODOT	\$100,000			\$100,000
									<b>\$89,730</b>		<b>\$10,270</b>		<b>\$100,000</b>	<b>\$0</b>		<b>\$100,000</b>

Project Name	MTIP ID #	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Phase Status	Federal		Federal Req Match		Total Fed+ Req Match	Other		Total All Sources
									\$	Source	\$	Source		\$	Source	
<b>LTD (continued)</b>																
River Road Transit Community Implementation Plan	63	Identifying opportunities and enabling the pursuit of transit-oriented-development, is a collaborative effort between the City of Eugene and LTD.	RTP Objective #3, #12; Land Use Policy #1, #2; TSI System-wide Policy #4	EXEMPT / Other-specific activities that do not lead directly to construction	20988	2018	PL	Pending	\$450,000	FTA-5307	\$78,750	Eugene	\$562,500	\$1,050	Eugene	\$564,000
					20988	2018	PL	Pending			\$33,750	LTD		\$450	LTD	
					<b>TOTAL FFY18-21</b>				<b>\$450,000</b>		<b>\$112,500</b>		<b>\$562,500</b>		<b>\$1,050</b>	
Diamond Express Vehicle Replacement	64	Service connects Oakridge and Westfir communities to the Eugene/Springfield metro area, and Amtrak. Current vehicle has failed and back-up vehicle is nearing 500k mi	TSI Transit Policy #1; Finance Policy #2	EXEMPT / Mass Transit-Purchase of new buses and rail cars to replace existing vehicles	20990	2018	OT	Pending	\$84,535	FTA-5309	\$9,676	LTD	\$94,210	\$130,000	Oakridge	\$224,210
					20990	2018	OT	Pending	\$84,535	FTA-5339	\$9,675	LTD	\$94,210	\$11,580	LTD	\$105,790
					<b>TOTAL FFY18-21</b>				<b>\$169,069</b>		<b>\$19,351</b>		<b>\$188,420</b>		<b>\$141,580</b>	
RideSource ADA Paratransit & Shopper	65	Origin-to-destination service for those unable to use fixed route service due to a disability; operates within metro service area, within 3/4 mile of fixed route service.	RTP Objective #3, #6, #9; TSI Transit Policy #1	EXEMPT / Mass Transit-Operating assistance to transit agencies	20991	2018	OT	Pending	\$140,503	FTA-5310	\$16,081	LTD	\$156,584	\$2,401,426	STF, LTD	\$2,558,010
					20992	2019	OT	Pending	\$140,504	FTA-5310	\$16,081	LTD	\$156,585	\$2,401,425	STF, LTD	\$2,558,010
					<b>TOTAL FFY18-21</b>				<b>\$281,007</b>		<b>\$32,162</b>		<b>\$313,169</b>		<b>\$4,802,851</b>	
Accessible Services - LCOG Volunteer Escort	66	Mileage reimbursement for medical appointments; operates throughout Lane County.	RTP Objective #3	EXEMPT / Other-specific activities that do not lead directly to construction	20993	2018	OT	Pending	\$67,210	FTA-5310	\$7,692	LTD	\$74,902	\$20,333	STF/Farebox	\$95,235
					20994	2019	OT	Pending	\$67,210	FTA-5310	\$7,692	LTD	\$74,902	\$20,334	STF/Farebox	\$95,236
					<b>TOTAL FFY18-21</b>				<b>\$134,420</b>		<b>\$15,384</b>		<b>\$149,804</b>		<b>\$40,667</b>	
Accessible Services - Mental Health, Veterans & Crucial Connections	67	Provide critical transportation to people who are unable to use fixed route due to mental health; access veterans benefits; have urgent medical need but no transportation alternatives. Primarily within metro area.	RTP Objective #3, #6, #9; TSI Transit Policy #1	EXEMPT / Other-specific activities that do not lead directly to construction	20995	2018	OT	Pending	\$101,709	FTA-5310	\$11,641	LTD	\$113,350			\$113,350
					20996	2019	OT	Pending	\$101,709	FTA-5310	\$11,641	LTD	\$113,350			\$113,350
					<b>TOTAL FFY18-21</b>				<b>\$203,418</b>		<b>\$23,282</b>		<b>\$226,700</b>		<b>\$0</b>	
Accessible Services - Pearl Buck Preschool	68	Provides transportation to and from Pearl Buck preschool. Children of people with disabilities; operates within MPO boundary.	RTP Objective #3, #6, #9; TSI Transit Policy #1	EXEMPT / Other-specific activities that do not lead directly to construction	20997	2018	OT	Pending	\$86,850	FTA-5310	\$9,940	Pearl Buck	\$96,790	\$58,081	Pearl Buck	\$154,871
					20998	2019	OT	Pending	\$86,850	FTA-5310	\$9,940	Pearl Buck	\$96,790	\$58,081	Pearl Buck	\$154,871
					<b>TOTAL FFY18-21</b>				<b>\$173,700</b>		<b>\$19,880</b>		<b>\$193,580</b>		<b>\$116,162</b>	
Accessible Services - Travel Training & Transit Host	69	Transit training for seniors and people with disabilities to use fixed routes	RTP Objective #3, #6, #9; TSI Transit Policy #1	EXEMPT / Other-specific activities that do not lead directly to construction	20999	2018	OT	Pending	\$138,218	FTA-5310	\$15,819	LTD	\$154,037			\$154,037
					21000	2019	OT	Pending	\$138,219	FTA-5310	\$15,820	LTD	\$154,039			\$154,039
					<b>TOTAL FFY18-21</b>				<b>\$276,437</b>		<b>\$31,639</b>		<b>\$308,076</b>		<b>\$0</b>	
Accessible Services - Mobility Mgt Transportation	70	Assessments to determine transportation programs and benefits individuals qualify for, and least cost/most appropriate method of travel	RTP Objective #3, #6, #9; TSI Transit Policy #1	EXEMPT / Other-specific activities that do not lead directly to construction	21001	2018	OT	Pending	\$148,656	FTA-5310	\$17,014	LTD	\$165,670	\$219,610	Medicaid	\$385,280
					21002	2019	OT	Pending	\$148,657	FTA-5310	\$17,015	LTD	\$165,672	\$219,611	Medicaid	\$385,283
					<b>TOTAL FFY18-21</b>				<b>\$297,313</b>		<b>\$34,029</b>		<b>\$331,342</b>		<b>\$439,221</b>	
Accessible Services - Willamalane Vehicle	71	Transportation for seniors and people with disabilities to access Adult Activity Center programs (Springfield)	RTP Objective #3, #6, #9; TSI Transit Policy #1	EXEMPT / Mass Transit-purchase new bus to replace existing	21003	2018	OT	Pending	\$61,534	FTA-5310	\$7,043	LTD	\$68,577			\$68,577
					<b>TOTAL FFY18-21</b>				<b>\$61,534</b>		<b>\$7,043</b>		<b>\$68,577</b>		<b>\$0</b>	
Accessible Services - Oakridge Diamond Express Operations	72	Service connects Oakridge and Westfir communities to the metro area and Amtrak	RTP Objective #9	EXEMPT / Other-specific activities that do not lead directly to construction	21004	2018	OT	Pending	\$93,861	FTA-5311	\$93,861	LTD/Oakr.	\$187,722	\$88,100	LTD	\$275,822
					21005	2019	OT	Pending	\$93,862	FTA-5311	\$93,862	LTD/Oakr.	\$187,724	\$88,100	LTD	\$275,824
					<b>TOTAL FFY18-21</b>				<b>\$187,723</b>		<b>\$187,723</b>		<b>\$375,446</b>		<b>\$176,200</b>	
Accessible Services - Rhody Express Operations	73	Fixed route and origin-to-destination service (Florence)	RTP Objective #9	EXEMPT / Other-specific activities that do not lead directly to construction	21006	2018	OT	Pending	\$80,028	FTA-5311	\$61,475	LTD/Flor.	\$141,503			\$141,503
					21007	2019	OT	Pending	\$80,028	FTA-5311	\$61,475	LTD/Flor.	\$141,503			\$141,503
					<b>TOTAL FFY18-21</b>				<b>\$160,056</b>		<b>\$122,950</b>		<b>\$283,006</b>		<b>\$0</b>	



## Map 3 MTIP Projects

MTIP Projects on Map					
MTIP ID#	PROJECT	KEY #	JURISDICTION	MODE	FUNCTIONAL CLASS
2	Amazon Active Corridor: Martin Street - 33rd St	18856	Eugene	PEDESTRIAN	NA
3	NE Livable Streets Multiple Roadways (Eugene)	18861	Eugene	PEDESTRIAN	NA
4	13th Ave Two-way Protected Bikeway (Alder - Olive)	19774	Eugene	BIKE LANE/ON-STREET	Minor Arterial
5	South Willamette Street Enhancement	19773	Eugene	PRESERVATION	Minor Arterial
6	Coburg Rd: UPRR Viaduct.4-6-7 AVE (Ferry Street)	20297	Eugene	BRIDGE	Other Principal Arterial
7	Coburg Rd: Willamette River (Ferry Street) Bridge	20294	Eugene	BRIDGE	Other Principal Arterial
8	Roosevelt Path/OR99 Path Connection (Eugene)	20237	Eugene	PEDESTRIAN	NA
9	River Rd @ Irving Rd (City of Eugene)	20206	Eugene	SAFETY	Other Principal Arterial
10	13th Ave: Lincoln St to Alder St (Eugene)	20165	Eugene	SAFETY	Minor Arterial
11	River Rd @ River Ave (Eugene)	20143	Eugene	SAFETY	Other Principal Arterial
15	OR126B @ 54th St (Springfield)	20209	Springfield	SAFETY	Minor Arterial
16	Gateway St @ Kruse Way Int Imprv (Springfield)	20174	Springfield	SAFETY	Minor Arterial
17	OR126B @ MP 2.98 to 7.88	20144	Springfield	SAFETY	Other Principal Arterial/Minor Arterial
19	Coburg Loop Path, Phase 4	19757	Coburg	PEDESTRIAN	NA
21	Prairie Rd/E Enid Rd Pres/Sidewalk Rehab	19914	Lane County	PRESERVATION	Major Collector
27	OR126: Cornerstone Dr to W 11th St	19743	ODOT	SAFETY	Other Principal Arterial
28	Lane Co Local Roadway Departures: Clear Lake Rd; Prairie Rd	19797	ODOT	SAFETY	Major Collector
29	OR58: Goshen-Pheasant Lane	20504	ODOT	PRESERVATION	Other Principal Arterial
30	I-105 (bridge) Over Future OR126	20446	ODOT	BRIDGE	Interstate
31	OR126: Willamette River WB Bridge	20433	ODOT	BRIDGE	Minor Arterial
32	OR99: Eugene - Junction City Safety Barrier	20244	ODOT	SAFETY	Other Principal Arterial
33	City of Springfield Signal Enhancements: OR126 (MP 1.5 - 2.2, 9.05); OR528 (MP .26 - .64)	20221	ODOT	SAFETY	Minor Arterial, Other Freeways and Expressways
34	City of Eugene Signal Enhancements: OR99W (MP 118.35 - 121.14); OR126 (MP 2.35 - 4.24); I-105 (MP 1.8 - 1.9); MLK Jr. at Kinsrow	20216	ODOT	SAFETY	Other Principal Arterial, Minor Arterial, Interstate/Other Freeways and Expressways
36	OR569: Terry St - Pacific HWY	20121	ODOT	PRESERVATION	Other Principal Arterial/Other Freeways and Expressways
37	OR569 over UPRR & Northwest Expressway	20116	ODOT	BRIDGE	Other Freeways and Expressways
38	Eugene-Springfield Sensors/Cameras Phase 2: OR569 at OR99W, Barger, W. 11th; I-105 at 6th (OR99W)	20078	ODOT	OPERATIONS	Other Freeways and Expressways, Other Principal Arterial, Interstate
46	Santa Clara Community Transit Center	20947	LTD	TRANSIT	NA
47	MovingAhead (NEPA)	18862	LTD	PLANNING	Minor Arterial

# Metropolitan Transportation Improvement Program FFY18-21

## MTIP 18-21 Projects

- |   |   |
|---|---|
| <span style="color: green;">●</span> BICYCLE/PEDESTRIAN   | <span style="color: green;">—</span> BICYCLE/PEDESTRIAN   |
| <span style="color: red;">●</span> CAPACITY/MODERNIZATION | <span style="color: red;">—</span> CAPACITY/MODERNIZATION |
| <span style="color: blue;">●</span> BRIDGE                | <span style="color: purple;">—</span> PLANNING            |
| <span style="color: orange;">●</span> PRESERVATION        | <span style="color: orange;">—</span> PRESERVATION        |
| <span style="color: blue;">●</span> SAFETY                | <span style="color: blue;">—</span> SAFETY                |
| <span style="color: yellow;">●</span> TRANSIT             | <span style="color: yellow;">—</span> TRANSIT             |
| <span style="color: green;">●</span> OPERATIONS           |   |
| NE Livable Streets: Multiple Roadways (Eugene)            |   |

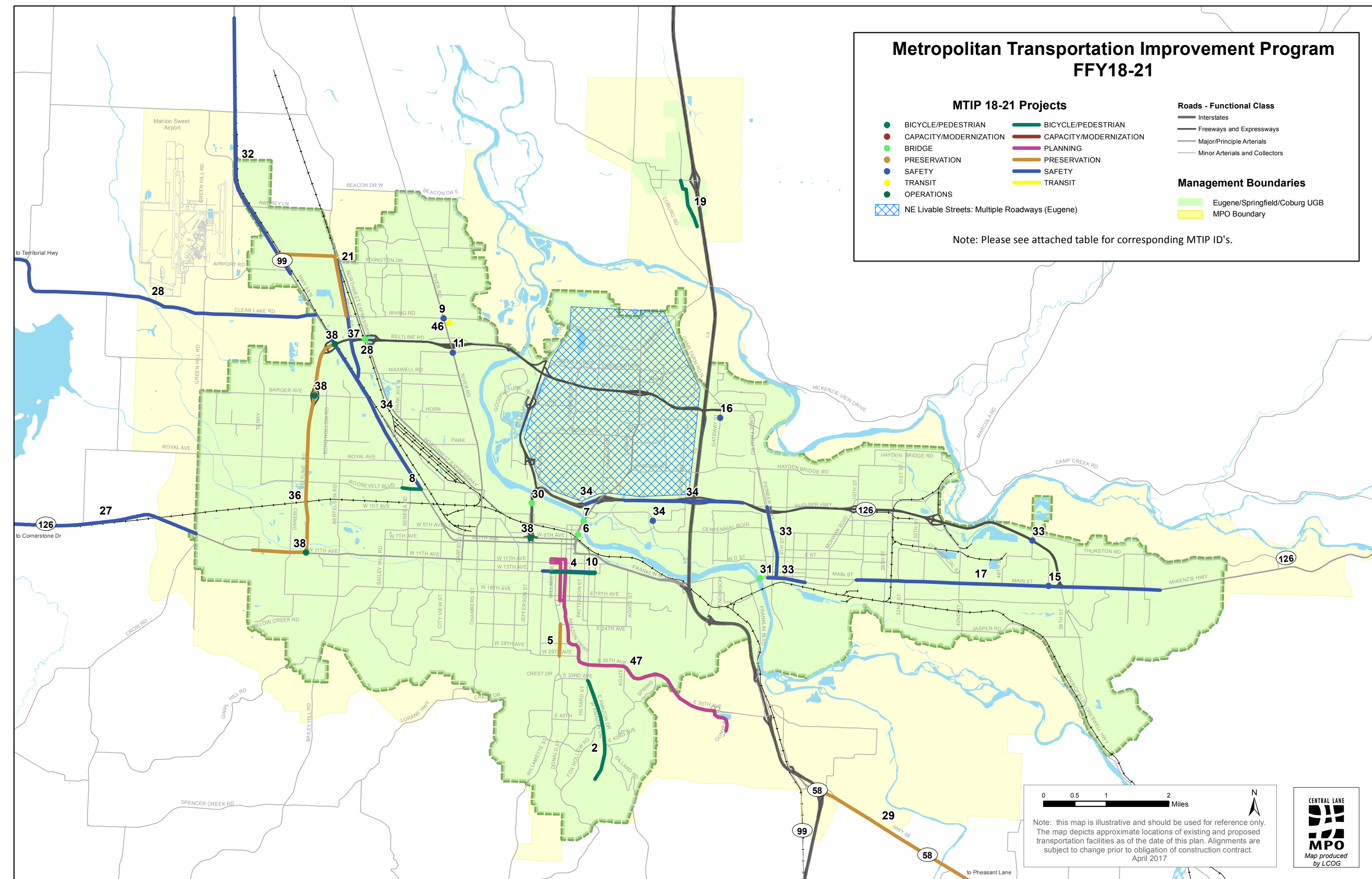
## Roads - Functional Class

- Interstates
- Freeways and Expressways
- Major/Principle Arterials
- Minor Arterials and Collectors

## Management Boundaries

- Eugene/Springfield/Coburg UGB
- MPO Boundary

Note: Please see attached table for corresponding MTIP ID's.



0 0.5 1 2 Miles

N

Note: this map is illustrative and should be used for reference only. The map depicts approximate locations of existing and proposed transportation facilities as of the date of this plan. Alignments are subject to change prior to obligation of construction contract.  
April 2017



Appendix A  
Supporting correspondence

APPENDIX A



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:

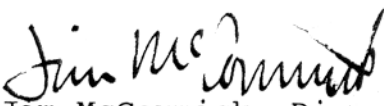
This is in response to your letter to Chuck Clarke regarding the "Memorandum of Understanding - Transportation Conformity Analysis for the Eugene-Springfield MPO", dated September 9, 1994. The letter was also signed by George Kloeppel, the LCOG Executive Director.

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 Kloeppel, LCOG

## APPENDIX A

LANE REGIONAL

AIR POLLUTION AUTHORITY



(503) 726-2514 • FAX (503) 726-1205  
225 North 5th, Suite 501  
Springfield, OR 97477-4671

Donald R. Arkell, Director

September 9, 1994

Mr. Chuck Clarke  
Region 10 Administrator  
Environmental Protection Agency  
1200 6th Avenue  
Seattle, WA 98101

Re: Memorandum of Understanding - Transportation Conformity  
Analysis for the Eugene-Springfield MPO

Dear Mr. Clarke:

The preamble for the final Federal Conformity Rule states:

..in some nonattainment and maintenance areas, the SIP may demonstrate that highway and transit vehicle emissions are an insignificant contributor to the nonattainment problem, for example, CO or PM<sub>10</sub> violations near industrial sources. For areas with control strategy SIPs which have already been submitted and which demonstrate that motor vehicle emissions (including exhaust, evaporative, and reentrained dust emissions) are insignificant and reductions are not necessary for attainment, the conformity determination is not required to satisfy the criteria for regional emissions analysis of that pollutant. 58 Fed. Reg. 62194 (November 24, 1993).

The Eugene-Springfield PM<sub>10</sub> SIP, which has been submitted to EPA for approval, establishes that emissions from motor vehicles is not significant and concludes that control of emissions from motor vehicles is not necessary to demonstrate attainment with the PM<sub>10</sub> standards. There has not been an exceedance of the PM<sub>10</sub> standards in this area since 1987. Currently, the Lane Regional Air Pollution Authority (LRAPA) is developing a maintenance plan as part of a request for redesignation to attainment status for PM<sub>10</sub>. On the basis of these facts, we conclude that conformity determinations for PM<sub>10</sub> are not required by federal regulation.

Effective February 4, 1994, the Eugene-Springfield area was redesignated to attainment status for CO. As noted in the December 6, 1993, Federal Register notice of Approval and Promulgation of Redesignation, a study performed by LRAPA during 1985 concluded that there were two hot spot locations near downtown Eugene which were isolated microscale problem areas. The Federal Register notice states the following (page 64163):

## APPENDIX A

### Transportation Conformity Analysis

September 9, 1994

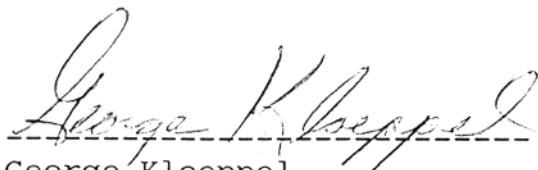
Page 2

Due to the nature of Eugene's CO violations, (i.e., hot spots only) LRAPA's emission inventory contains only on-road mobile and home wood heating emissions within the Central Area Transportation Study boundary. All point sources within the Eugene AQMA are located at a sufficient distance away as to not contribute significantly to the violations.

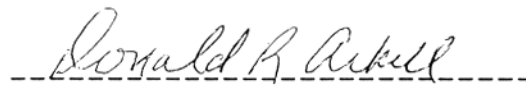
Since the approved SIP and redesignation only contains an emissions budget for the Central Area Transportation Study (CATS) boundary, we conclude that except for projects within the CATS boundary, regional emissions tests do not apply for purposes of conformity. As specified in the final rule on conformity, regionally significant projects within the Eugene-Springfield AQMA boundary and outside of the CATS boundary would be subject to project-level conformity analysis. Following guidance contained in the final rule, we would, at a minimum, conduct project level analysis for facilities that serve regional needs and are normally accounted for in our modeling.

These findings and conclusions will be jointly reviewed and reaffirmed or modified no less frequently than five-year intervals. This review will occur as necessary when pollutant concentrations of either CO, Ozone or PM<sub>10</sub> approach NAAQS and motor vehicle emissions are a significant cause.

We are requesting your concurrence with the findings and conclusions stated above. Questions regarding this proposal can be directed to Tom Schwetz (LCOG) at (503) 687-4044 or Ralph Johnston (LRAPA) at (503) 726-2514. It is our intention to use this memo as the basis for our conformity determination of the region's recently adopted TIP. This determination must be established in time for FHWA to make its conformity determination for Oregon's STIP (October 1). Your quick reply on this matter would be greatly appreciated.



George Kloeppel  
LCOG Executive Director



Don Arkell  
LRAPA Director

cc: ODOT Environmental Services Section  
ODOT Region 2  
DEQ  
FHWA  
FTA



Appendix B  
Approvals of past AQCDs.

## APPENDIX B



U.S. Department  
of Transportation

Federal Highway Administration  
Oregon Division  
530 Center Street NE, 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

June 27, 2012

In Reply Refer To:  
HDA-OR/FTA-TRO-10  
File Code:  
90.230  
724.421  
724.422

Mr. Byron Vanderpool  
Transportation Program Manager  
Central Lane Metropolitan Planning Organization  
859 Willamette Street, Suite 500  
Eugene, OR 97401 - 2910

RE: USDOT Air Quality Conformity Determination  
2012-2015 Metropolitan Transportation Improvement Program (MTIP)  
2035 Regional Transportation Plan

Dear Mr. Vanderpool:

Thank you for your continued quality work in cooperation with state and local government partners and other stakeholders in the Central Lane Metropolitan Planning Area in developing transportation plans and programs that meet community needs and improve quality of life to make the area a desired place to live, work and raise families.

The Eugene-Springfield urbanized area is currently designated “maintenance” for carbon monoxide (CO) and “non-attainment” for particulate matter of less than 10 microns (PM<sub>10</sub>). However, the U.S. Environmental Protection Agency (EPA) in their letter dated October 3, 1994 concurred with the Lane Regional Air Protection Agency (LRAPA) that the conformity determination is not required to satisfy the PM<sub>10</sub> criteria for regional emissions analysis. The U.S. Environmental Protection Agency (EPA) also published a Federal Register Notice approving the CO maintenance plan for the Eugene-Springfield area effective February 4, 1994.

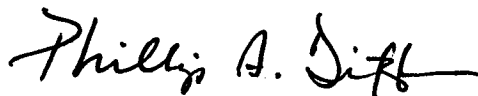
The Clean Air Act of 1990, as amended, requires that transportation plans, programs and projects cannot create new National Ambient Air Quality Standards (NAAQS) violations, increase the frequency of severity of existing NAAQS violations or delay the attainment of NAAQS. The Metropolitan Planning Organization (MPO) and U.S. Department of Transportation (Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are required to make a transportation conformity determination in non-attainment and maintenance areas as outlined in 40 CFR Part 93.104. Frequency of conformity determinations is outlined in 23 CFR 450, the FHWA and FTA Metropolitan Planning Rule, as well as Oregon Administrative Rule (OAR) 340-252-0050. Transportation conformity ensures that Federal funding and approval are given for 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).

FHWA and FTA have completed a review of the Central Lane Metropolitan Planning Organization (CLMPO) conformity determination for the 2012-2015 MTIP and 2035 RTP. Our USDOT determination is based upon the CLMPO conformity determination analysis and documentation submitted to our offices by CLMPO in their January 26, 2012 letter, and interagency consultation.

The CLMPO Policy Board adopted the 2012-2015 MTIP and associated air quality conformity determination on January 12, 2012, through Resolutions 2012-02. The conformity analysis provided by CLMPO indicates that air quality conformity requirements have been met. Based on our review we find that the 2012-2015 MTIP and 2035 RTP conform to the SIP in accordance with the *Transportation Conformity Rule* and the Oregon Conformity SIP. The Federal conformity determination was made after consultation with EPA Region 10.

This letter constitutes the joint FHWA and FTA air quality conformity determination for the CLMPO 2012-2015 MTIP and 2035 RTP. If you have any questions regarding this conformity determination, please contact Satvinder Sandhu, FHWA, at (503) 316-2560 or Ned Conroy, FTA at (206) 220-4318.

Sincerely,



Phillip A. Ditzler  
FHWA Division Administrator



FOR R. F. Krochalis  
FTA Regional Administrator

cc:

EPA (Wayne Elson, Mobile Sources)  
(Claudia Vaupel, Office of Air, Waste & Toxics, State & Tribal Air Programs Unit)  
ODOT (Lisa Nell, Region 2 Planning Manager)  
(Steve Leep, Program and Funding Services Manager)  
(Marino Orlando, Environmental Services)  
LRAPA (Sally Markos, Public Information & Education Outreach)  
ODEQ (Dave Nordberg, Transportation Planning Coordinator)

SS/rm

APPENDIX B

U.S. DEPARTMENT OF TRANSPORTATION



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

Date: May 20, 2015  
In Reply Refer To:  
HDA-OR/FTA-TRO-10  
File: 724.420

Mr. Paul Thompson  
Transportation Program Manager  
Central Lane Metropolitan Planning Organization  
859 Willamette Street, Suite 500  
Eugene, Oregon 97401-2910

RE: USDOT Conformity Determination  
2015-2018 Metropolitan Transportation Improvement Program (MTIP)

Dear Mr. Thompson:

The Clean Air Act and Amendments of 1990 (CAA) 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 the attainment of NAAQS. The U.S. Department of Transportation (the Federal Highway Administration and the Federal Transit Administration) are 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 CAA 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.

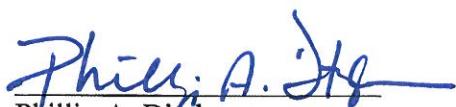
The Central Lane urbanized area is currently designated as "maintenance" for particulate matter less than 10 microns (PM<sub>10</sub>) and "attainment" for carbon monoxide. With an approved maintenance plan, the area is currently designated as attainment with an approved limited maintenance plan demonstrating that the area will maintain the NAAQS (e.g., a "maintenance" area) for particulate matter less than 10 microns. The area was re-designated to attainment for the CO NAAQS effective on February 4, 1994 (58 FR 64163) with an approved maintenance plan that demonstrated continued attainment of the NAAQS (e.g., a "maintenance" area). The area was re-designated to attainment of the PM<sub>10</sub> NAAQS (59 FR 43483) and recently had a limited maintenance plan (78 FR 21547, effective on June 10, 2013) approved by the EPA.

The Central Lane MPO (CLMPO) Policy Board approved the air quality conformity determination for the 2015-2018 MTIP on October 2, 2014. The previous long range plan still retains conformity under the previous USDOT approval. The conformity analysis provided by CLMPO indicated that the air quality conformity requirements have been met. Based on our review of the CLMPO conformity determination, analysis, and documentation submitted to our offices on October 9, 2014, we find that the 2015-2018 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, ODEQ and ODOT pursuant to the Transportation Conformity Rule.

This letter constitutes the joint FHWA and FTA air quality conformity determination for the CLMPO's 2015-2018 MTIP.

If you have any questions please contact Mr. Nick Fortey of FHWA at 503-316-2565 or Mr. Ned Conroy of FTA at 206-220-4318.

Sincerely,



Phillip A. Ditzler  
Division Administrator  
Federal Highway Administration



R. F. Krochalis  
Regional Administrator  
Federal Transit Administration

cc:

EPA (Karl Pepple, Environmental Protection Specialist)  
(Claudia Vaupel, Air Quality Planner)  
ODEQ (Dave Nordberg, Transportation Planning Coordinator)  
ODOT (Lisa Nell, Region 2 Planning Manager)  
(David Reesor, Region 2 Senior Region Planner)  
(Erik Havig, Planning Section Manager)  
(Jeff Flowers, Program and Funding Services Manager)  
(Natalie Liljenwal, Environmental Engineer)  
LTD (Tom Schwetz, Planning and Development Director)  
LRAPA (Merlyn Hough, Director)

Appendix C  
Status of Other Criteria Pollutants.

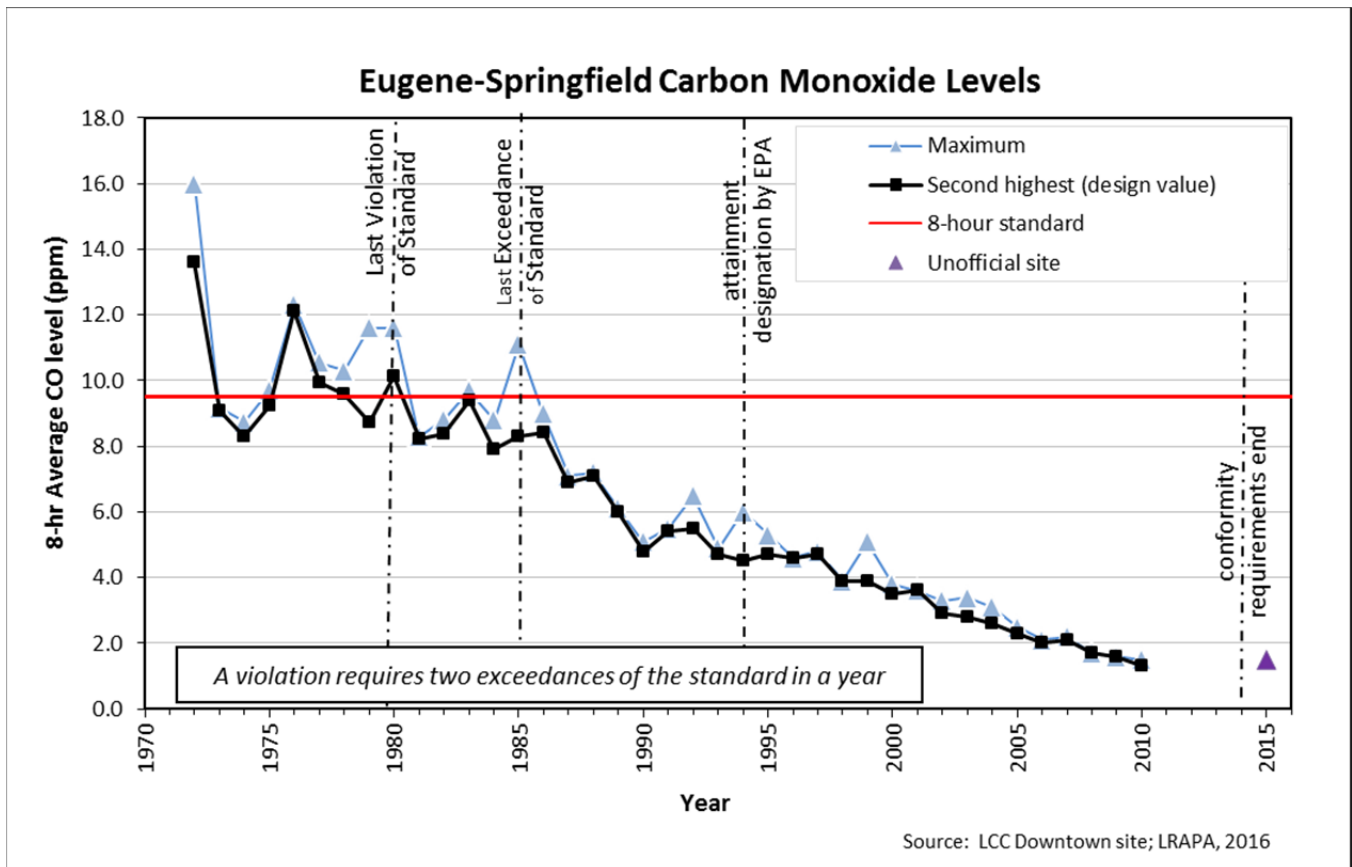
## APPENDIX C Status of Other Criteria Pollutants

This appendix summarizes the status of three other criteria pollutants that are monitored in the Central Lane MPO area: Carbon Monoxide, Ozone, and Particulate Matter (2.5 microns and less) (PM<sub>2.5</sub>).

### *Carbon Monoxide*

The Eugene-Springfield area exited from the 20-year carbon monoxide (CO) maintenance period in February 2014. There are no longer any requirements for transportation conformity concerning CO (Appendix D). There are no local or State CO transportation control measures in the State Implementation Plan (SIP) for this area.

The figure below shows the history of the highest and the second highest 8-hr annual average CO levels (the latter being the design value used for comparison with the standard). The former Lane Community College (LCC) downtown site provided readings from 1972 through 2010, prior to and throughout the maintenance period. This site has been decommissioned and data are no longer available at any officially sanctioned site within the Central Lane area. However, during a special project in 2015, an unofficial site was set up by Lane Regional Air Protection Agency (LRAPA) and provided the reading shown in the figure below. This figure shows that the CO levels remain well below the NAAQ standard, and there is no concern of a potential violation of the standard.

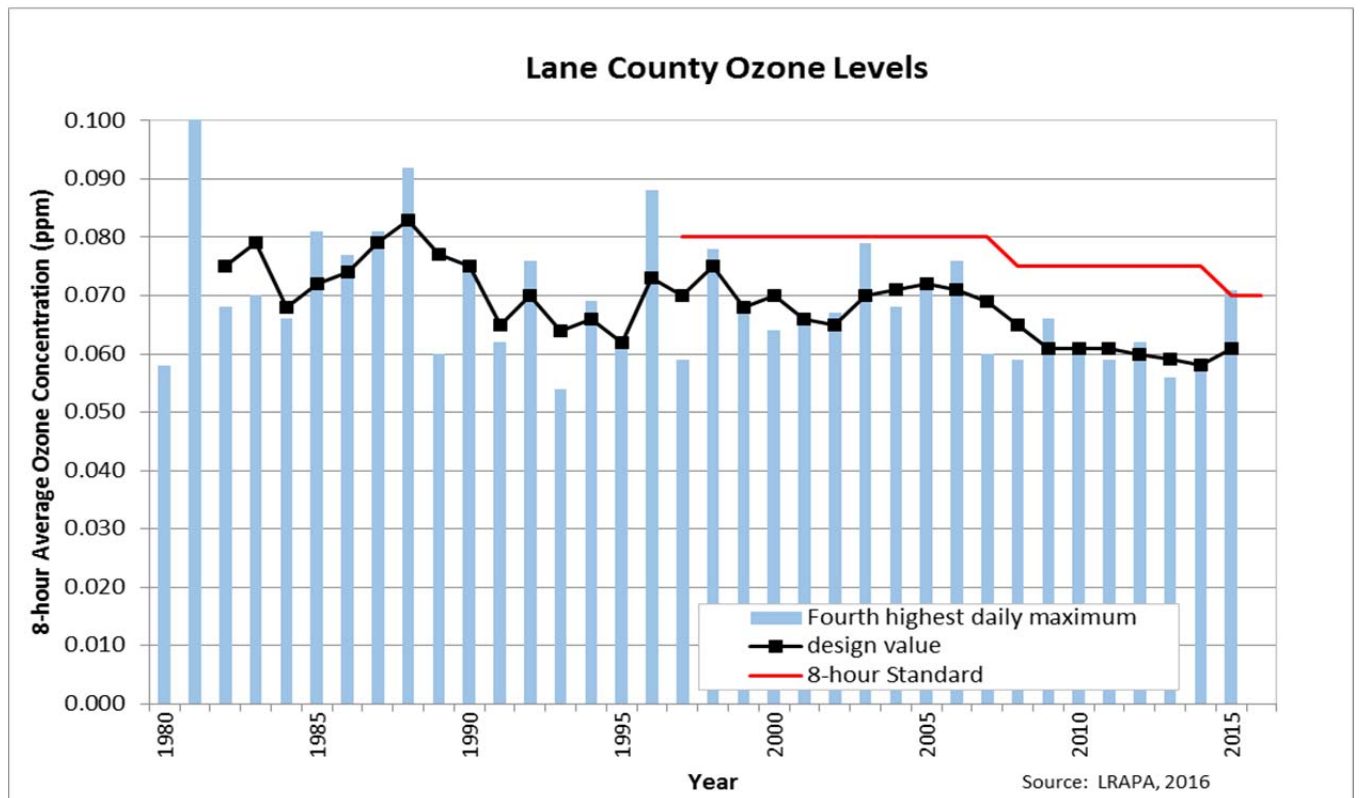


## Ozone

The Central Lane MPO area has never violated either the now-rescinded 1 hour standard or the 8 hour ozone standard. The standard is compared against the design value of the area which is calculated as the three year average of the annual fourth highest daily maximum 8-hour average ozone concentration (US-EPA, <https://www.epa.gov/criteria-air-pollutants/naaqs-table>, Nov. 2016). The standard was lowered to 0.070 ppm in 2015.

There are two ozone monitoring sites in Lane County: Amazon Park within the MPO area, and Saginaw, downwind to the southeast outside the urban area. Generally, ozone precursors are generated within the urban area and form ozone in the atmosphere while drifting southward. Thus, the Saginaw site acts as the reference against the NAAQS for the Central Lane area.

The chart below shows that, in general, the design value has been trending slowly downward over the last 11 years and remains below the new standard. However, following a period of low values that coincided generally with the last major recession, levels in 2015 jumped upward to reach 0.071 ppm, the highest recorded since 2006. Due to the three year averaging methodology, the design value remains about 13% below the standard. The cause of the 2015 increase is not known and it is possibly reflective of an anomalous year. However, this bears careful watching.

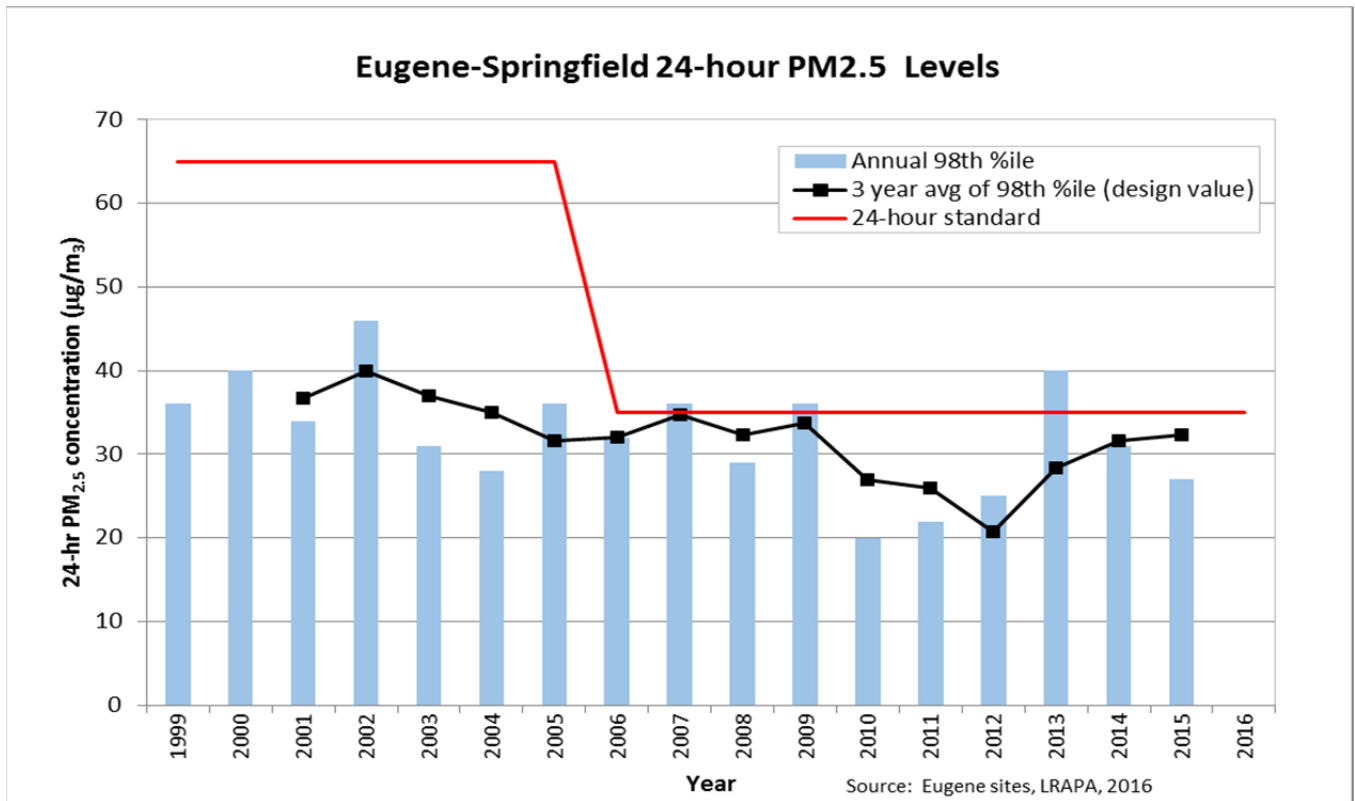




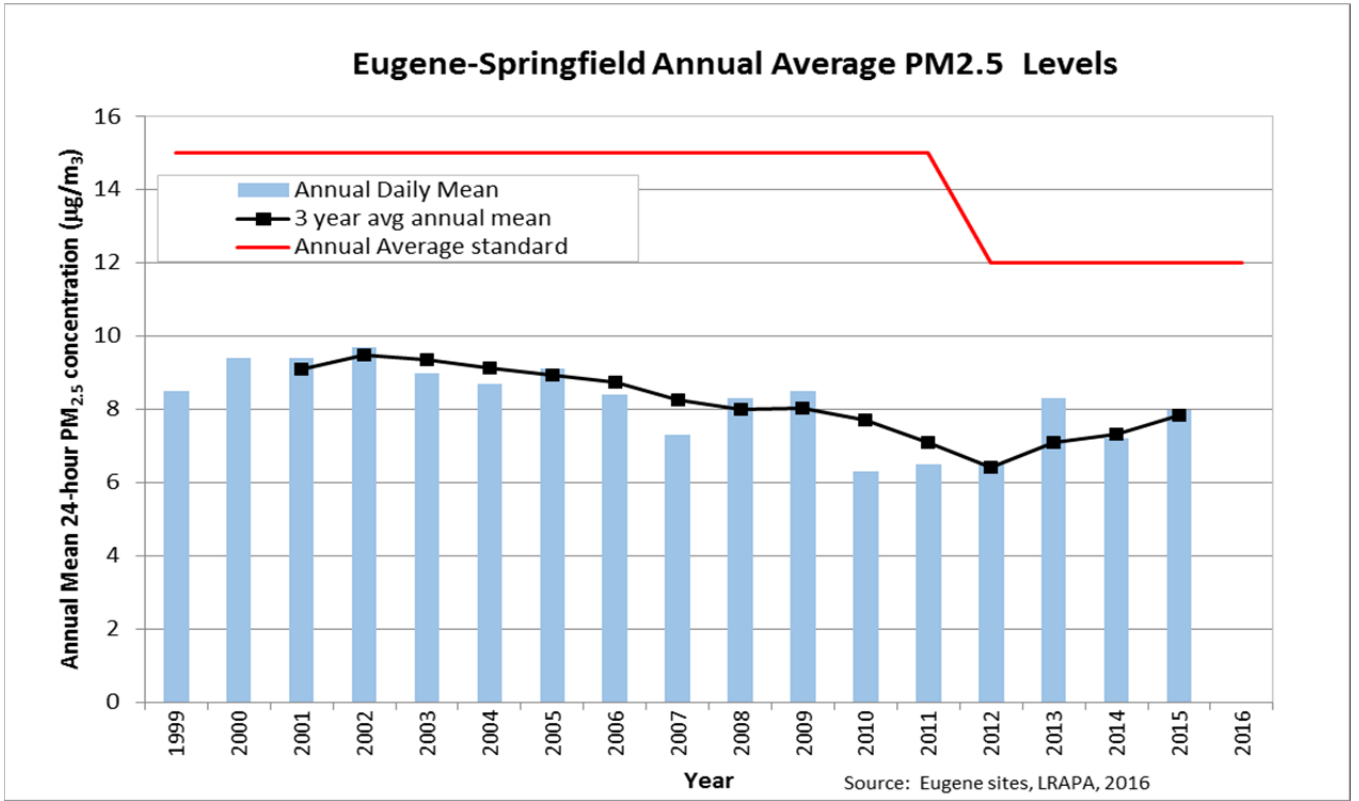
***PM<sub>2.5</sub> - Particulate Matter (2.5 microns and less)***

The Central Lane MPO area has never violated the annual PM<sub>2.5</sub> standard or the 24-hour standard. The former is compared against the three year average of the annual mean 24-hour concentration of PM<sub>2.5</sub>. The latter is compared against the three year average of the 98th percentile of 24 hour concentrations (US-EPA, <https://www.epa.gov/criteria-air-pollutants/naaqs-table>, Nov 2016). The annual and 24-hr standards have been lowered over the years, and are now at 12.0 µg/m<sup>3</sup> and 35 µg/m<sup>3</sup>, respectively.

Two PM<sub>2.5</sub> monitors are located in Eugene. The chart below shows the history of the 24-hour concentrations over time and the resultant design values compared against the standard. As with ozone, the levels dropped considerably approximately coincident with the last major recession but since then, have rebounded. The design value in 2015 was about 9% below the standard. As with ozone, this trend bears careful watching.



The annual PM<sub>2.5</sub> standard is easily met in the Central Lane MPO area, as shown in the following chart.



Appendix D  
End of CO period

APPENDIX D



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION 10

1200 Sixth Avenue, Suite 900  
Seattle, WA 98101-3140

OFFICE OF  
AIR, WASTE AND TOXICS

JUL 7 2014

Eugene-Springfield Transportation Conformity Interagency Consultation Group  
c/o Brenda Wilson, Executive Director  
Lane Council of Governments  
859 Willamette St., Suite 500  
Eugene, Oregon 97401-2910

Dear Members of the Eugene-Springfield Transportation  
Conformity Interagency Consultation Group:

The U.S. Environmental Protection Agency (EPA) is providing this letter in its consultative role to document that the transportation conformity requirements, under Clean Air Act (CAA) section 176(c), for the Eugene-Springfield carbon monoxide (CO) area ended on February 4, 2014. This date marks 20 years from the effective date of redesignation of the area to attainment for the CO National Ambient Air Quality Standard (NAAQS). See 58 FR 64161 (December 6, 1993).

Under 40 CFR 93.102(b)(4) of the EPA's regulations, transportation conformity applies to maintenance areas through the 20-year maintenance planning period, unless the maintenance plan specifies that the transportation conformity requirements apply for a longer time period. Pursuant to CAA section 176(c)(5) and as explained in the preamble of the 1993 final rule, conformity applies to transportation-related pollutants and their precursors for which an area is designated nonattainment or is subject to a maintenance plan approved under CAA section 175A for areas redesignated to attainment. The section 175A maintenance planning period is 20 years, unless the applicable implementation plan specifies a longer maintenance period, see 58 FR 62188, 62206 (November 24, 1993). The EPA further clarified this conformity provision in its January 24, 2008 final rule (73 FR 4434-5).

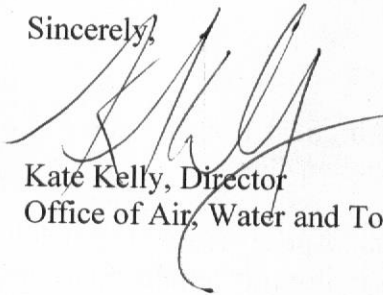
This letter documents that, because the approved maintenance plan for the Eugene-Springfield CO area did not extend the maintenance period beyond 20 years from redesignation, transportation conformity requirements for CO ceased to apply after February 4, 2014 (i.e., 20 years after the effective date of the EPA's approval of the first 10-year maintenance plan and redesignation of the area to attainment for the CO NAAQS). As a result, the Central Lane Metropolitan Planning Organization may reference this letter to indicate that the transportation conformity requirements of 40 CFR Part 93 no longer apply for the CO NAAQS. In addition, project sponsors can reference this letter to indicate that as of February 4, 2014, transportation conformity requirements also no longer apply for the CO NAAQS for FHWA/FTA projects as defined in 40 CFR 93.101. Even though the conformity obligation for CO has ended, the terms of the maintenance plan remain in effect and all measures and requirements contained in the plan must be complied with until the state submits, and the EPA approves, a revision to the state plan, see *GM Corp. v. United States*, 496 U.S. 530 (June 14, 1990). Such a State Implementation Plan revision would have to comply with the anti-backsliding requirements of CAA section 110(l), and if applicable, CAA section 193, if the intent of the revision is to remove a control measure or to reduce its stringency.

APPENDIX D

The EPA notes that there is an approved limited maintenance plan in place for the Eugene-Springfield PM<sub>10</sub> area, see 78 FR 21547 (April 11, 2013). Although regional emissions analyses are not required for PM<sub>10</sub> under the limited maintenance plan provisions in 40 CFR 93.109(e), conformity determinations for the PM<sub>10</sub> NAAQS continue to be required for transportation improvement programs, and non-exempt FHWA/FTA projects, and all other transportation conformity requirements apply, see 78 FR 21547 (April 11, 2013).

If you have questions about the transportation conformity requirements in the Eugene-Springfield area, please contact Claudia Vaupel of my staff at 206-553-6121.

Sincerely,



Kate Kelly, Director  
Office of Air, Water and Toxics

cc:

Merlyn L. Hough  
Lane Regional Air Protection Agency

David Collier  
Oregon Department of Environmental Quality

Marina Orlando  
Oregon Department of Transportation

Julian Merchant  
Federal Highway Administration

Ned Conroy  
Federal Transit Administration

David Nordberg  
Oregon Department of Environmental Quality

Susan Payne  
Central Lane Metropolitan Planning Organization

## APPENDIX E

### Notes on Project Conformity<sup>5</sup> – Localized PM<sub>10</sub> hot spot violations, 40 CFR 93.116

PM<sub>10</sub> hot-spot analyses are targeted at projects that involve a significant number of or a significant increase in diesel transit busses and diesel trucks:

[http://www.fhwa.dot.gov/environment/air\\_quality/conformity/policy\\_and\\_guidance/faqs/pm25faqs.cfm](http://www.fhwa.dot.gov/environment/air_quality/conformity/policy_and_guidance/faqs/pm25faqs.cfm)

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>6</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.

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<sup>5</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>6</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.

- (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 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.