



MTIP
2021 - 2024
Federal Fiscal Years

Adopted May 7, 2020

Central Lane Metropolitan Planning Organization

Central Lane MPO

Metropolitan Transportation Improvement Program
Federal FY 2021 through Federal FY 2024

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RESOLUTION 2020-03

**ADOPTING THE CENTRAL LANE METROPOLITAN PLANNING ORGANIZATION
FY21-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP)**

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

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

WHEREAS, the development of an MTIP that delineates the funded activities over multiple fiscal years is among the major requirements of the Metropolitan Transportation Planning Process; and

WHEREAS, the Central Lane Metropolitan Planning Organization has developed an MTIP for FFY21-24, in coordination with the Oregon Department of Transportation (ODOT); and

WHEREAS, the MTIP has been reviewed and is found to conform to all federal and state planning regulations and to reflect the priorities for regional transportation investments for FFY21-24; and

WHEREAS, the improvements included in the MTIP have been drawn from or have been determined to be wholly consistent with the MPO's long range Regional Transportation Plan; and,

WHEREAS, the improvements included in the MTIP using STBG and CMAQ funds are consistent with the project selection criteria and process identified in the MTIP; and,

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

WHEREAS, an Air Quality Conformity Determination for the MTIP is prepared and demonstrates compliance with the Clean Air Act; and,

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

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

NOW, THEREFORE, BE IT RESOLVED:


THAT, the FFY21-24 Metropolitan Transportation Improvement Program, Exhibit A, is hereby adopted;

THAT, the newly adopted FFY21-24 MTIP will be put into effect no later than the effective date of the FFY21-24 STIP.

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

ATTEST:


Christine Lundberg, Chair
Metropolitan Policy Committee


Brendalee Wilson, Executive Director
Lane Council of Governments

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What is the MTIP?

The MTIP is the Metropolitan Transportation Improvement Program for the Central Lane metropolitan area. It describes transportation improvements and projects which the area can expect between federal fiscal years (FFY) 2021 and 2024, which covers the period of time from October 1, 2020 through September 30, 2024. The MTIP describes the near-term priority projects for achieving the long-range goals of the [Regional Transportation Plan](#)¹. The document is a public information tool that can inform local policy makers, affected agencies and the general public about regional transportation investments they can expect over the next four years. The federal requirements of a Metropolitan TIP are described under [Title 23, U.S.C. Sec. 134 \(j\)](#).

The Central Lane Metropolitan Planning Organization (MPO) is a transportation planning entity that is funded by federal legislation and required in all metropolitan areas of 50,000 people or more. MPOs are responsible for administering a portion of the transportation funding provided for in the Fixing America's Surface Transportation (FAST) Act of 2015. The MPO is governed by the Metropolitan Policy Committee (MPC), made up of representatives from the Cities of Coburg, Eugene and Springfield, as well as Lane County, Lane Transit District, and ODOT. A map of the Central Lane MPO boundaries can be found in Appendix A.

The Statewide Transportation Improvement Program (STIP) is prepared by the Oregon Department of Transportation (ODOT) and describes transportation investments expected statewide between FFY 2021 and 2024. The STIP includes the projects listed in the MPOs' MTIPs. When changes are made to projects, the MTIP and the STIP are amended simultaneously to ensure consistency.

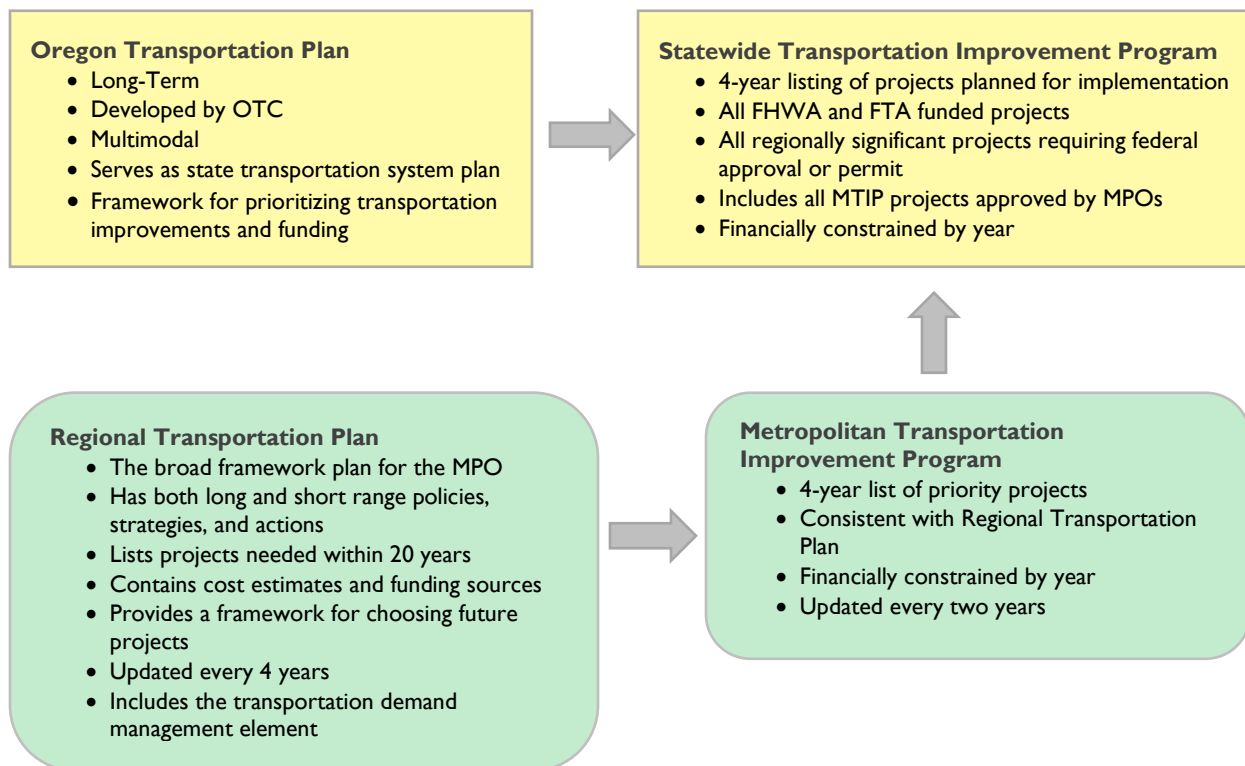
The TIP also serves as a vehicle for supporting certain performance targets and includes documentation of how the projects are directly linked to federal performance measures and other performance-based plans.

¹ <http://thempo.org/564/Regional-Transportation-Planning>

INTRODUCTION

The MTIP serves as the implementation arm of the MPO’s long-range Regional Transportation Plan (RTP). The MTIP contains a list of specific, short-term prioritized transportation projects in the Central Lane metropolitan area surrounding Eugene and Springfield that are scheduled to utilize federal funding during FFY 2021-2024. The MTIP includes projects that receive federal funds, are subject to a federally required action, or are regionally significant. Apart from some improvements to Eugene’s airport and rail lines, all regionally significant transportation projects and federally funded capital projects that are scheduled to be started within the next four years are part of the MTIP. This means that many- but not all- transit, highway, local roadway, bicycle and pedestrian investments in upcoming projects in the region are included in the MTIP.

The MTIP sets forth the MPO’s investment priorities for transit and transit-related improvements, highways and roadways, bicycle and pedestrian, and other surface transportation improvements, transportation planning and programs or capital purchases. Only those projects listed in the MTIP will be included in the Statewide Transportation Improvement Program (STIP) to be eligible for state and federal funding. As a result, the MTIP provides an opportunity to ensure that the transportation investments that the region is making are consistent with its vision and priorities for the regional transportation system. The following diagram outlines the interconnectivity of the MTIP and STIP:



In the Central Lane MPO, the Transportation Planning Committee (TPC), as the standing committee for air quality under the Oregon Conformity Rulings, has determined regionally significant projects to be:

A transportation project, other than an exempt project (see [40 CFR Section 93.126](#)), that is on a facility which serves regional transportation needs, such as access to and from the area outside the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves, and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum:

- All fixed guideway transit facilities that offer an alternative to regional highway travel;
- Projects on facilities classified as arterial level and above;
- Projects on multi-lane facilities that impact speed and/or capacity; and
- Construction of new roadways classified as arterial level and above.

How does the MTIP reflect the region's priorities?

Only projects included in or fully consistent with the RTP may be programmed into the MTIP. The MTIP derives all its projects either directly from the RTP or indirectly from the goals and policies within it. The RTP is the long range policy and planning document while the MTIP is the short range implementing document that enables those planned projects to begin work. Specifically, the MTIP lists those projects from the RTP that have committed or reasonably available funding and intend to begin a phase of work during the four years of the MTIP.

In adherence to the CLMPO Public Participation Plan (PPP), significant public outreach is conducted prior to the adoption of the MTIP in order to ensure that the projects contained within it reflect the region's priorities. The draft MTIP is reviewed by the staff advisory Transportation Planning Committee (TPC) which approves releasing the draft document for a 30-day public review and comment period, during which time the draft is available on the MPO's website (thempo.org), distributed to an interested parties list, and advertised through lanevoices.org, an online venue for sharing information, discussion and providing comments. A public hearing is held during the public comment period at a meeting of the Metropolitan Policy Committee (MPC). A final draft version of the document incorporating any revisions resulting from the public outreach and committee review processes, is recommended by TPC for approval by the Policy Board, after which the MTIP is considered and adopted by MPC.

Due to precautions related to the COVID-19 virus, some of these public meetings took place virtually in order to adhere to the mandates of the Governor and other authorities to maintain adequate physical distance between individuals. The April MPC (including the public hearing), April TPC, and May MPC were each held virtually utilizing either Zoom or Go2Meeting technology.

The public involvement process for the MTIP also satisfies the Federal Transit Administration (FTA) Program of Projects (POP) review for federally funded MTIP transit projects. The public notice of public involvement activities and time established for public review and comments on

the MTIP development process will also note that the public process is satisfying the FTA's Program of Projects requirements (*23 CFR 450.326(b)*).

How are projects listed in the MTIP?

There are several different ways that projects are added to the MTIP, including the following:

- For federal projects over which the Central Lane MPO has discretionary funding authority the MPO solicits its local partner agencies for projects to be included in the MTIP. The MPO has established funding targets for different types of projects (e.g. Transportation Options/Transportation Demand Management activities, planning activities, and Project Development, Preservation, and Modernization (PPM) activities across all transportation modes within the MPO) and allocates funding based upon these targets. For PPM activities, the MPO uses evaluation criteria based upon regional priorities to select projects for programming in the MTIP. The evaluation criteria include the project's impact in preserving existing transportation assets, preserving or enhancing transit services, improving safety, or reducing greenhouse gas emissions (see Appendix C). The MPO receives, on average, approximately \$7 million per year in discretionary federal funds that are allocated through this process. Priorities for the use of these funds are generally established before or during development of the MTIP. Additional details on the process of programming CLMPO's discretionary federal funds are provided in Appendix B.
- Locally funded projects are drawn from the Capital Improvement Programs of Eugene, Springfield, Coburg, Lane County, Lane Transit District (LTD), and ODOT.
- LTD submits projects to be funded with Federal Transit Agency (FTA) funds. LTD has been designated as a direct recipient of a number of different federal funds, permitting LTD to manage their allocation and expenditure, subject to the program rules.
- ODOT submits projects to be implemented within the four-year time frame of the MTIP. The State uses its federal funds as well as state funds for transportation projects within the MPO area. Some are used on the state highway system; others are grants awarded for specific projects subject to the originating source program's rules.

Terminology

- The MTIP project list is grouped by agency sponsoring the project. The project name, project description, unique Key Number (as assigned by ODOT), project phase(s), and funding source(s) are shown for each project.
- The MTIP must be financially constrained by year, meaning that the amount of dollars programmed (committed) must not exceed the amount of dollars known or reasonably expected to be made available. All projects must have identified and committed funding or, if not programmed to start within two years, reasonably certain funding within the MTIP period. The MTIP includes a financial summary that demonstrates financial

constraint, in other words, demonstrates that sufficient financial capacity exists for programmed projects to be implemented.

- The MTIP will also be accompanied by an air quality conformity determination (AQCD). An AQCD ensures that the implementation of the MTIP will not cause or contribute to local air quality violations. Though the community is concerned about transportation's impact on greenhouse gas emissions, an analysis of greenhouse gas emissions is not completed under the AQCD. The MPO has separately completed a greenhouse gas inventory for the region and is focusing on strategies to reduce transportation's impact on greenhouse gas emissions.
- Transportation projects within the MPO area are funded through a variety of different funding sources, including federal funds, but also including local and state funds. The different funding sources are detailed in the MTIP document. Many federal funding programs require that a local government provide a match to the federal funds. The match requirements can vary depending on the source of funds. Local governments also have Capital Improvement Programs and operations budgets which fund transportation improvements and operations, which are listed as either match or other fund sources on the MTIP list. These funds are obtained from bonds, system development charges, and other sources of local revenue. While local funds must be used for matching federal funds, they are also expended for local operations and improvements which are not included in the MTIP.
- A transportation project generally has multiple stages or phases which are funded. The following provides a brief description of the types of activities included under these phases:
 - Planning (PL): Some projects are studies that examine various aspects of travel behavior, choice of transportation mode, land use interactions, etc. These projects may not directly lead to construction.
 - Preliminary design (PE): engineers investigate the range of design alternatives and specific elements that are to be included in the project through basic engineering work, data collection, and environmental analyses; this phase may include public outreach and input.
 - Right of Way (RW): potential right-of-way needs are identified; right-of-way issues are resolved through property and easement acquisition, owner relocation or owner compensation.
 - Utility Relocation (UR): utilities are relocated, as needed, to accommodate construction.
 - Construction (CN): construction work is accomplished. It does not start until the project bid has been advertised, a bid opening occurs, and a contract is awarded. Bonds, insurance and subcontractor compliance requirements must be met.
 - Other (OT): includes other types of projects/phases which do not fit into those phases described above. Transit investments often fall into this category.

By adopting the MTIP, the MPC has selected the projects identified in Table 1, Programmed Projects by Agency and Year, for implementation and funding as scheduled. If additional funds become available or if a project experiences an unexpected delay, MPC may select other projects to take advantage of the funds or to replace a delayed project through the appropriate amendment process.

DEVELOPMENT AND MODIFICATION OF THE MTIP

The draft Central Lane MTIP was developed by the Transportation Planning Committee (TPC), the regional staff group which is responsible for most of the technical details of the transportation planning process. The TPC assembled the MTIP from the adopted CIPs, the draft STIP, and other capital planning documents and input from the participating agencies, as well as from the overlapping year of the previous MTIP.

TPC recommends the MTIP to the MPC for review and adoption. As the MPO policy body, MPC, which is composed of elected or appointed officials from Eugene, Springfield, Lane County, Lane Transit District, Coburg and ODOT, conducts a public hearing and adopts the MTIP. The MPO's Public Participation Plan (PPP) specifies public outreach and involvement activities associated with adoption and amendment of the MTIP. TPC and MPC membership is shown in Appendix D.

Because project schedules and costs as well as the financial constraints of the MTIP may change during the course of the fiscal year, the MTIP may be modified after it has been adopted. Some changes may be considered administrative modifications, while others require approval of the MPC.

Objectives of the process for developing and amending the MTIP include:

- Ensure that federal requirements are properly met for use of available federal funds, including the requirement that projects using federal funds are included in the MTIP and that the projects are consistent with the financially constrained element of the Regional Transportation Plan (RTP);
- Ensure regional consideration of proposed amendments having an impact on the priority for use of limited available resources or having an effect on other parts of the transportation system, other modes of transportation or other jurisdictions;
- Ensure that the responsibilities for project management and cost control remain with the jurisdiction sponsoring the project;
- Authorize routine amendments to the MTIP to proceed expeditiously to avoid unnecessary delays and committee activity;
- Provide for dealing with emergency situations; and
- Ensure projects are progressing to fully obligate annual funding in order to avoid a lapse of funds.

FHWA and FTA have established conditions for amending an adopted TIP. Although these conditions are currently under review and will possibly be adjusted during the period covered by this MTIP, the current conditions for amending are:

1. Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized
2. Major change in project scope. Major scope change includes:
 - Change in project termini - greater than .25 mile in any direction
 - Changes to the approved environmental footprint
 - Impacts to AQ conformity
 - Adding capacity per FHWA Standards
 - Adding or deleting work type
3. Changes in Fiscal Constraint by the following criteria:
 - FHWA project cost increase/decrease:
 - Projects under \$500K – increase/decrease over 50%
 - Projects \$500K to \$1M – increase/decrease over 30%
 - Projects \$1M and over – increase/decrease over 20%
 - All FTA project changes – increase/decrease over 30%
4. Adding an emergency relief permanent repair project that involves substantial change in function and location.

Other changes to an adopted TIP, described by FHWA and FTA as “administrative/technical adjustments,” may be made via a more expedited process. These include:

Advancing or Slipping an approved project/phase within the current TIP (If slipping outside current TIP, see FHWA/FTA amendments #2)

Adding or deleting any phase (except CN) of an approved project below FHWA/FTA amendments #3

Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.

Splitting a new project out of an approved program-specific pool of funds (but not reserves for future projects) or adding funds to an existing project from a bucket or reserve if the project was selected through a specific process (i.e. ARTS, Local Bridge...)

Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.

Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see FHWA/FTA amendments #2)

Adding a temporary emergency repair and relief project that does not involve substantial change in function and location.

The MTIP may be modified by the MPC. TPC may make specific changes determined to be administrative in nature. All administrative amendments approved by TPC are forwarded to MPC for information purposes. MPC may request further review of administrative amendments.

These include:

1. Additions or deletions of projects which do not involve any funding decision or funding transfer on the part of the MPO (for example, projects which are already fully funded via local, state or federal processes and are required to be included in the MTIP) and which do not affect the financial constraint or air quality conformity of the MTIP;
2. Cost revisions to reflect funding decisions at the local, state or federal level which do not involve any further funding decision on the part of the MPO and which do not affect the financial constraint or air quality conformity of the MTIP;
3. Deletions of local projects which are provided for information purposes;
4. Moving projects from one year to another year in the MTIP period if they do not trigger the need for an air quality conformity determination;
5. Change in project scope, where no funding decision or funding transfer by the MPO is involved, and which does not affect the air quality conformity of the MTIP;
6. Combining or separating projects (for contracting efficiency or other purposes) in the adopted MTIP where the project scope is unchanged and the total project cost is unchanged or involves a minor cost revision;
7. Moving funding from one project phase to another within the same project where no funding decision or funding transfer by the MPO is involved;
8. Other minor cost revisions that do not affect financial constraint of the MTIP or the MTIP's air quality conformity;
9. Emergency additions where an imminent public safety hazard is involved; and
10. Recommendation for Project or Program Authority Retraction
 - a. Agencies that have not completed a project prospectus or contract with the ODOT local programming unit, have not obligated project authority or have not received approval of an amendment to reprogram fund authority by the end of the federal fiscal year in which their project was programmed for funding are subject to potential retraction of fund authority. These agencies will be notified by the MPO of this status when it occurs and will have 60 days from the date of the notification documentation

to complete the prospectus, contract, obligation or amendment prior to consideration by TPC of a recommendation to MPC for an amendment to retract the funding authority for the project or program.

- b. Unspent or un-obligated MPO flexible funding authority following final voucher closing of a project (or other action such as a project funding amendment) reverts back for redistribution through the regional project prioritization process.

Minor corrections to make the MTIP consistent with naming conventions or a jurisdiction's project description language, or to fix typographical errors or missing data, may be made by MPO staff.

PERFORMANCE BASED PLANNING AND PROGRAMMING

Performance measures, in transportation are data about the use, condition, and impact of the transportation system reported for illustrative purposes to demonstrate progress made toward established targets. Federal law requires that TIPs be designed such that once implemented, progress is made toward achieving the performance targets that are identified in the RTP. The TIP must demonstrate how the projects support those targets.

With the passage of MAP-21 (Moving Ahead for Progress in the 21st Century) in 2012, the US DOT signaled a change in how surface transportation planning and programming would be conducted in the future. In an effort toward more transparency and increased accountability, MAP-21 required DOTs and MPOs to use an outcomes and performance- based planning paradigm when developing long-range plans and programming projects for funding in the TIP/STIP (see 23 CFR 450.306 (d), 23 CFR 450.324 (g) (3-4) and 23 CFR 450.326 (c-d)). FAST (Fixing America's Surface Transportation) Act (2015) continued these requirements. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have provided final rules on the targets to be used to show progress toward meeting the national goals. The national goals are:

- Safety – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads;
- Infrastructure condition – To maintain the highway infrastructure asset system in a state of good repair;
- Congestion reduction – To achieve a significant reduction in congestion on the National Highway System (NHS);
- System reliability – To improve the efficiency of the surface transportation system;
- Freight movement and economic vitality – To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development;

- Environmental sustainability – To enhance the performance of the transportation system while protecting and enhancing the natural environment; and
- Reduced project delivery delays – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process including reducing regulatory burdens and improving agencies’ work practices.

In addition to the federally-required measures, the RTP includes a number of indicators that track progress of transportation conditions and issues that relate to the goals and objectives of the RTP. This chapter of the RTP provides both an overview of the national and RTP goals, the national performance measures and associated targets, and the regional indicators.

Starting in 2012, FHWA and FTA were responsible for developing the performance measures for the national goals. This was a complex undertaking involving significant outreach and involvement with DOTs, MPOs, transit districts, advocacy groups, and the public. As of May 2018, performance measures have been established for all but one of the national goal categories. The categories for the performance measures are:

- Roadway Safety
- Pavement and Bridge Condition on the NHS
- Performance of the NHS
- Transit Asset Management
- Congestion Mitigation and Air Quality (CMAQ)

Roadway Safety and Transit Asset Management measures require targets to be established each year. Targets for the remaining performance measures are set on a four-year cycle, occurring the year before the scheduled adoption of the RTP.

MPOs can either set a numeric target for each of the performance measures, or they can support the statewide target set by ODOT. MPOs are required to report the progress of these targets every four years. There are no penalties for an MPO that fails to achieve its targets.

ODOT and the MPOs within Oregon coordinated and collaborated in setting the statewide performance measure targets. Documentation of the target setting process is available [online](#). If the MPO elects to establish MPO specific targets for any federally required performance measure, it is established in coordination and collaboration with ODOT to ensure consistency.

The CLMPO Policy Board has in each case elected to support the statewide performance targets. The investment priorities of the 2021-2024 MTIP fulfill the intent of performance-based planning and programming. The supported targets are provided below and are current as of March 2020, although these targets may change throughout the life of this 2021-2024 MTIP.

TABLE 1: STATEWIDE PERFORMANCE TARGETS

	Statewide Target
Roadway Safety	
Serious Injuries per (100 million) vehicle miles traveled	3.78
Fatalities per (100 million) vehicle mile traveled	0.73
Number of Serious Injuries (5yr)	1,274
Number of Fatalities (5yr)	306
Number of Serious Injuries and Fatalities for non-motorized users (5yr)	200
Pavement and Bridge Condition on the NHS	
Percent of Interstate System Pavements in Good Condition	35%
Percent of Interstate System Pavements in Poor Condition	0.50%
Percent of Non-Interstate NHS Pavements in Good Condition (2-year)	50%
Percent of Non-Interstate NHS Pavements in Good Condition (4-year)	50%
Percent of Non-Interstate NHS Pavements in Poor Condition (2-year)	10%
Percent of Non-Interstate NHS Pavements in Poor Condition (4-year)	10%
Percent of NHS Bridges in Good Condition	10%
Percent of NHS Bridges in Poor Condition	3%
Performance of the NHS	
Percent of reliable person-miles on Interstate	78%
Percent of reliable person-miles on Non-Interstate NHS	78%
Truck Travel Time Reliability index measure on Interstate	1.45
Transit Asset Management	
Percent of vehicles that exceed useful life benchmark	See Table 2
Percent of facilities scoring less than 3 on the TERM scale	See Table 2
CMAQ Performance Measures	
Total Daily PM10 Emissions Reductions (2-year)	363 kg
Total Daily PM10 Emissions Reductions (4-year)	726.4 kg
Percent of non-SOV travel (2-year)	33.10%
Percent of non-SOV travel (4-year)	33.50%
Annual hours of Peak Hour Excessive Delay per capita	23.96

TABLE 2: TRANSIT ASSET MANAGEMENT MEASURES

	Statewide Target
Transit Asset Management Measures (Asset Type)	
Vehicles - Automobiles	25%
Vehicles - Truck and other Rubber Tire Vehicles	45%
Vehicles - Bus	25%
Vehicles - Cutaway	40%
Vehicles - Van	41%
Vehicles - Minivan	41%
Vehicles - SUV	23%
Vehicles - Automobile	63%
Facilities - Passenger / Parking Facilities	0%
Facilities - Administrative / Maintenance Facilities	3%

The projects included in the MTIP contribute to achieving these performance targets. Many are added to the MTIP directly from the adopted RTP, designed also towards achievement of these performance targets. Projects not added directly from the RTP are required at project solicitation to demonstrate through the funding application that the project is consistent with the goals, objectives, and policies thereof, and identify specifically those performance targets the project supports. The project list includes a code linking projects to performance measure categories.

The funding priorities included in this MTIP support the performance measures consistently with other performance-based planning documents including the Oregon Transportation Safety Performance Plan, Highway Safety Improvement Program (HSIP, see project list for specific projects), the CMAQ Performance Plan (see project list for specific projects), the Oregon Group Transit Asset Management (TAM) Plan, and the MPO's Congestion Management Process (CMP).

PROJECT LIST

In accordance with [23 CFR 450.326\(g\)](#), the project list presents the program of projects scheduled for federal funding obligation within the federal fiscal years covered by this MTIP. Projects are listed by agency and by STIP Key Number. Projects in this table are consistent with Regional Transportation Plan policy and include local projects that implement the RTP. The project list also indicates if the project is outside the air quality maintenance area, whether projects are exempt from carrying out project conformity (see Appendix E), or whether projects may be required to undertake hot spot analysis.

There are no transportation control measures (TCMs) specified for this area (23 CFR 450.326(g)(5)).

This area does not have Americans with Disabilities Act required paratransit and key stations plans (23 CFR 450.326(g)(7)).

Description of Project Listings

Individual projects vary enough that their descriptions are necessarily general. For street projects, all are assumed to be urban cross-section with curb, gutter, underground drainage, and sidewalks, unless otherwise noted. When provisions for bicycles are anticipated, they are specifically mentioned.

Project name prepared based on ODOT conventions, and is the name by which the project is known in the STIP as well as in the MTIP.

Project description the description provided by the project sponsor; due to STIP constraints, this description may be abbreviated when included in the STIP.

Work Type a description of the type of work the project entails, categorized to conform with STIP groupings.

A	ADA Compliance	PL	Planning
BP	Bicycle and/or Pedestrian	PR	Pavement Preservation
BR	Bridge	S	Safety
CM	Congestion Mitigation/Air Quality	T	Transit
M	Modernization	TC	Transit Capital
O	Operations	TD	Transportation Demand Management

Performance Measure to help satisfy the federal requirement to link investment priorities to performance targets, where projects directly support the federal performance targets, a code is shown in this box. The code refers to the supported performance measure category (or categories) and may support multiple specific targets within that category.

S	Roadway Safety
P	Pavement and Bridge Condition on the NHS
N	Performance of the NHS
T	Transit Asset Management
C	Congestion Mitigation and Air Quality

RTP project number an indication of the consistency of the project with the long-range plan. A project number indicates that the project was specifically identified in the 2040 RTP as adopted on May 4, 2017, and corresponds to its RTP project number. For projects not specifically identified in the RTP, an RTP policy, goal and/or objective is indicated to demonstrate consistency with the plan.

Air Quality Status whether a project has conformity exempt status (based on Federal rules as described in 40 CFR Section 93.126) or indicates that a project review at the appropriate phase will determine if a project level conformity and hot-spot analysis are required.

Key Number the project number assigned by ODOT by which the project is referenced in the STIP. Projects which extend over several years (for example, ongoing transportation options programs or transit capital maintenance) may have a different key number for each fiscal year.

Fiscal Year the federal fiscal year (October 1 – September 30) in which the federal funds for the indicated project phase are expected to obligate through a contractual or intergovernmental agreement.

Phase the type of work undertaken in the year indicated. Work that does not fit within the phase categories listed below, are categorized as Other (OT) which often includes transit projects, capital purchases, and studies.

- Planning (PL)
- Preliminary Engineering & Design (PE)
- Right of Way acquisition (RW)
- Utility Relocation (UR)
- Construction (CN)

Federal Cost and Source the amount of federal funding that is programmed for each phase, and the federal fund source. Federal fund source is reflected in the project list as abbreviated terms and federal fund code (e.g. CMAQ Z400 for Congestion Mitigation and Air Quality). Some projects identify ACPO (advance construct) as the federal fund source. Although ACPO are technically state funds, they serve as a temporary stand-in for federal funds prior to obligation to allow for flexibility within the STIP. For more on ACPO see *Demonstration of Financial Constraint*.

Federal Required Match Cost and Source the amount of local money that must be programmed in order to match the federal funding. Different funding sources may require different levels of match.

Other Cost and Source non-federal funds that are programmed for the project phase in excess of the federal match requirement.

Total All Sources the total estimated cost of the project phase.

Eugene, Springfield, and Lane County have remonstrance clauses in their charters that may allow property owners to object to assessments on some types of street projects. Thus, anticipated assessments on some projects may not materialize.

Note on Non-federally Funded Projects

Since the Eugene-Springfield area is classified as a maintenance area for PM₁₀ emissions, all regionally significant projects regardless of funding source must be included for informational and air quality conformity purposes. Each metropolitan area has the option of including other projects in the MTIP. For purposes of providing comprehensive information on transportation improvements programmed for the Central Lane area, the project list may include some of the more major non-federal transportation projects within the MPO.

FTA Section 5307 Program of Projects FFY 21-24

Following the Project List is the listing of FTA Section 5307 projects for FFY21-24. This reflects how LTD is investing their FTA Section 5307 formula funds for the duration of this MTIP period. The public involvement process for the MTIP also satisfies the Federal Transit Administration (FTA) Program of Projects (POP) review for federally funded MTIP transit projects. The public notice of public involvement activities and time established for public review and comments on the MTIP development process will also note that the public process is satisfying the FTA's Program of Projects requirements. (23 CFR 450.326(b))

2021 – 2024 MTIP Project List (1 of 4)

	Project Name	MTIP ID #	Project Description	Work Type	Perf. Meas.	RTP Project Number / Ref.	Air Quality Status	STIP Key	FFY	Phase	Federal Funding		Federal Req. Match		Total Fed+ Req Match		Other Funding		Total All Sources
											\$	Source	\$	Source	\$	Source	\$	Source	
Central Lane MPO	Central Lane MPO planning (SFY)	1	Central Lane MPO planning funds by Federal fiscal year. Projects will be selected in the future through the MPO process.	PL	--	RTP Goal #1, #2	EXEMPT / Other-Planning and Technical Studies	20606	2021	PL	\$496,531.88	PL Z450	\$56,830.30	ODOT	\$553,362.18		\$553,362.18		\$553,362.18
								20606	2021	PL	\$161,079.62	5303 Z77D	\$18,436.28	LTD	\$179,515.90		\$179,515.90		\$179,515.90
								20606	2021	PL	\$620,000.00	STBG Z230	\$70,961.77	LCOG	\$690,961.77		\$690,961.77		\$690,961.77
								21843	2022	PL	\$565,697.00	PL Z450	\$64,747.00	ODOT	\$630,444.00		\$630,444.00		\$630,444.00
								21843	2022	PL	\$163,290.00	5303 Z77D	\$18,689.28	LTD	\$181,979.28		\$181,979.28		\$181,979.28
								21853	2023	PL	\$565,603.18	PL Z450	\$64,735.82	ODOT	\$630,339.00		\$630,339.00		\$630,339.00
								21853	2023	PL	\$166,551.00	5303 Z77D	\$19,062.51	LTD	\$185,613.51		\$185,613.51		\$185,613.51
								21864	2024	PL	\$565,509.87	PL Z450	\$64,725.13	ODOT	\$630,235.00		\$630,235.00		\$630,235.00
								21864	2024	PL	\$169,812.00	5303 Z77D	\$19,435.75	LTD	\$189,247.75		\$189,247.75		\$189,247.75
											TOTAL				\$3,474,074.55		\$397,623.84		\$3,871,698.39
STBG-Urban allocation	2		Surface Transportation Block Grant Program-Urban (STBG-U) funding for the Eugene TMA to use on projects to be determined through their project selection process.	--	--	--	--	TBD	2022	OT	\$3,661,831.00	STBG Z230	\$419,112.94	TBD	\$4,080,943.94		\$4,080,943.94		
								TBD	2023	OT	\$4,273,632.00	STBG Z230	\$489,136.31	TBD	\$4,762,768.31		\$4,762,768.31		
								TBD	2024	OT	\$4,387,892.00	STBG Z230	\$502,213.88	TBD	\$4,890,105.88		\$4,890,105.88		
											TOTAL		\$12,323,355.00		\$1,410,463.13		\$13,733,818.13	\$0.00	
CMAQ allocation	4		Congestion Mitigation and Air Quality improvements program (CMAQ) funding, projects to be determined through CLMPO project selection process.	--	--	--	--	TBD	2022	OT	\$1,802,748.00	CMAQ Z400	\$206,332.58	TBD	\$2,009,080.58		\$2,009,080.58		
								TBD	2023	OT	\$1,862,530.00	CMAQ Z400	\$213,174.89	TBD	\$2,075,704.89		\$2,075,704.89		
								TBD	2024	OT	\$1,904,452.00	CMAQ Z400	\$217,973.05	TBD	\$2,122,425.05		\$2,122,425.05		
											TOTAL		\$5,569,730.00		\$637,480.52		\$6,207,210.52	\$0.00	
Household travel and activity survey	5		Central Lane MPO's participation in the statewide household travel and activity survey to inform travel analysis and model development	PL	--	RTP Goal #2; RTP Objective #2, #3, #11; TDM Policy #1	EXEMPT / Other-Planning and Technical Studies	21384	2021	PL	\$500,000.00	ACP0	\$57,227.23	LCOG	\$557,227.23		\$557,227.23		
											TOTAL		\$500,000.00		\$57,227.23		\$557,227.23	\$0.00	
Coburg	Coburg Loop- N. Coburg Industrial Way	6	Construct shared-use path along west side of N Coburg Industrial Way from Sarah Lane Connector to Wetland Park	BP	S, C	1005	Outside PM10 air quality maintenance area	21327	2019	PE	\$179,460.00	ACP0	\$20,540.00	Coburg	\$200,000.00		\$200,000.00		
								21327	2021	CN	\$448,539.63	STBG Z230	\$51,337.37	Coburg	\$499,877.00		\$499,877.00		
											TOTAL		\$627,999.63		\$71,877.37		\$699,877.00	\$0.00	
W Van Duyn Street (Coburg)	7		Construct sidewalk on south side of W Van Duyn Street between Coburg Bottom Loop Road and Water Street.	BP	S, C	TSI System-wide Policy #2, #4; TSI Pedestrian Policy #1, #2	Outside PM10 air quality maintenance area	21376	2020	PE	\$4,000.00	TA Z301	\$457.82	Coburg	\$4,457.82		\$4,457.82		
								21376	2021	CN	\$36,000.00	TA Z301	\$4,120.36	Coburg	\$40,120.36		\$40,120.36		
											TOTAL		\$40,000.00		\$4,578.18		\$44,578.18	\$0.00	
Springfield	S. 28th Street dust mitigation (Springfield)	41	Repave the road to create a smoother driving surface and extend its useful life.	CM	C	RTP Objective #4, #7; TSI Roadway Policy #1; Finance Policy #2	EXEMPT / Pavement resurfacing and/or rehabilitation; Safety - shoulder improvements	21174	2019	PE	\$170,000.00	CMAQ Z400	\$19,457.26	Springfield	\$189,457.26	\$145,542.74	Springfield	\$335,000.00	
								21174	2020	RW	\$261,000.00	CMAQ Z400	\$29,872.76	Springfield	\$290,872.76		\$290,872.76		
								21174	2020	UR	\$0.00		\$0.00		\$0.00	\$308,436.38	Springfield	\$308,436.38	
								21174	2021	CN	\$880,000.00	CMAQ Z401	\$100,719.98	Springfield	\$980,719.98		\$980,719.98		
											TOTAL		\$1,311,000.00		\$150,050.00		\$1,461,050.00	\$453,979.12	
	Mill Street: A Street to Centennial Boulevard (Springfield)	42		Repave roadway to create a smoother driving surface and make ADA upgrades.	M	--	RTP Objective #4, #7; TSI Roadway Policy #1; Finance Policy #2	EXEMPT / Safety - Pavement resurfacing and/or rehabilitation	21393	2020	PL	\$142,670.00	ACP0	\$16,329.22	Springfield	\$158,999.22		\$158,999.22	
									21393	2020	PE	\$570,682.00	ACP0	\$65,317.10	Springfield	\$635,999.10		\$635,999.10	
									21393	2020	PE	\$840,215.57	ACP0	\$96,166.43	Springfield	\$936,382.00		\$936,382.00	
									21393	2022	RW	\$89,730.00	STBG Z230	\$10,270.00	Springfield	\$100,000.00		\$100,000.00	
									21393	2022	CN	\$1,951,648.00	STBG Z230	\$223,374.83	Springfield	\$2,175,022.83	\$5,094,596.85	Springfield	\$7,269,619.68
			TOTAL		\$3,594,945.57		\$411,457.58		\$4,006,403.15	\$5,094,596.85		\$9,101,000.00							
Safe Routes to School crossing improvements (Springfield)	43		Design and construction of crossing improvements at Jasper Road at Dondea St to improve pedestrian safety.	S	S	RTP Objective #1; TSI Roadway Policy #1, #2	EXEMPT / Safety - projects that correct, improve or eliminate hazards	21396	2020	PE	\$22,433.00	STBG Z230	\$2,567.56	Springfield	\$25,000.56		\$25,000.56		
								21396	2021	CN	\$89,730.00	STBG Z230	\$10,270.00	Springfield	\$100,000.00		\$100,000.00		
											TOTAL		\$112,163.00		\$12,837.56		\$125,000.56	\$0.00	
City of Springfield signal enhancements (local roads)	44		Install signal enhancements to various traffic signals to increase traffic flow.	O	S	RTP Objective #1: TSI Roadway Policy #1, #2	EXEMPT / Safety -HSIP	21447	2020	PE	\$119,886.00	ACP0	\$10,114.00	Springfield	\$130,000.00		\$130,000.00		
								21447	2021	RW	\$9,222.00	HSIP ZS30	\$778.00	Springfield	\$10,000.00		\$10,000.00		
								21447	2021	CN	\$1,745,816.82	HSIP ZS30	\$147,283.18	Springfield	\$1,893,100.00		\$1,893,100.00		
											TOTAL		\$1,874,924.82		\$158,175.18		\$2,033,100.00	\$0.00	
S. 42nd Street at Daisy Street (Springfield)	45		Build a roundabout to improve safety and increase traffic flow.	O	S	RTP Objective #1; TSI Roadway Policy #1, #2	EXEMPT / Safety - projects that correct, improve or eliminate hazards	21524	2020	PE	\$152,541.00	STBG Z230	\$17,459.00	Springfield	\$170,000.00		\$170,000.00		
								21524	2020	RW	\$89,730.00	STBG Z230	\$10,270.00	Springfield	\$100,000.00		\$100,000.00		
								21524	2020	UR	\$44,865.00	STBG Z230	\$5,135.00	Springfield	\$50,000.00		\$50,000.00		
								21524	2021	CN	\$601,191.00	STBG Z230	\$68,809.00	Springfield	\$670,000.00		\$670,000.00		
											TOTAL		\$888,327.00		\$101,673.00		\$990,000.00	\$0.00	
42nd Street: Operational Capacity and Safety Improvements	46		City of Springfield receives \$12M to be used for 42nd Street operational capacity, roadway condition, and safety improvements and other highway improvements and operations.	O	--	RTP Objective #11; TSI System-Wide Policies #1	Regionally Significant - EXEMPT as non-federalized project	TBD	2022	PE	\$0.00		\$0.00		\$0.00	\$2,400,000.00	S070	\$2,400,000.00	
								TBD	2022	RW	\$0.00		\$0.00		\$0.00	\$300,000.00	S070	\$300,000.00	
								TBD	2022	UR	\$0.00		\$0.00		\$0.00	\$300,000.00	S070	\$300,000.00	
								TBD	2024	CN	\$0.00		\$0.00		\$0.00	\$9,000,000.00	S070	\$9,000,000.00	
											TOTAL		\$0.00		\$0.00		\$0.00	\$12,000,000.00	

2021 – 2024 MTIP Project List (2 of 4)

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

2021 – 2024 MTIP Project List (3 of 4)

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

2021 – 2024 MTIP Project List (4 of 4)

	Project Name	MTIP ID #	Project Description	Work Type	Perf. Meas.	RTP Project Number / Ref.	Air Quality Status	STIP Key	FFY	Phase	Federal Funding		Federal Req. Match		Total Fed+ Req Match	Other Funding		Total All Sources	
											\$	Source	\$	Source		\$	Source		
Lane County	Howard Elementary & Colin Kelly MS traffic congestion mitig	15	Planning and Engineering for RRFB at Maxwell Rd and N Park Ave and for sidewalk infill on east side of N Park Ave between Maxwell Rd and Howard Ave (Lane County & City of Eugene)	CM	S, C	TSI Roadway Policy #1; TSI System-wide Policy #2, #4; TSI Pedestrian Policy #1, #2	EXEMPT / Air Quality - Bicycle and pedestrian facilities	21168	2019	PL	\$2,166.98	STBG Z230	\$248.02	Lane Co.	\$2,415.00		\$2,415.00		\$2,415.00
								21168	2019	PE	\$143,305.42	STBG Z230	\$16,401.95	Lane Co.	\$159,707.37		\$159,707.37		\$159,707.37
								21168	2020	RW	\$40,378.50	CMAQ Z400	\$4,621.50	Lane Co.	\$45,000.00		\$45,000.00		\$45,000.00
								21168	2021	CN	\$536,889.58	CMAQ Z400	\$61,449.42	Lane Co.	\$598,339.00		\$598,339.00		\$598,339.00
								TOTAL			\$722,740.48		\$82,720.89		\$805,461.37	\$0.00	\$805,461.37		\$805,461.37
	Gilham Road: Ayers Road to Mirror Pond Way	16	Design and build pavement and sidewalk improvements to extend useful life and improve pedestrian safety.	CM	S, C	RTP Objective #4, #7; TSI Roadway Policy #1; Finance Policy #2	EXEMPT / Safety - Pavement rehabilitation; Air Quality - Bicycle and pedestrian facilities	21385	2019	PL	\$74,835.00	ACP0	\$8,565.20	Lane Co.	\$83,400.20		\$83,400.20		\$83,400.20
								21385	2019	PE	\$249,449.40	ACP0	\$28,550.60	Lane Co.	\$278,000.00		\$278,000.00		\$278,000.00
								21385	2020	RW	\$192,700.00	ACP0	\$22,055.38	Lane Co.	\$214,755.38		\$214,755.38		\$214,755.38
								21385	2021	CN	\$658,260.99	CMAQ Z400	\$75,340.92	Lane Co.	\$733,601.91		\$733,601.91		\$733,601.91
								21385	2021	CN	\$484,151.00	CMAQ Z400	\$55,413.00	Lane Co.	\$539,564.00		\$539,564.00		\$539,564.00
	TOTAL			\$1,659,396.39		\$189,925.10		\$1,849,321.49	\$0.00	\$1,849,321.49		\$1,849,321.49							
	Beaver Street and Hunsaker Lane	17	Corridor plan design completion	BP	S	TSI Roadway Policy #1; TSI System-wide Policy #2, #4; TSI Pedestrian Policy #1, #2	EXEMPT / Air Quality - Bicycle and pedestrian facilities	21449	2021	PE	\$966,051.00	STBG Z230	\$110,568.85	Lane Co.	\$1,076,619.85		\$1,076,619.85		\$1,076,619.85
21449								2021	RW	\$110,569.00	STBG Z230	\$12,655.12	Lane Co.	\$123,224.12		\$123,224.12		\$123,224.12	
TOTAL									\$1,076,620.00		\$123,223.97		\$1,199,843.97	\$0.00	\$1,199,843.97		\$1,199,843.97		
Oregon Department of Transportation	OR569 over Union Pacific Railroad and NW Expressway	23	Replace bridge rail system to conform to current safety standards; joint replacement, and overlay the bridge driving surface to preserve the bridge structure.	BR	P	RTP Objective #1; TSI Roadway Policy #1, #2	EXEMPT / Safety - projects that correct, improve or eliminate hazards	20116	2019	PE	\$448,650.00	NHPP Z001	\$51,350.00	ODOT	\$500,000.00		\$500,000.00		\$500,000.00
								20116	2022	CN	\$1,593,066.42	NHPP Z001	\$182,333.58	ODOT	\$1,775,400.00		\$1,775,400.00		\$1,775,400.00
								TOTAL			\$2,041,716.42		\$233,683.58		\$2,275,400.00	\$0.00	\$2,275,400.00		\$2,275,400.00
	NW Oregon (Southern Portion) Signal Improvements	25	Add signal enhancements at several intersections to improve safety.	S	S	RTP Objective #1; TSI Roadway Policy #1, #2	EXEMPT / Safety - HSIP	20221	2019	PE	\$269,190.00	STBGF Z240	\$30,810.00	ODOT	\$300,000.00		\$300,000.00		\$300,000.00
								20221	2019	PE	\$385,638.00	ACP0	\$0.00		\$385,638.00		\$385,638.00		\$385,638.00
								20221	2020	RW	\$27,666.00	ACP0	\$2,334.00	ODOT	\$30,000.00		\$30,000.00		\$30,000.00
								20221	2021	CN	\$3,236,425.86	HSIP ZS30	\$273,036.14	ODOT	\$3,509,462.00		\$3,509,462.00		\$3,509,462.00
	TOTAL			\$3,918,919.86		\$306,180.14		\$4,225,100.00	\$0.00	\$4,225,100.00		\$4,225,100.00							
	OR569: Green Hill Rd. - Coburg Rd. (Eugene)	27	Paving, median barrier, ADA upgrades, rail and deck strengthening at Prairie Rd bridge structure, bus pullout at Green Hill Rd. Install cameras and traffic sensors at various locations in Eugene to increase efficiency, safety and reduce maintenance costs	BR PR A	P, N	RTP Objective #3, #11; TSI System-wide Policy #1; TSI Goods Movement Policy #1; TSI Finance Policy #2, #3	EXEMPT / Safety - projects that correct, improve or eliminate hazards; Pavement resurfacing and/or rehabilitation	21261	2018	PE	\$788,457.41	NHPP Z001	\$90,242.59	ODOT	\$878,700.00		\$878,700.00		\$878,700.00
								21261	2018	PE	\$443,266.20	M0E1	\$50,733.80	ODOT	\$494,000.00		\$494,000.00		\$494,000.00
								21261	2021	RW	\$107,676.00	STBG Z230	\$12,324.00	ODOT	\$120,000.00		\$120,000.00		\$120,000.00
								21261	2022	UR	\$5,383.80	STBG Z230	\$616.20	ODOT	\$6,000.00		\$6,000.00		\$6,000.00
21261								2022	CN	\$12,802,810.38	NHPP Z001	\$1,080,089.62	ODOT	\$13,882,900.00		\$13,882,900.00		\$13,882,900.00	
TOTAL			\$14,147,593.79		\$1,234,006.21		\$15,381,600.00	\$0.00	\$15,381,600.00		\$15,381,600.00								
I-105: Willamette R - Pacific Hwy.	28	Pavement resurfacing to repair rutting and wear, and restore smoothness.	PR	P	TSI System-wide Policy #1; TSI Goods Movement Policy #1; TSI Finance Policy #2, #3	EXEMPT / Safety - Pavement resurfacing and/or rehabilitation	21538	2023	CN	\$5,377,071.54	NHPP Z001	\$453,628.46	ODOT	\$5,830,700.00		\$5,830,700.00		\$5,830,700.00	
							TOTAL			\$5,377,071.54		\$453,628.46		\$5,830,700.00	\$0.00	\$5,830,700.00		\$5,830,700.00	
OR99W: Theona Dr. (Eugene)	31	Increase driver safety by constructing improvements to increase the intersection sight distance	S	S	RTP Objective #1; TSI Roadway Policy #1	EXEMPT / Safety - HSIP	21564	2021	PE	\$115,828.32	HSIP ZS30	\$9,771.68	ODOT	\$125,600.00		\$125,600.00		\$125,600.00	
							21564	2024	CN	\$375,058.74	HSIP ZS30	\$31,641.26	ODOT	\$406,700.00		\$406,700.00		\$406,700.00	
							TOTAL			\$490,887.06		\$41,412.94		\$532,300.00	\$0.00	\$532,300.00		\$532,300.00	
OR126B: Westbound Springfield (Willamette River) Bridge	36	Design for future construction project to determine if the bridge needs to have the driving surface repaired or if it needs to be replaced.	BR	P	TSI System-Wide Policies #1	EXEMPT / Activities which do not involve or lead directly to construction	21762	2021	PE	\$407,015.28	NHPP Z001	\$46,584.72	ODOT	\$453,600.00		\$453,600.00		\$453,600.00	
							TOTAL			\$407,015.28		\$46,584.72		\$453,600.00	\$0.00	\$453,600.00		\$453,600.00	
City of Springfield signal enhancements (state highways)	37	Make signal enhancements on various signals on state highways for increased safety	S	S	RTP Objective #1	EXEMPT / Safety - HSIP	21778	2021	PE	\$196,248.77	HSIP ZS30	\$16,556.23	ODOT	\$212,805.00		\$212,805.00		\$212,805.00	
							21778	2023	CN	\$644,597.51	HSIP ZS30	\$54,380.49	ODOT	\$698,978.00		\$698,978.00		\$698,978.00	
TOTAL			\$840,846.28		\$70,936.72		\$911,783.00	\$0.00	\$911,783.00		\$911,783.00								
Oregon Transportation Network - LTD	38	Urbanized public transit capital funding for Federal fiscal years 2022-2024. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.	T	T	RTP Objective #8	EXEMPT / Activities which do not involve or lead directly to construction	22028	2022	OT	\$1,008,371.00	STBG Z240	\$115,412.58	ODOT	\$1,123,783.58		\$1,123,783.58		\$1,123,783.58	
							22045	2023	OT	\$1,008,371.00	STBG Z240	\$115,412.58	ODOT	\$1,123,783.58		\$1,123,783.58		\$1,123,783.58	
							22056	2024	OT	\$1,008,371.00	STBG Z240	\$115,412.58	ODOT	\$1,123,783.58		\$1,123,783.58		\$1,123,783.58	
							TOTAL			\$3,025,113.00		\$346,237.74		\$3,371,350.74	\$0.00	\$3,371,350.74		\$3,371,350.74	
OR126B: S 20th Street - 75th Street (Springfield)	39	Construct safety improvements identified by the Springfield Main Street Safety Planning Phase to increase safety.	S	S	RTP Objective #1; TSI Roadway Policy #1	EXEMPT / Safety - HSIP	20144	2018	PE	\$250,000.00	HSIP ZS32	\$0.00	ODOT	\$250,000.00		\$250,000.00		\$250,000.00	
							20144	2018	PE	\$139,805.52	NHPP Z001	\$11,794.48	ODOT	\$151,600.00		\$151,600.00		\$151,600.00	
							20144	2021	RW	\$46,110.00	HSIP ZS30	\$3,890.00	ODOT	\$50,000.00		\$50,000.00		\$50,000.00	
							20144	2021	UR	\$160,739.46	HSIP ZS30	\$13,560.54	ODOT	\$174,300.00		\$174,300.00		\$174,300.00	
							20144	2024	CN	\$1,560,823.50	HSIP ZS30	\$131,676.50	ODOT	\$1,692,500.00		\$1,692,500.00		\$1,692,500.00	
TOTAL			\$2,157,478.48		\$160,921.52		\$2,318,400.00	\$0.00	\$2,318,400.00		\$2,318,400.00								
OR126B at 54th St. (Springfield)	40	Add intersection improvements to enhance safety	S	S	RTP Objective #1; TSI Roadway Policy #1	EXEMPT / Safety - HSIP	20209	2018	PE	\$212,500.00	HSIP ZS32	\$0.00	ODOT	\$212,500.00		\$212,500.00		\$212,500.00	
							20209	2022	RW	\$4,057.68	ACP0	\$342.32	ODOT	\$4,400.00		\$4,400.00		\$4,400.00	
							20209	2022	UR	\$50,444.34	ACP0	\$4,255.66	ODOT	\$54,700.00		\$54,700.00		\$54,700.00	
							20209	2023	CN	\$1,263,137.34	ACP0	\$106,562.66	ODOT	\$1,369,700.00		\$1,369,700.00		\$1,369,700.00	
TOTAL			\$1,530,139.36		\$111,160.64		\$1,641,300.00	\$0.00	\$1,641,300.00		\$1,641,300.00								

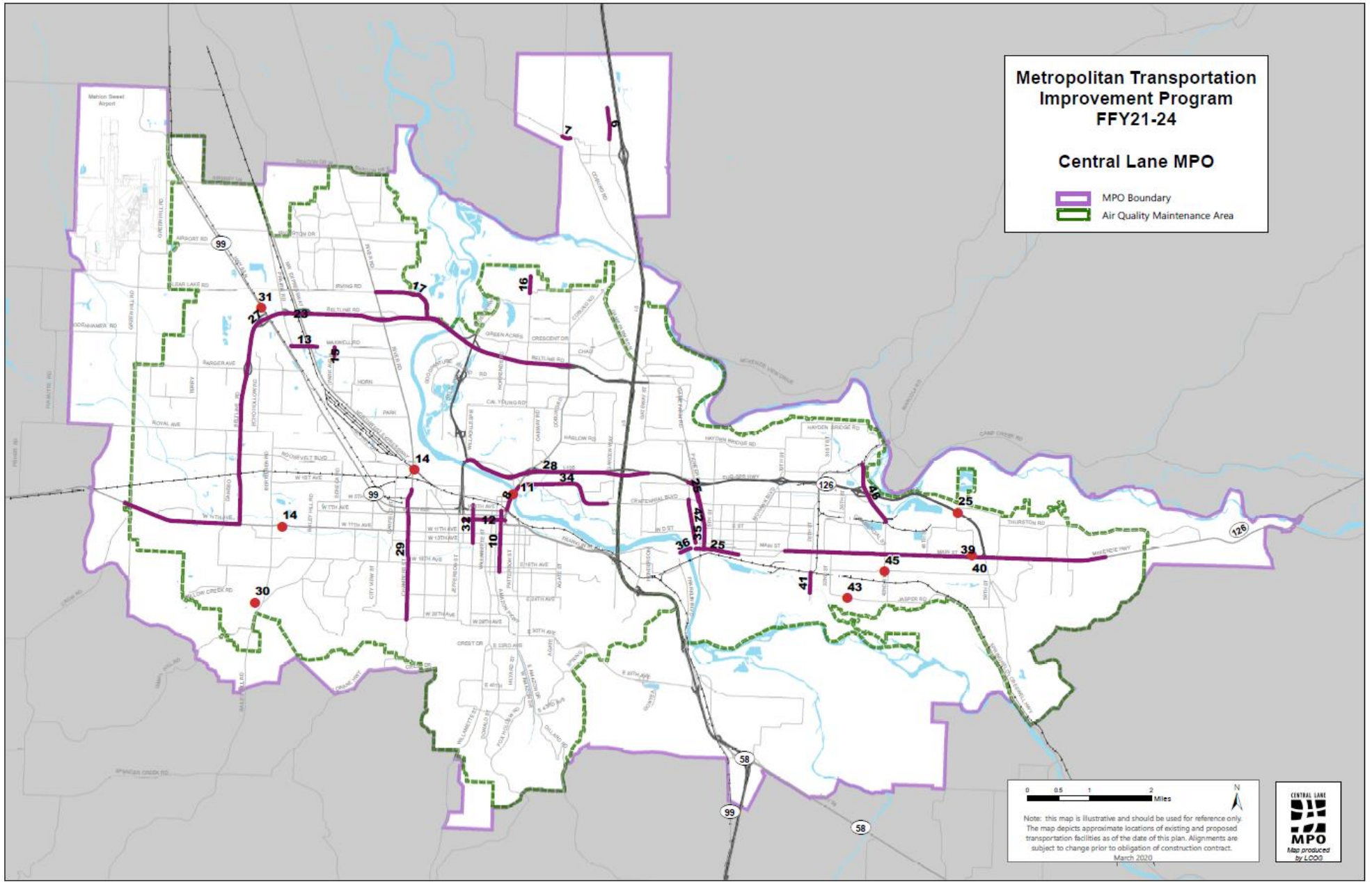
FTA SECTION 5307 PROGRAM OF PROJECTS

Project Name	Project Description	STIP Key	FFY	Phase	Federal Funding		Federal Req. Match		Total All Sources
					\$	Source	\$	Source	
LTD associated capital maintenance	Replacement of major bus components	TBD	2021	OT	\$702,240.00	5307 FF91	\$175,560.00	LTD	\$877,800.00
		TBD	2022	OT	\$702,240.00	5307 FF91	\$175,560.00	LTD	\$877,800.00
		TBD	2023	OT	\$702,240.00	5307 FF91	\$175,560.00	LTD	\$877,800.00
		TBD	2024	OT	\$702,240.00	5307 FF91	\$175,560.00	LTD	\$877,800.00
			TOTAL			\$702,240.00		\$175,560.00	
Systems synchronization upgrades - LTD	upgrade to synchronize CAD ADL and security systems on buses and facilities	TBD	2021	OT	\$4,000,000.00	5307 FF91	\$1,000,000.00	LTD	\$5,000,000.00
			TOTAL		\$4,000,000.00		\$1,000,000.00		\$5,000,000.00
Security surveillance upgrades - LTD	upgrade security surveillance at LTD facilities	TBD	2022	OT	\$2,000,000.00	5307 FF91	\$500,000.00	LTD	\$2,500,000.00
			TOTAL		\$2,000,000.00		\$500,000.00		\$2,500,000.00
Fare management system - LTD	Purchase and implement mobile wallet technology for fare management	TBD	2022	OT	\$750,000.00	5307 FF91	\$187,500.00	LTD	\$937,500.00
			TOTAL		\$750,000.00		\$187,500.00		\$937,500.00
Energy storage system replacement (LTD)	Replace energy storage systems on hybrid buses	TBD	2022	OT	\$1,958,796.00	5307 FF91	\$489,699.00	LTD	\$2,448,495.00
		TBD	2023	OT	\$800,000.00	5307 FF91	\$200,000.00	LTD	\$1,000,000.00
		TBD	2024	OT	\$800,000.00	5307 FF91	\$200,000.00	LTD	\$1,000,000.00
			TOTAL		\$3,558,796.00		\$889,699.00		\$4,448,495.00
Information technology systems upgrade - LTD	Replacement of LTD's administrative information technology systems	TBD	2021	OT	\$2,500,000.00	5307 FF91	\$625,000.00	LTD	\$3,125,000.00
			TOTAL		\$2,500,000.00		\$625,000.00		\$3,125,000.00
Bus replacement - LTD	Replacement of vehicles that have met their useful life	TBD	2022	OT	\$4,341,604.00	5307 FF91	\$1,085,401.00	LTD	\$5,427,005.00
			TOTAL		\$4,341,604.00		\$1,085,401.00		\$5,427,005.00
Preventive maintenance (LTD)	LTD's ongoing preventive maintenance program	21535	2021	OT	\$4,200,000.00	5307 FF91	\$1,050,000.00	LTD	\$5,250,000.00
		TBD	2022	OT	\$4,200,000.00	5307 FF91	\$1,050,000.00	LTD	\$5,250,000.00
		TBD	2022	OT	\$4,200,000.00	5307 FF91	\$1,050,000.00	LTD	\$5,250,000.00
		TBD	2023	OT	\$4,200,000.00	5307 FF91	\$1,050,000.00	LTD	\$5,250,000.00
			TOTAL		\$16,800,000.00		\$4,200,000.00		\$21,000,000.00

PROJECT MAP

The project map, provided on the following page, shows the locations of those projects from the 2021-2024 project list that can be placed spatially. Projects are identified on the map by their MTIP ID# as included on the List of Projects. Other non-spatial projects such as operational projects, planning projects, capital purchases or maintenance, ongoing programs such as Safe Routes to School, etc. are not included on the map.

Project Map



DEMONSTRATION OF FINANCIAL CONSTRAINT

As indicated previously, Federal regulations require that the MTIP be fiscally constrained by year. Specifically, for the MTIP:

“...financial constraint shall be demonstrated and maintained by year and shall include sufficient financial information to demonstrate which projects are to be implemented using current and/or reasonably available revenues...” (23 CFR 450.326(k))

The financial plan must be developed by the MPO in cooperation with the state and the transit operator. ODOT and the Lane Transit District (LTD) must provide the MPO with estimates of available federal and state funds, which the MPO must utilize in developing financial plans. Only projects for which construction and operating funds can reasonably be expected to be available may be included. Projects in the first two years of the MTIP must be limited to those for which funds are available or committed. In the case of new funding sources (rare in CLMPO’s funding environment), strategies for ensuring their availability must be identified. In developing the financial analysis, the MPO must take into account all projects and strategies funded under Title 23, U.S.C., the Federal Transit Act, other federal funds, local sources, state assistance, and private participation.

To allow maximum utilization of federal funds, CLMPO with its partner jurisdictions will often program their discretionary federal funds later than other MPOs in Oregon. With constantly shifting priorities and opportunities, this provides for more timely prioritization, allows for better real-time coordination between jurisdictions, and enables the MPO to address shifting funding environments with more flexibility than other MPOs in Oregon. In some extreme cases, this requires that a percentage of the federal funding that is reasonably expected to be available during the life of the MTIP must be accounted for in general “buckets” of funding to satisfy the requirements of a fiscally constrained program. Thus a program of projects may include non-project specific line items to account for available funding. These will be listed under the CLMPO heading for FHWA funds and under the LTD heading for FTA funds. As the funds are programmed, typically within months of the adoption of the MTIP, these buckets are replaced with specific projects prioritized and programmed through the MPO’s funding processes. The MPO website provides the most up-to-date MTIP project list and can be accessed at:

<https://thempopo.org/371/Metropolitan-Transportation-Improvement->

Advance Construct (AC, or ACPO in the project list) is a mechanism utilized by ODOT in which non-federal funds temporarily replace federal funds committed to a STIP project prior to obligation, at which time federal funds (perhaps from a different source than originally programmed) are replaced. This allows ODOT with flexibility and helps with timely delivery of projects. Prior to Federal authorization of a project as AC, the project must be included in the Federally-approved STIP/TIP [see 23 CFR 630.705]. The project will support the fiscally constrained element of the STIP/TIP using all or some combination of State, local, and/or private funds. The financial limit on the amount of AC is set by the State's or MPO's ability to demonstrate fiscal constraint.

Consideration is given to the future availability of Federal-aid funds to accommodate the AC conversion.

Generally, when an AC project is converted to a Federally funded project, the STIP/TIP will document the full or partial conversion of this project. The amount of conversion is limited to the apportioned Federal-funds available in the category. As with any project, the State is not locked into the category of funds identified in the approved STIP/TIP. If the approved AC "conversion" substantially changes the current STIP/TIP's fiscal constraint determination, the STIP/TIP's will need to be amended. The fiscal constraint determination should be based on the individual, or group of project conversions, or the total amount and source(s) of Federal funds which are presented within the STIP/TIP.

The tables below reflect the total project cost by fiscal year for each jurisdiction. It should be kept in mind that project list (and thus the table below) does not reflect full expenditure of LTD's anticipated formula funds during the 2021-2024 period. The table also misrepresents the cost of LCOG projects since the current project list includes buckets of funding listed under LCOG to reflect the MPO's discretionary funds to be allocated to various projects throughout the MPO through CLMPO's project solicitation and selection process.

Jurisdiction	FFY21		FFY22		FFY23		FFY24	
	Federal \$	Other \$	Federal \$	Other \$	Federal \$	Other \$	Federal \$	Other \$
Eugene	\$ 9,884,969	\$ 1,311,349	\$ 1,963,528	\$ 223,425	\$ -	\$ -	\$ 2,543,335	\$ 214,565
Springfield	\$ 3,325,960	\$ 327,860	\$ 2,041,378	\$ 8,328,242	\$ -	\$ -	\$ -	\$ 9,000,000
Coburg	\$ 484,540	\$ 55,458	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Lane Co.	\$ 2,755,922	\$ 315,427	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LCOG	\$ 1,777,612	\$ 203,456	\$ 6,193,566	\$ 708,882	\$ 6,868,316	\$ 786,110	\$ 7,027,666	\$ 804,348
ODOT	\$ 4,274,710	\$ 376,257	\$ 15,464,134	\$ 1,383,050	\$ 8,293,177	\$ 729,985	\$ 2,944,253	\$ 278,730
LTD	\$ 14,679,116	\$ 3,525,559	\$ 16,165,520	\$ 4,041,380	\$ 7,915,120	\$ 1,978,780	\$ 7,915,120	\$ 1,978,780
TOTAL	\$ 37,182,827	\$ 6,115,366	\$ 41,828,125	\$ 14,684,978	\$ 23,076,613	\$ 3,494,874	\$ 20,430,374	\$ 12,276,423
Grand TOTAL	\$	43,298,193	\$	56,513,104	\$	26,571,488	\$	32,706,797

Jurisdiction	Total FFY21-24		
	Federal \$	Other \$	All Funds
Eugene	\$ 14,391,832	\$ 1,749,338	\$ 16,141,170
Springfield	\$ 5,367,338	\$ 17,656,102	\$ 23,023,440
Coburg	\$ 484,540	\$ 55,458	\$ 539,997
Lane Co.	\$ 2,755,922	\$ 315,427	\$ 3,071,349
LCOG	\$ 21,867,160	\$ 2,502,795	\$ 24,369,954
ODOT	\$ 30,976,274	\$ 2,768,022	\$ 33,744,296
LTD	\$ 46,674,876	\$ 11,524,499	\$ 58,199,375
TOTAL	\$ 122,517,940	\$ 36,571,641	\$ 159,089,581

The table below presents the funding amount and source of Lane Transit District’s 21-24 MTIP projects as included in the project list of this document.

Lane Transit District by Fund Type

Fund Type	Federal				
	FFY21	FFY22	FFY23	FFY24	Total
FTA-5307	\$ 11,402,240	\$ 18,152,640	\$ 5,702,240	\$ 1,502,240	\$ 36,759,360
FTA-5310	\$ 249,064	\$ 249,064	\$ 249,064	\$ 249,064	\$ 996,255
FTA-5337	\$ 1,165,233	\$ 1,165,233	\$ 1,165,233	\$ 1,165,233	\$ 4,660,930
FTA-5339	\$ 798,584	\$ 798,584	\$ 798,584	\$ 798,584	\$ 3,194,334
STBG	\$ 300,000	\$ -	\$ -	\$ -	\$ 300,000
CMAQ	\$ 556,844	\$ -	\$ -	\$ -	\$ 556,844
TA	\$ 207,152	\$ -	\$ -	\$ -	\$ 207,152
Total Federal	\$ 14,679,116	\$ 20,365,520	\$ 7,915,120	\$ 3,715,120	\$ 46,674,876
	Local Match				
	\$ 3,525,559	\$ 5,091,380	\$ 1,978,780	\$ 928,780	\$ 11,524,499
	Other				
	\$ -	\$ -	\$ -	\$ -	\$ -
Overall Total	\$ 18,204,675	\$ 25,456,900	\$ 9,893,900	\$ 4,643,900	\$ 58,199,375

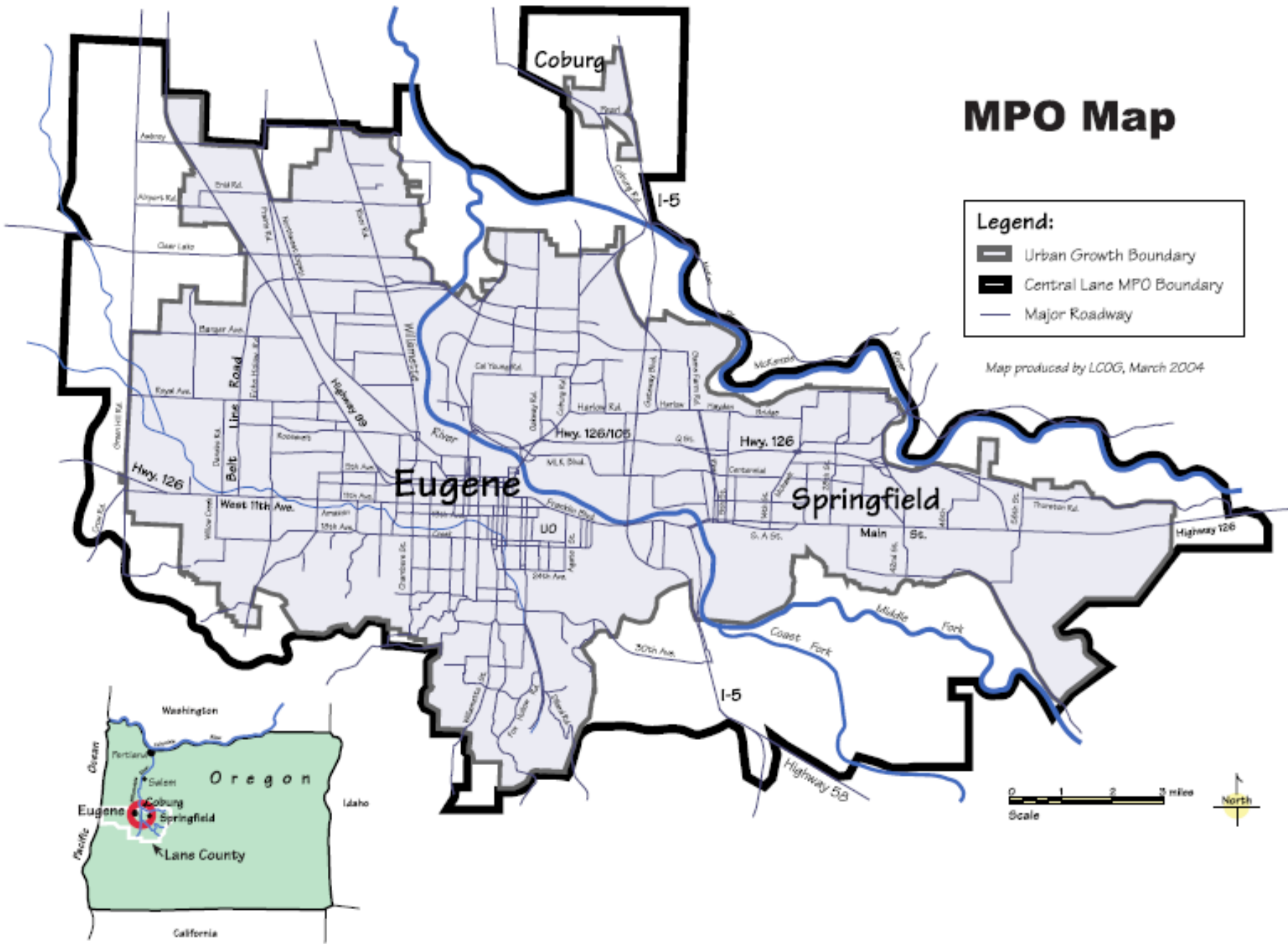
The following table provides a summary of the financial analysis and demonstrates that the MTIP is fiscally constrained. Revenues in the first two years are committed, as programmed in the capital improvement programs of the local and state jurisdictions. All funds are from current revenue sources, no new funding sources are identified and thus strategies for ensuring their availability are irrelevant. Where funds are reasonably anticipated, but specific projects not yet identified for those funds, the funding amounts have been entered into the project list as bulk “bucket” items to demonstrate fiscal constraint in anticipation of future programming (see STBG, CMAQ, 5310, 5337, 5339).

Financial Analysis Summary Table

Description	FY21-24 MTIP (\$Year of Expenditure)				Total
	FY21	FY22	FY23	FY24	FY21 – FY24
Total Revenue	\$43,298,193	\$61,763,104	\$26,571,488	\$27,456,797	\$159,089,581
Total Expenditures	\$43,298,193	\$61,763,104	\$26,571,488	\$27,456,797	\$159,089,581
Difference Between Revenues & Expenditures	\$0	\$0	\$0	\$0	\$0

Statement of Financial Constraint: Each project programmed in the FY21-24 MTIP has an identified funding source or combination of sources reasonably expected to be available over the planning period.

Appendix A: Map of the Central Lane MPO Boundaries



Appendix B: Programming of Discretionary Funds

As a Transportation Management Area (TMA), the Central Lane MPO is required to develop a process for allocating the MPO's Federal Surface Transportation Block Grant (STBG), Transportation Alternatives (TA), and Congestion Mitigation and Air Quality (CMAQ) funds. Prior to the FAST Act, STBG funds were known as Surface Transportation Program (STP). These discretionary funds are allocated and programmed for eligible projects at the discretion of the MPO, following federal guidelines. These funds must be matched with local funds or other non-federal funds at a minimum currently set by the U.S. Congress for Oregon of 10.27 percent of the total funding. For example, a project totaling \$100,000 would require a local match of at least \$10,270 and a federal component not to exceed \$89,730.

The MPO Policy Board has approved a process and framework for allocating these discretionary funds. The process includes the use of a set of screening or eligibility criteria and a set of evaluation criteria to be applied to applications for funding. Among these are the four regional priorities adopted by the MPO Policy Board: Preservation of Existing Transportation Assets; Preservation or Enhancement of Transit Service; Enhancement of Safety; and Reduction of Greenhouse Gas Emissions. This appendix provides additional details on CLMPO's discretionary fund allocation process.

ELIGIBLE PROJECTS

Projects eligible for funding must be within the CLMPO boundary, be included in or consistent with the Regional Transportation Plan (RTP), and meet the general requirements for federal aid projects as outlined in Title 23, U.S.C. Additional eligibility requirements are summarized below by funding program.

STBG FUNDS - STBG funds may be used for a variety of programs and projects within CLMPO. STBG funds may be used for the following types of activities on the regional transportation system: construction, reconstruction, preservation, or operational improvements of roads and highways; capital costs for transit projects; traffic management systems including traffic signals and interconnects; bicycle and pedestrian improvements; transportation alternatives; surface transportation planning programs; environmental mitigation; ITS (Intelligent Transportation Systems); capital improvements; safety and congestion management improvements; and installation of vehicle-to-infrastructure communication equipment.

In general, STBG funds may not be used for projects on roadways classified as local or rural minor collector. There are a number of exceptions to this requirement including: bridge and tunnel projects; safety projects; fringe and corridor parking facilities/programs; recreational trails, pedestrian and bicycle projects, and Safe Routes to School (SRTS) projects; boulevard/roadway projects largely in the right-of-way of divided highways; and projects within the pre-FAST Act Title 23 definition of "transportation alternatives."

A fact sheet for STBG may be found at <http://www.fhwa.dot.gov/fastact/factsheets/stbgfs.pdf>.

See <https://www.fhwa.dot.gov/specialfunding/stp/160307.cfm> for a detailed list of eligible activities.

TA Funds - TA set-aside funds have different eligibility requirements than STBG funds and are more limited in the types of projects and programs that are allowed. TA funds may be used for programs and projects defined as transportation alternatives including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design, or construction of boulevards and other roadways largely in the right-of-way for former Interstate System routes or other divided highways. TA funds cannot be used for State or MPO administrative purposes; promotional activities, except as permitted under SRTS; general recreation and park facilities, playground equipment, sports fields, campgrounds, picnic areas and pavilions, etc.; and routine maintenance and operations.

A fact sheet for the TA set aside may be found at:

<http://www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.pdf>.

A detailed list of eligible TA activities is available at:

https://www.fhwa.dot.gov/environment/transportation_alternatives/

CMAQ Funds - The CMAQ program provides a flexible funding source for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce traffic congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide levels or particulate matter ("nonattainment" areas), have recently become compliant ("maintenance" areas), or have at one time been nonattainment or maintenance areas. CLMPO is a limited maintenance area for coarse particulates (PM10). All CMAQ projects must demonstrate the three primary elements of eligibility:

1. Be a transportation project;
2. Provide an emissions reduction [for PM10 in CLMPO]and;
3. Be located in or benefit [primarily] a [current or past] nonattainment or maintenance area

The Federal Highway Administration (FHWA) has outlined CMAQ eligibility within 17 project categories. However, the Oregon Department of Transportation (ODOT) has limited CMAQ eligibility in Oregon to only the following project types:

- Public Transportation Improvements
- Transportation Options Strategies
- Pedestrian Bicycle Infrastructure
- Vehicle and Fuel Efficiency Efforts

- Intelligent Transportation Systems for congestion reduction
- Traffic Flow Improvements for congestion reduction
- Road Dust Mitigation to remove fine particulates (PM10 areas only)

More information on the CMAQ program can be found here:

<https://www.oregon.gov/ODOT/LocalGov/Pages/CMAQ.aspx>
https://www.fhwa.dot.gov/environment/air_quality/cmaq/

If the project is selected for CMAQ funding, an additional CMAQ Application is required for the purposes of ODOT and FHWA eligibility determination and for federal CMAQ reporting. MPO staff will complete the CMAQ Application with assistance from the project sponsor.

Design and Construction Standards

Projects on state highways must meet ODOT standards for design and construction or demonstrate the ability to obtain a design exception. All bicycle and pedestrian projects using TA funds should conform to the [Oregon Bicycle and Pedestrian Design Guide \(2011 edition\)](#)². Other projects must meet standards appropriate to the type of work.

Project Size

While there is no set minimum or maximum award, due to the costs of administering a federal project, a minimum cost of \$100,000 is recommended for construction projects and a minimum project cost of \$50,000 is recommended for non-construction projects. If the sponsor intends to eventually exchange a project's federal funds as part of ODOT's State Funded Local Projects program (SFLP), the project must not exceed \$1M.

Matching Funds

All projects require a local match paid by the applicant or by partner organizations. The required local match is 10.27 percent of eligible project costs. Applicants must pay all costs for non-eligible work and all costs incurred before ODOT issues a "notice to proceed." Non-eligible elements of the project and work completed in previous projects do not count as match. Donations of cash, staff time, materials, and property can count as matching funds in some cases.

CALL FOR PROJECTS AND PROJECT SELECTION

Prior to each TIP cycle, typically every two years, the MPO and its partner agencies plan a project solicitation through which applications are accepted, screened, reviewed, discussed, prioritized, and eventually recommended for funding to the MPO Policy Board by the Transportation Planning Committee (TPC). The MPO's priorities for the use of that cycle's discretionary federal funding is ultimately decided following public involvement and programmed into the TIP as dedicated project-specific funding.

² https://www.oregon.gov/ODOT/Engineering/Documents_RoadwayEng/HDM_L-Bike-Ped-Guide.pdf

When CLMPO opens a call for projects, it is noticed on the MPO website (thempo.org), discussed at public MPO committee meetings, and distributed as an email to the MPO distribution list. The funding application developed by CLMPO is designed to screen projects for eligibility, provide required information for programming purposes (MTIP database and STIP database), ensure that if programmed, the project would support the MPO's goals as articulated in the RTP, support the relevant performance targets, and to provide sufficient details to allow for project prioritization. The funding application form developed and used for the 22-24 cycle of funding is provided in Appendix C.

Once original screening is completed by MPO staff, all funding applications are made available to the members of the Technical Advisory Subcommittee (TASC) which is the venue for project review and discussion prior to TPC's recommendation. A preliminary prioritization occurs through the TASC meetings based upon how well the projects address the four regional priority areas identified by the MPO Policy Board, which are:

- Improve Safety
- Preserve Existing Transportation Assets
- Preserve or Enhance Transit Services
- Reduce Greenhouse Gas Emissions

TASC considers any additional benefits of the project as well, which may include congestion reduction, PM10 benefits, reduced SOV reliance, supporting multi-modal travel, connectivity, access to opportunity, freight, public health, etc. For projects eligible for CMAQ funding, emphasis is placed on the estimated emissions reduction for PM10 and the project's cost efficiency, as well as the readiness of the project since the CMAQ program requires additional reporting and project eligibility verification through an additional application to ODOT, which often results in delays getting projects off the ground. As a result of this process, the draft list of priority projects is not strictly based on a hard numerical score, but rather on the combined relative merits of each project, built upon each project's more solid quantifiable aspects.

The draft list of priority projects is presented at a public meeting of the TPC who recommends the list be released for a 30-day public comment period, during which a public hearing is held at MPC (Policy Board meeting). TPC will review public comments received and testimony offered at the public hearing and recommend a final list of priority projects for MPC approval. MPC will have one final opportunity to review any public input or make any further suggestions for revision of the list before finally approving the funding priorities. At this point the projects may be programmed into the MTIP and STIP, preparatory to project delivery.

Appendix C: Funding Application

The following six pages consist of Central Lane MPO's application form for discretionary funding under the federal programs of Surface Transportation Block Grant (STBG), Transportation Alternatives (TA), and Congestion Mitigation and Air Quality (CMAQ) Improvement.



APPLICATION FOR: FFY 2022-2024 CLMPO DISCRETIONARY FUNDS

- **STBG Funds** (Surface Transportation Block Grant)
- **TA Funds** (Transportation Alternatives)
- **CMAQ Funds** (Congestion Mitigation and Air Quality Improvement)

The [Application Instructions](#) is a companion document to this application and provides section-by-section instructions, additional details, and helpful hyperlinks to assist applicants as they complete the application.

Section 1: Applicant Information			
Date:			
Sponsoring Organization:			
Contact Person & Title:			
Contact e-mail:		Phone:	
Section 2: Project Information			
Project Title:			
Project Benefit:			
Location:			
Project Limits:			
Length in feet:			
Functional Class:			
Traffic Volume (yr):			
Bike/Ped Volumes (yr):		STIP Key Number:	
On the NHS? (yes/no):		Project includes bike/ped facility? (yes/no):	
State Senate District(s):	<input type="checkbox"/> 4 <input type="checkbox"/> 6 <input type="checkbox"/> 7	State Rep. District(s):	<input type="checkbox"/> 7 <input type="checkbox"/> 8 <input type="checkbox"/> 11 <input type="checkbox"/> 12 <input type="checkbox"/> 13 <input type="checkbox"/> 14
a. Project Description:			

Section 3: Eligibility	Yes	No	N/A
RTP: Is the project listed in, consistent with, or able to be added to the financially constrained Regional Transportation Plan (RTP) during project time frame?			
RTP project number, if applicable: _____ If not in RTP, list below the specific RTP Goals, Objectives, and/or Policies that demonstrate the project’s consistency with the RTP:			
State/Local Plans: Is the project identified in an adopted state or local plan?			
Describe:			
Is project eligible for STBG funding under current federal guidelines?			
Is project eligible for TA funding under current federal guidelines?			
Is project eligible for CMAQ funding under current ODOT guidelines?			
Sufficient Funding: Is the total of requested STBG/TA/CMAQ funds plus local match and other committed funds sufficient to complete the project or phase?			
Provide information if the answer is "No" or "N/A" for any of the above eligibility questions:			

Section 4: Project Budget and Funding Request Summary:

Federal funds require 10.27% match from non-federal sources.

Additionally, a detailed cost estimate must be provided for construction projects.

Estimated Project Cost	Total	\$			
Project Phase	Federal Fiscal Year to Obligate	Federal Funds	Required Match (10.27%)	Additional Committed Funding	Estimated Total Cost
<i>Planning</i>		\$	\$	\$	\$
<i>Preliminary Engineering</i>		\$	\$	\$	\$
<i>Right of Way</i>		\$	\$	\$	\$
<i>Utility Relocation</i>		\$	\$	\$	\$
<i>Construction</i>		\$	\$	\$	\$
<i>Other</i>		\$	\$	\$	\$
Total request of federal funds:		\$	\$	\$	\$
Enter amounts and sources of "Additional Committed" funding:	\$	Source:			
	\$	Source:			
	\$	Source:			
	\$	Source:			
Provide other funding information, as relevant:					

Section 5: Description of Project Benefits

Describe how the project supports the following regional primary funding considerations, as applicable.

Improves Safety

- | | |
|--------|---|
| Goals: | <ul style="list-style-type: none">- Improve safety for users of all transportation modes- Promote the use of multi-use paths and/or increase the walkability and bikeability of the surrounding area |
|--------|---|

Preserves Existing Transportation Assets

- | | |
|-------|--|
| Goal: | Meet a minimum Pavement Condition Index on high volume arterials, collectors and multi-use paths |
|-------|--|

Preserves or Enhances Transit Services

- | | |
|-------|--|
| Goal: | Maintain or increase transit ridership |
|-------|--|

Reduces Greenhouse Gas Emissions	
Goal:	Reduce greenhouse gas emissions by reducing congestion, increasing operational efficiency, supporting alternative modes, and managing transportation demand
Additional Project Benefits	
Describe any other benefits this project will provide.	

Section 6: Performance Measures:	
Indicate which performance measure(s) this project will address. *see Instructions for more details	
a. Roadway Safety	
<input type="checkbox"/> Serious Injuries and Fatalities per vehicle-mile traveled	<input type="checkbox"/> Number of Serious Injuries and Fatalities for non-motorized users
<input type="checkbox"/> Number of Serious Injuries and Fatalities	
b. Pavement and Bridge Condition on the NHS	
<input type="checkbox"/> Condition of Interstate Pavements	<input type="checkbox"/> Condition of NHS Bridges
<input type="checkbox"/> Condition of Non-Interstate NHS Pavements	
c. Performance of the NHS	
<input type="checkbox"/> Percent of reliable person-miles on Interstate	<input type="checkbox"/> Truck Travel Time Reliability on Interstate
<input type="checkbox"/> Percent of reliable person-miles on NHS	
d. Transit Asset Management	
<input type="checkbox"/> Percent of vehicles that exceed useful life benchmark	<input type="checkbox"/> Percent of facilities < 3 on the TERM scale
e. CMAQ Performance Measures	
<input type="checkbox"/> Total Emissions Reductions (PM10)	<input type="checkbox"/> Annual hours of peak hour excessive delay
<input type="checkbox"/> Percent of non-SOV travel	

Section 7: Air Quality Status		Yes	No
a.	Is the project exempt from air quality conformity analysis? see 40 CFR Sec. 93.126		
b.	If exempt, under what category is the project exempt? (e.g. Safety – Railroad/Highway Crossing)		

Section 8: Submittal Approval

Project Sponsor Authority Information

The Authorizing Authority identified below approved the submittal of this application on behalf of the Project Sponsor. Project sponsors will be required to sign an Intergovernmental Agreement (IGA) with ODOT prior to receiving any project funds. The IGA with the state will detail the requirements for the use and management of requested funds.

Authorizing Authority Name:	
Authorizing Authority Title: (e.g. Mayor, Executive Director, etc.)	

Submittal was approved by the identified authorizing individual.

Co-Sponsor Authority Information (if applicable)

Authorizing Authority Name:	
Authorizing Authority Title:	

Submittal was approved by the identified authorizing individual.

Section 9: Project Summary Sheet

Follow the *Application Instructions* to complete the project summary sheet form and submit it with this completed application.

Appendix D: Transportation Committees of the Central Lane MPO

Metropolitan Policy Committee (As amended February 2003)

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

Transportation Planning Committee (As amended May 2005)

Director of Public Works - Lane County
Director of Public Works - City of Eugene
Director of Public Works - Springfield
Director of Planning - Lane County
Planning Director - City of Eugene
Planning Manager - City of Springfield
Director of Development Services - Lane Transit District
Director of Marketing and Communications - Lane Transit District
Transportation Planning Engineer - Lane County
Transportation Engineer - City of Eugene
Traffic Engineer - City of Springfield
Region 2 Transportation Representative - Oregon Department of Transportation
Manager - Eugene Airport
Representative - Lane Regional Air Pollution Authority
Representative - City of Coburg
Commuter Solutions Program Manager
Federal Highway Administration Division Planning Engineer (non-voting ex-officio member)
MPO's Citizens' Advisory Committee (CAC) chair (non-voting ex-officio member)
(note that the MPO's CAC is currently inactive)

Appendix E: Air Quality Conformity

This 21-24 MTIP meets the federal air quality conformity requirements. All projects listed in this MTIP meet the criteria for exemption from project-level conformity analysis.

23 CFR 450.326(a) requires that the MTIP include documentation of Central Lane MPO's air quality conformity and supporting documentation. Project level conformity (including potentially hot-spot analysis) for PM₁₀ remains a necessity for all project sponsors of non-exempt projects within the MTIP. This is undertaken in consultation with ODOT Environmental during appropriate phases of the project development.

The 2021-2024 MTIP project list was first reviewed by MPO staff, then by the Technical Advisory Subcommittee (TASC) to the Metropolitan Planning Committee (MPC) to determine exempt status from regional conformity of all projects following the criteria described in [40 CFR Section 93.126](#). The project list was then provided to the Interagency consultation group for their review, which consisted of 13 individuals and included representatives from the following agencies:

Central Lane MPO
Lane Regional Air Protection Agency
Oregon Department of Transportation Region 2
Oregon Department of Transportation Planning Section
Oregon Department of Transportation Program Funding
Oregon Department of Environmental Quality
Federal Highway Administration
Federal Transit Agency
US Environmental Protection Agency

Regionally Significant Projects

Any projects determined to be of regional significance (regardless of funding source) were included in this review as well. In the Central Lane MPO, the Transportation Planning Committee (TPC), as the standing committee for air quality under the Oregon Conformity Rulings, has determined regionally significant projects to be:

A transportation project, other than an exempt project, that is on a facility which serves regional transportation needs, such as access to and from the area outside the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves, and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum:

- All fixed guideway transit facilities that offer an alternative to regional highway travel;
- Projects on facilities classified as arterial level and above;
- Projects on multi-lane facilities that impact speed and/or capacity; and

- Construction of new roadways classified as arterial level and above.

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

On March 18, 2020 a public meeting was held wherein TPC reviewed the draft 2021-2024 MTIP and approved it to be released for public comment. The draft project list and the draft 2021-2024 MTIP document were released for a 30-day public comment period which concluded in April 2020. A public hearing was held April 2, 2020 at the Metropolitan Planning Committee (MPC) meeting in Eugene. Public comments received and a summary of the comments provided at the public hearing are included in Appendix F. At their April 15, 2020 public meeting, TPC formally recommended MPC approval of the draft 2021-2024 MTIP (including the proposed list of projects and the conformity determination). These were then approved by MPC at their May 7, 2020 meeting upon consideration of public comments.

Due to precautions related to the COVID-19 virus, some of these public meetings took place virtually in order to adhere to the mandates of the Governor and other authorities to maintain adequate physical distance between individuals. The April MPC (including the public hearing), April TPC, and May MPC were each held virtually utilizing either Zoom or Go2Meeting technology.

Non-Exempt Projects

The 21-24 MTIP includes no non-exempt projects at the time of the adoption of this document.

<<insert final Air Quality Conformity Determination>>

Appendix F: Public Comments

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

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

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