

Air Quality Conformity Determination



Central Lane MPO

FFY15-18 Metropolitan Transportation Improvement Program

August 2014

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the Federal Highway Administration, and the Federal Transit Administration.

UPDATED 9-9-14

DRAFT

Synopsis

An air quality conformity determination (AQCD) for a plan or program is a finding that that proposed transportation activities will not impede this area from continuing to meet air quality standards, and will not cause or contribute to new air quality violations. The report is required in areas that have previously been determined to have violated standards for at least one of six pollutants identified by USEPA. In this area, that pollutant is coarse particulate matter (PM₁₀).

Why are we producing this document?

An AQCD is required whenever the Regional Transportation Plan (RTP) or Metropolitan Transportation Improvement Program (MTIP) is updated, or, every 4 years, whichever comes first. Thus, a conformity determination must be adopted as part of the approval process. US Department of Transportation (USDOT) must approve the conformity determination before the plans can become operative.

In 2013, the Eugene-Springfield area was re-designated by US Environmental Protection Agency (USEPA) as a maintenance area for *coarse particulate matter (PM₁₀)*. This meant that previously poor air quality had improved to the point where it now met the Clean Air Act National Ambient Air Quality Standards for PM₁₀. A 20-year maintenance period then began which ensures that no backsliding occurs and that the PM₁₀ standard continues to be met. While transportation was found to be an insignificant source of PM₁₀ pollution and home wood heating and industrial sources were the major sources, analysis is required of certain transportation projects in order to ascertain that localized impacts (such as at intersections) do not occur. This analysis occurs at the time the project is scoped in preparation for design and construction. The AQCD ensures that projects that potentially need to carry out this analysis are identified.

Who takes action?

The Metropolitan Policy Committee, as the policy board for the federally-designated Metropolitan Planning Organization (MPO) in the Central Lane area, must formally adopt the findings described in this report. USDOT must then confer with USEPA and if the analysis is acceptable, they will issue a positive ruling. Once the ruling is made, the plan and program of projects become effective.

DRAFT

Purpose

This transportation conformity analysis is being carried out in conjunction with the development of the 2015-2018 Metropolitan Transportation Improvement Program of the Central Lane Metropolitan Planning Organization (MPO), Eugene, OR.

Air Quality Status

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

Transportation conformity is only required for particulate matter air pollution with an aerodynamic diameter less than or equal to 10 μm in size (PM_{10}) within the Eugene-Springfield urban growth boundaries. These boundaries (Map 1) constitute the air quality maintenance area for PM_{10} . The area is approximately 76.7 square miles in size.

In August 1987, the Eugene-Springfield area was designed by US-EPA as a PM_{10} non-attainment area due to measured violations of the 24-hour PM_{10} standard (52 FR 29383). In August 1994, US-EPA approved the attainment plan (State Implementation Plan, SIP) classifying the area as ‘moderate’ (59 FR 43483). Smoke from residential wood heating was the major contributor. The establishment of a mandatory home wood heating curtailment program was identified as a remedy to reduce wood burning emissions during stagnant air episodes in winter. Continued enforcement of existing controls on local industrial sources was also mandated. Transportation was determined to be an “insignificant source”. No transportation control measures (TCM) were identified, and no transportation emissions budget was determined. US-EPA determined that the area was exempted from regional emissions analysis for PM_{10} but that project level conformity requirements continued to apply (Appendix B).

In January 2012, Lane Regional Air Protection Agency (LRAPA) submitted a revision to the Oregon PM_{10} SIP demonstrating attainment and describing a limited maintenance plan (LMP). US-EPA approved the plan and the area was designated as in attainment effective June 10, 2013 (78 FR 21547). The plan identified that the area’s 24-hour PM_{10} design value of $66 \mu\text{g}/\text{m}^3$ (2006-2008) was well below the LMP qualifying level of $98 \mu\text{g}/\text{m}^3$. The inventory analysis confirmed that transportation remained an insignificant source¹ and that PM_{10} emissions from growth in motor vehicle travel in the area were unlikely to cause a future violation. No TCMs were identified and no transportation budget was established. There are no contingency measures that involve transportation sources.

With the approval of the LMP, the area continues to be exempt from performing a regional emissions analysis for PM_{10} and there is no ‘budget’ test. The area, however, must meet project level conformity analyses and must also respond to transportation conformity criteria as specified in 78 FR 21547.

¹ For the 2008 inventory, road dust and motor vehicle exhaust, brake and tire wear were estimated at 14.6% of the total annual PM_{10} emissions, and 8.5% of the emissions on an average winter day.

The annual PM_{10} standard, which was revoked by US EPA in 2006, has never been exceeded.

Figure 1 shows the PM_{10} measurements taken by the approved monitor². The 24-hour level has steadily declined over the years and there have been no exceedances since 1988. The latest data from 2013 shows a maximum 24-hour level of $59 \mu\text{g}/\text{m}^3$, well below the standard of $150 \mu\text{g}/\text{m}^3$.

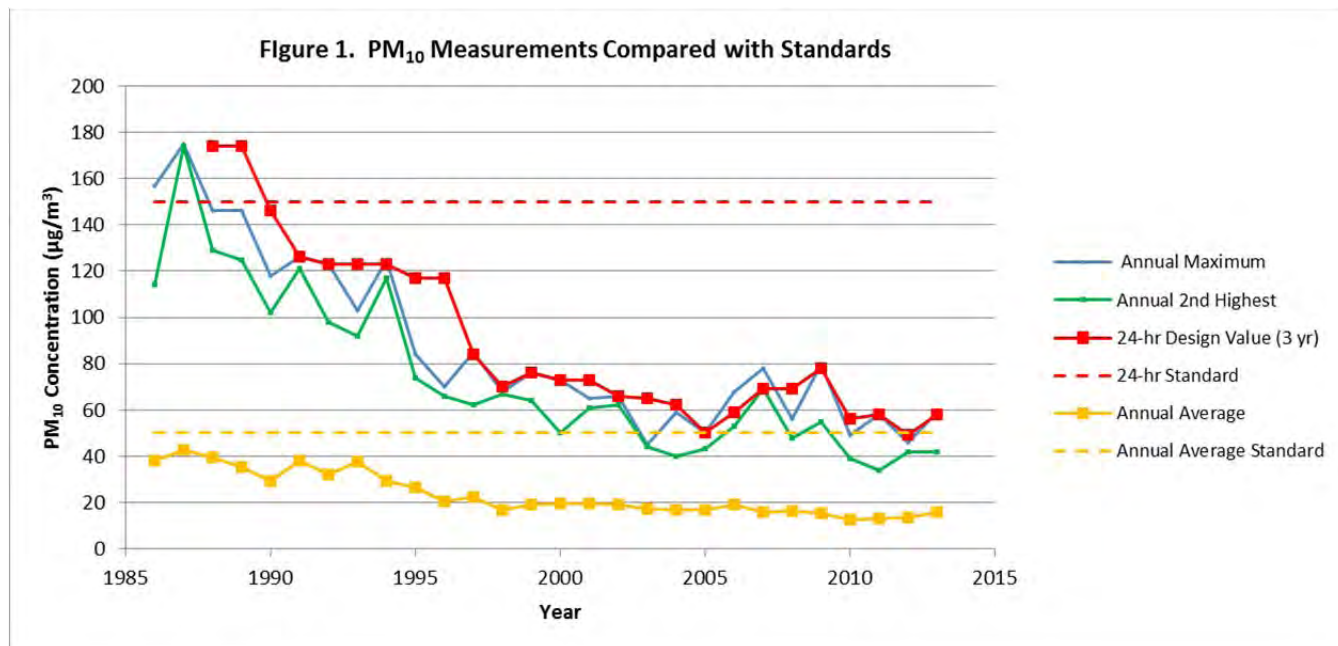
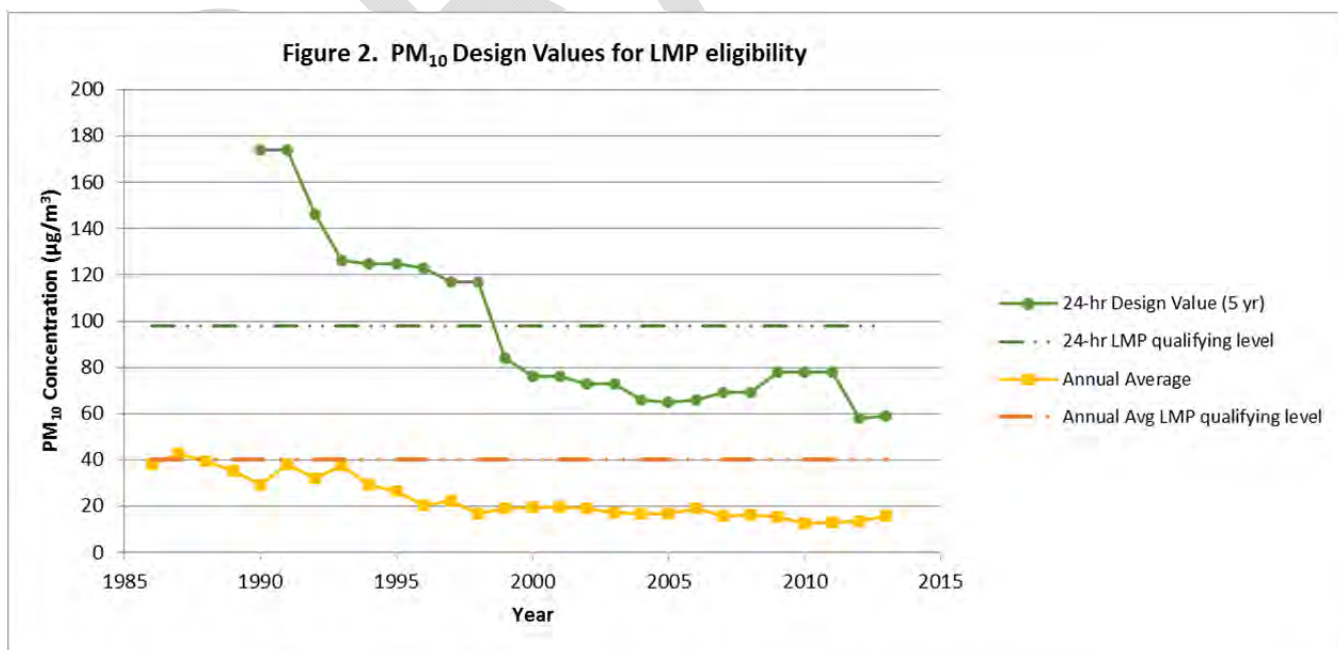
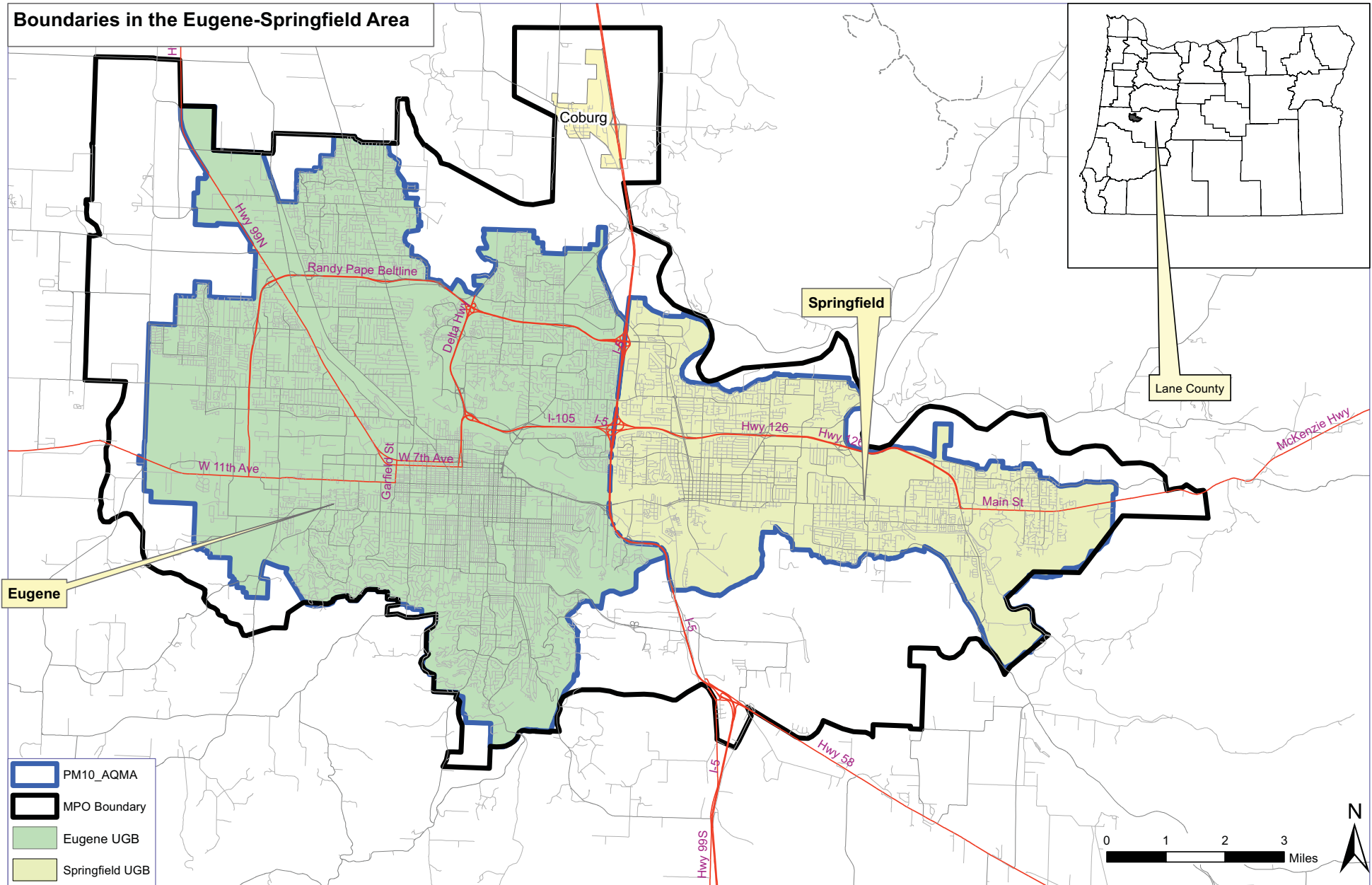


Figure 2 compares the 24 hour and annual average design values with the thresholds for LMP eligibility. The results show that this eligibility is maintained.



² Site #41-039-0058-881102-1: Highway 99/Key Bank, Eugene-Springfield area.

Boundaries in the Eugene-Springfield Area



PM₁₀ Limited Maintenance Plan Conformity Criteria

40 CFR 93.104 *Frequency of conformity determinations.*

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

The 2035 Regional Transportation Plan (RTP) and the 2012-2015 Metropolitan Transportation Improvement Program (MTIP) were conformed on June 27, 2012 (Appendix C). The 2015-2018 MTIP will replace the 2012-2015 MTIP. The frequency requirements are thus met.

40 CFR 93.105 *Consultation*

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

A draft of this document along with the project list was circulated by the MPO to ODOT, EPA, LRAPA, FHWA and FTA during interagency consultation. The air quality implications of each project were reviewed to determine which projects had the potential for hot spot requirements.

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

The Transportation Planning Committee (TPC), the standing committee for interagency consultation, reviewed the project list and subsequently, reviewed the public comments and the MPO's response(s).

Pertinent dates are listed below.

August 21	TPC initial review of project list
August 26	IAC begins; TPC receives finalized documents for comment
August 29	Public comment period begins
September 4	Public hearing at policy board meeting
September 8	IAC ends
September 18	TPC responds to public comments; MPO addresses IAC comments (another IAC meeting if required).
September 25	MPO responds to TPC comments (7 days prior to adoption)
September 28	Public comment period ends (30 days)
October 2	MPC considers adoption of MTIP/AQCD with public comments and responses.

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

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

Fiscal constraint is described and affirmed in the 2035 RTP and the 2015-2018 MTIP.

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

The adopted 2035 RTP was developed using the latest planning assumptions of population, employment, land use, and the transit district's long range plans including routes, service, and fares. Congested travel conditions were modeled. HPMS data were used to validate the base year model.

The 2015-2018 MTIP implements the 2035 RTP.

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

Under the LMP, no regional emissions modeling is required for the conformity determination. Thus, the latest emissions model is not required for this action.

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

See 40 CFR 93.105 above.

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

There are no TCMs specified in the Eugene-Springfield PM₁₀ State Implementation Plan.

40 CFR 93.114 ***Criteria and procedures: Currently conforming transportation plan and TIP.***

There is a currently conforming 2035 RTP and 2012-2015 MTIP in place. This action replaced the MTIP and will restart the 4 year cycle of the MTIP.

40 CFR 93.115 ***Criteria and procedures: Projects from a transportation plan and TIP.***

All projects in the MTIP are either listed in the current plan or are consistent with the goals, policies and objectives of the plan.

There are no project-level emissions mitigation or control measures in the MTIP.

40 CFR 93.116 ***Criteria and procedures: Localized PM₁₀ violations (hot spots)***

The project list of the MTIP indicates which projects are assessed as exempt under 40 CFR 93.126, and which require review for project level conformity. See Table 1. Map 2 shows the location of the projects within the region.

40 CFR 93.117 ***Compliance with PM₁₀ and PM_{2.5} control measures.***

There are no control measures in the Eugene-Springfield PM₁₀ State Implementation Plan.

40 CFR 93.118 ***Motor vehicle emissions budget***

Not required for an LMP.

40 CFR 93.119 ***Interim emissions in areas without motor vehicle emissions budgets.***

Not required for an LMP.

40 CFR 93.123(b) ***Procedures for determining localized PM₁₀ concentrations (hot spot analysis)***

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

The project sponsor is responsible for assuring the conformity of FHWA/FTA projects and regionally significant projects in the RTP or MTIP for which hot spot analysis is required. This is performed by the project sponsors at the appropriate phase of the project. Refer to the project list for identification of projects that are not exempt (Table 1, Map 2).

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

No emission reductions credits are applied.

Summary

Current PM₁₀ levels are shown to be well under the NAAQS level, and trends indicate a stable situation.

The transportation air quality conformity regulations have been addressed. The 2015-2018 MTIP project list has been submitted for review.

All requirements for the AQCD have been met.

Metropolitan Transportation Improvement Program FFY15-18

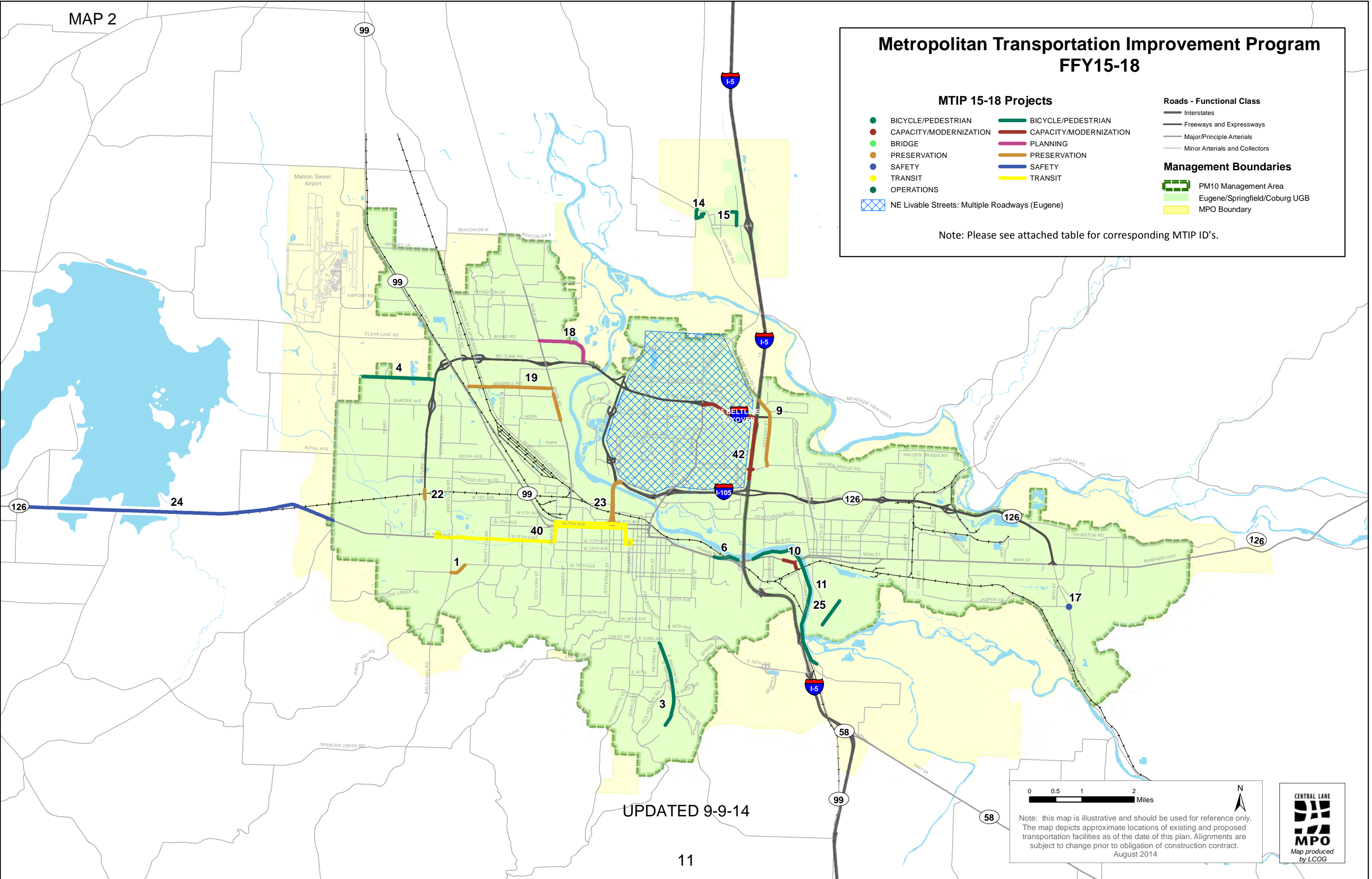
MTIP 15-18 Projects

- | | |
|--|------------------------|
| BICYCLE/PEDESTRIAN | BICYCLE/PEDESTRIAN |
| CAPACITY/MODERNIZATION | CAPACITY/MODERNIZATION |
| BRIDGE | PLANNING |
| PRESERVATION | PRESERVATION |
| SAFETY | SAFETY |
| TRANSIT | TRANSIT |
| OPERATIONS | |
| NE Livable Streets: Multiple Roadways (Eugene) | |

- Roads - Functional Class**
- Interstates
 - Freeways and Expressways
 - Major/Principle Arterials
 - Minor Arterials and Collectors

- Management Boundaries**
- PM10 Management Area
 - Eugene/Springfield/Coburg UGB
 - MPO Boundary

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



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0 0.5 1 2 Miles

N

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

August 2014

CENTRAL LANE
MPO

Map produced
by LCOG

MTIP Projects on Map					
MTIP ID #	PROJECT	KEY #	Jurisdiction	MODE	FUNCTIONAL CLASS
1	18th Ave: Josh St-Bertelsen St Preservation (EUG)	18781	Eugene	PRESERVATION	Urban Minor Arterial
3	Amazon Active Corridor: Martin Street-33rd St	18856	Eugene	PEDESTRIAN	N/A
4	Jessen Multiuse Path: Ohio Street - Beltline	18859	Eugene	PEDESTRIAN	N/A
5	NE Livable Streets: Multiple Roadways (Eugene)	18861	Eugene	PEDESTRIAN	N/A
6	South Bank Path: Knickerboker Bridge to Walnut St	18792	Eugene	PEDESTRIAN	N/A
9	Gateway St Preservation: Harlow Rd-I-5 X'ing (Spr)	18822	Springfield	PRESERVATION	Urban Minor Arterial
10	OR126B & MCVAY HWY: MISSISSIPPI AVE. - UPRR TRACKS	18865	Springfield	MODERNIZATION	Other Urban Principal Arterial
11	Glenwood Riverfront Path:I-5 X'ing-Seavey Lp (Spr)	18820	Springfield	PEDESTRIAN	N/A
14	Coburg Loop Path Seg 3 Coburg Bottm Loop-N Coburg R	18857	Coburg	PEDESTRIAN	N/A
15	Coburg Loop Path Seg 1 & 2	16839	Coburg	PEDESTRIAN	N/A
17	Bob Straub Pkwy: Mt. Vernon Road Intersection	18860	Lane County	SAFETY	Urban Minor Arterial/Urban Collector
18	Hunsaker Ln-Beaver St Corridor Study (Lane Co)	18790	Lane County	PLANNING	Urban Collector
19	River Rd/Maxwell Rd Pavement Preservation (Lane)	18798	Lane County	PRESERVATION	Other Urban Principal Arterial / Urban Minor Arterial
22	Beltline Hwy (OR569): SCS Canal & UPPR Bridge Repair	18576	ODOT	PRESERVATION	Other Urban Freeways and Expressways
23	I-105 Willamette R Connectors & 1st to 7th Ave Via	18577	ODOT	PRESERVATION	Urban Interstate
24	OR126: Ellmaker to Greenhill	18863	ODOT	SAFETY	Other Rural Principal Arterial
25	Middle Fk Willamette Rv Tr: Unit 3 (Spqfld)	18132	Willamalane	PEDESTRIAN	N/A
40	EMX Extension- W.11th: Commerce St - Olive St (Eugene)	16779	LTD	TRANSIT	Other Urban Principal Arterial
42	I-5 Beltline Interchange Unit 4 Eugene/Springfield	16861	ODOT	MODERNIZATION	Other Urban Freeways and Expressways / Urban Interstate

UPDATED 9-9-14

TABLE 2

Central Lane MPO - Draft FFY15-18 MTIP Project List
Summary of Funding by Jurisdiction, Federal Fiscal Year, and Activity Type

Project Name	MTIP ID #	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Req Match		Total Fed+ Req Match	Other		Total All Sources
								\$	Source	\$	Source		\$	Source	
EUGENE															
18th Ave: Bertelsen St - Josh St (Eugene)	1	Pavement preservation with potential pedestrian and bicycle improvements.	TSI System-Wide Policy #1: Transportation Infrastructure Protection and Management	EXEMPT / Safety-Pavement resurfacing and/or rehabilitation.	18781	2014	PRELIM ENG	\$240,400	STP-U	\$27,515	Eugene	\$267,915			\$267,915
					18781	2015	CN	\$961,600	STP-U	\$273,485	Eugene	\$1,235,085			\$1,235,085
						TOTAL FFY15-18		\$961,600		\$273,485		\$1,235,085			\$1,235,085
Eugene Regional Transp. Planning	2	Enable Eugene Public Works Engineering staff to participate and actively collaborate with federal, state, and metro area agencies and governments to form and implement regional transportation plans.	RTP Goal #1, RTP Goal #2	EXEMPT / Other-Planning and Technical Studies	18439	2014	PLAN	\$45,000	STP-U	\$5,150	Eugene	\$50,150			\$50,150
					18810	2015	PLAN	\$40,000	STP-U	\$4,578	Eugene	\$44,578			\$44,578
						TOTAL FFY15-18		\$40,000		\$4,578		\$44,578			\$44,578
Amazon Active Corridor: 33rd St - Martin St. (Eugene)	3	Construct extended Amazon multiuse path to South Eugene with enhanced safety features.	293	EXEMPT / Air Quality-Bicycle and pedestrian facilities.	18856	2016	PRELIM ENG	\$157,752	STP-FLX	\$18,055	Eugene	\$175,807	\$27,184	Eugene	\$202,991
					18856	2017	CN	\$1,378,956	STP-FLX	\$157,828	Eugene	\$1,536,784	\$237,625	Eugene	\$1,774,409
						TOTAL FFY15-18		\$1,536,708		\$175,883		\$1,712,591	\$264,809		\$1,977,400
Jessen Multiuse Path: Ohio Street - Beltline Path (Eugene)	4	Construct bicycle and pedestrian path with the western terminus at the northern end of Ohio Street and the eastern end at the Beltline Highway shared use path. The path alignment will be just north of Jessen Avenue. A path connector will be built from the Beltline Path to Wilbur Avenue to provide access from that neighborhood to the Jessen Path. That connector is located across the channel and just north of the Jessen Path.	463 (truncated at Ohio)	EXEMPT / Air Quality-Bicycle and pedestrian facilities.	18859	2016	PRELIM ENG	\$354,327	STP-FLX	\$40,554	Eugene	\$394,881	\$87,119	Eugene	\$482,000
					18859	2017	CN	\$1,544,335	STP-FLX	176756	Eugene	\$1,721,091	\$379,709	Eugene	\$2,100,800
						TOTAL FFY15-18		\$1,898,662		\$217,310		\$2,115,972	\$466,828		\$2,582,800
NE Livable Streets: Multiple Roadways (Eugene)	5	Construct various transit, bicycle, and pedestrian safety improvements and amenities.	TSI System-Wide Policy #4: Neighborhood Libavity	EXEMPT / Air Quality-Bicycle and pedestrian facilities.	18861	2016	PRELIM ENG	\$91,410	STP-FLX	\$10,462	Eugene	\$101,872	\$28,128	Eugene	\$130,000
					18861	2016	R/W	\$42,189	STP-FLX	4829	Eugene	\$47,018	\$12,982	Eugene	\$60,000
					18861	2017	CN	\$669,403	STP-FLX	76616	Eugene	\$746,019	\$205,981	Eugene	\$952,000
						TOTAL FFY15-18		\$ 803,002		\$ 91,907		\$ 894,909	\$ 247,091		\$ 1,142,000
South Bank Path: Walnut St - Knickerbocker Bridge (Eugene)	6	Rehabilitation of the South Bank Path segment of the Ruth Bascom Riverfront Path from the western terminus at Walnut Street to the Knickerbocker Bridge. (Project limits are Walnut street and Franklin Blvd intersection east along the sidewalk, turning into S. Bank bike path and ending approximately 100ft past the Knickerbocker Bridge.) Additional project elements include replacement of bridge railing across the Knickerbocker Bridge; and realigning and widening the path outside of the tunnel to maximize sight distance and increase safety.The tunnel will not undergo modification.	169	EXEMPT / Air Quality-Bicycle and pedestrian facilities.	18792	2014	PRELIM ENG	\$107,393	STP-U TAP	\$12,292	Eugene	\$119,685			\$119,685
					18792	2014	PRELIM ENG	\$37,166	STP-U	\$4,254	Eugene	\$41,420			\$41,420
					18792	2015	PRELIM ENG				Eugene		\$22,000	S080	\$22,000
					18792	2015	CN	\$578,237	STP-U	\$66,182	Eugene	\$644,419			\$644,419
					18792	2015	CN						\$198,000	S080	\$198,000
						TOTAL FFY15-18		\$578,237		\$66,182		\$644,419	\$220,000		\$864,419
SmartTrips Neighborhood Program (Eugene)	7	SmartTrip project that focuses on the Friendly, Amazon and Southeast neighborhoods. Provides outreach on personal basis to inform as to alternative mode options.	TDM Policy #1: TDM Program Development	EXEMPT / Other-specific activities that do not lead directly to construction	18784	2015	OTHER	\$116,000	STP-U	\$13,300	Eugene	\$129,300			\$129,300
						TOTAL FFY15-18		\$116,000		\$13,300		\$129,300			\$129,300

TABLE 2

Central Lane MPO - FFY15-18 MTIP Project List
Summary of Funding by Jurisdiction, Federal Fiscal Year, and Activity Type

Project Name	MTIP ID #	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Req Match		Total Fed+ Req Match	Other		Total All Sources
								\$	Source	\$	Source		\$	Source	
Springfield															
Springfield Regional Transp. Planning	8	Enable Springfield Public Works and Development Services staff to participate and actively collaborate with federal, state, and metro area agencies and governments to form and implement regional transportation plans.	RTP Goal #1,RTP Goal #2	EXEMPT / Other-Planning and Technical Studies	18435	2014	PLAN	\$40,000	STP-U	\$4,578	Springfield	\$44,578			\$44,578
					18812	2015	PLAN	\$40,000	STP-U	\$4,578	Springfield	\$44,578			\$44,578
						TOTAL FFY15-18		\$40,000		\$4,578		\$44,578			\$44,578
Gateway St: Harlow Rd - I-5 X'ing (Spr)	9	Resurface Gateway Street between Beltline Rd. and Harlow Rd. with a 2" mill/4" overlay. Dig out and repair sub grade as necessary. Restripe facility.	TSI System-Wide Policy #1: Transportation Infrastructure	EXEMPT / Safety-Pavement resurfacing and/or rehabilitation.	18822	2014	PRELIM ENG	\$305,000	STP-U	\$34,909	Springfield	\$339,909			\$339,909
					18822	2015	CN	\$1,220,000	STP-U	\$139,635	Springfield	\$1,359,635			\$1,359,635
						TOTAL FFY15-18		\$1,220,000		\$139,635		\$1,359,635			\$1,359,635
OR126B & McVay Hwy: Mississippi - UPRR tracks (Spr)	10	This Project will create multi-modal improvements to Franklin Blvd. in Glenwood (OR 126B) and McVay Highway between Mississippi Avenue to the Union Pacific Railroad (UPRR) tracks. This Project builds a hybrid multi-way boulevard and will provide dedicated facilities for bicycles and pedestrians, roundabouts at the intersection of Mississippi/ Franklin and McVay Highway/ Franklin, entry treatment to the City, storm water treatment, landscaping, decorative roadway and pedestrian level lighting, improve EmX bus rapid transit facilities, and create an urban environment that accommodates through traffic and improves access to the adjoining Glenwood Riverfront District. It will add a single lane access road to one or both sides of the main highway.	TSI Roadway Policy #1: Mobility and Safety for all Modes.	NON-EXEMPT / Regionally Significant Project. OR126B is a principal arterial. Requires PM ₁₀ hot spot review and potential analysis	18865	2014	PRELIM ENG	\$538,380	STP-FLX	\$61,620	Springfield	\$600,000	\$240,000	Sprigfield	\$840,000
					18865	2014	PRELIM ENG	\$323,028	STP-U	\$36,972	Springfield	\$360,000			\$360,000
					18865	2016	R/W	\$1,495,054	STP-FLX	\$171,116	Springfield	\$1,666,170	\$3,382,830	Springfield	\$5,049,000
					18865	2016	UR	\$515,050	STP-FLX	\$58,950	Springfield	\$574,000			\$574,000
					18865	2017	CN	\$2,724,647	STP-FLX	\$311,848	Springfield	\$3,036,495	\$6,165,005	Springfield	\$9,201,500
						TOTAL FFY15-18		\$4,734,751		\$541,914		\$5,276,665	\$9,547,835		\$14,824,500
Glenwood Riverfront Path:I-5 X'ing - Seavey Lp (Spr)	11	Complete alignment, NEPA and design for the riverfront path in Glenwood. The Path will connect to the soon to be completed South Bank viaduct under the I-5 Willamette River bridge and continue around Glenwood, ultimately connecting to Seavy Loop Rd., providing access to the Mt. Pisgah recreation area and Lane Community College.	TSI System-Wide policy #3: Intermodal Connectivity	EXEMPT / Other-Planning and Technical Studies	18820	2015	PLAN	\$250,000	STP-U	\$30,000	Springfield	\$280,000			\$280,000
						TOTAL FFY15-18		\$250,000		\$30,000		\$280,000			\$280,000
OR126B & OR225: McKenzie & McVay Jurisdictional Transfer	12	Negotiated funding amount of \$3.2M to facilitate jurisdictional transfer of sections of Oregon 126B-McKenzie Highway & Oregon 126B-McVay Highway from ODOT to the City of Springfield per OTC approval in July, 2014. The negotiated amount will be utilized for future roadway maintenance.	TSI System-Wide Policy #1: Transportation Infrastructure Protection and Management	EXEMPT / Other-specific activities that do not lead directly to construction	19175	2015	OTHER					\$0	\$3,200,000	S080	\$3,200,000
						TOTAL FFY15-18		\$0		\$0		\$0	\$3,200,000		\$3,200,000

TABLE 2

Central Lane MPO - FFY15-18 MTIP Project List
Summary of Funding by Jurisdiction, Federal Fiscal Year, and Activity Type

Project Name	MTIP ID #	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Req Match		Total Fed+ Req Match	Other		Total All Sources
								\$	Source	\$	Source		\$	Source	
Coburg															
Coburg Regional Transp. Planning	13	Enable Coburg staff to participate and actively collaborate with federal, state, and metro area agencies and governments to form and implement regional transportation plans.	RTP Goal #1, RTP Goal #2	Outside PM10 air quality maintenance area	18440	2014	PLAN	\$15,000	STP-U	\$1,717	Coburg	\$16,717			\$16,717
					18816	2015	PLAN	\$15,000	STP-U	\$1,717	Coburg	\$16,717			\$16,717
						TOTAL FFY15-18		\$15,000		\$1,717		\$16,717			\$16,717
Coburg Loop Path Seg 3: Coburg Bottom Loop-N Coburg Rd	14	Pedestrian and bicycle system improvements including the extension of an existing shared-use path, connection to bicycle boulevards, and safety improvements. The Loop Path will accommodate a variety of users including walkers, runners, bicyclists, tourists, school groups, and commuters.	1001 (part)	Outside PM10 air quality maintenance area											
					18857	2015	PRELIM ENG	\$89,730	STP-FLX	\$10,270	Coburg	\$100,000			\$100,000
					18857	2015	R/W	\$17,890	STP-FLX	\$2,048	Coburg	\$19,938	\$9,062	Coburg	\$29,000
					18857	2016	CN	\$300,380	STP-FLX	\$34,380	Coburg	\$334,760	\$152,165	Coburg	\$486,925
						TOTAL FFY15-18		\$408,000		\$46,698		\$454,698	\$161,227		\$615,925
Coburg Loop Path	15	The Coburg Loop Path, Segments 1 and 2 is a 10 foot wide, concrete, shared use path. The southern terminus is the westside of the Pearl Street/Coburg Industrial Way intersection and the north terminus connects to Sarah Lane; a total distance of 2,177 feet of path or .9 acre of ROW. The proposed project will result in significant pedestrian and bicycle system improvements that will include construction of shared-use path segments, connection to bicycle boulevards, and safety improvements at a key intersection. Completion of these key elements will form the core of the broader planned system and will accommodate a variety of users including walkers, runners,bicyclists, tourists, school groups, and commuters. The proposal includes riparian enhancement of 1,250 lineal feet of the Muddy Creek Irrigation Channel adjacent to the Coburg Industrial Way path (Segment 1), tree planting along the Sarah Lane Connector (Segment 2), and interpretive signage describing the history of Coburg.	TSI Bicycle Policy #1: Bikeway System and Support Facilities	Outside PM10 air quality maintenance area											
					16839	2012	PRELIM ENG	\$144,465	STP-U	\$16,535	Coburg	\$161,000			\$161,000
					16839	2015	CN	\$255,536	STP-U	\$29,246	Coburg	\$284,782			\$284,782
					16839	2015	CN						\$20,218	Coburg	\$20,218
						TOTAL FFY15-18		\$255,536		\$29,246		\$284,782	\$20,218		\$305,000

TABLE 2

Central Lane MPO - FFY15-18 MTIP Project List
Summary of Funding by Jurisdiction, Federal Fiscal Year, and Activity Type

Project Name	MTIP ID #	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Req Match		Total Fed+ Req Match	Other		Total All Sources
								\$	Source	\$	Source		\$	Source	
Lane County															
Lane Co. Regional Transportation Planning	16	Planning and project development activities by Lane County staff associated with development and implementation of regional transportation plans. This involves extensive collaboration with federal, state and metro area agencies and governments	RTP Goal #1,RTP Goal #2	EXEMPT / Other-Planning and Technical Studies	18436	2014	PLAN	\$25,000	STP-U	\$2,861	LaneCo.	\$27,861			\$27,861
					18813	2015	PLAN	\$25,000	STP-U	\$2,861	LaneCo.	\$27,861			\$27,861
						TOTAL FFY15-18		\$25,000		\$2,861		\$27,861			\$27,861
Bob Straub Pkwy: Mt. Vernon Road Intersection (Lane Co.)	17	Construct improved crosswalk and hybrid pedestrian beacon	902	EXEMPT / Air Quality - Bicycle and Pedestrian Facilities	18860	2016	PRELIM ENG	\$31,892	STP-FLX	\$3,650	LaneCo.	\$35,542	\$4,458	LaneCo.	\$40,000
					18860	2017	CN	\$127,586	STP-FLX	\$14,601	LaneCo.	\$142,187	\$17,831	LaneCo.	\$160,018
						TOTAL FFY15-18		\$159,478		\$18,251		\$177,729	\$22,289		\$200,018
Hunsaker Ln-Beaver St Corridor Study (Lane Co)	18	Partnering with Eugene, this request is to develop a Corridor Plan to evaluate multi-modal safety improvements to the Beaver/Hunsaker corridor and to evaluate connection of Beaver St to Wilkes Drive.	503, 527	EXEMPT / Other-Planning and Technical Studies	18790	2015	PLAN	\$174,325	STP-U	\$25,675	LaneCo.	\$200,000			\$200,000
						TOTAL FFY15-18		\$174,325		\$25,675		\$200,000			\$200,000
River Rd/Maxwell Rd Pavement Preservation (Lane Co.)	19	Preservation of River Road from Rosewood Avenue to Horn Ln and preservation of Maxwell Road from Prairie Road to River Road	TSI System-Wide Policy #1: Transportation Infrastructure Protection and Management	EXEMPT / Safety-Pavement resurfacing and/or rehabilitation.	18798	2014	PRELIM ENG	\$146,000	STP-U	\$16,710	LaneCo.	\$162,710			\$162,710
					18798	2015	CN	\$1,023,550	STP-U	\$117,150	LaneCo.	\$1,140,700			\$1,140,700
						TOTAL FFY15-18		\$1,023,550		\$117,150		\$1,140,700			\$1,140,700

TABLE 2

Central Lane MPO - FFY15-18 MTIP Project List
Summary of Funding by Jurisdiction, Federal Fiscal Year, and Activity Type

Project Name	MTIP ID #	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Req Match		Total Fed+ Req Match	Other		Total All Sources
								\$	Source	\$	Source		\$	Source	
LCOG															
Central Lane MPO UPWP Funding	20	Fund MPO Work Program Activities	RTP Goal #1,RTP Goal #2	EXEMPT / Other-Planning and Technical Studies	18438	2014	PLAN	\$450,000	STP-U	\$51,505	LCOG	\$501,505			\$501,505
					18808	2015	PLAN	\$450,000	STP-U	\$51,505	LCOG	\$501,505			\$501,505
						TOTAL FFY15-18		\$450,000		\$51,505		\$501,505			\$501,505
Regional Bicycle Counters (Central Lane MPO)	21	The project will purchase & install 10 automatic bike counters throughout the MPO. They measure bike volume in both directions of travel at 15 minute intervals. The project also funds data retrieval for three years. One pedestrian counter will also be purchased and installed co-located with a bike counter as a prototype.	TSI Bicycle Policy #1: Bikeway System and Support Facilities	EXEMPT / Air Quality-Bicycle and pedestrian facilities.	19104	2015	CN	\$84,586	STP-U	\$9,680	LCOG	\$94,266			\$94,266
						TOTAL FFY15-18		\$84,586		\$9,680		\$94,266			\$94,266

TABLE 2

Central Lane MPO - FFY15-18 MTIP Project List
Summary of Funding by Jurisdiction, Federal Fiscal Year, and Activity Type

Project Name	MTIP ID #	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Req Match		Total Fed+ Req Match	Other		Total All Sources
								\$	Source	\$	Source		\$	Source	
ODOT															
Beltline Hwy (OR569): SCS Canal & UPRR Bridge Repair (Eugene)	22	Rail; Seismic; Deck Overlay; Joints; Concrete Repair; Spot Paint; Br #09460	TSI System-Wide Policy #3: Corridor Preservation	EXEMPT / Safety - Pavement resurfacing and/or rehabilitation	18576		PRELIM								
						2015	ENG	\$93,319	NHPP	\$10,681	ODOT	\$104,000			\$104,000
						2016	R/W	\$9,870	NHPP	\$1,130	ODOT	\$11,000			\$11,000
						2017	CN	\$943,960	NHPP	\$108,040	ODOT	\$1,052,000			\$1,052,000
TOTAL FFY15-18							\$1,047,149		\$119,851		\$1,167,000			\$1,167,000	
I-105 Willamette R Connectors & 1st to 7th AVE Viaducts (Eugene)	23	Construct a deck overlay to address the severe cracking and rutting in the wearing surface. As part of this work, the joints will be replaced and the approaches will be repaved. The bridge rail will be replaced with a rail that meets current safety standards. Other work includes repairing concrete spalls and injecting epoxy into cracks to help preserve the bridges. This work will take place from MP 0.14 to 0.38, MP 0.73 to 0.89, and MP 1.0 to 1.02	TSI System-Wide Policy #3: Corridor Preservation	EXEMPT / Safety - Pavement resurfacing and/or rehabilitation	18577		PRELIM								
						2015	ENG	\$654,132	NHPP	\$74,868	ODOT	\$729,000			\$729,000
						2016	R/W	\$29,611	NHPP	\$3,389	ODOT	\$33,000			\$33,000
						2017	CN	\$13,191,207	NHPP	\$1,509,793	ODOT	\$14,701,000			\$14,701,000
TOTAL FFY15-18							\$13,874,950		\$1,588,050		\$15,463,000			\$15,463,000	
OR126: Ellmaker to Greenhill Rd (Eugene)	24	Develop and construct intersection, transit, bicycle, and pedestrian improvements to address near term deficiencies. Project extends from Huston Rd on OR126, MP 47.84 to Greenhill on OR569, MP 1.28. Most of the length of this project is outside the MPO.	TSI Roadway Policy #1: Mobility and Safety for all Modes	Outside PM ₁₀ air quality maintenance area	18863	2016	PRELIM	\$201,074	STP-FLX	\$23,014	ODOT	\$224,088	\$113,912	ODOT	\$338,000
					18863	2017	R/W	\$80,311	STP-FLX	\$9,192	ODOT	\$45,497	\$45,497	ODOT	\$135,000
					18863	2017	UR	\$3,569	STP-FLX	\$409	ODOT	\$3,978	\$2,022	ODOT	\$6,000
					18863	2018	CN	\$2,406,945	STP-FLX	\$275,486	ODOT	\$2,682,431	\$1,363,569	ODOT	\$4,046,000
					TOTAL FFY15-18							\$2,691,899		\$308,101	
I-5 Beltline Interchange Unit 4 Eugene/Springfield	42	Construction of: • A new eastbound Beltline auxiliary lane from Coburg Road to southbound I-5 on ramp; • A new eastbound Beltline to northbound I-5 on-ramp, including a structure over I-5 • Extension of the southbound I-5 on- ramp from eastbound Beltline • Alteration of the Harlow Bridge to allow for a multi-use path under the structure • Final stages of the Multi Use path that will be partially constructed in Unit 3 • A sound wall along the south side of Beltline between Coburg Rd. and I-5	606	NON-EXEMPT / Regionally Significant Project. I-5/Beltline are regionally significant highways. Requires hot spot review and potential analysis.	16861	2011	PRELIM						\$5,000,000	B4A0	\$5,000,000
					16861	2014	R/W						\$6,000,000	B4A0	\$6,000,000
					16861	2014	UR						\$2,000,000	B4A0	\$2,000,000
					16861	2016	CN						\$27,000,000	B4A0	\$27,000,000
					TOTAL FFY15-18							\$0		\$0	

TABLE 2

Central Lane MPO - FFY15-18 MTIP Project List
Summary of Funding by Jurisdiction, Federal Fiscal Year, and Activity Type

Project Name	MTIP ID #	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Req Match		Total Fed+ Req Match	Other		Total All Sources
								\$	Source	\$	Source		\$	Source	
Willamalane															
Middle Fk Willamette Rv Tr: Unit 3 (Spr)	25	Project construction completed. Implement completion details for the construction of a multi-use Path around the base of Quarry Butte to Dorris Ranch Living History Farm	21	EXEMPT / Air Quality-Bicycle and pedestrian facilities.	18132	2012	PRELIM ENG	\$80,759	STP / L25E (Rural)	\$9,241	Willamalane	\$90,000			\$90,000
					18132	2013	CN	\$883,751	STP-FLEX	\$101,149	Willamalane	\$984,900	\$20,100		\$1,005,000
					18132	2015	OTHER						\$26,000	Willamalane	\$26,000
						TOTAL FFY15-18		\$0		\$0		\$0	\$26,000		\$26,000

TABLE 2

Central Lane MPO - FFY15-18 MTIP Project List
Summary of Funding by Jurisdiction, Federal Fiscal Year, and Activity Type

Project Name	MTIP ID #	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Req Match		Total Fed+ Req Match	Other		Total All Sources
								\$	Source	\$	Source		\$	Source	
LTD															
TDM Program & Projects #16 (Eugene)	26	The Transportation Demand Management work performed is regional in its scope of services and programs. The strategic plan for the TDM work performed though the point2point Solutions Program at LTD incorporates the TDM strategies in the adopted RTP.	TDM Policy #1: TDM Program Development	EXEMPT / Other-Planning and Technical Studies	17797	2014	OTHER	\$107,100	STP	\$12,258	LTD	\$119,358			\$119,358
					17796	2015	OTHER	\$107,100	STP- FLEX	\$12,258	LTD	\$119,358			\$119,358
								\$107,100		\$12,258		\$119,358			\$119,358
								\$107,100		\$12,258		\$119,358			\$119,358
Bus Support Equipment and Facilities	27	Equipment purchases and facilities improvements in support of transit operations. This project includes office supplies, computer hardware and software, and other administrative support equipment.	TSI Transit Policy #1: Transit Improvements	EXEMPT / Mass Transit-Purchase of office, shop, and operating equipment for existing facilities.	18060	2014	OTHER	\$3,749,400	FTA-5307	\$937,350	LTD	\$4,686,750			\$4,686,750
					18061	2015	OTHER	\$2,952,000	FTA-5307	\$738,000	LTD	\$3,690,000			\$3,690,000
					TBD	2016	OTHER	\$1,680,000	FTA-5307	\$420,000	LTD	\$2,100,000			\$2,100,000
					TBD	2017	OTHER	\$1,680,000	FTA-5307	\$420,000	LTD	\$2,100,000			\$2,100,000
					TBD	2018	OTHER	\$880,000	FTA-5307	\$220,000	LTD	\$1,100,000			\$1,100,000
								\$7,192,000		\$1,798,000		\$8,990,000			\$8,990,000
								\$7,192,000		\$1,798,000		\$8,990,000			\$8,990,000
Passenger Boarding Improvements	28	Passenger Boarding Improvements include new shelter placements for new service, shelter replacements for shelters at high vandalism locations, improvements to accommodate ADA, and improvements to other stations and park and rides, including improvements to the station at Lane Community College.	1130	EXEMPT / Mass Transit-Construction of small passenger shelters and information kiosks., Other-Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities).	18062	2014	OTHER	\$150,600	FTA-5307	\$37,650	LTD	\$188,250			\$188,250
					18063	2015	OTHER	\$140,000	FTA-5307	\$35,000	LTD	\$175,000			\$175,000
					TBD	2016	OTHER	\$240,000	FTA-5307	\$60,000	LTD	\$300,000			\$300,000
					TBD	2017	OTHER	\$104,000	FTA-5307	\$26,000	LTD	\$130,000			\$130,000
					TBD	2018	OTHER	\$80,000	FTA-5307	\$20,000	LTD	\$100,000			\$100,000
								\$564,000		\$141,000		\$705,000			\$705,000
LTD SmartTrips Regional Residential Program	29	Implement a Regional SmartTrips Program through individualized outreach, to educate and promote transportation options.	RTP Goal #1,TDM Policy #1: TDM Program Development	EXEMPT / Other-specific activities that do not lead directly to construction	18136	2013	OTHER	\$345,000	STP	\$39,487	LTD	\$384,487			\$384,487
					18755	2015	OTHER	\$372,844	STP-Flex	\$42,674	LTD	\$415,518			\$415,518
								\$372,844		\$42,674		\$415,518			\$415,518
LTD Regional Transportation Planning	30	Enable LTD staff to participate and actively collaborate with federal, state, and metro area agencies and governments to form and implement regional transportation plans.	RTP Goal #1,RTP Goal #2	EXEMPT / Other-Planning and Technical Studies	18437	2014	PLAN	\$25,000	STP-U	\$2,861	LTD	\$27,861			\$27,861
					18815	2015	PLAN	\$25,000	STP-U	\$2,861	LTD	\$27,861			\$27,861
								\$25,000		\$2,861		\$27,861			\$27,861
Regional TO/TDM Program - Point2point Solutions	31	Point2Point Solutions is the region's TDM program responsible for implementing TDM strategies that complement RTP goals and policies. The Transportation Demand Management work performed is regional in its scope of services and programs. The strategic plan for the TDM work performed though the Point2Point Solutions Program at LTD incorporates the TDM strategies in the adopted RTP.	TDM Policy #1: TDM Program Development	EXEMPT / Other - Planning and Technical Studies	16724	2014	OTHER	\$300,000	STP-U	\$34,350	LTD	\$334,350			\$334,350
					18825	2015	OTHER	\$300,000	STP-U	\$34,350	LTD	\$334,350			\$334,350
								\$300,000		\$34,350		\$334,350			\$334,350
Regional Safe Routes to School	32	The Safe Routes to School (SRTS) program will promote alternative transportation, particularly walking and biking to school, to public school students and their families in the Eugene 4J, Bethel, and Springfield school districts. The program will provide bike and pedestrian safety education, develop walking routes maps for local schools, promote Walk Buses/Bike Trains among students' families, and conduct promotional events.	TSI Bicycle Policy #1: Bikeway System and Support Facilities	EXEMPT / Other - Planning and Technical Studies	17350	2011	OTHER	\$25,000	STP-U	\$2,861	LTD	\$27,861			\$27,861
					17351	2012	OTHER	\$75,000	STP-U	\$8,584	LTD	\$83,584			\$83,584
					18225	2013	OTHER	\$116,500	STP-U	\$13,500	Other	\$130,000			\$130,000
					18827	2014	OTHER	\$121,513	STP-U	\$13,913	LTD	\$135,426			\$135,426
					18829	2015	OTHER	\$122,033	STP-U TAP	\$13,967	LTD	\$136,000			\$136,000
								\$122,033		\$13,967		\$136,000			\$136,000
					18862	2016	PLAN	\$2,000,000	STP-FLX	\$228,909		\$2,228,909	\$21,091	Other	\$2,250,000
Multiple Routes: NW Eugene to LCC (Eugene)	33	Complete NEPA process for possible BRT expansion	1115	EXEMPT / Other - Planning and technical studies				\$2,000,000		\$228,909		\$2,228,909	\$21,091		\$2,250,000
Energy Storage System Replacement	34	Replace energy storage systems on hybrid buses	Finance Policy #2: Operations, Maintenance and Preservation	Not Exempt in PM10 areas / Rehabilitation of transit vehicles; Project does not degrade air quality; No need for Hot Spot analysis	TBD	2015	OTHER	\$384,000	FTA-5307	\$96,000	LTD	\$480,000			\$480,000
					TBD	2016	OTHER	\$364,000	FTA-5307	\$91,000	LTD	\$455,000			\$455,000
					TBD	2017	OTHER	\$120,000	FTA-5307	\$30,000	LTD	\$150,000			\$150,000
					TBD	2018	OTHER	\$260,000	FTA-5307	\$65,000	LTD	\$325,000			\$325,000
								\$1,128,000		\$282,000		\$1,410,000			\$1,410,000
Fare Management System	35	Purchase and implement an electronic fare management system.	TSI Transit Policy #1: Transit Improvements	EXEMPT / Mass transit - Purchase of operating equipment for vehicles	TBD	2015	OTHER	\$80,000	FTA-5307/5337	\$20,000		\$100,000			\$100,000
					TBD	2016	OTHER	\$2,240,000	FTA-5307/5337	\$560,000	LTD	\$2,800,000			\$2,800,000
								\$2,320,000		\$580,000		\$2,900,000			\$2,900,000
Preventive Maintenance	36	Preventive maintenance.	TSI Transit Policy #1: Transit Improvements	EXEMPT / Mass Transit-Operating assistance to transit agencies.	TBD	2015	OTHER	\$4,200,000	FTA-5307	\$1,050,000	LTD	\$5,250,000			\$5,250,000
					TBD	2016	OTHER	\$4,200,000	FTA-5307	\$1,050,000	LTD	\$5,250,000			\$5,250,000
					TBD	2017	OTHER	\$4,200,000	FTA-5307	\$1,050,000	LTD	\$5,250,000			\$5,250,000
					TBD	2018	OTHER	\$4,200,000	FTA-5307	\$1,050,000	LTD	\$5,250,000			\$5,250,000
								\$16,800,000		\$4,200,000		\$21,000,000			\$21,000,000

TABLE 2

Central Lane MPO - FFY15-18 MTIP Project List
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Project Name	MTIP ID #	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Req Match		Total Fed+ Req Match	Other		Total All Sources
								\$	Source	\$	Source		\$	Source	
LTD															
Vanpools	37	Promote and support Transportation Demand Management programs (TDM) such as carpool and vanpool.	TDM Policy #2: Parking Management	EXEMPT / Air Quality-Continuation of ride-sharing and van-pooling promotion activities at current levels.	TBD	2015	OTHER	\$81,700	FTA-5307	\$20,425	LTD	\$102,125			\$102,125
					TBD	2016	OTHER	\$81,700	FTA-5307	\$20,425	LTD	\$102,125			\$102,125
					TBD	2017	OTHER	\$81,700	FTA-5307	\$20,425	LTD	\$102,125			\$102,125
					TBD	2018	OTHER	\$81,700	FTA-5307	\$20,425	LTD	\$102,125			\$102,125
						TOTAL FFY15-18		\$326,800		\$81,700		\$408,500			\$408,500
Accessible Service Vehicles	38	Purchase of approximately five gasoline fueled Accessible Services vehicles per year.	RTP Goal #2	Not EXEMPT in PM10 areas /Mass Transit-Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet. No hot spot demonstration needed: Small number of vehicles, not to be used in single area. 93.116 is met.	TBD	2015	OTHER	\$250,000	FTA-5310	\$62,500	LTD	\$312,500			\$312,500
					TBD	2016	OTHER	\$250,000	FTA-5310	\$62,500	LTD	\$312,500			\$312,500
					TBD	2017	OTHER	\$250,000	FTA-5310	\$62,500	LTD	\$312,500			\$312,500
					TBD	2018	OTHER	\$250,000	FTA-5310	\$62,500	LTD	\$312,500			\$312,500
						TOTAL FFY15-18		\$1,000,000		\$250,000		\$1,250,000			\$1,250,000
Vehicle Purchase	39	Purchase three replacement hybrid diesel buses and other vehicles. May include debt issuance costs and interest payments.	1110	Not EXEMPT in PM10 areas / Mass Transit-Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet. No hot spot demonstration needed: hybrid diesel vehicles, not concentrated in any one area. 93.116 is met.	17336	2015	OTHER	\$1,782,400	FTA-5307/5337	\$445,600	LTD	\$2,228,000			\$2,228,000
						TOTAL FFY15-18		\$1,782,400		\$445,600		\$2,228,000			\$2,228,000
West Eugene EmX Extension, Small Starts	40	Design, utility relocation, bus purchase, construct, and implementation of the West Eugene EmX Extension	1115	Not EXEMPT / Regionally Significant Project. Project underwent NEPA analysis including air quality. 93.116 is met.Project Conformity is completed.		2014	PLAN	\$1,980,160	FTA-5307	\$495,040	LTD	\$2,475,200			\$2,475,200
						2014	PLAN	\$495,040	FTA-5309	\$123,760	LTD	\$618,800			\$618,800
						2015	PRELIM ENG	\$10,676,000	FTA-5309	\$2,669,000	LTD	\$13,345,000			\$13,345,000
						2015	R/W	\$4,427,200	FTA-5309	\$1,106,800	LTD	\$5,534,000			\$5,534,000
						2015	UR	\$7,600,000	FTA-5309	\$1,900,000	LTD	\$9,500,000			\$9,500,000
						2015	CN	\$1,720,279	FTA-5309	\$430,070	LTD	\$2,150,349			\$2,150,349
						2015	CN						\$1,694,130	Other	\$1,694,130
					16779	2015	OTHER						\$8,400,000	Other	\$8,400,000
						TOTAL FFY15-18		\$24,423,479		\$6,105,870		\$30,529,349	\$10,094,130		\$40,623,479
LTD - Drive Less Connect Outreach 2014	41	Promote available transportation alternatives to Single Occupancy Vehicles (SOV).	TDM Policy #1: TDM Program Development / TDM Policy #3: Congestion Management	EXEMPT / Other-specific activities that do not lead directly to construction	19173	2015	OTHER	\$57,725	STP-FLEX	\$3,125	LTD	\$60,850			\$60,850
						TOTAL FFY15-18		\$57,725		\$3,125		\$60,850			\$60,850

Demonstration of Financial Constraint

The Federal regulations require that the MTIP be financially constrained by year. Specifically, the MTIP:

“shall be financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenue sources and which projects are to be implemented using proposed revenue sources”

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

The table below provides a summary of the financial analysis and demonstrates that the MTIP is financially constrained. Revenues in the first two years are committed, as programmed in the capital improvement programs of the local and state jurisdictions. All funds are from current revenue sources

	FY15-18 MTIP (\$Year of Expenditure)				Total
Description	FY15	FY16	FY17	FY18	FY15 – FY18
Total Revenue	\$64,486,685	\$47,976,541	\$38,083,346	\$11,235,62	\$161,782,197
Total Expenditures	\$64,486,685	\$47,976,541	\$38,083,346	\$11,235,62	\$161,782,197
Difference Between Revenues & Expenditures	\$0	\$0	\$0	\$0	\$0
Statement of Financial Constraint: Each project programmed in the FY15-18 MTIP has an identified funding source or combination of sources reasonably expected to be available over the planning period. Funds for FY15 and FY16 projects are available or committed.					

UPDATED 9-9-14

APPENDIX A



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY REGION 10

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

OFFICE OF
AIR, WASTE AND TOXICS

JUL 7 2014

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

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

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

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

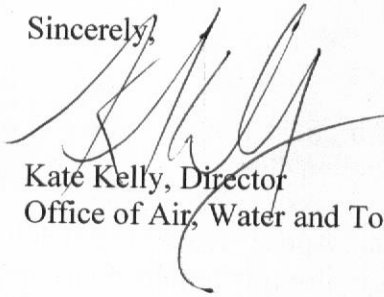
This letter documents that, because the approved maintenance plan for the Eugene-Springfield CO area did not extend the maintenance period beyond 20 years from redesignation, transportation conformity requirements for CO ceased to apply after February 4, 2014 (i.e., 20 years after the effective date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

APPENDIX A

The EPA notes that there is an approved limited maintenance plan in place for the Eugene-Springfield PM₁₀ area, see 78 FR 21547 (April 11, 2013). Although regional emissions analyses are not required for PM₁₀ under the limited maintenance plan provisions in 40 CFR 93.109(e), conformity determinations for the PM₁₀ NAAQS continue to be required for transportation improvement programs, and non-exempt FHWA/FTA projects, and all other transportation conformity requirements apply, see 78 FR 21547 (April 11, 2013).

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

Sincerely,



Kate Kelly, Director
Office of Air, Water and Toxics

cc:

Merlyn L. Hough
Lane Regional Air Protection Agency

David Collier
Oregon Department of Environmental Quality

Marina Orlando
Oregon Department of Transportation

Julian Merchant
Federal Highway Administration

Ned Conroy
Federal Transit Administration

David Nordberg
Oregon Department of Environmental Quality

Susan Payne
Central Lane Metropolitan Planning Organization

APPENDIX B



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



Reply To
Attn Of: AT-082

OCT 03 1994

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

Dear Mr. Arkell:

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

The final federal conformity rule does allow for exempting areas from the regional emissions analysis of the conformity rule if certain criteria are met. I believe your letter demonstrates that the Eugene-Springfield area meets the PM₁₀ conformity criteria and therefore, I concur with your conclusion that the conformity determination is not required to satisfy the PM₁₀ criteria for regional emissions analysis. The preamble for the federal rule, however, does not allow for relief from project level analysis. The projects within the PM₁₀ nonattainment area must comply with the project level conformity requirements as specified in the federal conformity regulation.

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

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

Sincerely,

A handwritten signature in dark ink that reads "Jim McCormick".

Jim McCormick, Director
Air and Toxics Division

cc: George Kloeppel, LCOG

APPENDIX B

LANE REGIONAL

AIR POLLUTION AUTHORITY



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

Donald R. Arkell, Director

September 9, 1994

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

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

Dear Mr. Clarke:

The preamble for the final Federal Conformity Rule states:

..in some nonattainment and maintenance areas, the SIP may demonstrate that highway and transit vehicle emissions are an insignificant contributor to the nonattainment problem, for example, CO or PM₁₀ violations near industrial sources. For areas with control strategy SIPs which have already been submitted and which demonstrate that motor vehicle emissions (including exhaust, evaporative, and reentrained dust emissions) are insignificant and reductions are not necessary for attainment, the conformity determination is not required to satisfy the criteria for regional emissions analysis of that pollutant. 58 Fed. Reg. 62194 (November 24, 1993).

The Eugene-Springfield PM₁₀ SIP, which has been submitted to EPA for approval, establishes that emissions from motor vehicles is not significant and concludes that control of emissions from motor vehicles is not necessary to demonstrate attainment with the PM₁₀ standards. There has not been an exceedance of the PM₁₀ standards in this area since 1987. Currently, the Lane Regional Air Pollution Authority (LRAPA) is developing a maintenance plan as part of a request for redesignation to attainment status for PM₁₀. On the basis of these facts, we conclude that conformity determinations for PM₁₀ are not required by federal regulation.

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

APPENDIX B

Transportation Conformity Analysis

September 9, 1994

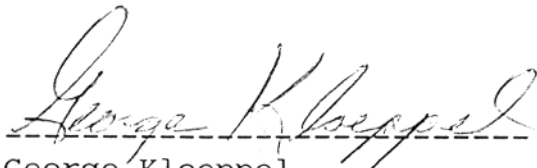
Page 2

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

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

These findings and conclusions will be jointly reviewed and reaffirmed or modified no less frequently than five-year intervals. This review will occur as necessary when pollutant concentrations of either CO, Ozone or PM₁₀ approach NAAQS and motor vehicle emissions are a significant cause.

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



George Kloeppel
LCOG Executive Director



Don Arkell
LRAPA Director

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

APPENDIX C



U.S. Department
of Transportation

Federal Highway Administration
Oregon Division
530 Center Street NE, Suite 420
Salem, Oregon 97301
503.399.5749

Federal Transit Administration
Region 10
915 Second Avenue, Room 3142
Seattle, Washington 98174-1002
206.220.7954

June 27, 2012

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

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

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

Dear Mr. Vanderpool:

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

The Eugene-Springfield urbanized area is currently designated "maintenance" for carbon monoxide (CO) and "non-attainment" for particulate matter of less than 10 microns (PM₁₀). However, the U.S. Environmental Protection Agency (EPA) in their letter dated October 3, 1994 concurred with the Lane Regional Air Protection Agency (LRAPA) that the conformity determination is not required to satisfy the PM₁₀ criteria for regional emissions analysis. The U.S. Environmental Protection Agency (EPA) also published a Federal Register Notice approving the CO maintenance plan for the Eugene-Springfield area effective February 4, 1994.

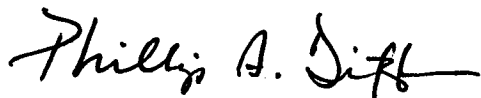
The Clean Air Act of 1990, as amended, requires that transportation plans, programs and projects cannot create new National Ambient Air Quality Standards (NAAQS) violations, increase the frequency of severity of existing NAAQS violations or delay the attainment of NAAQS. The Metropolitan Planning Organization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

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

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

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

Sincerely,



Phillip A. Ditzler
FHWA Division Administrator



FOR R. F. Krochalis
FTA Regional Administrator

cc:

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

SS/rm