

Air Quality Conformity Determination

Draft

Central Lane TMA

***Air Quality Conformity Determination for
Metropolitan Transportation Improvement Program
Fiscal Years 2004-2006***

Lane Council of Governments
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October 2003

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Published by
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Central Lane TMA

Air Quality Conformity Determination for Metropolitan Transportation Improvement Program Fiscal Years 2004-2006

1.0 Overview

On February 4th, 1994, the Eugene-Springfield region reached a significant milestone in its transportation planning efforts. Effective on that date, the area was officially redesignated by the Environmental Protection Agency (EPA) as being in attainment of the national ambient air quality standards for Carbon Monoxide (CO). The region is currently in the required maintenance period (1994-2014). There has not been an exceedance of the CO standards since 1980. The region's maintenance plan was approved by EPA as part of the same action that approved the region's redesignation request.

The Eugene-Springfield region is currently classified as non-attainment for particulate matter of less than 10 microns (PM₁₀). The Lane Regional Air Pollution Authority (LRAPA) is in the process of applying to the federal Environmental Protection Agency for a redesignation to attainment status for PM₁₀. The formal application is expected to be made in June, 2004. Redesignation by EPA would then place the region into a maintenance period for PM₁₀.

On March 3, 1995 the Environmental Quality Commission (EQC) adopted new rules regarding the air quality conformity of transportation plans, programs and projects to Federal and State implementation plans. These new rules establish criteria and procedures for determining such conformity. This state rule mirrors and in some instances is more stringent than the federal rule. It also provides more specificity around the roles and responsibilities of Metropolitan Planning Organization's (MPOs), air agencies, DEQ, Oregon Department of Transportation (ODOT) and local agencies. By meeting the state standards for purposes of demonstrating air quality conformity, the federal standards are also met.

The region is now in the second half of a 20 year maintenance period for CO during which the area will have to demonstrate continued compliance with the Clean Air Act. Demonstration requirements in the state rule include conformity analysis for the regional transportation plan; the Metropolitan Transportation Improvement Program (MTIP); and projects contained in the MTIP. This conformity analysis is required to show that any additions to the transportation system do not jeopardize the region's attainment and maintenance of the air quality standards. Specifically, the state rule states that demonstration of conformity for CO be within or consistent with the motor vehicle emissions budget.

This document provides demonstration of conformity required by state and federal regulations for the FY2004-2006 Metropolitan Transportation Improvement Program adopted by the Metropolitan Policy Committee on October 9, 2003. Section 2.0 of this

report provides an overview of what is required for conformity for each pollutant, responses to general conformity criteria specified in the state rule and a summary of the determination of financial constraint. Section 3.0 describes the regional emissions analysis and method. Results of this conformity determination are found in section 4.0.

2.0 Demonstrations Of Conformity

2.1 General Requirements

Carbon Monoxide Demonstration of Conformity

The December 6, 1993, Federal Register notice of Approval and Promulgation of Redesignation recognizes the nature of the CO emissions problem to be within the Central Area Transportation Study (CATS) boundary. It specifically reads:

Due to the nature of Eugene's CO violation, (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.

Recently, LRAPA moved to using the Eugene and Springfield Urban Growth Boundaries (UGBs) in place of the Air Quality Management Area (AQMA).

In a letter attached in Appendix A, EPA approved and concurred that regional emissions tests for CO apply only to projects within the CATS boundary (downtown Eugene) for purposes of conformity.

All regionally significant projects listed in the FY04-06 MTIP throughout the Central Lane TMA were modeled using the most recent population, employment, travel and congestion estimates, as required by EPA Conformity guidance. These forecasts were reviewed by the TPC, acting as the region's Standing Committee on Air Quality, consistent with requirements for interagency consultation. The CATS area was specifically evaluated for CO emissions. The attached map indicates the location of FY04-06 MTIP projects as well as the CATS area boundary and urban growth boundaries for Eugene, Springfield, and Coburg.

Particulate Matter less than 10 Microns (PM10) Demonstration of Conformity

The preamble for the Transportation Conformity Rule, 40 CFR Parts 51 and 93 states:

....in some non-attainment and maintenance areas, the SIP may demonstrate that highway and transit vehicle emissions are an insignificant contributor to the non-attainment 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 emission) 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.

The Eugene-Springfield PM₁₀ State Implementation Program (SIP), approved by EPA in 1994, established that emissions from motor vehicles are not a significant contributing factor to overall PM₁₀ emissions and concludes that control of emissions from motor vehicles is not necessary to demonstrate attainment with the PM₁₀ standards. There has not been an exceedance of the PM₁₀ standards in this area since 1987. LRAPA is in the process of submitting a request for redesignation to Attainment Status for PM₁₀. As indicated in Appendix A, EPA approved and concurred that conformity determinations for PM₁₀ are not required.

2.2 Responses to General Conformity Criteria

In order to demonstrate conformity, the Central Lane Transportation Management Area (TMA) must address specific criteria listed in OAR 340-252-0110 through 340-252-0190. Specific responses to these criteria are listed below. For plan and MTIP conformity these criteria include using the latest planning assumptions, using the latest emissions model, interagency consultation and public involvement, and consistency with the motor vehicle emissions budget as specified in the SIP.

340-252-0110: Latest Planning Assumptions

The conformity determination must be based upon the most recent planning assumptions in force at the time of the conformity determination. This analysis is using the most current 2025 population and employment projections as prepared by LCOG. Also, the transit policies assumed are considered reasonable by Lane Transit District (LTD) staff. There are no road and bridge tolls in the Eugene-Springfield Metro Area. No Transportation Control Measures (TCMs) are required in the Eugene-Springfield CO or PM₁₀ SIP. Key assumptions for Air Quality Conformity Determination are based on population and employment forecasts in Table 1.

Table 1: Regional Population and Employment

<i>Analysis Year</i>	<i>Population</i>	<i>Employment</i>
1990	201,400	118,500
2001	238,396	117,911
2003	243,519	119,724
2005	248,781	121,573
2015	282,758	142,281
2020	301,291	154,339
2025	321,263	167,719

340-252-0120: Latest Emissions Model

The conformity determination must be based on the latest emission estimation model available. It is satisfied if the most current version of the motor vehicle emissions model specified by EPA for use in the preparation or revision of implementation plans in that State or area is used for the conformity analysis.

The emissions calculations were performed using factors derived from Mobile5B as required by EPA. After January 29, 2004, MOBILE6 will be required for all conformity determinations.

340-252-0130: Consultation

The Central Lane MPO must make conformity determinations according to the interagency consultation procedures in OAR 340-252-0060, and according to the public involvement procedures established in OAR 340-252-0060 and public involvement procedure established by The Central Lane MPO in compliance with 23 CFR Part 450.

The Central Lane MPO is required to establish a standing committee for purposes of interagency consultation. OAR 340-252-0760(2)(b)(A) designates the Central Lane MPO's Transportation Planning Committee (TPC) as the standing committee for the Central Lane MPO. TPC membership includes representatives from Eugene, Springfield, Lane County, LTD, LRAPA, ODOT and FHWA. Currently the committee meets monthly.

A 30-day comment period is required for review of the draft conformity determination by the standing committee. In accordance with this requirement a draft document was provided to TPC on September 17, 2003, with the comment period extending to October 16, 2003. In addition to distribution to TPC, in compliance with requirements for interagency consultation copies of the draft document were provided to FTA, EPA, and DEQ.

TPC is scheduled to take action on the Draft Conformity Determination on October 23, 2003. The MPC will take action at its November 13, 2003 meeting. For purposes of public participation in the conformity determination process, the Central Lane MPO must make available to the public the draft determination and all supporting documentation 30 days prior to the final decision. On September 19, 2003, the Central Lane MPO placed a legal advertisement in the Register-Guard noting the availability of the draft document; over 30 days prior to the final action. Additionally, the draft Conformity Determination was made available on LCOG's website in conjunction with information dealing with the FY04-06 MTIP Update.

A summary of the relevant dates associated with this conformity determination is provided in the following table:

Summary Schedule for FY04-06 MTIP Conformity Determination	
Date	Action
September 17, 2003	Draft conformity determination distributed for review to TPC, FTA, EPA, and DEQ
September 19, 2003	Draft conformity determination posted to LCOG website and advertised as available for public review
October 9, 2003	MPC adopts FY04-06 MTIP
October 16, 2003	Comment Period closes
October 23, 2003	TPC takes action on draft conformity determination
November 13, 2003	MPC takes action to adopt conformity determination
November 14, 2003	Adopting resolution and final conformity document distributed to TPC, FTA, EPA, and DEQ.

340-252-0140 (3): Timely Implementation of TCMs

There are no TCM requirements in the CO or PM10 SIPs.

340-252-0190: Motor Vehicle Emissions Budget

The MTIP must be consistent with the motor vehicle emissions budget in the applicable implementation plan. Analysis has demonstrated that the emissions are less than the 1990 emissions budget of 6,021 tons annually, published in the December 6, 1993 Federal Register. Table 3 provides a summary of the emissions analysis.

2.3 MTIP Financial Constraint

In order to be found in conformity, the Transportation Improvement Programs must be financially constrained consistent with the federal metropolitan planning regulations (23 CFR part 450). Specifically:

“The TIP 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 Central Lane MPO in cooperation with the state and the transit operator. ODOT and the Lane Transit District must provide the Central Lane MPO with estimates of available federal and state funds, which the Central Lane 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. In developing the financial analysis, the Central Lane 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. All projects in the MTIP are either in or consistent with the Regional Transportation Plan.

Table 2 below provides a summary of the MTIP financial analysis and demonstrates that the MTIP is financially constrained. Appendix B provides a tabular listing of all projects included on the FY04-06 MTIP. All revenue sources listed in that table are current sources. Revenues in the first two years are committed, as programmed in the capital improvement programs (CIPs) of the local and state jurisdictions.

Table 2: FY04-06 MTIP Financial Constraint Assessment				
				Total Amount
Description	FY04	FY05	FY06	FY04 - FY06
Total Revenue	\$55,816,734	\$85,348,170	\$37,135,224	\$175,300,128
Total Expenditures	\$55,816,734	\$85,348,170	\$37,135,224	\$175,300,128
Difference Between Revenues & Expenditures	\$0	\$0	\$0	\$0
Statement of MTIP Financial Constraint: Each project included in the Central Lane TMA FY04-06 Metropolitan Transportation Improvement Program has an identified funding source or combination of sources reasonably expected to be available over the program period.				

3.0 Regional Emissions Analysis & Methodology

The MTIP projects for the region were compiled from the CIP’s for the City of Eugene, City of Springfield, Lane County, Lane Transit District, and ODOT. The table in Appendix B lists FY04-06 MTIP projects considered in this conformity determination. Criteria for projects included for regional emissions analysis were derived from OAR 340-252-0070 and OAR 340-252-0080. these criteria are provided in Appendix C.

Three analysis/horizon years were evaluated for CO emissions in the CATS area. These are 1990 (the SIP emissions budget base year), 2002, and 2006 (the MTIP horizon).

ODOT staff used Mobile5B to compile air quality emissions per speed range. The traffic forecasting software package, EMME/2 (Version 9.2), was used to determine traffic estimates and forecasts for the entire Eugene-Springfield region. A link by link analysis was carried out. Specific model data used include speed, volumes and vehicle miles traveled. The links in the CATS area were extracted for emissions analysis. Emissions factors were applied to estimate CO emissions per link. The link CO emissions were totaled to get CATS area-wide tons/year of CO emissions. This link-by-link analysis is the recommended methodology by ODOT staff for determining area-wide CO emissions.

The emissions for the analysis/horizon years were compared with the emissions budget established in the area's SIP as required by the state rule. Horizon years assume implementation of all federally funded projects of regional significance and any other non-federal projects of regional significance. According to OAR 340-252-0270, air quality neutral projects are exempt from the requirement that a conformity determination be made. These projects are defined by EPA as those which will not affect the outcome of any area-wide air quality analysis. Although these projects are exempt from emissions analysis, the system-wide traffic-forecasting model reflects these projects (e.g. in approach capacities and link speeds) in the assignment of traffic and calculation of vehicle miles traveled (VMT).

4.0 Demonstration Of Conformity

Table 3 presents the results of the regional emissions analysis. These results show that the emissions for the Build scenario are lower than the emissions budget. Therefore, the MTIP conforms to the motor vehicle emissions budget for the Eugene-Springfield area, as set forth in the Federal Register, Vol. 58, No 232, page 64163, December 6, 1993. The emissions for 2006 Baseline and Action scenarios are the same when rounded to Tons per Year, though the Baseline emissions are slightly higher when expressed in Grams, which are the units used by the emissions model. The similarity of the two scenarios results from the impact of the projects added in the Action scenario not being enough to affect the Baseline emissions. No emissions reduction credits are used in this conformity determination.

Table 3: Carbon Monoxide Emissions Analysis
Central Area Transportation Study Boundary FY04-06 MTIP Projects

<i>Analysis Year</i>	<i>Projected Emissions</i> <i>(Tons/Year of Carbon Monoxide)</i>		
	<i>Emissions Budget</i>	<i>Baseline (No Build)</i>	<i>Action (Build)</i>
1990	6021.0	N/A	N/A
2002 (Base Year)	6021.0	2,268	N/A
2006 (MTIP Horizon)	6021.0	2,245	2,245

*1990 is base year that was in attainment with the standard set forth in the Federal Register, Vol. 58, No. 232, Page 64163, December 6, 1993.

**Established emissions budget based on Table 3 of the Central Lane AQMA, Request for Change in Attainment Status for Carbon Monoxide (CO), June 6, 1988.

LCOG: T:\MPO\TIP\TIP FY04-06\AQCD\FY04-06 TIP AQ CONFORMITY DETERMINATION - REVISIONS.DOC
Last Saved: November 6, 2003

Appendix A – Supporting Correspondence



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:

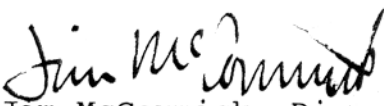
This is in response to your letter to Chuck Clarke regarding the "Memorandum of Understanding - Transportation Conformity Analysis for the Eugene-Springfield MPO", dated September 9, 1994. The letter was also signed by George Kloeppel, the LCOG Executive Director.

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,


Jim McCormick, Director
Air and Toxics Division

cc: George Kloeppel, LCOG



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):

Transportation Conformity Analysis

September 9, 1994

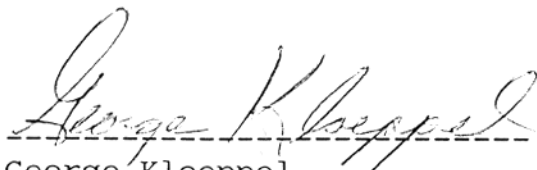
Page 2

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.



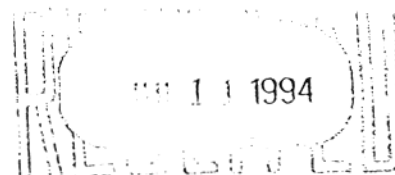
George Kloeppel
LCOG Executive Director



Don Arkell
LRAPA Director

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

State of Oregon
Department of Environmental Quality



Memorandum

Date: July 7, 1994

To: Don Arkell, LRAPA
From: John Kowalczyk
Subject: CO and PM-10 regional emissions analysis for transportation conformity.

We have reviewed your draft letter to Chuck Clarke, Regional Administrator, EPA Region X, requesting an exemption from the CO and PM-10 regional emissions criteria contained in the Federal rules governing conformity of transportation plans and improvement programs. While we do not agree that motor vehicle emissions of CO and PM-10 are insignificant, we feel that your exemption request for CO and PM-10 should be granted because there is no need to control these sources, as reflected in your attainment SIPs.

The basis for these exemptions is found in the preamble to the final Federal conformity rule. The preamble states:

in some nonattainment and maintenance areas, the SIP may demonstrate that highway and transit vehicle emissions are an insignificant contributor to the nonattainment problem, for example, CO or PM-10 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).

In order to determine which CO or PM-10 nonattainment areas in the state should be exempt from regional emissions analysis, we assessed whether motor vehicle emissions are significant in each area and reviewed control strategies contained in each area's SIP. To assess whether motor vehicle CO or PM-10 emissions (including exhaust, evaporative and re-entrained dust emissions) are "significant" we looked to EPA's rules establishing significance levels for major stationary sources found in 40 C.F.R. section 51.165(b)(2). Pursuant to EPA's rules

[A] major modification will be considered to cause or

Memo To: Don Arkell, LRAPA
July 7, 1994
Page 2

contribute to a violation of a national ambient air quality standard when such source or modification would, at a minimum, exceed the following significance levels at any locality that does not or would not meet the applicable standard.

For PM-10, EPA's rules establish a significance level of 3% of the 24 hour standard and 2% for the annual standard. For CO, EPA's rules establish a significance level of approximately 5% for both the one and eight hour standards. The CO and PM-10 emission inventories for the Eugene-Springfield AQMA indicate that emissions from motor vehicle exhaust, evaporation and re-entrained road dust exceed the "significance" levels established in EPA's rules. However, since the SIPs for the Eugene-Springfield area do not contain re-entrained dust control strategies for PM-10, or any areawide CO control strategies, this area should be exempt from PM-10 and CO regional emissions analysis.

Therefore, in accordance with the results of the CATS study and your letter, PM-10 and CO regional emissions analyses of the plan and TIP may be conducted only for projects contained in the CATS area. Nonetheless, all projects within the AQMA will still be required to comply with the project level conformity requirements.

cc: Mike Lidgard, EPA Region X
Steve Lindland, ODOT
Tom Schwetz, LCOG

Appendix B – Table of FY04-06 MTIP Projects

**TABLE 1
PROGRAMMED PROJECTS BY YEAR**

Project	Project Description	ODOT Key Number	Fiscal Year						Total Cost	Total Federal Cost	Funding Source	TransPlan Project Number ¹	Regional Emissions Analysis
			FY04		FY05		FY06						
			Federal \$	Other \$	Federal \$	Other \$	Federal \$	Other \$					
EUGENE													
Regional Transportation Planning	Allow Eugene Public Works Engineering staff to participate and actively collaborate with federal, state, and metro area agencies and governments to form and implement regional transportation plans.	13375 13376	\$125,000	\$243,000	\$125,000	\$243,000			\$736,000	\$250,000	STP-U, E	TransPlan Goals #1 & #2	Exempt
Fern Ridge Path Resurfacing	Rehabilitate the existing pavement of Fern Ridge path by overlaying with new concrete surfacing; Chambers to City View	13377	\$418,000	\$105,000					\$523,000	\$418,000	STP-U, E	TSI Bikeway Policy #1	Not in CATS Area
Eugene Street Improvements	Various arterial and collector projects; may include channelization, pedestrian crossing islands, intersection enhancements	11762, 11763	\$715,000	\$81,835					\$796,835	\$715,000	STP-L, E	TSI Roadway Policy #1	Not in CATS Area
Courthouse District Transportation Improvements	Reconstruct 8th Avenue (Mill Street to Hilyard Street), 2-lane urban street with parking, curb, gutter and sidewalks. Extend Ferry Street (north from 8th Avenue to realigned 6th Avenue), 2-lane urban street with parking, curb, gutter and sidewalks. Construct realigned 6th Avenue (Hilyard Street to High Street), 2-lane urban street for one-way westbound traffic with curb, gutter, sidewalks and separated shared-use path. Project would include new signal at 8th Avenue and Mill Street intersection as well as improvements to Mill Street, Broadway and Ferry Street	13378 13379	\$1,318,000	\$329,000			\$1,054,000	\$264,000	\$2,965,000	\$2,372,000	Earmark, LC	TSI Roadway Policy #1	Required
Traffic Operations Improvement Program	Safety and transportation system management improvements	13380 13381 13382		\$55,000		\$55,000		\$55,000	\$165,000	\$0	E	TSI Roadway Policy #1	Not in CATS Area
Street Lighting	Arterials/collectors, various locations	13383 13384 13385		\$60,000		\$60,000		\$60,000	\$180,000	\$0	E	TSI Roadway Policy #1	Not in CATS Area
3rd-4th Connector	Upgrade and capacity enhancements for 3rd Avenue from Pearl Street to Lincoln Street just north of the railroad tracks; Upgrade major collector to urban standards with 2-lanes, turn pockets, curb, gutter, sidewalks and bike lanes	13386 13387		\$120,000		\$1,451,000			\$1,571,000	\$0	E	450	Required

**TABLE 1
PROGRAMMED PROJECTS BY YEAR**

Project	Project Description	ODOT Key Number	Fiscal Year						Total Cost	Total Federal Cost	Funding Source	TransPlan Project Number ¹	Regional Emissions Analysis
			FY04		FY05		FY06						
			Federal \$	Other \$	Federal \$	Other \$	Federal \$	Other \$					
EUGENE, Continued													
Traffic Signal Improvements and Upgrades	Install new traffic signals and upgrade traffic signal system	13388 13389 13390		\$150,000		\$150,000		\$150,000	\$450,000	\$0	E	TSI Roadway Policy #1	Not in CATS Area
Judkins Point Interchange/Glenwood Boulevard	Intersection improvements at interchange ramp terminal	13391		\$250,000					\$250,000	\$0	E, LC	TSI Roadway Policy #1	Not in CATS Area
Legacy Extension, Avalon to Royal	Extension of Legacy Street; Construct new 3-lane major collector with curb, gutter, sidewalks and bike lanes	13392 13393 13394		\$262,000		\$263,000		\$823,000	\$1,348,000	\$0	E	445	Not in CATS Area
Services for New Development	Infrastructure improvements to support new development; This category is used as match for capital projects which add capacity to respond to demand from new development	13395 13396 13397		\$400,000		\$400,000		\$400,000	\$1,200,000	\$0	E	102	Not in CATS Area
Monroe Street/Friendly Street Bikeway	Enhance Monroe/Friendly corridor to make it a "bike arterial;" Project still in planning/scoping phase; May include bike lane or route on either Monroe Street or Friendly Street between Ruth Bacsom Riverbank Trail and 28th Avenue. Possible intersection and operational changes to improve safety for cyclists through corridor	13399			\$224,000	\$26,000			\$250,000	\$224,000	STP-U, E	172, 251	Not in CATS Area
North Bank Trail Resurfacing	Rehabilitate the existing pavement of North Bank Trail path by overlaying with new concrete surfacing., Club Road to Approx. 3000' west	13400			\$381,000	\$96,000			\$477,000	\$381,000	STP-U, E	Finance Policies #2 & #6	Not in CATS Area
Roosevelt Extension, Terry to Royal	Extension of Roosevelt Boulevard; Construct new 3-lane major collector with curb, gutter, sidewalks and bike lanes	13401 13402				\$270,000		\$274,000	\$544,000	\$0	E	429	Not in CATS Area
Garden Way Path Resurfacing	Rehabilitate the existing pavement of Garden Way path (Garden Way to Canoe Canal) by overlaying with new concrete surfacing	13403					\$388,000	\$97,000	\$485,000	\$388,000	STP-U, E	TSI Bikeway Policy #1	Not in CATS Area
Chad Drive Extension	Extend Chad Drive to connect to North Game Farm Road, including 2 travel lanes, center turn lane at intersections, curb, gutter bike lanes and sidewalks on both sides, street trees, street lights, and a traffic signal at Game Farm Road	13404					\$695,000	\$565,000	\$1,260,000	\$695,000	STP-U, E	680	Not in CATS Area

**TABLE 1
PROGRAMMED PROJECTS BY YEAR**

Project	Project Description	ODOT Key Number	Fiscal Year						Total Cost	Total Federal Cost	Funding Source	TransPlan Project Number ¹	Regional Emissions Analysis
			FY04		FY05		FY06						
			Federal \$	Other \$	Federal \$	Other \$	Federal \$	Other \$					
SPRINGFIELD													
Regional Transportation Planning	Allows Springfield Public Works and Development Services staff to participate and actively collaborate with federal, state, and metro area agencies and governments to form and implement regional transportation plans.	13405 13406	\$87,500	\$20,000	\$87,500	\$20,000			\$215,000	\$175,000	STP-U, S	TransPlan Goals #1 & #2	Exempt
21st Street	Preservation and reconstruction, Olympic to Main; add bike lanes	13407	\$640,000	\$710,000					\$1,350,000	\$640,000	STP-U, S	Finance Policy #2	Not in CATS Area
Sidewalk Repair	Repair of sidewalks	13408 13409 13410		\$15,000		\$15,000		\$15,000	\$45,000	\$0	S	TSI System-Wide Policy #1	Not in CATS Area
Signal Detectors Repair	Signal repair at various locations	13411 13412 13413		\$60,000		\$60,000		\$60,000	\$180,000	\$0	S	TSI System-Wide Policy #1	Not in CATS Area
Traffic Control Projects	Installation of traffic controls such as signals or roundabouts	13414 13415 13416		\$119,000		\$50,000		\$50,000	\$219,000	\$0	S,SDC	TSI System-Wide Policy #1	Not in CATS Area
126/42 Ramp Signal	Construct signal at Highway 126/42nd WB ramp intersection	13417		\$200,000					\$200,000	\$0	LC	713	Not in CATS Area
Gateway Traffic Improvements	Capacity improvements at various locations in the Gateway area	13418 13419 13420		\$200,000		\$200,000		\$200,000	\$600,000	\$0	S,SDC	TSI System-Wide Policy #1	Not in CATS Area
Street Seal/Overlay	Continuing street maintenance effort of slurry seal and overlay	13421 13422 13423		\$443,000		\$468,000		\$473,000	\$1,384,000	\$0	S	TSI System-Wide Policy #1	Not in CATS Area
Pioneer Parkway	Pavement Preservation, Q Street to Hayden Bridge	13424			\$400,000	\$100,000			\$500,000	\$400,000	STP-U, S	Finance Policy #2	Not in CATS Area
MLK Parkway	Construct minor arterial; Beltline-Game Farm intersection to Harlow-Hayden intersection	13425				\$8,950,000			\$8,950,000	\$0	LC, D	768	Not in CATS Area
42nd Street	McKenzie Highway to Jasper Road, Upgrade to urban standards, jurisdictional transfer; Upgrade to a three lane section where feasible including pedestrian islands, sidewalks, bike lanes where feasible, landscaped setbacks, street lighting, curbs and gutters	12835				\$4,125,000			\$4,125,000	\$0	O	954	Not in CATS Area
69th Street	Reconstruction and urban standards, A Street to Thurston Road; Upgrade to a three lane section where feasible including sidewalks, curbs and gutters, drainage improvements for a channel (drainage funds), bike lanes, street lighting, intersection improvement (signal or roundabout) at 69th and Thurston intersection	13426					\$431,000	\$754,000	\$1,185,000	\$431,000	STP-U, S	Finance Policy #2	Not in CATS Area

**TABLE 1
PROGRAMMED PROJECTS BY YEAR**

Project	Project Description	ODOT Key Number	Fiscal Year						Total Cost	Total Federal Cost	Funding Source	TransPlan Project Number ¹	Regional Emissions Analysis
			FY04		FY05		FY06						
			Federal \$	Other \$	Federal \$	Other \$	Federal \$	Other \$					
LANE COUNTY													
Jasper Road Extension, Main Street to 58th	Extend 4 lane arterial	13427		\$2,000,000					\$2,000,000	\$0	LC	66	Not in CATS Area
Jasper Road Extension, 58th to Jasper Road	Extend 2 lane arterial	13428		\$2,625,000					\$2,625,000	\$0	LC	66	Not in CATS Area
Delta/Beltline Interchange	Interchange improvements; Interim safety improvements; potentially replace/revise existing ramps and widen Delta Highway bridge to five lanes	10088					\$8,050,000		\$8,050,000	\$0	LC	638	Not in CATS Area
Game Farm North, Eugene City Limit to Coburg Road	Upgrade from 2-lane to 3-lane urban facility; include a curb, setback sidewalk, urban bike lane on the south/west side and a rural design on the north/east side including a six foot bike shoulder; include a new traffic signal at Crescent Avenue and an improvement of the Armitage Road alignment as the fourth leg of this intersection	13430					\$2,200,000		\$2,200,000	\$0	LC	654	Not in CATS Area
McVay Highway Realignment, Bloomberg to 30th Avenue	Construct connector road between Bloomberg Road and 30th Avenue; realign piece of McVay Highway to connect at a different location on 30th Avenue; realignment is planned to start in the vicinity of the McVay/Bloomberg Road intersection and continue on over to 30th Ave at the Eldon Schafer Drive traffic signal; old section of McVay Highway will be abandoned or reconfigured to provide access to the freeway ramp to the south	13431					\$800,000		\$800,000	\$0	LC	297	Not in CATS Area
Delta Highway	Pavement Preservation	13432					\$632,500	\$632,500	\$1,265,000	\$632,500	STP-U, LC	Finance Policy #2	Not in CATS Area
Irving Road Overpass	Construct overpass at Northwest Expressway and Railroad. Signalize access to Irving Road on north side	13433						\$4,200,000	\$4,200,000	\$0	LC	530	Not in CATS Area
Royal Avenue, Terry Street to Greenhill Road	Upgrade major collector to urban standards with 3-lanes, curb, gutter, sidewalks and bike lanes	13434						\$2,200,000	\$2,200,000	\$0	LC,E	481	Not in CATS Area
COBURG													
Coburg TSP Update	Update TSP to meet requirements of Periodic Review and TMA	13435 13436	\$40,000	\$5,000	\$20,000	\$5,000			\$70,000	\$60,000	STP-U	Finance Policy #2	Not in CATS Area
Coburg Diamond Street overlay	Overlay pavement	13437			\$24,000	\$6,000			\$30,000	\$24,000	STP-U	Finance Policy #2	Not in CATS Area
Coburg Locust Street improvements	Overlay pavement, provide street widening with the right-of-way and correct drainage problems	13438			\$30,000	\$10,000			\$40,000	\$30,000	STP-U	Finance Policy #2	Not in CATS Area
LCOG													
Central Lane MPO UPWP Funding	Fund MPO Work Program Activities	13439 13410	\$250,000		\$250,000				\$500,000	\$500,000	STP-U	TransPlan Goals #1 & #2	Exempt

**TABLE 1
PROGRAMMED PROJECTS BY YEAR**

Project	Project Description	ODOT Key Number	Fiscal Year						Total Cost	Total Federal Cost	Funding Source	TransPlan Project Number ¹	Regional Emissions Analysis
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			Federal \$	Other \$	Federal \$	Other \$	Federal \$	Other \$					
LTD													
Glenwood Park and Ride	Site selection and environmental analysis for locating a 50 – 100 space park and ride facility in Glenwood, to be served by the Franklin EmX Corridor	12253	\$80,000	\$20,000					\$100,000	\$80,000	Federal 5307	1105	Not in CATS Area
Fleet Replacement and Expansion		13441	\$6,596,000	\$1,649,000					\$8,245,000	\$6,596,000	Federal 5307	1110, 1315	Not in CATS Area
Transportation Demand Management	The Transportation Demand Management work performed is regional in its scope of services and programs. The strategic plan for the TDM work performed through the Commuter Solutions Program at LTD incorporates the TDM strategies in the adopted TransPlan. A TDM Advisory Committee (which is a sub- committee of the Transportation Planning Committee), oversees the Commuter Solutions Program with committee members representing Lane Transit District, Lane County, LCOG, City of Eugene, City of Springfield, LRAPA, and ODOT.	11695, 11708, 12890	\$99,600	\$11,400	\$99,600	\$11,400	\$99,600	\$11,400	\$333,000	\$298,800	STP	TDM Policy #1	Exempt
Intelligent Transportation System	This project is for ITS systems for the BRT Franklin Corridor (Phase 1), and includes traffic control interfaces, passenger boarding information, and vehicle tracking systems	12255, 12261	\$160,000	\$40,000	\$160,000	\$40,000			\$400,000	\$320,000	Federal 5307	TSI Transit Policy #1	Exempt
Regional TDM Program	Commuter Solutions is the region's TDM program responsible for implementing TDM strategies that compliment TransPlan goals and policies. The Transportation Demand Management work performed is regional in its scope of services and programs. The strategic plan for the TDM work performed through the Commuter Solutions Program at LTD incorporates the TDM strategies in the adopted TransPlan. A TDM Advisory Committee (which is a sub- committee of the Transportation Planning Committee), oversees the Commuter Solutions Program with committee members representing Lane Transit District, Lane County, LCOG, City of Eugene, City of Springfield, LRAPA, and ODOT.	13442 13443 13444	\$225,000	\$36,670	\$225,000	\$36,670	\$225,000	\$36,670	\$785,010	\$675,000	STP-U	TDM Policy #1	Exempt
River Road Station Improvements	This project is a roof rebuild for the existing River Road Transit Station, and will replace the roof structure	12256	\$240,000	\$60,000					\$300,000	\$240,000	Federal 5307	TSI Transit Policy #1	Not in CATS Area

**TABLE 1
PROGRAMMED PROJECTS BY YEAR**

Project	Project Description	ODOT Key Number	Fiscal Year						Total Cost	Total Federal Cost	Funding Source	TransPlan Project Number ¹	Regional Emissions Analysis
			FY04		FY05		FY06						
			Federal \$	Other \$	Federal \$	Other \$	Federal \$	Other \$					
LTD. Continued													
Bus Rapid Transit	This project is for Pioneer Parkway and Coburg Road Bus Rapid Transit planning and development, including preliminary engineering and NEPA documentation. This is a planning project, not a capital facility project.	12252, 12258	\$715,000	\$585,000	\$1,000,489	\$114,511			\$2,415,000	\$1,715,489	STP-U, 5309	1115	Not in CATS Area
RideSource Maintenance and Operations Facility	This is a new RideSource Operations and Maintenance facility, which will house all operations, dispatch, vehicle storage and maintenance activities for the RideSource Paratransit program. Air quality analysis was conducted as part of the documented categorical exclusion for NEPA compliance. Traffic projections show that this facility will generate less than 20 trips per hour during peak hours.	13445	\$1,780,000	\$203,729					\$1,983,729	\$1,780,000	S5310	TSI Transit Policy #1	Not in CATS Area
Bus Support Equipment and Facilities	This project includes office supplies, computer hardware and software, and other administrative support equipment.	11357, 11358, 12254, 12257	\$3,500,000	\$875,000	\$2,800,000	\$700,000			\$7,875,000	\$6,300,000	Federal 5307	TSI Transit Policy #1	Not in CATS Area
Bus Rapid Transit Vehicles	Five vehicles are being purchased for the Franklin EmX corridor. These vehicles are hybrid electric vehicles, and will replace diesel-powered vehicles operating in existing service on this corridor, served by the number 11 route. The number 11 route will be replaced by the Franklin EmX Corridor Service.	12251, TBD	\$5,760,000	\$1,440,000			\$5,280,000	\$1,320,000	\$13,800,000	\$11,040,000	Federal 5307	1110	Not in CATS Area
Bus Rapid Transit, Phase One	Phase One of Bus Rapid Transit, also referred to as the Franklin EmX Corridor, is a four-mile corridor from downtown Eugene to downtown Springfield. The EmX service will provide rapid transit service through exclusive busways, low-floor vehicles, prepaid fare mechanisms, and signal priority. This service will replace existing service, with the same frequency, currently provided by the number 11 route. Due to priority techniques such as exclusive busways and traffic signal priority, as well as hybrid-electric vehicles, it is anticipated that emissions for the EmX Franklin Corridor will be less than the existing conditions.	13285	\$8,000,000	\$2,000,000					\$10,000,000	\$8,000,000	Federal 5309, Federal 5307	1115	Required

**TABLE 1
PROGRAMMED PROJECTS BY YEAR**

Project	Project Description	ODOT Key Number	Fiscal Year						Total Cost	Total Federal Cost	Funding Source	TransPlan Project Number ¹	Regional Emissions Analysis
			FY04		FY05		FY06						
			Federal \$	Other \$	Federal \$	Other \$	Federal \$	Other \$					
LTD. Continued													
Passenger Boarding Improvements	Passenger Boarding Improvements include new shelter placements for new service, shelter replacements for shelters at high vandalism locations, improvements to accommodate ADA, and improvements to other stations and park and rides, including improvements to the station at Lane Community College.	13447 13448			\$232,000	\$58,000	\$232,000	\$58,000	\$580,000	\$464,000	Federal 5307	1130, 1330, 1355	Not in CATS Area
Coburg Park and Ride	This project includes site selection, environmental review for NEPA compliance, and construction of a Park and Ride to serve a future Coburg Road EmX Corridor. Because of the delayed timeline for the Coburg Road EmX Corridor, and the lack of a dedicated funding source, this project is unlikely to be built within the TIP planning horizon.	12259			\$800,000	\$200,000			\$1,000,000	\$800,000	Federal 5307	1105, 1305, 1345	Not in CATS Area
Bus Rolling Stock	Replacement rolling stock for fixed-route fleet.	12260					\$5,200,000	\$1,300,000	\$6,500,000	\$5,200,000	Federal 5309	1110	Not in CATS Area
Fixed Route Fare Management	Upgrade fixed-route fare collection system to accommodate new technology fare readers, such as proximity cards.	13449					\$886,800	\$221,700	\$1,108,500	\$886,800	Federal 5307	TSI Transit Policy #1	Not in CATS Area
Automated Passenger Information Systems	Automated passenger information systems for fixed route service.	13450					\$161,600	\$40,400	\$202,000	\$161,600	Federal 5307	TSI Transit Policy #1	Not in CATS Area
Radio Improvements	Upgrade radio communication system for fixed route service.	13451					\$81,600	\$20,400	\$102,000	\$81,600	Federal 5307	TSI Transit Policy #1	Not in CATS Area
Bus Rapid Transit, Pioneer Parkway	Final design, final engineering, land acquisition and initial construction of Pioneer Parkway Bus Rapid Transit. This corridor is planned to operate from the new Springfield Station to the Gateway area, traveling in the median along Pioneer Parkway, and Pioneer Parkway extension (to be constructed). Air quality analysis for this project will be completed as part of the Environmental Impact Statement being prepared for NEPA compliance.	13452					\$2,400,000	\$600,000	\$3,000,000	\$2,400,000	Federal 5309, Federal 5307	1115	Not in CATS Area

**TABLE 1
PROGRAMMED PROJECTS BY YEAR**

Project	Project Description	ODOT Key Number	Fiscal Year						Total Cost	Total Federal Cost	Funding Source	TransPlan Project Number ¹	Regional Emissions Analysis
			FY04		FY05		FY06						
			Federal \$	Other \$	Federal \$	Other \$	Federal \$	Other \$					
ODOT													
Operational ITS Improvements - Vehicle Management System	I-5 @ 30th Avenue & OR69 west of River Road	13150		\$50,000				\$750,000	\$800,000	\$0	O	TSI System-Wide Policy #1	Not in CATS Area
OR-126/Franklin Blvd. Sidewalks	Sidewalks Glenwood Blvd. to Willamette Bridge FY04: Engineering & ROW FY05: Construction	13257		\$68,000		\$258,000			\$326,000	\$0	O	Pedestrian Policy #1	Not in CATS Area
OR222 Safety Project	Springfield south city limits to Jasper Bridge. Widen shoulders and remove objects in the clear zone without re-aligning curves and profiles. Seek exception on alignments. Seek exception on shoulder width where restraints are such that the increased cost makes widening impractical. Recommended widening on the north side is 2-4'. Proposed shoulder widening on south side would be to 6'.	12581		\$340,000				\$2,690,000	\$3,030,000	\$0	O	Roadway Policy #1	Not in CATS Area
Beltline Hwy @ Coburg Road Interchange	Improve interchange to provide adequate storage	12836		\$1,995,000				\$2,100,000	\$4,095,000	\$0	O	622	Not in CATS Area
I-5 @ Beltline	Interchange Phase One; FY04: Right-of-way; FY05: Construction	13281		\$1,260,000		\$17,000,000			\$18,260,000	\$0	OTIA	606	Not in CATS Area
I-5 @ Beltline	Interchange Phase Two Engineering & Right-of-Way	12833		\$5,000,000					\$5,000,000	\$0	O	606	Not in CATS Area
OR-126 (WEP)	W. 11th St - Garfield St., Unit 1, Part A; FY04: Engineering & ROW; FY05: Construction	7990		\$2,150,000		\$15,587,000			\$17,737,000	\$0	O	336	Not in CATS Area
I-105: Willamette River - Pacific Highway	Preservation	10349				\$14,519,000			\$14,519,000	\$0	O	TransPlan Finance Policy #2	Not in CATS Area
OR99: Garfield Street to Washington/Jefferson Street	Preliminary Engineering for Preservation Project	12815				\$93,000			\$93,000	\$0	O	TransPlan Finance Policy #2	Exempt
OR99: Barger Avenue to Garfield Street	Preliminary Engineering for Preservation Project	12814				\$107,000			\$107,000	\$0	O	TransPlan Finance Policy #2	Exempt
TOTALS			\$30,749,100	\$26,236,634	\$6,858,589	\$76,797,581	\$17,767,100	\$20,421,070					
			FY04:	\$56,985,734	FY05:	\$83,656,170	FY06:	\$38,188,170					

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

Appendix C: Air Quality Exemptions and Regionally Significant Project Description

The Transportation Planning Committee, as the standing committee for air quality under the Oregon Conformity Rulings, has determined regionally significant projects to be:

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

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

C-1. Exempt Projects

340-252-0270 Notwithstanding the other requirements of this rule, highway and transit projects of the types listed in Table 2 are exempt from the requirement that a conformity determination be made. Such projects may proceed toward implementation even in the absence of a conforming transportation plan and MTIP. A particular action of the type listed in Table 2 of this section is not exempt if the MPO or ODOT in consultation with other agencies under OAR 340-252-0060, and the EPA, and the FHWA (in the case of a highway project) or the FTA (in the case of a transit project) concur that it has potentially adverse emissions impacts for any reason. States and MPOs must ensure that exempt projects do not interfere with TCM implementation.

Table 2 - Exempt projects

Safety

Railroad/highway crossing.
Hazard elimination program.
Safer non-Federal-aid system roads.
Shoulder improvements.
Increasing sight distance.
Safety improvement program.
Traffic control devices and operating assistance other than signalization projects.
Railroad/highway crossing warning devices.
Guardrails, median barriers, crash cushions.
Pavement resurfacing and/or rehabilitation.
Pavement marking demonstration.
Emergency relief (23 U.S.C. 125).
Fencing.
Skid treatments.

Safety roadside rest areas.
Adding medians.
Truck climbing lanes outside the urbanized area.
Lighting improvements.
Widening narrow pavements or reconstructing bridges (no additional travel lanes).
Emergency truck pullovers.

Mass Transit

Operating assistance to transit agencies.
Purchase of support vehicles.
Rehabilitation of transit vehicles.
Purchase of office, shop, and operating equipment for existing facilities.
Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.).
Construction or renovation of power, signal, and communications systems.
Construction of small passenger shelters and information kiosks.
Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way.
Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.
Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771.

Air Quality

Continuation of ride-sharing and van-pooling promotion activities at current levels.
Bicycle and pedestrian facilities.

Other

Specific activities which do not involve or lead directly to construction such as:
 Planning and technical studies.
 Grants for training and research programs.
 Planning activities conducted pursuant to titles 23 and 49 U.S.C.
 Federal-aid systems revisions.
Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.
Noise attenuation.
Advance land acquisitions (23 CFR 712 or 23 CFR 771).
Acquisition of scenic easements.
Plantings, landscaping, etc.
Sign removal.
Directional and informational signs.
Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities).
Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes.

C-2. Projects exempt from regional emissions analyses

340-252-0280 Notwithstanding the other requirements of this rule, highway and transit projects of the types listed in Table 3 of this section are exempt from regional emissions analysis requirements. The local effects of these projects with respect to CO or PM-10 concentrations must be considered to determine if a hot-spot analysis is required prior to making a project-level conformity determination. These projects may then proceed to the project development process

even in the absence of a conforming transportation plan and MTIP. A particular action of the type listed in Table 3 is not exempt from regional emissions analysis if the MPO or ODOT in consultation with other agencies, the EPA, and the FHWA (in the case of a highway project) or the FTA (in the case of a transit project) concur that it has potential regional impacts for any reason.

Table 3 - Projects Exempt From Regional Emissions Analyses

Intersection channelization projects.
Intersection signalization projects at individual intersections.
Interchange reconfiguration projects.
Changes in vertical and horizontal alignment.
Truck size and weight inspection stations.
Bus terminals and transfer points.

