

	Project	Rationale	2007	2008	2009	TOTAL	% of available	% of requested
Coburg	Preservation: Diamond/Locust St	Preservation funds were awarded to Coburg in October 2003 for these projects. When the local match was not available, the money was rescinded in May 2005. Coburg now has the match available.		\$ 90,000		\$ 90,000	2.1%	100.0%
Lane Co.	Irving Rd: Railroad Xing	The first of two Lane County applications. This project will dramatically improve rail safety at this busy rail crossing, the site of a fatal accident where a vehicle went around the gates, passing a stopped train, and was struck by a moving train on another set of tracks. Irving Road carries about 7-10,000 vehicles per day. The Northwest Expressway carries about 13,000 vpd at this location. The UP Mainline is a major west coast rail freight corridor and Amtrak corridor. The crossing has trackage that connects to the UP rail yard, a regional freight hub.		\$ 236,830				
	Hayden Bridge	This is the second of two Lane County applications. funding both applications provides reasonable equity among jurisdictions. Hayden Bridge Road is an important east/west collector in North Springfield. North of the Eugene-Springfield Highway (freeway OR126E) and its adjacent frontage road, Q Street, Hayden Bridge Road is the only east/west route available in this part of Springfield. It connects to Harlow Road, which provides an east/west route into Eugene over I-5. It also provides regional connections to the Gateway area. Most importantly, it connects directly to the southern end of the recently constructed Martin Luther King Parkway facility that will provide access to the new PeaceHealth medical complex, Beltline Road, and to the I-5/Beltline Interchange. Preservation of the pavement on this route is of regional benefit.		\$ 726,200		\$ 963,030	22.2%	99.9%
LTD	Boarding Improvements	Regional usage of funds; increases passenger safety and accessibility; funds can be spent immediately.	\$ 200,000	\$ -	\$ -	\$ 200,000	4.6%	33.3%
Eugene	Roosevelt Boulevard Preservation (Chambers Conn. to Beltline Rd.)	Project preserves a high demand east-west transportation corridor serving multiple transportation modes and system users. Corridor is an important link to serve regional transportation needs in West Eugene. Preservation of this regional corridor now would avoid the significantly higher cost of reconstruction.	\$ 540,000	\$ 827,000		\$ 1,367,000	31.5%	29.3%
Springfield	Gateway/Beltline	The Gateway/Beltline project is a major, necessary component of the I/5-Beltline interchange upgrade now underway and is included in the preferred alternative in the Interchange Environmental Assessment. The I-5/Beltline interchange project has been the #1 large modernization project in metro area for the past five years. Both the interchange upgrade and the improvements to the local street system are essential to the continued success of the Gateway employment center, which provides significant high-value employment for the region. Under agreement between PeaceHealth and ODOT, PeaceHealth will match each STP-U dollar invested in Gateway/Beltline on a 1:1 basis up to \$8 million dollars. This means that the current \$1.722 million proposed for programming in 2009 will be matched by an additional \$1.722 million dollars.		\$ -	\$ 1,722,170	\$ 1,722,170	39.7%	39.1%
Total Expenses by year			\$ 740,000	\$ 1,880,030	\$ 1,722,170	\$ 4,342,200		
Max STP-U \$ available in each Federal Fiscal Year			\$ 731,438	\$ 1,770,000	\$ 1,704,800	\$ 4,206,238		
STP-U funds returned from Delta Highway Repaving Project which came in under-budget				\$ 126,000		\$ 126,000		
Remaining funds in a closed-out account from pre-TMA years			\$ 10,000			\$ 10,000		
Total Available by year			\$ 741,438	\$ 1,896,000	\$ 1,704,800	\$ 4,342,238	100.0%	
Total available by year with unspent carryover			\$ 741,438	\$ 1,897,438	\$ 1,722,208			
Unspent in this year			\$ 1,438	\$ 17,408	\$ 38			