

W. 16.9.

AGENDA COVER MEMO

DATE: September 21, 2005 Public Hearing
September 27, 2005 Follow-Up Discussion and Action (if needed)

TO: Lane County Board of Commissioners

DEPARTMENT: Public Works Department

PRESENTED BY: Tom Stinchfield, Transportation Planning Engineer

TITLE: PUBLIC HEARING AND ORDER/In the Matter of Commenting to the Oregon Department of Transportation (ODOT) on the Region 2 Large Project Priority List and Receiving Public Comment on Modernization Projects for the 2008-2011 State Transportation Improvement Program (STIP)

I. MOTION

Move approval of the Order.

II. ISSUE

There are two processes underway related to the STIP that will occur over the next few months. The draft Region 2 Large Project List has been distributed by the ODOT Region 2 Manager for comment by Lane County and the Area Commissions on Transportation (ACTs) in preparation for a Region 2 All-Area meeting in Salem on September 29, 2005. This list requires Board action prior to September 29, 2005. The second purpose of this public hearing is take preliminary comments from local agencies and interested parties on candidate Modernization projects for the 2008-2011 Statewide Transportation Improvement Program. This process will continue over the next several months with Board action on a Modernization project priority list tentatively scheduled for December, 2005.

III. DISCUSSION

A. Background

The ODOT Region 2 Manager sent out a request (See Attachment 1, letter and draft list) to the Areas in Region 2 to review a draft Region 2 Large Project List and asked for two things:

- A review for completeness to see if local agencies or the public want to add projects to the list.
- To rank the projects according to criteria based on the STIP Modernization Program criteria

There are several reasons for developing the Large Project List:

- To be ready for new funding opportunities for these large projects which are difficult to fund under the Modernization program in the STIP at current funding levels. Legislative initiatives, like the OTIA III bonding program, or federal earmarks may be the only way to fund these large projects.
- Help establish funding priorities for the OTC Statewide Significant project list

- To assist in establishing achievable project development milestones for large projects over time.

There are five large projects on the draft list sent out by Region 2. Lane County staff has prepared information for one addition to the list, Hwy 126, Poterf Creek-Noti. Staff has prepared a short project information sheet for each of these projects (See Attachment 2) for use by the Roads Advisory Committee (RAC), the Board, and the public during this process.

The Roads Advisory Committee viewed the five metro area project locations on a road tour on August 30, 2005 and considered the list at a meeting following the tour. They endorsed the Region 2 Large Project Priority List as drafted by staff.

The Metropolitan Policy Committee (MPC) is scheduled to discuss the list at their meeting on September 15, 2005. Actions by MPC will be reported to the Board and to our agency and interested parties e-mail lists prior to the public hearing on September 21, 2005. An advance notice letter (See Attachment 6) was sent to local agencies and interested parties on August 24, 2005 with the draft Project List and project information sheets attached.

B. Analysis

Staff has done a preliminary ranking of these projects as requested by ODOT. These rankings will be reviewed at the public hearing on September 21st. We have distributed this draft ranking to our email lists of elected officials, local and ODOT agency staff, and our interested parties list for STIP related issues.

Draft Region 2 Large Project Priority List

Summary of Criteria and Rankings

The ODOT Modernization process contains eligibility criteria and prioritizing factors. This information was provided to you last month. The eligibility criteria for Modernization projects are:

- Consistency with adopted Transportation System Plans (TSPs) or comprehensive plans
- Consistency with OHP policy on Major Transportation Improvements (Policy 1G, Action 1.G.1)

Prioritizing factors are:

- Project Readiness
- Projects that best support policies of the Oregon Highway Plan
- Projects that support freight mobility
- Projects that leverage other funds and public benefits
- Projects that have a completed environmental milestone

Attachment 3 contains the draft rankings for these projects and some explanatory material. The Project Information Sheets detail the history and potential next steps on the Large Projects. All of the projects on the draft list meet the eligibility criteria or can be made consistent with them with subsequent actions. Two of the Development projects (I-5/Franklin Interchange and Hwy 126, Poterf Creek-Noti) will probably require future transportation plan amendments to meet the first TSP-related eligibility criteria before the projects can be funded for construction if large project funding becomes

available. The rankings were done by County staff, based on the rating forms used for the 2006-2009 STIP process in 2004 and have been reviewed by metro area staff. The Transportation Planning Committee (TPC) will be recommending to MPC on September 15, 2005 that no changes to the local STIP criteria are needed. Part of Attachment 3 are criteria sheets from 2004 that describe how the prioritizing factors are applied.

Since the Large Project list is intended for response to funding opportunities that may require a quick response, the readiness criteria will receive some extra emphasis. Staff has created two sublists for consideration of the Large Projects. The Immediate Funding Projects either have a completed environment process (or almost complete) or significant funding already programmed. The other three are in need of significant project development effort before they are ready for construction funding.

Immediate Funding Projects

1. I-5/Beltline Interchange (Completed environmental process, \$72.5 million to contract in 2006)
2. West Eugene Parkway (Environmental process to be complete Spring 2006, \$17.7 million programmed in 2006)
3. I-5/Coburg Interchange (IAMP underway, environmental funded, \$14.5 million funded)

Development Projects

1. Beltline, River Road to Coburg Road (System Planning 2006, DSTIP \$1 million programmed)
2. I-5/Franklin Blvd Interchange (System Planning underway, environmental funded contingent upon project planning decisions)
3. Highway 126, Poterf Creek-Noti (\$0.5 million in DSTIP funded)

2008-2011 Draft STIP Modernization Projects

The ODOT schedule calls for the Board to forward a completed priority list for 08-11 Modernization project requests by December. We will schedule a December public hearing for the Board to complete that process. We have not scheduled out the details of the committee and public involvement process yet, but will be working on that next and will discuss this with the committee.

We have attached two additional documents for your information. Attachment 4 is the countywide priority list adopted last year by the Board for the 2006-2009 STIP. Attachment 5 is the same list, with an updated status column as of August, 2005. These documents will help orient you to the past priorities established for STIP modernization funding and to give you current information on what is happening on the projects that have been included on the list previously.

C. Alternatives / Options

1. Adopt the Order with Exhibit A as presented (either today or at the follow-up meeting on September 27, 2005)
2. Modify Exhibit A as desired by the Board.
3. Decline to adopt the Order.

D. Recommendation

Option 1.

E. Timing

Action is required today or on September 27, 2005 in order to present the Lane County Large Project Priority List at the Region 2 All-Area meeting on September 29, 2005.

IV. IMPLEMENTATION/FOLLOW-UP

Staff will continue work on the 2008-2011 STIP and coordinate with ODOT as required.

V. ATTACHMENTS

ORDER with Lane County Large Project Priority List, Exhibit A
Attachment 1 July 21, 2005 letter from Jeff Scheick, Region 2 Manager and draft Large Project Priority List
Attachment 2 Lane County Large Project Information Summaries with Maps
Attachment 3 Draft Project Rankings
Attachment 4 Copy of Order 04-4-14-15 Countywide 2006-2009 STIP Priorities
Attachment 5 2006-2009 STIP Priorities with August 2005 Status Update
Attachment 6 Notice Letter for Board Public Hearing September 21, 2005

**IN THE BOARD OF COUNTY COMMISSIONERS OF LANE COUNTY
STATE OF OREGON**

ORDER NO.

-) In the Matter of Commenting to the Oregon
-) Department of Transportation (ODOT) on the
-) Region 2 Large Project Priority List for the
-) 2008-2011 Statewide Transportation
-) Improvement Program (STIP)

WHEREAS, the Oregon Department of Transportation (ODOT) has requested input from the Lane County Board of Commissioners on a draft ODOT Region 2 Large Project Priority List; and

WHEREAS, the Lane County Board of Commissioners held a public hearing on September 21, 2005 to accept public comment on the draft list; and

WHEREAS, the Board wishes to endorse an ODOT Large Project List for Lane County as shown on Exhibit A; now, therefore, it is hereby

ORDERED that the Lane County Large Project List Priorities (September 2005) attached herein as Exhibit A be sent to the ODOT Region 2 Manager for consideration and that it be presented to the other Areas in Region 2 at the Region 2 All-Area meeting scheduled for September 29, 2005.

Dated this _____ day of September, 2005.

Anna Morrison, Chair
Lane County Board of Commissioners

APPROVED AS TO FORM

Date 9-13-2005 Lane County



OFFICE OF LEGAL COUNSEL

Exhibit A

Lane County Large Project List Priorities September, 2005

Immediate Funding Projects

1. I-5/Beltline Interchange
2. West Eugene Parkway
3. I-5/Coburg Interchange

Development Projects

1. Beltline, River Road to Coburg Road
2. I-5/Franklin Blvd Interchange
3. Highway 126, Poterf Creek-Noti



Oregon

Theodore R. Kulongoski, Governor

Department of Transportation

Region 2 Headquarters

455 Airport Road SE Building B

Salem, Oregon 97301-5395

Telephone (503) 986-2600

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DATE: July 21, 2005

TO: Region 2 ACT Chairs and Vice Chairs
Lylla Gaebel, NWACT Chair
Shirley Kalkhoven, NWACT Vice Chair
Richard Bjelland, MWACT Chair
Ken Woods, MCWACT Vice Chair
Don Lindly, CWACT Chair
Roger Nyquist, CWACT Vice Chair
Bobby Green, Lane County Commissioner
Anna Morrison, Lane County Commissioner

FROM: Jeff Scheick
Region 2 Manager

SUBJECT: Region 2 Large Project Priority List

In our past process improvement meetings, we have agreed on the importance of large projects, yet we also have recognized the considerable issues on how to deal with these projects that are long standing priorities in the ACT's. These projects are important to their various constituencies and address long-held needs. In our process paper for prioritizing projects for the 2008-2011 update of the Statewide Transportation Improvement Program (STIP), Region 2 described a process for identifying and prioritizing these large projects (defined as projects over \$15 million). This memo begins the process of establishing Region 2's large project priority list.

Attached is a spreadsheet which contains information about all of the "large projects" that Region 2 staff understands are priorities. The list comes from existing ACT/Lane County modernization priority lists, local agency comprehensive plans, and transportation system plans. The information contained in the spreadsheet demonstrates that most of the projects have a long-term planning and funding history; and establishes the necessity for the project through the purpose and need statements.

Over the next two months, I would ask that your ACT/Lane County Commissioners do the following:

- Validate the large project list for your area. That is, please review the list and ensure that it includes all of the large projects in your area that have been included on your previous modernization priority lists or have been identified in a local comprehensive plan/transportation system plan.
- Prioritize the large projects. Using the project prioritization factors provided by the Oregon Transportation Commission and the process established by your Commission, rate and rank the projects.

On **September 29th from 1:00 p.m. to 4:00 p.m.** the ACT/Lane County Chairs/Vice Chairs will meet with Erik Havig, Region 2 Planning and Development Manager and me. At that meeting, each ACT/Lane County member will share their respective priority lists and describe the rationale for the ratings. This will help foster a cross Area understanding and appreciation of each Area's respective prioritized lists. Next we would like to discuss how many of these projects should be moved to a Regional list. Regional staff will then take the prioritized lists and information from our discussions to develop a Regional "Large Project Straw Proposal List." This list will be sent to the ACTs/Lane County for final review and comment, with a final Regional Large Project List supported and endorsed by each ACT and Lane County Commissioner. This list will be shared with all ACTs, ODOT management, and the Oregon Transportation Commission (OTC).

There have been some questions posed to the region as to the possibilities of inclusion of our large project priorities in the OTC Large Statewide Significance (LSS). In May 2002 the OTC approved a definition for projects that would be designated LSS. That definition is as follows:

Projects that require funding that cannot be achieved within the standard STIP allocations but are viewed by the agency as projects of statewide significance. Identified funds would be used to either keep existing work on very large projects current, or to support development of very large projects (for example, funding an EIS or updating an existing EIS).

The LSS list established by the OTC includes eight projects, two of which are in Region 2 (Newberg-Dundee and Pioneer Mountain-Eddyville). The projects on the list have been discussed and requested by the public for many years and come with significant costs (most over \$100 million). While it is not intended that our Large Project Priority List will lead directly to inclusion of these projects on the LSS, it will provide a conduit for us to raise the Region's large project issues and needs with ODOT management and the OTC. I will keep you informed about any OTC discussions on the LSS project list.

Thank you in advance for your help, and the help of your commissions, in developing this Region 2 Large Project Priority List.

Attachment

2008 - 2011 Statewide Transportation Improvement Program
Region 2 Large Projects

PROJECT NAME	HIGHWAY	MILEPOINT		COST ESTIMATE	FUNDING HISTORY*	PURPOSE AND NEED	CURRENT STATUS OF PURPOSE AND NEED
		TO	FROM				
Airport Road - Dooley Bridge	US 101	18.8	22.6	\$45,000,000	OTIA & STIP - \$32,000,000	Enhance traffic circulation and safety on US101 in Seaside, including new one-way couplet in south portion of project, 5-lane section with center turn lane in the north portion of the project, bicycle lanes, crosswalks, traffic signals and replacement of Dooley and Neawanna bridges.	Project rejected by voters May 17, 2005. Funding reallocated to other projects in Region 2 per OTC decision June 15, 2005.
Newberg-Dundee Transportation Improvement Program	OR 99W	21.00	29.79	\$ 400,000,000	98-01 STIP 00-03 STIP 02-05 STIP 04-07 STIP 06-09 STIP - \$13,890,000	OR 99W/OR18 is the major corridor between the Portland metro area and the central Oregon Coast. The corridor in the Newberg-Dundee area experiences severe congestion during weekend peak periods from pass-through traffic. Weekday peak period congestion has increased as well. The existing interchange experiences congestion especially during afternoon peak periods. Congestion is expected to worsen as a result of existing and anticipated planned development.	Tier 1 (Location) EIS (ROD anticipated late summer 2005)
Woodburn Interchange	I-5/OR 214	271.53	272.87	\$ 37,000,000	02-05 STIP 04-07 STIP 06-09 STIP - \$14,705,000	The intersection of OR 22 and OR 51 in Polk County is projected to operate above Oregon Highway Plan Mobility Policy standards in the near future. The intersection also has a crash rate higher than the statewide average.	Environmental Assessment (published July 2005)
OR 22 @ OR 51 Interchange	OR 22/OR 51	20.03	20.75	\$ 20,000,000	04-07 STIP 06-09 STIP - \$4,060,000	Significant industrial and office development is expected to occur in the area of Cordon Road near where it crosses OR 22. This project will improve access to the property.	Expressway Management Plan (completion late 2005)
OR 22 @ Cordon Road Interchange	OR 22	2.61	2.98	\$ 20,000,000	2004 earmark - \$500,000 City of Salem - \$200,000 County - \$60,000	The existing Salem bridges carry more traffic than I-5 at Market Street. They are the only connection from the downtown area to West Salem and the only connection across the Willamette River for a significant distance in either direction. The bridges currently have sufficient capacity to carry the anticipated traffic demand, however, the bridgeheads experience severe congestion during AM and PM peak periods.	Salem TSP/SKATS RTSP
Salem River Crossing				\$ 200,000,000	2004/2005 earmarks - \$1,150,000 SKATS STP - \$1,000,000 City of Salem - \$200,000		Salem TSP/SKATS RTSP (Willamette River Crossing Capacity Study)

OR 18 - Valley Junction - Fort Hill	OR 18	22.90	23.85	\$ 32,000,000	No STIP funding to date	OR 18 is the major connection between the Portland and Salem areas and the central Oregon Coast. This highway is also the major access to two tribal casinos which are major tourist attractions. The highway in this area experiences sever congestion during the week end peak periods.	OR 18 Corridor Refinement Plan - H.B. Van Duzer Forest Corridor to Steel Bridge Road
I-5 - Kuebier Blvd. - Illahe Crossing	I-5	247.10	251.14	\$ 120,000,000	No STIP funding to date	I-5, south of Kuebier Boulevard, is projected to operate well below Oregon Highway Plan standards in the near future. This project would complete the widening of I-5 through the Salem area.	EIS (ROD in 1985)
I-5 - Santiam River - Illahe Crossing	I-5	240.69	247.10	unknown**	No STIP funding to date	Oregon Highway Plan Mobility Policy standards are currently exceeded on this portion of I-5. Congestion and safety issues will need to be addressed.	Marion County TSP Update (to be adopted late summer 2005)
I-5 - OR 34 to Santiam River	I-5	240.69	228	unknown**	No STIP funding to date	The Millersburg I-5 Refinement Plan and the Albany I-5 Refinement Plan establish the need for additional travel lanes, elimination of the Viewcrest and Murder Creek Interchanges and replacement with a new Tank Farm/Berry Drive Interchange near MP 236.5. Existing traffic volumes result in freeway mobility and interchange mobility conditions that exceed OHDM Standards and OHP Standards.	2005 Linn County Comprehensive Plan Amendment has been approved authorizing six travel lanes on I-5 between the Santiam River and ORE-34 and approving replacement of the Viewcrest and Murder Creek Interchanges with a new interchange near MP 236.5 (Tank Farm Interchange). The Albany Transportation System Plan includes reconstruction of the Knox Butte and Santiam Interchanges, and additional travel lanes through the section.
I-5/Tank Farm Road Interchange	I-5	238.22	235.6	\$29 (includes realignment of freeway lanes)	No STIP funding to date	The Millersburg I-5 Refinement Plan establishes that the Tank Farm Interchange is constructed and the Viewcrest and Murder Creek Interchanges are eliminated. OHP mobility standards are being exceeded within the section. The refinement plan solution addresses congestion, safety and connectivity with the local system.	2005 Linn County Comprehensive Plan Amendment establishes the purpose and need and likely solution for the project.
I-5/Knox Butte Interchange	ORE-99E	0.65	0	unknown**	No STIP funding to date	The Albany I-5 Refinement Plan establishes that the Knox Butte and Santiam Interchanges are to be reconstructed, adding a Knox Butte SB onramp and a Santiam Interchange SB off-ramp. Santiam Interchange bridge will need widening to address congestion. OHP mobility standards are being exceeded within the section of I-5 and US-20. The refinement plan solution addresses congestion, safety and connectivity with the local system.	The purpose and need, and likely solution is included in the Albany TSP.

I-5/Knox Butte Interchange	I-5	235.01	233.64	unknown**	No STIP funding to date	<p>The Albany I-5 Refinement Plan establishes that the Knox Butte and Santiam Interchanges are to be reconstructed, adding a Knox Butte SB onramp and a Santiam Interchange SB off-ramp. Santiam Interchange bridge will need widening to address congestion. OHP mobility standards are being exceeded within the section of I-5 and US-20. The refinement plan solution addresses congestion, safety and connectivity with the local system.</p>	<p>The purpose and need, and likely solution is included in the Albany TSP.</p>
US 20 Interchange	US-20	1.45	0.71	unknown**	No STIP funding to date	<p>The Albany I-5 Refinement Plan establishes that the Knox Butte and Santiam Interchanges are to be reconstructed, adding a Knox Butte SB onramp and a Santiam Interchange SB off-ramp. Santiam Interchange bridge will need widening to address congestion. OHP mobility standards are being exceeded within the section of I-5 and US-20. The refinement plan solution addresses congestion, safety and connectivity with the local system.</p>	<p>The purpose and need, and likely solution is included in the Albany TSP.</p>
US 20 Interchange	I-5/IUS 20	233.64	232.5	unknown**	No STIP funding to date	<p>Albany I-5 Refinement Plan establishes that the Knox Butte and Santiam Interchanges are to be reconstructed, adding a Knox Butte SB onramp and a Santiam Interchange SB off-ramp. Santiam Interchange bridge will need widening to address congestion. OHP mobility standards are being exceeded within the section of I-5 and US-20. The refinement plan solution addresses congestion, safety and connectivity with the local system.</p>	<p>The solution is included in the Albany TSP.</p>

<p>Van Buren Street Bridge Replacement</p>	<p>ORE-34</p>	<p>0.34</p>	<p>0</p>	<p>\$15-19</p>	<p>\$4.2 (2009-2009 Draft STIP; does not include funding to paint existing bridge)</p>	<p>The purpose of the project is to increase capacity; improve traffic flow and safety; maintain connectivity; and meet multimodal transportation needs for the area served by the Willamette River (Van Buren Street) Bridge. The project is needed because the existing bridge (constructed in 1913) is functionally and geometrically obsolete and cannot feasibly be repaired or widened to improve traffic flow and capacity or to meet multimodal needs for the projected demand 20 years into the future. The existing bridge was judged to be functionally obsolete in the 1970s and has been slated for replacement since that time.</p>	<p>Corvallis, Benton County, and Linn County have each identified the need to replace the Van Buren Street Bridge in their respective transportation plans.</p>
<p>Corvallis Bypass - North Leg</p>	<p>US 20</p>	<p>?</p>	<p>?</p>	<p>\$16</p>	<p>No STIP funding to date</p>	<p>The purpose of the project is to provide an alternate route for through traffic, particularly heavy truck traffic, so that it can bypass the downtown business district of Corvallis. This phase of the entire bypass would result in 2 lanes and an at-grade intersection with ORE-34.</p>	<p>A goal exception and plan amendment was accomplished before completion of the 1983 FEIS. The 1996 City of Corvallis TSP identifies the project as needed for a population of 62,500.</p>
<p>US 20 - Newton Creek to Neer Street</p>	<p>US 20</p>	<p>54.39</p>	<p>51.33</p>	<p>\$18 (1992 estimate)</p>	<p>No STIP funding since mid-1990s</p>	<p>The purpose of this project is to provide the needed highway capacity for motorized vehicles, bicyclists and pedestrians, the transportation system connectivity, and where necessary, property access, to allow this section of US-20 to operate as expected for a statewide highway freight route, twenty years after project construction.</p>	<p>Project is included in the 1996 Corvallis, 2001 Benton County and 1999 Philomath TSPs. Environmental Assessment completed 1992, Hearing Study Report completed in 1994. No REA published.</p>
<p>US 20 - Circle Drive - Albany Willamette River Bridges</p>	<p>US 20</p>	<p>10.44</p>	<p>2</p>	<p>\$16</p>	<p>No STIP funding.</p>	<p>The purpose of this project is to provide the needed highway capacity for motorized vehicles, bicyclists and pedestrians, the transportation system connectivity, and where necessary, property access, to allow this section of US-20 to operate as expected for a regional highway, twenty years after project construction. Existing traffic volumes, and turning movements exceed the OHP mobility standards.</p>	<p>Project is included in the 2001 Benton County TSP, identified as a need 2010-2020.</p>

US 101 - Logan Road - 23rd Street	US 101	113.82	112.78	\$25	\$0.75 (2006-2009 STIP)	Traffic congestion impacts the US-101/Logan Road intersection and the 2-lane section to the south. V/C ratios at the intersection in 2004 = 0.90, projected in 2025 at 1.50. The highway section south of the intersection is 2-lane and over capacity in the design hour. Continued development in the Lincoln City area in response to tourism call for four travel lanes, sidewalks and bike lanes south of the intersection; to include 3 left-turn lanes and 3 through lanes for NB; 1 left-turn lane, 3-through lanes and 2 right-only lanes for a V/C of 0.90 in 2025. Unit 2 will shift the highway alignment 50 feet east of the current highway alignment to control erosion that is impacting the current alignment.	Intersection and highway section identified by TPAU in 2005 Draft Lincoln City TSP.
Spencer Creek Bridge - Unit 2	US 101	134.34	134.05	\$17	\$8.358 (Unit 1)		Purpose and Need is defined in the 2003 DEIS
I-5/Beltline Road Interchange	I-5	194.5	196.5	\$125m	06-09 STIP - \$72.5 06-09 STIP - \$3m (phase 3)	The purpose of this project is to correct the operational and safety deficiencies of the existing I-5/Beltline interchange and the Beltline/Gateway intersection. Improvements would meet current and projected traffic demands, support community vitality and livability, provide improved bicycle and pedestrian connectivity, and minimize impacts to the natural and human environment.	Revised Environmental Assessment - FONSI July 2003
West Eugene Parkway	OR 126	5.8 miles of new alignment		\$169m	06-09 STIP - 17.7m (Unit 1 Part A)	The primary purpose of the West Eugene Parkway project is to support orderly and planned growth in West Eugene by improving the transportation of people, freight and services through and to the western half of the City of Eugene, between Highway 126 to the west and the I-5/105 corridor to the east, thereby improving access between Eugene and West Eugene business and residential neighborhoods and points west of the project area.	SFEIS in process, ROD anticipated by Spring 2006.
I-5/Coburg Interchange	I-5	198.5	199.5	\$20m	\$3m - 2004 Federal Annual Authorization 2005-2009 Lane County CIP	Purpose and Need pending IAMP completion.	IAMP in development, OTC and Local adoption anticipated Spring 2006. Federal Annual Authorization to cover NEPA.
River Road - Coburg Road	Beltline Rd.	8	12	unknown**	06-09 D STIP - \$1m (pending facility plan completion)	Facility planning effort to develop purpose and need. Currently highest volume roadway in MPO area, with associated congestion and safety problems	Facility Plan scheduled to begin June 2006

I-5/Franklin Proposed Interchange	I-5	188	194.5	unknown**	Region 2 Planning Budget - 500k to complete phase 2	To be developed as part of Phase 3	Developing problem statement as part of currently funded phase 2 refinement plan now underway.
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* - because dollar amounts in the STIP are not additive from one STIP cycle to the next, the amount indicated is for the most recent STIP update only. References to previous STIP updates are provided to indicate the funding

** - these projects are very conceptual and have not completed a level of planning to provide a cost estimate, however, each project is over the \$15 million threshold.



Lane County Board of Commissioners

Bill Dwyer
 Bobby Green, Sr.
 Faye Hills Stewart
 Anna Morrison
 Peter Sorenson

Region 2 Large Project Summary

Interstate 5 at Beltline Interchange

Problem (excerpted from approved Environmental Assessment document)

The I-5/Beltline Interchange is a cloverleaf with circular loop ramps in all four quadrants, which functioned well in a low volume rural environment. Current daily traffic volumes of 93,000 result in vehicle conflicts in the weaving areas on both I-5 and Beltline Highway. In the next 15 years, average daily traffic will increase to 120,000. Operational and safety problems will worsen. The loop ramps create transition problems because of the differential between freeway speeds and speeds of the merge/diverge movements of the lower speed loop ramps. The operational deficiencies parallel the geometric deficiencies and include the interchange and the Beltline/Gateway intersection, resulting in delays and congestion during peak commuter periods. During the 4-year period from January 1994 through December 1998, more than 175 crashes in the I-5/Beltline Interchange area were reported to ODOT. This interchange area's crash rate is in the state's highest 10 percent of all crash locations.

Related Projects

Two mainline bridges (over Game Farm Road) at the north end of the interchange have been programmed for replacement under the OTIA III bridge program.

Previous Actions

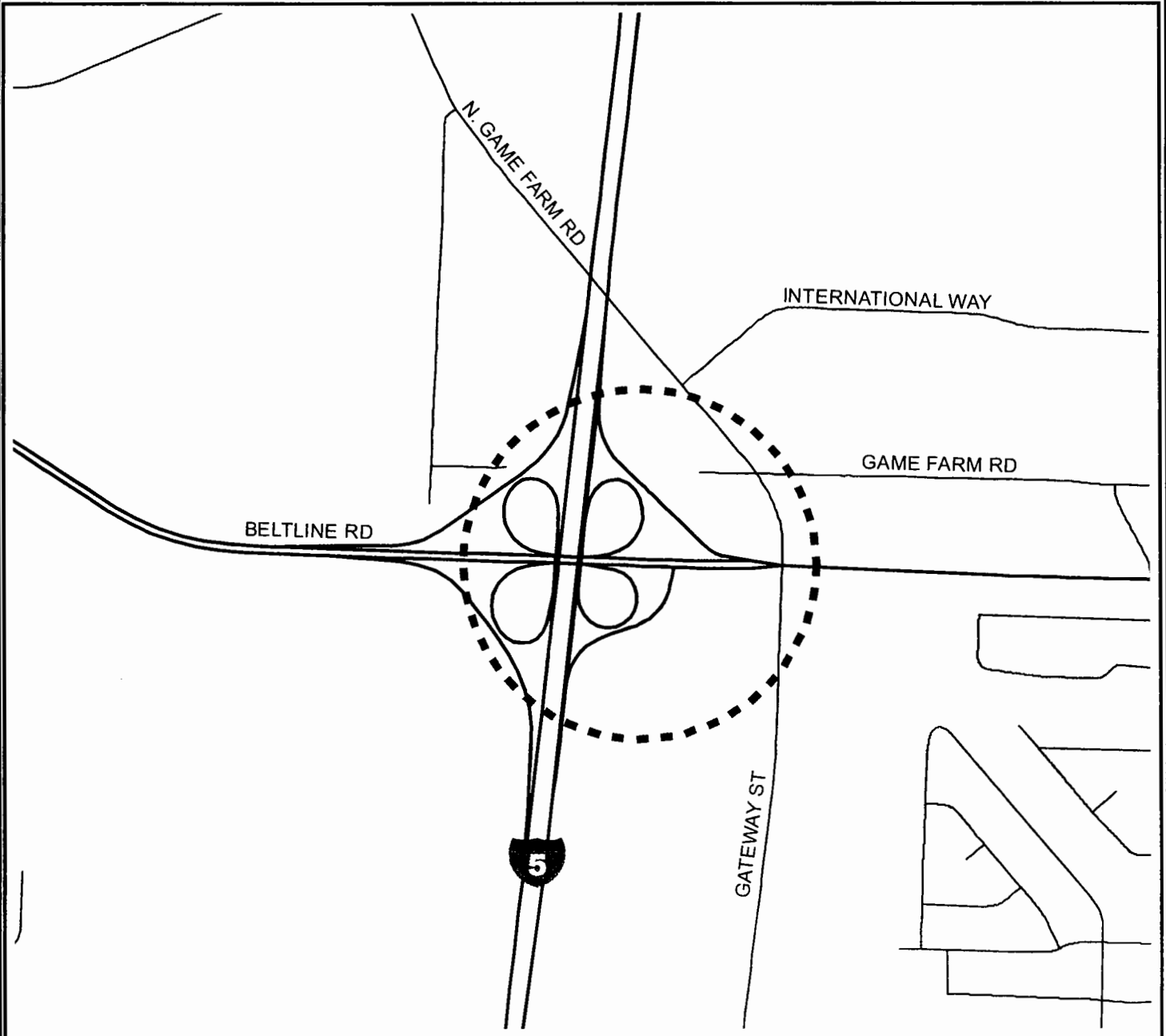
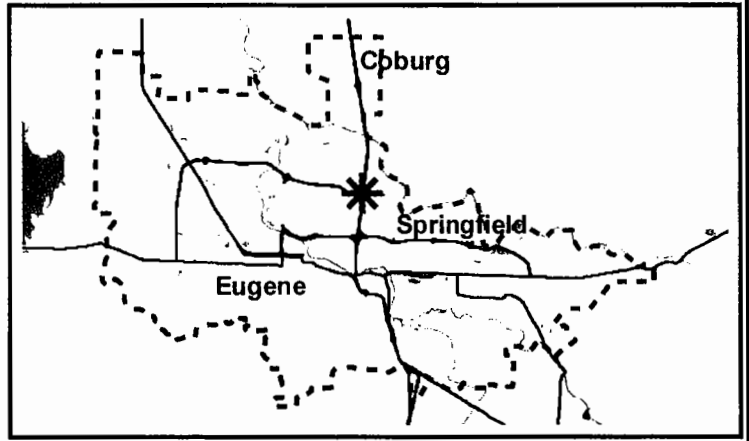
An Environmental Assessment has been completed for this project and a Finding of No Significant Impact (FONSI) was issued in July 2003. Contract documents and plans are being prepared for an early 2006 bid date. Completion of this contract is scheduled for 2009. The recently adopted Transportation Bill includes a \$20,000,000 earmark for this project. The recently adopted 2006-2009 STIP includes funding for I-5/Beltline totaling \$72,500,000 from various sources. This contract is still being assembled, but we expect it will include the following elements: Relocate utilities, purchase right-of-way, relocate SB off-ramp, construct auxiliary lane westbound on Beltline from I-5 to Coburg Rd, construct collector/distributor road for southbound traffic, construct northbound to westbound flyover structure over I-5, replace two mainline structures over North Game Farm Road, and construction of a bicycle/pedestrian bridge over I-5.

Next Steps

1. **Fund additional phases of the project.** This request continues the funding for this high-priority project. We request funding for elements not yet programmed in the STIP, including the completion of the northbound ramp changes, additional signalization and modification of ramp terminals on Beltline, noise mitigation, and completion of the revised southbound off-ramp in the northwest quadrant of the interchange. The adopted 2006-2009 STIP includes \$3,000,000 for Phase 3 Preliminary Engineering in 2008. In this context, Phase 3 improvements are mainline improvements (examples listed above). In addition, we want to fund right-of-way purchase as soon as possible for the Beltline/Gateway intersection improvements that are essential for the I-5/Beltline interchange project according to the Environmental Assessment.

Lane County Large Project

I-5 / Beltline Interchange





Lane County Board of Commissioners

Bill Dwyer
Bobby Green, Sr.
Faye Hills Stewart
Anna Morrison
Peter Sorenson

Region 2 Large Project Summary

West Eugene Parkway

Problem (excerpted from Supplemental EIS document,, page 1-1)

This project will: Provide a major access-controlled east-west connecting arterial for intra- and inter-regional and citywide travel through the western half of Eugene, between Hwy 126 and the I-5/I-105 corridor to the east; Improve access to the West Eugene industrial area with only strategic crossroads, supporting orderly and planned growth; Better link West Eugene residential areas with downtown; and relieve congestion and improve safety on W11th Avenue by removing most intra- and inter-regional and some local traffic from the busiest and most hazardous section of W11th. W11th Ave has the following deficiencies as a through route: numerous signals and intersections; extensive commercial and industrial development with direct access; a complicated connection between 11th and 6th/7th via Garfield St; and highly congested conditions especially during peak traffic hours.

Related Projects

Unit 1A of the West Eugene Parkway is currently programmed in the 06-09 STIP for 2006 at a cost of \$17,737,000. In addition, the STIP includes \$1,000,000 in 2008 for Wetland Mitigation for Unit 2.

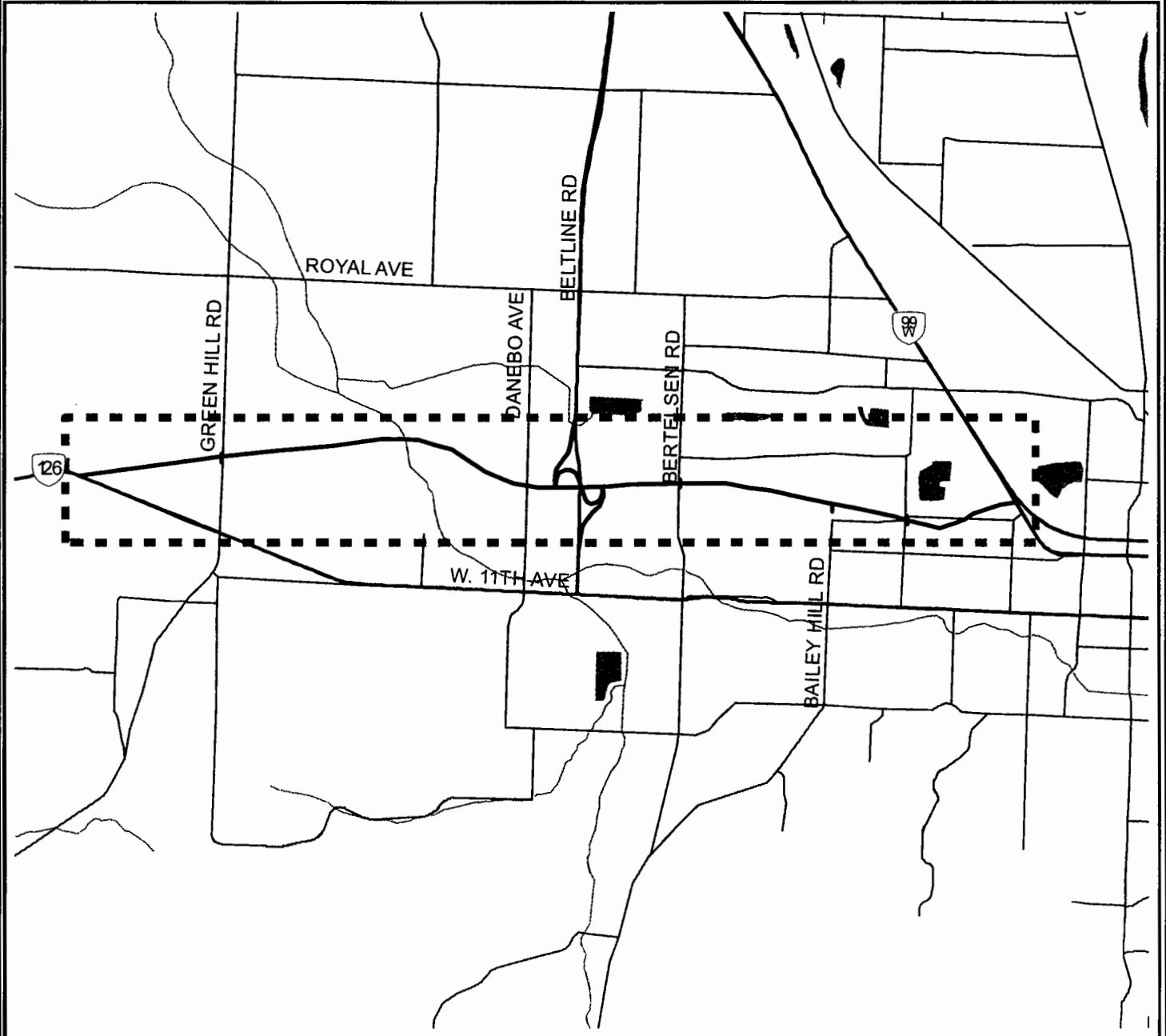
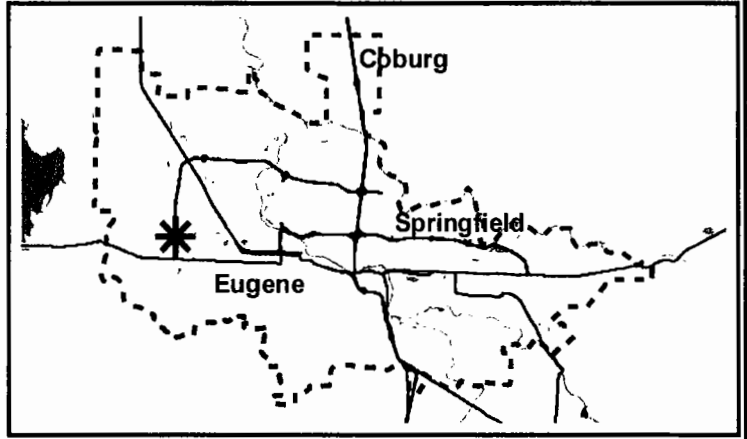
ODOT and FHWA are currently in the process of completing the Environmental process and resolving remaining issues with the project. A completed EIS and a Record of Decision are expected by Spring 2006.

Next Steps

1. **Complete the SFEIS and proceed to a Record of Decision (ROD)** as scheduled. This work will include a new look at construction phasing and some revisions to the project design. Base future funding decisions for the next phases of this project on the outcome of this work in the next 6 months or so.
2. **Work with ODOT staff to define next logical construction (and or right-of-way acquisition) phasing.** This work is underway as part of completion of the SFEIS.

Lane County Large Project

West Eugene Parkway



Lane County Public Works



August 2005



Lane County Board of Commissioners

Bill Dwyer
Bobby Green, Sr.
Faye Hills Stewart
Anna Morrison
Peter Sorenson

Region 2 Large Project Summary

I-5 at Coburg Interchange

Problem

The existing I-5/Coburg Interchange was built in 1958 and 1959. The structure over I-5 is narrow, lacks bike lanes and sidewalks, and was built to accommodate low volumes of traffic and rural uses. Current land uses around the interchange are predominantly industrial and heavy commercial and are primarily truck oriented. The truck percentage is one of the highest along Interstate 5. Currently, industrial uses create peak hour backups at the ramps. There are large tracks of vacant industrial and commercial land near the interchange that, if developed, will degrade the safety, operations, mobility, and access at the interchange. The concentration of recreational vehicle manufacturing presents opportunities for further expansion of family-wage jobs in Coburg.

Related Projects

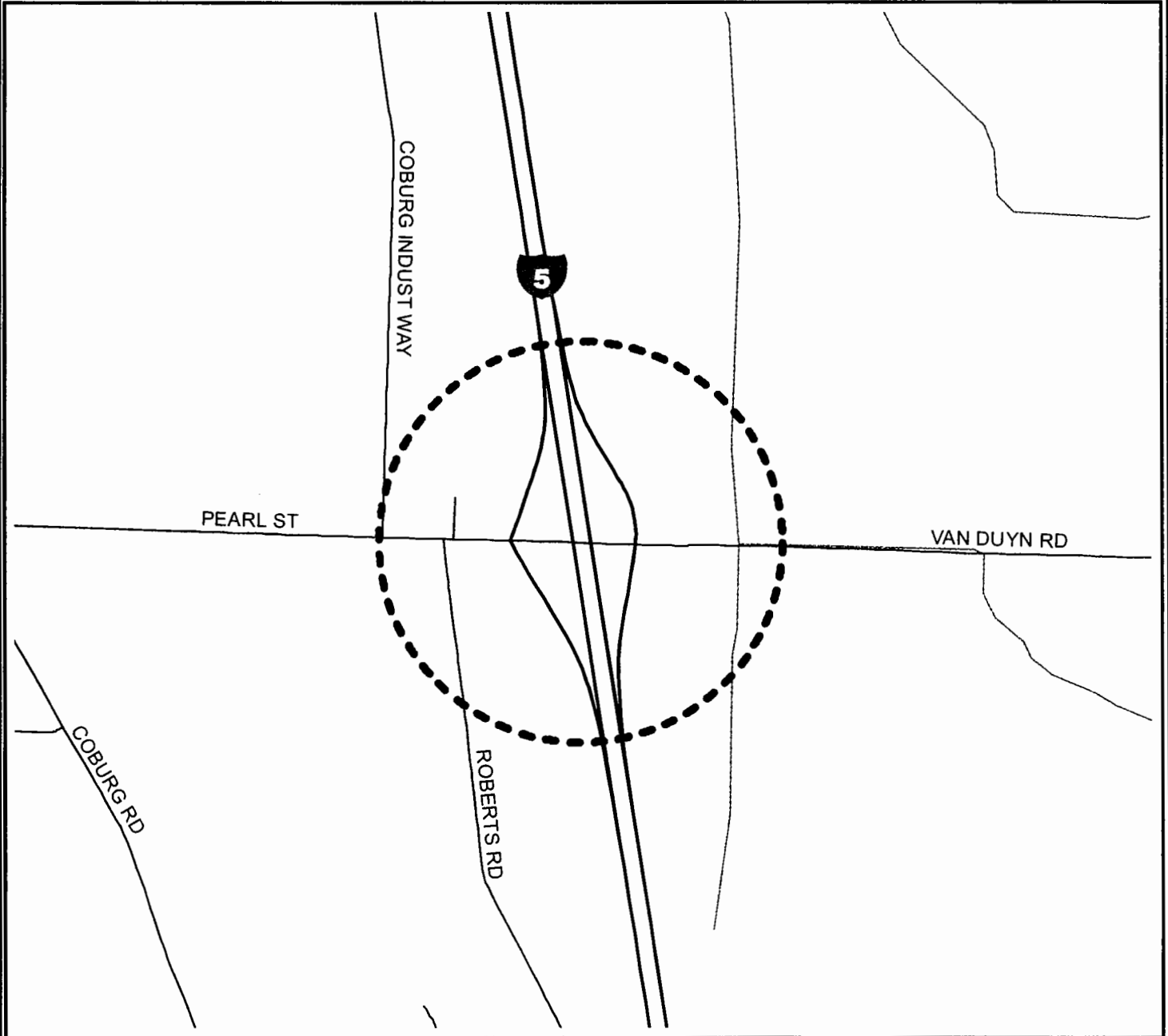
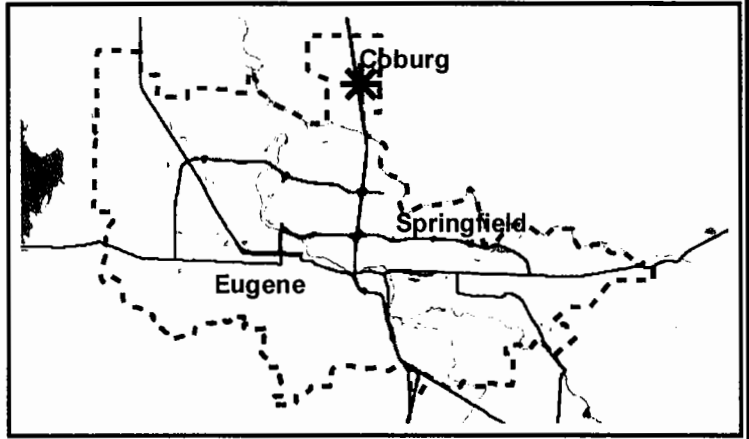
An \$8,000,000 federal earmark, and an additional \$1,000,000 budget allocation, were included in the recently adopted federal Transportation bill. \$3,000,000 has been previously allocated from federal sources for PE and Environmental work. Lane County has programmed \$2,500,000 local match for this earmark. Total identified funding is \$14,500,000. This project was amended into the constrained project list in the Central Lane RTP in August, 2005 by the Metropolitan Policy Committee (MPC). Lane County has invested about \$4.5 million in county road improvements in Coburg west of the interchange. The most recent project in 2002 installed a traffic signal on Pearl Street and Coburg Industrial Way and widened Pearl Street to five lanes west of the interchange. ODOT safety funds were used to lengthen the northbound offramp and to install a traffic signal at the ramp terminal on the east side of the interchange. This interim improvement improved queuing and safety problems related to the early morning commute period. The City of Coburg, ODOT, and Lane County are working on an Interchange Area Management Plan. Funding is now in place to proceed with an Environmental Assessment for the interchange replacement. Recent ODOT cost estimates have increased from \$12,500,000 to about \$20,000,000. This amount will be refined during the NEPA and project scoping process.

Next Steps

- 1. Complete and adopt the Interchange Area Management Plan (IAMP)**
- 2. Proceed with the NEPA process for this project.**
- 3. Fund the gap in construction funding for this project if possible.** Attempt to control the scope and cost of the interchange project to fit within, or closer to, the identified funding. This could be with STP-U funds, conventional STIP funds, economic development funds, or private contributions.
- 4. Reconstruct the interchange** providing a four-lane (with turning lanes) structure over I-5 with bike lanes, sidewalks, and a vertical profile meeting current standards. Revise and improve ramps, ramp terminals, and traffic controls at the ramp terminals. Complete median treatment and Pearl Street connection to the interchange. Implement access control strategies through an Interchange Area Management Plan. Relocate Roberts Road, and its intersection with Pearl Street, to the west. Study the need to relocate Stuart Way to the west.

Lane County Large Project

I-5 / Coburg Interchange





Lane County Board of Commissioners

Bill Dwyer
Bobby Green, Sr.
Faye Hills Stewart
Anna Morrison
Peter Sorenson

Region 2 Large Project Summary

Beltline, River Road to Coburg Road

Problem

The first step in defining Beltline improvements in this section is a facility planning study. The study is identified as a project in the Regional Transportation Plan (RTP). Future widening to six lanes for this section of urban freeway is included on the Future List in the RTP. Daily traffic volumes are about 83,000 vehicles per day on this section of Beltline at the Willamette River crossing. It is one of only four Willamette River crossings in the metropolitan area and is the highest volume of the four, including Interstate 5. The intensity of the peak hour traffic, closely spaced on and off ramps in the vicinity of the river, and the Delta Highway/Beltline Highway interchange create serious operational and safety problems. A detailed facility plan is needed to address short-term interim improvements and longer-term resolution of the major design issues for the corridor. These problems will worsen with time as traffic volumes increase on the Beltline and on the associated ramps. Stop-and-go conditions during the afternoon peak periods are a common occurrence for westbound Beltline. Ramp flows are heavy from Coburg Rd, Delta Hwy, and the River Road area ramps. Local staff has identified this corridor as a high priority DSTIP project. This project fits the "part B" definition of DSTIP that calls for "a need that has been identified but a final solution has not been identified and which needs further analysis."

Related Projects

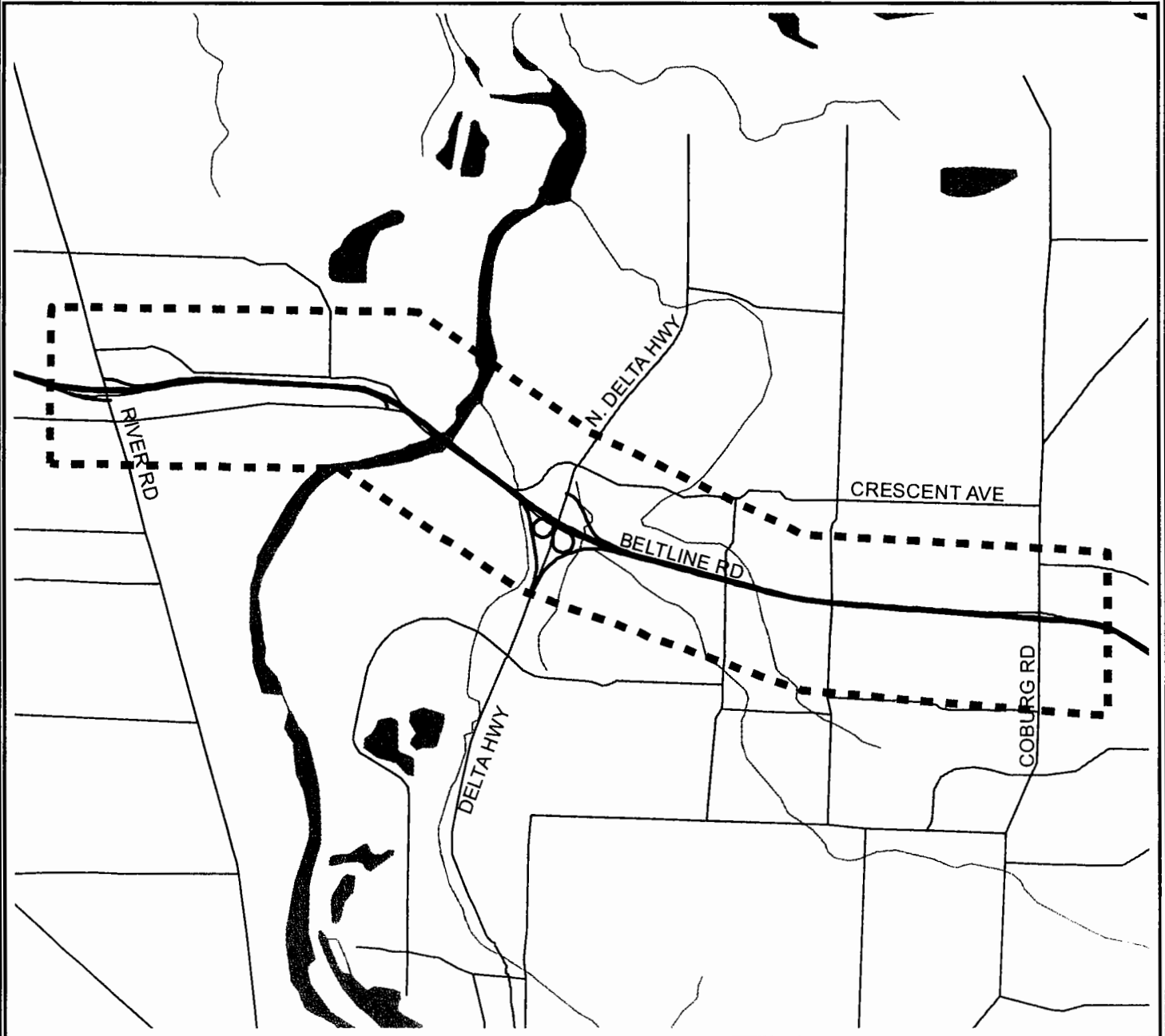
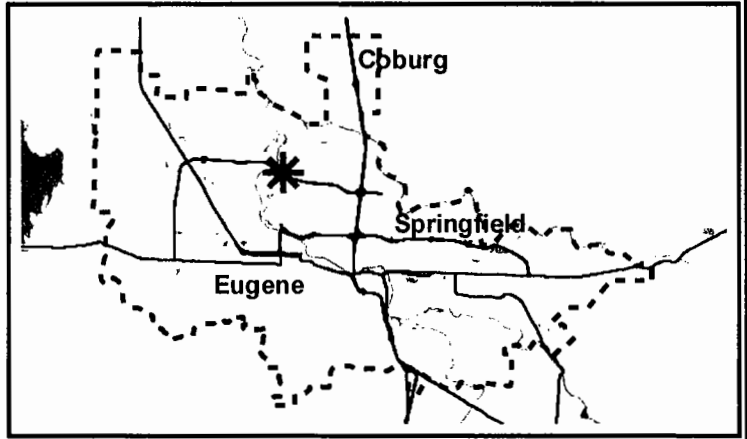
The draft ITS Plan for the Eugene-Springfield area has proposed a series of strategies that should be investigated in more detail, including message signing, incident response, and ramp-metering. Current ODOT planning calls for transfer of the east end of the West Eugene Parkway to the City of Eugene. This means that the Statewide through connection from Highway 126 from the coast will be routed north on the Beltline and then east through this project area to Interstate 5. This makes this section of freeway extremely important from both a statewide and regional perspective. \$1,000,000 has been allocated in 2009 in the recently adopted 2006-2009 STIP.

Next Steps

- 1. Complete the facility planning work to begin in 2006 with Region 2 planning funds.**
- 2. Work toward DSTIP milestone with \$1,000,000 allocated in the 2006-2009 STIP.**
- 2. Request additional DSTIP funding (perhaps \$1,500,000) to complete EIS.** Look for opportunities to supplement this funding from other sources.
- 3. Retain this project on the Large Project list for future development.** It seems clear that any proposed Modernization solutions in this heavily used corridor will exceed the \$15,000,000 minimum amount.

Lane County Large Project

Beltline Highway
(River Rd. to Coburg Rd.)





Lane County Board of Commissioners

Bill Dwyer
Bobby Green, Sr.
Faye Hills Stewart
Anna Morrison
Peter Sorenson

Region 2 Large Project Summary

I-5/Franklin Boulevard Interchange

Problem

The construction of a temporary detour structure and planned permanent replacement of the main I-5 structure over the Willamette River and Franklin Boulevard in the Eugene-Springfield metropolitan area has triggered a study of new interchange options at this location. Both cities are interested in a new “gateway” into the University of Oregon area to the west and to the redeveloping Glenwood area to the east. Providing an interchange at this location also has the potential to shift uses of the various Willamette River crossings in the metropolitan area.

Related Projects

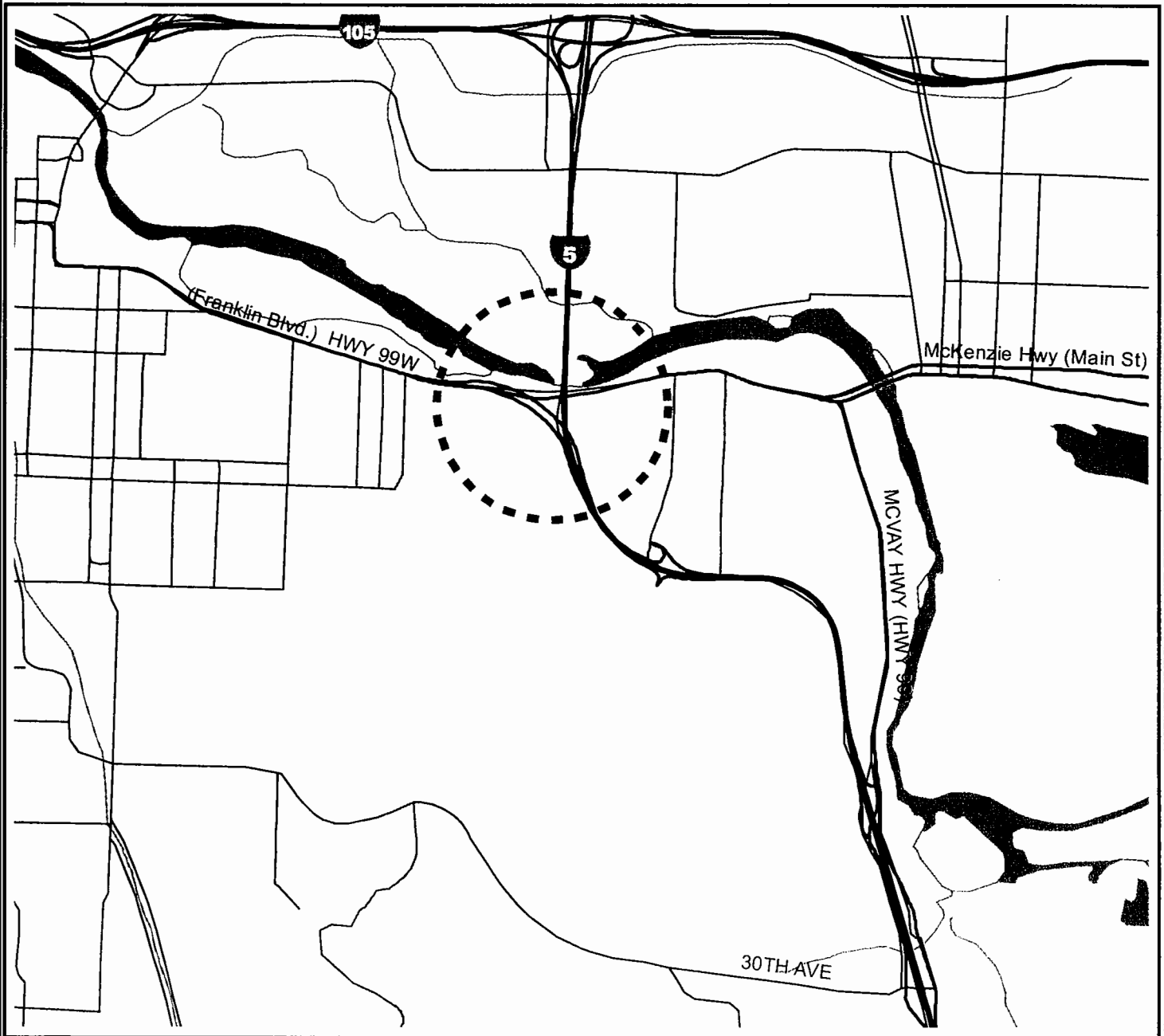
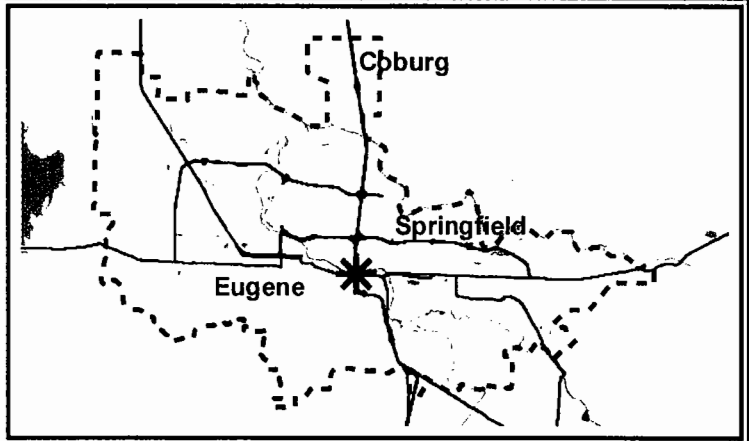
The existing I-5 structure has been closed and a temporary detour structure is in place. ODOT staff has begun work on the Environmental Assessment (EA) and design of the permanent replacement structure. This structure has been estimated at \$58,000,000 to replace it “in-kind”, but will almost certainly be built with more lanes to accommodate future traffic needs. ODOT has made a commitment to keep the possibility open of new interchange ramps as part of, or as a subsequent phase, to the bridge replacement project. EA will be completed in Fall 2008 and bridge construction is scheduled for completion in 2012. ODOT has funded a system planning effort for this interchange area that, if the project proceeds forward as a viable option, will result in plan amendments tentatively scheduled for 2006. ODOT has committed \$2,750,000 for the NEPA process for the interchange itself if the system planning work moves the interchange proposal forward. \$400,000 was also allocated in the new Transportation Bill for additional system planning work. After these activities occur, there will be a better scope on the size, shape, and cost of this relatively undefined interchange proposal. However, it seems apparent that any interchange proposal will exceed the \$15,000,000 criteria for large projects and deserves to be on the list until the project is better defined and the planning issues resolved.

Next Steps

1. **Complete the system planning efforts underway** and proceed to a decision point with local elected officials, ODOT, and the public.
2. **Define construction phasing and cost estimates** for logical project phases, assuming the project is moving forward as a proposal.
3. **Define next steps in the environmental, DSTIP, or other processes** that will lead to progress toward future project implementation.

Lane County Large Project

I-5 / Franklin Interchange





Lane County Board of Commissioners

Bill Dwyer
Bobby Green, Sr.
Faye Hills Stewart
Anna Morrison
Peter Sorenson

Region 2 Large Project Summary

Highway 126 (Florence-Eugene), Poterf Creek-Noti

Problem

This project has been previously listed in the 1995-1998 STIP and the 1996-1998 STIP. In those documents, the project description was "Construct passing lanes, improve horizontal and vertical alignment, widen shoulders".

Related Projects

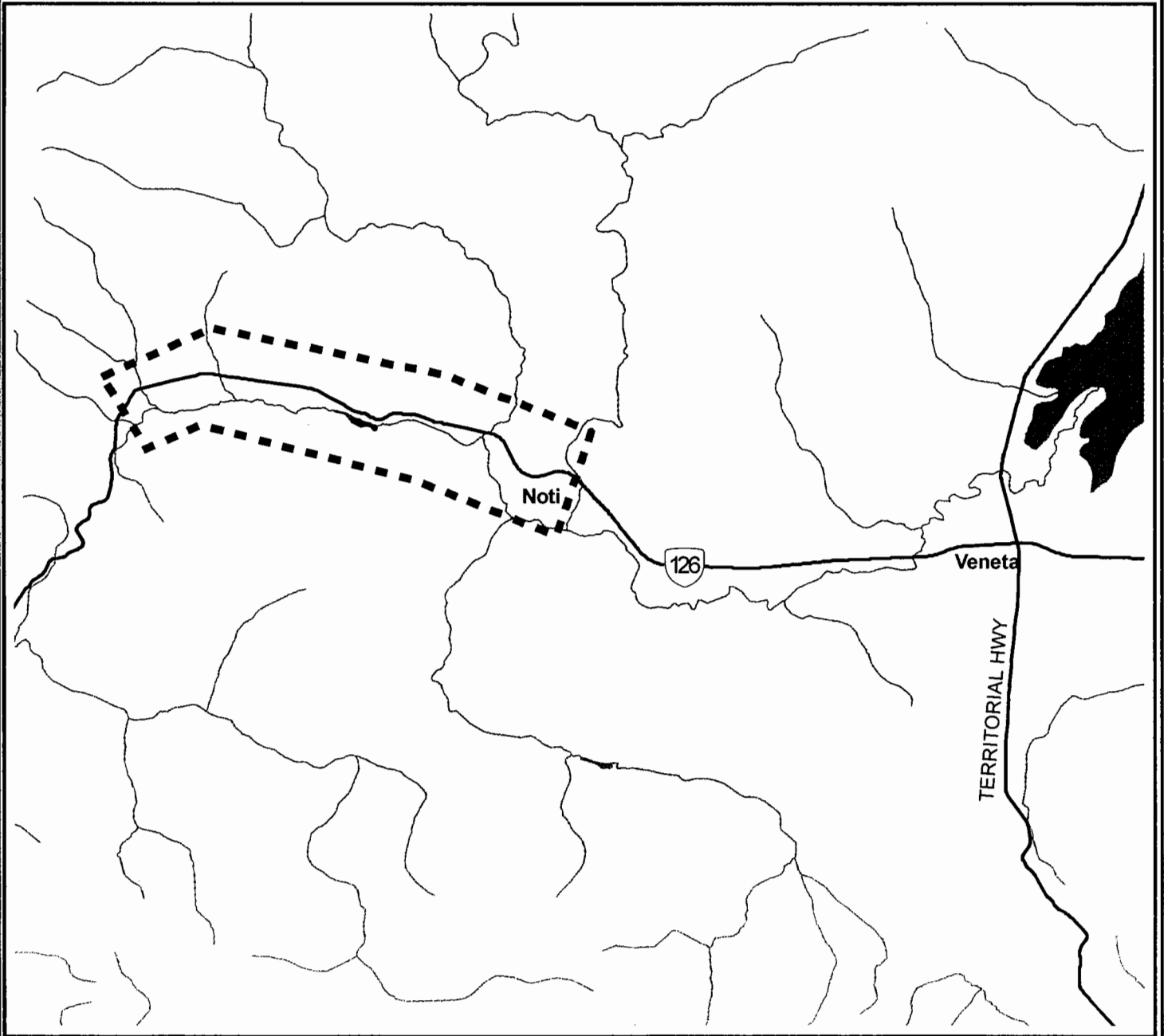
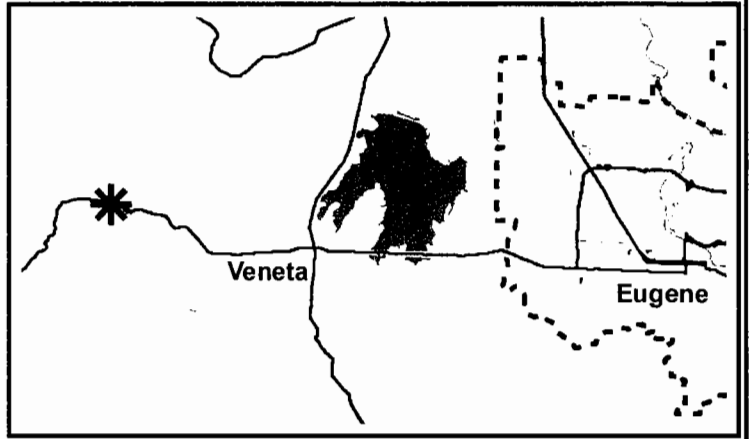
The adopted 2006-2009 STIP includes \$500,000 in 2006 in DSTIP funds. The project is identified as between MP 37.44 (Poterf Creek Bridge) and MP 41.83. The easterly project limit is near the Poodle Creek Road intersection with Highway 126 and just west of the west end of the Noti Bypass project. This project, and the previous phase to Veneta completed a new modern alignment from Veneta past Noti and set the stage for this next improvement to the west.

Next Steps

1. **Consider supplemental DSTIP funding for this project.** There is concern that the identified DSTIP funding is not enough to reach a developmental milestone for the project.
2. **Complete project development work with identified funding** and proceed to next logical steps in project scope, identification, and setting achievable milestones for the project.
3. **At the appropriate time, develop an updated cost estimate.** The total project cost was estimated at about \$11,000,000 in the 1996-1998 STIP document. It seems likely that the project will exceed the minimum \$15,000,000 project amount when the project is re-scoped and a new estimate prepared.

Lane County Large Project

Highway 126
(Poterf Creek - Noti)



**Lane County Large Project Draft Rankings
Projects for Immediate Funding**

Based on 2004 MPO ranking process with minor updates

August 24, 2005 Revised August 31, 2005

PROJECT	LIMITS	DESCRIPTION	C-STIP PRIORITIZATION FACTORS					ADDITIONAL CENTRAL LANE MPO PRIORITIZATION FACTORS				
			I-5/Beltline	I-5 to Gateway/Beltline	Reconstruct interchange	Readiness: Project is achievable by FY08-11	Supports Freight Mobility (new factor not used in 2004)	Supports OHP Policies	Leverages other funds and projects	Environmental Milestones Already Complete	Supports Central Lane MPO RTP Land Use Policies	Supports Central Lane MPO RTP Transportation Demand Management Policies
West Eugene Parkway(1)	Hwy 99 to Hwy 126	New 4-lane arterial	++	++	++	+	++			++	+	10
I-5/Coburg	Interchange	Reconstruct interchange	+	++	++	+		na	TDM Policies Not Directly Applicable to These Modernization Projects. ODOT	++	+	9

(1) This ranking is a combination of the previous rankings for WEP, Unit 1B,2A,2B, and Beltline Stage 3.

Lane County Large Project Ranking
Development Projects
 Based on 2004 MPO ranking process with minor updates
 August 24, 2005 Revised August 31, 2005

PROJECT NAME	LIMITS	CONSTRUCTION PROJECT DESCRIPTION	DEVELOPMENT PROJECT DESCRIPTION	ESTIMATED DEVELOPMENT PROJECT COST	COMMENTS	D-STIP ELIGIBILITY CRITERIA			D-STIP PRIORITIZATION FACTORS				Total Number of Plus Marks		
						Supports OTC definition of D-STIP	Addresses need in TSP or statewide or federal project	Funding adequate to complete the identified milestone	Level of work is appropriate to achieve developmental milestone	Supports OHP Policies	One or more development milestones already completed	Funding identified for construction		Leverages other funds and public benefits	
Bellevue Highway	River Road to Coburg Road	Modernization Project to Add Capacity to Bellevue mainline and address interchange issues identified in planning phase	Facility Plan Study	\$2,500,000	Region 2 planning funds committed to Facility Study. \$1,000,000 allocated in 06-09 STIP if a DSTIP milestone can be identified. More funding may be required to achieve a milestone.	Y	Y	Y	++	+				+	4
Interstate 5	at Franklin Blvd. and Glenwood Interchange	Construct new interchange	Environmental Impact Statement	\$2,750,000	System Planning study is underway. If project moves forward through planning process, funds have been identified for an environmental process.	Y	Y	Y	+	+				+	3
Hwy 126 Florence- Eugene Hwy	Poter Creek-Noll	Improve alignment, widen shoulders, passing lanes	DSTIP Milestone	\$1,000,000	\$500,000 has been programmed for DSTIP work on this project. Milestone needs to be identified.	Y	Y(1)	?	+	+					2

(1) This project has previously been identified as a STIP project. The Lane County TSP does not currently list ODOT projects, but has policy language related to ODOT projects. If this project moves forward in the planning phase, it can amended into the TSP.

NOTE: THIS DOCUMENT HAS BEEN UPDATED IN SEPTEMBER 2005 TO DOCUMENT THE USE OF THE 2004 STIP RATING PROCESS FOR THE SEPTEMBER 2005 REVIEW OF THE REGION 2 LARGE PROJECT PRIORITY LIST.

Following is a brief summary of how each potential CSTIP project addresses the OTC prioritization factors.

1. Readiness: Project is achievable by ~~2008-2009~~2010-2011 fiscal years.

Any of the proposed projects on the list could be constructed by the last two years of the STIP update time frame. This is based on discussion and consensus of the interagency staff who have been involved in reviewing and evaluating various project proposals for this and prior STIP updates. Note that this is not the same as predicting that all of the projects, or any particular project, will actually be constructed by 2009. Completion of any project by that time would require adequate funding and significant resources focused on project delivery.

Each project on the list is given a plus mark to indicate it could be built in the required time frame. Those projects which are currently on the TransPlan 20-year financially constrained project list are given an additional mark since they would have one less step to complete in the overall process. The I-5/Coburg Interchange project was given a “+” because the funding is in place for the Interchange Area Management Plan and environmental process to be completed. Also, for a freeway interchange project, this project is relatively small in scale and, if completely funded, can move to construction in the STIP period.

I-5/Beltline and West Eugene Parkway received two “++” because they can move to construction during the STIP period and they are both included in the constrained list in the transportation plan.

2. Supports OHP Policies

The OTC factors include a list of relevant policies from the Oregon Highway Plan. For more information on how each project was evaluated in relation to the listed OHP policies, please see the separate paper titled “CSTIP project’s support of OHP Policies, and the accompanying table.

Projects that received a total of 9 or more plus marks in the evaluation of OHP policies are given a double plus mark on the overall summary table showing CSTIP project ratings. All other projects are given a single plus mark on this table.

3. Leverages Other Funds and Projects

This factor includes consideration of a wide array of potential benefits and linkages to proposed projects, such as local funding, bundling a project with other projects, and jurisdictional transfer.

At this stage there are many unknowns about most of the projects on this list. For purposes of rating the projects on this factor, a plus mark is given based on the following:

- Projects that are directly related to one another in functional and geometric ways—this applies to Unit 2 of the West Eugene Parkway (WEP) and Stage 3 of the Beltline Highway project.
- Projects that are strongly linked to recent and ongoing planning and redevelopment work in the community—this applies to the Franklin Boulevard project in Glenwood.
- Projects that are likely to have a component of construction funding provided by local sources such as system development fees or property frontage assessments—this applies

to N. 42nd, Highway 99, Jasper Road, McVay Highway, and West 11th Avenue. I-5/Coburg and I-5/Beltline both have local funding and federal earmark components. The West Eugene Parkway may have a jurisdictional transfer component.

4. Environmental Milestones Already Complete

At the present time, the West Eugene Parkway has a nearly-completed final supplemental EIS, and a Record of Decision is anticipated ~~during this fiscal year~~ in the spring of 2006. The Beltline project has a completed EA and a Record of Decision already in place. These projects are given one and two pluses, respectively. I-5/Coburg Interchange has funding in place, but no environmental work has begun.

Some of the other projects may be able to proceed without extensive environmental or other project development processes. However, at this time not enough is known to be able to give credit to any other projects for having “completed” environmental milestones.

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Following is a brief summary of how each potential CSTIP project addresses the relevant policies of the Oregon Highway Plan (OHP).

Policy 1A: State Highway Classification System—use to guide priorities for investment and management in the highway system.

All proposed projects that are on highways of statewide significance get a plus mark. Those that are located on state highway of lower classification, or on local streets, do not get a mark. All three construction priorities (I-5/Beltline, WEP, and I-5/Coburg) got a “+” for this policy because they are on Statewide facilities.

Policy 1B: Land Use and Transportation—coordinate for purposes of mobility, safety, compact development, alternative modes, livability and economic good.

This is a very broad policy, for which each proposed project receives one plus mark.

Policy 1C: State Highway Freight System—maintain efficient through movement on major truck routes, balance freight needs with other highway uses.

This policy relates to the State Highway Freight System Designation. Those highways on the proposed CSTIP list which are on this system include I-105 and portions OR 126 (west of I-105), so these projects get one plus mark. The two Interstate interchange projects got a “+”. West Eugene Parkway was given a plus because Hwy 126 was recently designated a freight route and, when constructed, freight movements would move from W 11th to the WEP and it would be proposed for addition to the freight route system at that time.

Policy 1D: Scenic Byways—preserve and enhance.

None of these projects is on a state scenic byway.

Policy 1F: Highway Mobility Standards—use to maintain acceptable and reliable mobility on state system.

Projects which have a major purpose of adding capacity get a double plus mark. Projects which include significant capacity enhancement get a single plus mark. Those projects which only have minor capacity impacts do not get a mark.

Policy 1G: Major Improvements—improve system efficiency and management before adding capacity.

All proposed projects address this policy in slightly different ways. I-5/Beltline and the WEP, were included in since the TransPlan project list was developed through a process which included evaluating alternative strategies to address mobility needs. I-5/Coburg was developed through the Coburg TSP, with an interchange refinement planning process. In addition, incremental safety improvements (lengthening the northbound off-ramp and adding a traffic signal at the easterly ramp terminal) to mitigate short-term operational issues on I-5 during commute hours.

Policy 2A: Partnerships—use to help develop, operate and maintain the system.

At this time, none of the projects are known to include the concept of partnership as this policy

discusses it.

Policy 2B: Off-system Improvements—help locals build improvements on their facilities if it improves the state system.

One project, North 42nd Street I-5/Beltline, (with associated Gateway/Beltline surface street improvements) directly addresses this policy so it gets a plus mark.

Policy 2C: Interjurisdictional Transfers—consider transfers that make sense.

Policy 2E: Intelligent Transportation Systems—use to improve system efficiency and safety.

At this time, none of the projects are known to directly address these policies.

Policy 2F: Traffic Safety—continually improve for all users of the highway system.

All of the projects would have a positive impact on safety, so each one gets a plus mark.

Policy 2G: Rail and Highway Compatibility—reduce and prevent conflicts.

One project, Unit 2-B of the West Eugene Parkway, includes a rail/roadway grade separation crossing that will be upgraded as part of the project. The existing stop sign controls on Greenhill Road will be replaced by an upgraded crossing that will likely include full gate closure with median islands and an interconnection with a traffic signal at the Greenhill/WEP intersection.

Policy 3A: Classification and spacing standards—manage access consistent with classification of state highways.

~~Projects that~~ All three projects would incorporate up to date access standards and get a plus mark.

Policy 3B: Medians—use to enhance safety and efficiency and to influence land use.

Projects that would incorporate medians, or expand the use of existing medians, get a plus mark. All three projects were given a plus since they are limited access facilities and will include medians and other features that address this policy.

Policy 3C: Interchange Access Management Areas—manage for safety and efficiency.

~~One project, North 42nd Street, would be likely to specifically address this policy. The two interchange projects were given a plus mark under this policy.~~

Policy 4A: Efficiency of Freight Movement—maintain and improve on the state system; balance with local needs.

This policy is similar to Policy 1C, but not confined to routes on the State Highway Freight System. A plus mark is given to each project located on a state highway of statewide significance. All three projects were given a plus under this policy since they all will enhance efficiency of freight movement.

Policy 4B: Alternative Passenger Modes—advance and support where appropriate.

Projects are given a plus mark if they include facilities for bicycles or pedestrians, or would help improve future transit routing or operations. All three projects will include bicycle and pedestrian improvements of different kinds.

Policy 4C: HOV Facilities—utilize where appropriate.

Policy 4D: TDM—invest in TDM strategies.

Policy 4E: Park and Ride Facilities—develop where appropriate.

Policy 5A: Environmental Resources—design, construction, operation and maintenance of state system should maintain or improve the natural and built environment.

At the present time it is not known whether any of the projects would specifically address elements of these four policies.

NOTE: THIS DOCUMENT HAS BEEN UPDATED IN SEPTEMBER 2005 TO DOCUMENT THE USE OF THE 2004 STIP RATING PROCESS FOR THE SEPTEMBER 2005 REVIEW OF THE REGION 2 LARGE PROJECT PRIORITY LIST.

Following is a brief summary of how each potential CSTIP project addresses the relevant policies of the Regional Transportation Plan (RTP). The policies are found in Chapter 2 of TransPlan.

A. Land Use Policies

These five policies deal with implementing and encouraging nodal development in the Eugene-Springfield area, both through planning decisions and related actions such as building new infrastructure that helps support transit, bicycle and pedestrian modes as alternatives to auto travel.

Potential CSTIP projects are given a plus mark if they help provide mobility within or directly to areas that are designated for nodal development; or if they improve mobility for transit or other non-auto modes. As rated in 2005, none of the large projects were given a "+" for this category since they are all on limited-access facilities and do not directly serve nodes. It could be argued that these projects, in a broader sense, support the land use policies by providing improved regional transportation access to nodal development or other types of development.

B. Transportation Demand Management (TDM) Policies

The three TDM policies have to do with direct or indirect implementation of TDM programs and strategies. As such, these policies are not specifically related to the construction of any particular roadway project, therefore no plus marks are assigned to CSTIP projects for these policies. ODOT and federal funds are used on an ongoing basis to augment local funding for the region's TDM program administered by Lane Transit District.

C. Transportation System Improvement (TSI) Policies

TSI policies are grouped by the following seven sub-categories:

1. TSI System-Wide Policies—these five policies address preservation of existing corridors and facilities, intermodal connectivity, and neighborhood livability. In addition, TSI System-Wide Policy 5 emphasizes the importance of the 20-year Capital Investment Actions project list (also referred to as the constrained project list) as an adopted part of TransPlan and the Metro Plan.

Since each of the potential CSTIP projects would address some aspects of the system-wide policies, each project is given a plus mark. Projects on the constrained list in TransPlan are given an additional plus mark.

2. TSI Roadway Policies—These four policies address the topics of mobility, safety, level of service, access management, and the need to develop a coordinated network of streets and roads for all modes of travel.

Each of the potential CSTIP projects would enhance mobility, safety and overall connectivity to a significant extent, since these are by definition major roadway improvement projects. Therefore each project is given a plus mark. In addition, those projects whose major purpose is to add significant capacity are given an additional mark.

3. TSI Transit Policies—these three policies call for improving transit service and facilities, establishing a Bus Rapid Transit (BRT) system, and developing transit-supportive infrastructure including bus/high-occupancy vehicle lanes and park-and-ride facilities.

Because each of the major roadway projects on the CSTIP list would improve mobility and safety for multi-modal travel including transit, each project is given one plus mark. At this time not enough is known about the final design of the projects, or details such as future transit routes and stations, to allow for more specific evaluation of the projects in relation to transit.

4. TSI Bicycle Policies—the first three bicycle policies call for expanding and improving the area’s bikeway system, requiring bikeways on all new or reconstructed arterials and major collectors, and requiring good connections for bicyclists in and near new development. The fourth policy establishes a sub-system of priority bikeway miles as a focus for short-term capital projects.

Each CSTIP project that would include new or improved bikeway facilities is given a plus mark. In addition, those projects that include construction of a segment of priority bikeway system mileage are given an additional mark.

5. TSI Pedestrian Policies—the three pedestrian policies call for improving and integrating pedestrian facilities with adjacent land uses, providing a continuous network of facilities, and ensuring that sidewalks are built along all arterials and collectors (except freeways).

Each project that would include new or improved sidewalks, or alternative facilities such as an adjacent multi-use path as part of the roadway project, are given a plus mark.

6. TSI Goods Movement Policy—this policy emphasizes the need to support reasonable and reliable travel times for freight and overall movement of goods within the region.

Projects that are either on the National Highway System (as shown on the “Goods Movement and Intermodal Facilities” map in Appendix A of TransPlan), or on the State Highway Freight System in the Oregon Highway Plan, are given a plus mark.

7. TSI Other Modes Policies—these three policies deal with support of the Eugene airport, the Cascadia High Speed Rail Corridor project, and the passenger rail and intercity bus terminals.

None of the CSTIP projects is directly related to enhancement of these other modes or terminals, so no marks are given for the Other Modes policies.

D. Finance Policies—the six finance policies deal with the topics of funding priorities and strategies for transportation improvements as well as preservation and maintenance of the overall system. The two most relevant policies are number 3, which calls for addressing safety and major capacity problems on the region’s transportation system; and number 5, which places a priority on projects that support mixed-use, pedestrian-friendly nodal development and increased use of alternative modes of travel.

Projects that support either policy 3 (capacity or safety improvements) or policy 5 (nodal development) are given one plus mark.

PASSED

IN THE BOARD OF COUNTY COMMISSIONERS OF LANE COUNTY
STATE OF OREGON

ORDER NO.

04-4-14-15

) IN THE MATTER OF RECOMMENDING
) COUNTYWIDE MODERNIZATION PROJECT
) PRIORITIES TO THE OREGON DEPARTMENT
) OF TRANSPORTATION (ODOT) FOR THE
) 2006-2009 STATE TRANSPORTATION
) IMPROVEMENT PROGRAM (STIP)

WHEREAS, the Oregon Department of Transportation has requested input from the Lane County Board of Commissioners on countywide modernization priorities for the FY 2006-2009 Statewide Transportation Improvement Program (STIP); and

WHEREAS, the Lane County Board of Commissioners held a work session on the countywide priorities on March 10, 2004; and

WHEREAS, the Metropolitan Policy Committee (MPC) held a public hearing and discussion on March 11, 2004 and subsequently on April 8, 2004 discussed and approved final project priorities for the Central Lane metropolitan area for the FY 2006-2009 STIP; and

WHEREAS, the Lane County Board of Commissioners held a public hearing on April 14, 2004, on the draft countywide modernization project priorities for the FY 2006-2009 STIP; and

WHEREAS, the Board wishes to recommend a countywide list of modernization project priorities (Exhibit A) to the Oregon Department of Transportation); now, therefore, it is hereby

ORDERED that the preliminary roadway project list (Exhibit A) be sent to the ODOT Region 2 Manager for consideration.

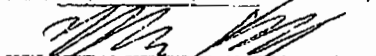
Dated this 14th day of April 2004.



Chair, Lane County Board of Commissioners

APPROVED AS TO FORM

Date 4-5-04 lane county



Clerk, Lane County Board of Commissioners

EXHIBIT A : COUNTYWIDE MODERNIZATION PROJECT PRIORITIES FOR 06-09 STIP
Draft April 14, 2004

COUNTY	PROJECT	LIMITS	DESCRIPTION	COST (X1000)	HIGHWAY CLASSIFICATION	TRAFFIC VOLUME	COMMENT or STATUS
			CSTIP- Large Roadway Projects				
HIGH OTIA	Interstate 5/Beltline	I-5 to Gateway/Beltline	Environmental Assessment Phase 1 Reconstruction and Right-of-way Purchase for EA Phases 1 & 2	\$13,000	Interstate (NHS)	Baseline 30,000 to 50,000	Consider for OTIA Statewide funding. The amount requested could be \$30 million from OTIA. The \$13 million shown is the minimum needed for the next phase of construction beyond current STIP allocations.
HIGH OTIA	West Eugene Parkway, Units 2-A and 2-B	W11th to Beltline	New four lane arterial.				Consider for OTIA Statewide funding. Requested as federal earmark. Interchange refinement plan done. Interchange Area Management Plan to be complete June 2005. Possible for OTIA.
HIGH OTIA	Interstate 5	Coburg	Reconstruct Interchange	\$12,500	Interstate (NHS)/County	Peak 16,000	
HIGH OTIA	West Eugene Parkway, Unit 1-B	Garfield to Seneca	New four lane arterial.				Large project, consider for OTIA Statewide funding
HIGH OTIA	Beltline Highway Franklin Boulevard	Roosevelt to W11th Jenkins Drive to Mill Street	Urban standards improvements and intersection improvements	\$17,000	Statewide (NHS)	Baseline 13,900	Large project, consider for OTIA Statewide funding
HIGH OTIA			Urban standards improvements		Statewide (NHS)	W11th 22,750	Large project, consider for OTIA Statewide funding
HIGH OTIA			CSTIP-Smaller Roadway Projects				
HIGH OTIA	6th/7th Intersections Highway 126/W11th	Garfield to Washington/Jefferson	Provide improvements such as turn lanes and signal improvements	\$1,500	Statewide (NHS)	767 31,300	High priority for STIP
HIGH OTIA		Terry-Greenhill	Four lane urban standards	\$5,500	Statewide (NHS)	6th 29,000	High priority for STIP
HIGH OTIA	Beltline Highway	Beltline at Coburg Rd Interchange	Construct ramp and signal improvements	\$4,100	Statewide (NHS)/City	Baseline 50,000	This project was approved as a Region 2 priority in 2002. Prior to adoption of the STIP, funding was reallocated with a promise to backfill. Status is uncertain.
HIGH OTIA	42nd Street Highway 99 North	Marcola Rd to Weyenheuser Park (2nd street)	Upgrade to urban standards		City Street	12,000	High priority for STIP (also possible for OTIA)
HIGH OTIA		Washington-Jefferson Bridge southbound	Urban standards improvements		Statewide (NHS)	26,600	Low priority for STIP
HIGH OTIA	Interstate 105 Hwy 58/Willamette	Nominally within city limits	Add lane to 8th Ave off-ramp	\$4,430	Interstate (NHS)	1-105 33,400	Low priority for STIP
HIGH OTIA		Washington-Jefferson Bridge northbound	Upgrade to urban standards, redesign proposed	\$4,800	Statewide (NHS)	4,400-9,800	TGM grant underway to resolve design issues. Complete June 2005
HIGH OTIA	Interstate 105 Jasper Road	S 42nd-Jasper Road	Add NB lane from 8th to Delta Highway	\$5,250	Interstate (NHS)	1-105 32,200	Low priority for STIP
HIGH OTIA	McVay Highway	I-5 to Franklin	Upgrade to urban standards		District Hwy	7,400	Low priority for STIP
HIGH OTIA	Hwy 126 Florence-Eugene	at Whiteaker Creek	left turn lane at Whiteaker Creek	\$4,000	Statewide (NHS)	14,400	Project reviewed and listed separately from WindCat Bridges.
HIGH OTIA	Hwy 58/Willamette Hwy	In Oakridge at Fish Hatchery Road	Construct left turn lane	\$750	Statewide (NHS)/City	4,500	Environmental concerns at this location.
HIGH OTIA	Hwy 126 Florence-Eugene	Unspecified locations	Develop additional passing lane projects.	?	Statewide (NHS)	Hwy 58 4,400	In Oakridge TSP, ODOT supports but notes environmental and right-of-way constraints.
HIGH OTIA	Hwy 126 Florence-Eugene	Wildcat Creek Bridges, MPs 27.36, 27.85, 27.89, 27.98	Widen four bridges, improve horizontal/vertical alignment	4200	Statewide (NHS)	3,200-3900	Preservation project will upgrade guardrail protection for these bridges. Otherwise, these bridges are not a high priority in the current bridge strategy.
HIGH OTIA	Hwy 101	Suslaw River Bridge, Florence	Cathodic Protection	\$4,000	Statewide (NHS)	4,500	No short-term corrosion problem. Cathodic protection not needed until sometime after 2010. Steel bridge deck section to be replaced 2004. Bridge program, not modernization.
HIGH OTIA	Beltline Highway Interstate 5 Interchange Study	River Road to Coburg Road	DSTIP Large Projects Facility Plan Study (Construction project in TransPlan is for widening to 6 lanes) Facility Plan Study (TransPlan contains a series of construction projects in this corridor)	\$2,000	Statewide (NHS)	Baseline 82,700	Study is on TransPlan constrained list. Construction project is on the future list.
HIGH OTIA	Interstate 5	At Coburg Interchange	Environmental Assessment for interchange reconstruction	\$200	Interstate (NHS)	varies	Study is on TransPlan constrained list. Would address interchange and ramps at Franklin, Glenwood, and 30th Ave
HIGH OTIA	Eugene-Springfield Highway (126)	At Q Street/Pioneer Parkway	Environmental Assessment for interchange improvements	\$500	Statewide (NHS)	Peak 16,000	Coburg TSP and has a completed interchange refinement plan. ODOT has funded an Interchange Area Management Plan to be completed 2005.
HIGH OTIA	Eugene-Springfield Highway (126)	At Main Street	Environmental Assessment for interchanges reconstruction	\$500	Statewide (NHS)	128 53,300	Corridor study is on constrained TransPlan list. Construction is on future list.
HIGH OTIA	Franklin Boulevard	Jenkins Drive to Mill Street	Environmental Assessment for urban standards reconstruction	\$200	Statewide (NHS)	128 20,300	Planning level analysis is included in currently funded expressway study of 126 from 42nd to Main St.
HIGH OTIA	Interstate 5	at Franklin Blvd and Glenwood Interchange	Environmental Impact Statement (EIS) for new interchange construction	\$2,250	Interstate (NHS)	20,500	Nodal development planning work completed in Glenwood. Project is on future list in TransPlan.
HIGH OTIA	Eugene-Springfield Highway (126)	at 52nd Street	Environmental Assessment for new interchange to replace traffic signal and at-grade intersection.	\$500	Statewide (NHS)	1-5 64,300	Project is under consideration in conjunction with Willamette River bridge replacement project. Interchange study is on constrained list. Interchange project is on TransPlan future list.
HIGH OTIA	Eugene-Springfield Highway (126)	I-5 to Mohawk	Environmental Assessment for widening to 6 lanes.	TBD	Statewide (NHS)	128 20,300	Planning level analysis is included in currently funded expressway study of 126 from 42nd to Main St.
HIGH OTIA	Hwy 126 Florence-Eugene	Veneta-Fisher Road	Modarize, 4 lanes and shoulders. Final EIS.	TBD	Statewide (NHS)	15,100	Corridor study is on constrained TransPlan list. Construction is on future list.
HIGH OTIA	Interstate 5	I-5 @ S 6th Street, Collage Grove	Planning study for conversion to complete interchange, exit 172	TBD	Interstate (NHS)/County	26,400	Scoping and development needed. No recent activity.
			NOTE: BOLD INDICATES THAT THE PROJECT IS A HIGH PRIORITY FOR FUNDING IN THIS STIP CYCLE, EITHER THROUGH STIP FUNDS OR THROUGH ONE OF THE OTIA III ALLOCATIONS				

PRIORITIES FOR 06-09 STIP

August 2005

HIGHWAY CLASSIFICATION	TRAFFIC VOLUME		COMMENT or STATUS
	Mainline	Minor Road	<i>NOTE: this status column has been updated as of August, 2005. Includes information from recently adopted 2006-2009 STIP</i>
Interstate (NHS)	I-5 68,500	Beltline 30,000 to 50,000	Funded at \$72.5 million in adopted 06-09 STIP. Future phases candidates for Large Project List and 08-11 STIP. Will go to contract in early 2006 for funded phases.
Statewide (NHS)	n.a.	n.a.	Unit 1-A funded 2006 at \$17,737,000. \$1,000,000 funded for wetland mitigation in Unit 2. SFEIS and ROD scheduled for spring 2006. Future construction phasing to be determined.
Interstate (NHS)/County	I-5 43,700	Pearl 16,000	New cost estimate is at \$15-20,000,000. Interchange Area Management Plan is underway. NEPA process is funded and will follow IAMP.
Statewide (NHS)	n.a.	n.a.	Future construction phasing is under review.
Statewide(NHS)	Beltline 13,900	W11th 22,750	Beltline improvements under review in WEP EIS. Portions of this project will probably be included in WEP.
Statewide (NHS)	20,500	n.a.	Not funded in adopted 06-09 STIP.
Statewide (NHS)	7th 31,300 6th 29,000	n.a.	Intersection improvements will be included in pavement preservation project. This separate project should be dropped.
Statewide(NHS)	18,700	n.a.	A new cost estimate put this project at \$20,000,000. Not funded in 06-09 STIP.
Statewide(NHS)/City	Beltline 56,000	Coburg 23,250	Project is funded in adopted 06-09 STIP at \$4,398,000. Scheduled for 2008 construction.
City Street	12,000	n.a.	Not funded in adopted 06-09 STIP.
Statewide (NHS)	26,600	n.a.	Not funded in adopted 06-09 STIP. This section of 99 currently under study in WEP SFEIS.
Interstate/ (NHS)	I-105 33,400	6th Ramp 18,760	Not funded in adopted 06-09 STIP.
Statewide (NHS)	4,400-9,800	n.a.	TGM grant underway to resolve design issues. Study is not yet complete.
Interstate (NHS)	I-105 32,200	Delta Ramp 16,950	Not funded in adopted 06-09 STIP
District Hwy	7,400	n.a.	Not funded in adopted 06-09 STIP
District Hwy	14,400	n.a.	Not funded in adopted 06-09 STIP
Statewide (NHS)	4,500	n.a.	Not funded in adopted 06-09 STIP
Statewide (NHS)/City	Hwy 58 4,400	Fish Hatch 400	Project is funded with a combination of ODOT bridge replacement funds, city funds, and Lane County funds. Scheduled for construction in 2007.
Statewide (NHS)	3,200-5800	n.a.	Scoping and development needed.
Statewide (NHS)	4500	n.a.	Preservation project complete. This project upgraded guardrail protection for these bridges. Otherwise, these bridges are not a high priority in the current bridge strategy. Suggest dropping this project.
Statewide (NHS)	12,900	n.a.	Rehabilitation funded in 06-09 STIP at \$5,300,000 in bridge program funds. Scheduled for 2009.
Statewide(NHS)	Beltline 82,700	Delta 34,000	Region planning funds have been allocated for study to begin in 2006. 06-09 STIP funds DSTIP funding at \$1,000,000 in 2009. Contingent upon study completion and identifying project milestones for DSTIP.
Interstate (NHS)	I-5 64,300	varies	This study not funded in 06-09 STIP per se. However, I-5/Franklin study is underway which covers part of this area.
Interstate (NHS)	I-5 43,700	Pearl 16,000	Environmental work is funded. See note above on Interchange construction project.
Statewide (NHS)	126 53,300		Corridor study is on constrained TransPlan list. Construction is on future list.
Statewide (NHS)	126 20,300		Planning level analysis is included in currently funded expressway study of 126 from 42nd to Main St.
Statewide (NHS)	20,500		Nodal development planning work completed in Glenwood. Project is on future list in TransPlan.
Interstate (NHS)	I-5 64,300		Project is under consideration in conjunction with Willamette River bridge replacement project. If system planning work results in this project moving forward with plan amendments, environmental funding is available for this work.
Statewide (NHS)	126 20,300		Planning level analysis is included in currently funded expressway study of 126 from 42nd to Main St.
Statewide (NHS)	126 42,500		Corridor study is on constrained TransPlan list. Construction is on future list.
Statewide (NHS)	15,100	n.a.	Scoping and development needed. No recent activity.
Statewide (NHS)/County	26,400	So 6th 2,550	UGB plan amendment needed. ODOT/DLCD concern. No recent activity.

OR THROUGH ONE OF THE OTIA III ALLOCATIONS

EXHIBIT A : COUNTYWIDE MODERNIZATION PRO
Adopted April 14, 2004 with Updated 5

COUNTY-WIDE	METRO	NON-METRO	PROJECT	LIMITS	DESCRIPTION	COST
CSTIP- Large Roadway Projects						
HIGH OTIA	OTIA		Interstate 5/Beltline	I-5 to Gateway/Beltline	Environmental Assessment Phase 1 Reconstruction and Right-of-way Purchase for EA Phases 1 & 2	\$13,00
HIGH OTIA	OTIA		West Eugene Parkway, Units 2-A and 2-B	W11th to Beltline	New four lane arterial.	
HIGH OTIA		FED/OTIA	Interstate 5	Coburg	Reconstruct interchange	\$12,50
	OTIA		West Eugene Parkway, Unit 1-B	Garfield to Seneca	New four lane arterial.	
	OTIA		Beltline Highway	Roosevelt to W11th	W11th-NCL Stage 3, 4 lanes	\$17,00
	OTIA		Franklin Boulevard	Jenkins Drive to Mill Street	Urban standards improvements and intersection improvements	
CSTIP-Smaller Roadway Projects						
HIGH CSTIP	HIGH		6th/7th Intersections	Garfield to Washington/Jefferson	Provide improvements such as turn lanes and signal improvements	\$ 1,50
HIGH CSTIP	HIGH		Highway 126/W11th	Terry-Greenhill	Four lane urban standards	\$5,50
HIGH CSTIP	HIGH		Beltline Highway	Beltline at Coburg Rd Interchange	Construct ramp and signal improvements	\$4,10
	HIGH/OTIA		42nd Street	Marcola Rd to Weyerhaeuser RR tracks (city street)	Upgrade to urban standards	
	LOW		Highway 99 North	Garfield to Roosevelt	Urban standards improvements	
	LOW		Interstate 105	Washington-Jefferson Bridge southbound	Add lane to 6th Ave off-ramp	\$4,43
	???		Hwy 58 Willamette	Nominally within city limits	Upgrade to urban standards, redesign proposed	\$4,80
	LOW		Interstate 105	Washington-Jefferson Bridge northbound	Add NB lane from 6th to Delta Highway	
	LOW		Jasper Road	S 42nd-Jasper Road	Upgrade to urban standards	\$5,25
	LOW		McVay Highway	I-5 to Franklin	Upgrade to urban standards	
	LOW		Hwy 126 Florence-Eugene	at Whitaker Creek	left turn lane at Whiteaker Creek	\$ 4,00
	LOW		Hwy 58 Willamette Hwy	In Oakridge at Fish Hatchery Road	Construct left turn lane	\$ 75
	LOW		Hwy 126 Florence-Eugene	Unspecified locations	Develop additional passing lane projects.	?
	LOW		Hwy 126 Florence-Eugene	Wildcat Creek Bridges, MPs 27.38, 27.66, 27.89, 27.98	Widen four bridges, improve horizontal/vertical alignment	420
	NOT MOD		Hwy 101	Suislaw River Bridge, Florence	Cathodic Protection	\$ 4,00
DSTIP Large Projects						
HIGH DSTIP	HIGH		Beltline Highway	River Road to Coburg Road	Facility Plan Study (Construction project in TransPlan is for widening to 6 lanes)	\$ 2,00
HIGH DSTIP	HIGH		Interstate 5 Interchange Study	Willamette River to 30th Ave	Facility Plan Study (TransPlan contains a series of construction projects in this corridor)	\$ 75
HIGH DSTIP	HIGH		Interstate 5	At Coburg Interchange	Environmental Assessment for interchange reconstruction	\$ 20
	MED		Eugene-Springfield Highway (126)	At Q Street/Pioneer Parkway	Environmental Assessment for interchange improvements	\$ 50
	MED		Eugene-Springfield Highway (126)	At Main Street	Environmental Assessment for interchange reconstruction	\$ 50
	MED		Franklin Boulevard	Jenkins Drive to Mill Street	Environmental Assessment for urban standards reconstruction	\$ 20
	MED		Interstate 5	at Franklin Blvd and Glenwood Interchange	Environmental Impact Statement (EIS) for new interchange construction	\$ 2,25
	MED		Eugene-Springfield Highway (126)	at 52nd Street	Environmental Assessment for new interchange to replace traffic signal and at-grade intersection.	\$ 50
	LOW		Eugene-Springfield Highway (126)	I-5 to Mohawk	Environmental Assessment for widening to 6 lanes.	TBD
	LOW		Hwy 126 Florence-Eugene	Veneta-Fisher Road	Modernize, 4 lanes and shoulders. Final EIS.	TBD
	LOW		Interstate 5	I-5 @ S 6th Street, Cottage Grove	Planning study for conversion to complete interchange, exit 172	TBD

NOTE: BOLD INDICATES THAT THE PROJECT IS A HIGH PRIORITY FOR FUNDING IN THIS STIP CYCLE, EITHER THROUGH STIP F



LANE COUNTY

PUBLIC WORKS DEPARTMENT / 3040 North Delta Hwy. / Eugene, OR 97408
 Phone: (541) 682-6911/ Fax: (541) 682-8500

August 24, 2005

RE: Notice of September 21, 2005 Public Hearing and A Request for Candidate Modernization Projects for the 2008-2011 Statewide Transportation Improvement Program (STIP) and the Region 2 Large Project Priority List

To: Elected Officials, ODOT and Local Agency Staff, and Interested Parties

The Lane County Board of Commissioners has scheduled a public hearing for September 21, 2005 at 1:30 p.m. at the Public Service Building in Eugene, 125 East 8th Street. The hearing has two purposes, both related to the Oregon Department of Transportation (ODOT) 2008-2011 Statewide Transportation Improvement Program (STIP):

- Receive public testimony and discuss a draft Region 2 Large Project Priority List prepared by ODOT staff for discussion at a Region 2 All-Area meeting the following week.
- Begin the process of consultation with local agencies and the public concerning other Modernization projects in Lane County in preparation for assembling a priority list for 08-11 STIP Modernization project proposals. After subsequent meetings, this list is scheduled to be approved in December, 2005.

The Board of Commissioners has been asked in an Oregon Department of Transportation letter (see attached letter from Jeff Scheick dated July 21, 2005) to validate the "large" project list for ODOT Area 5 (Lane County). These projects are defined as projects over \$15 million, and the goal is to identify and prioritize a list for Region 2 so that the region is prepared if funding opportunities present themselves. A second purpose is to develop future project concepts so that they can moved forward through the project development categories in the program (DSTIP).

The Board has also scheduled September 27, 2005 as a time to continue discussion and take action on the Region2 Large Project Priority List if needed. By that time, the Lane County Commissioners are expected to:

- Review the large project list and ensure that all large projects in Lane County (Area 5) have been included on previous modernization priority lists or have been identified in a local comprehensive plan/transportation system plan.
- Use the project prioritization factors provided by the Oregon Transportation Commission and the process established locally to rate and rank the projects.

The large projects that ODOT staff currently lists as Large Project priorities include:

- I-5/Beltline Interchange
- West Eugene Parkway
- I-5/Coburg Interchange
- Beltline Road from River Road to Coburg Road
- I-5/Franklin Proposed Interchange

Lane County staff have added an additional project for consideration on Highway 126, Poterf Creek-Noti. This project was included in the STIP in the 1990's. We have prepared brief project information sheets and vicinity maps for all of these projects (see attached).

If there are additional projects with an estimated cost greater than \$15 million that should be added to the list, please submit the project and any supporting information by September 9th to Bill Morgan at Lane County Public Works, 3040 North Delta Hwy., Eugene, OR 97408. He may also be reached at (541) 682-6932 or email bill.morgan@co.lane.or.us. This deadline will allow us to review the proposals and provide them in advance to the Board.

Of course, testimony and materials will also be accepted at the public hearing. There will be additional opportunities to discuss modernization STIP priorities that are not on the Large Project list and you will receive notice of those meetings as they are scheduled. It may not be clear to you, at this point, whether a particular project fits the Large Project category or the regular Modernization program in the STIP. This public hearing opportunity is not limited to Large Projects at this point. However, the focus of the Board discussion at this time is the Large Project list.

The Metropolitan Planning Committee (MPC) will be meeting on September 15 to discuss metro priorities. MPC discussion will be reported to the Board as supplemental information prior to the September 21. As the Board agenda materials are completed, we will send an additional notice with information on the materials prior to the hearing on September 21st.

Sincerely,



Oliver P. Snowden,

Public Works Director

Enclosures:

July 21, 2005 memo from ODOT Region 2 Manager Jeff Scheick with attached draft Project List Lane County Large Project Information Sheets