

Memorandum Date: February 4, 2008
Meeting Date: February 20, 2008

W. 16-a

TO: Board of County Commissioners

DEPARTMENT: Public Works

PRESENTED BY: Celia Barry, Transportation Planning

AGENDA ITEM TITLE: PUBLIC HEARING AND ORDER/In the Matter of Commenting to the Oregon Department of Transportation (ODOT) on Area 5 priorities for the 2010-2015 Statewide Transportation Improvement Program (STIP) given an increase in available STIP funding

I. MOTION

Move approval of the Order (Attachment A).

II. AGENDA ITEM SUMMARY

The Oregon Department of Transportation (ODOT) requests that the Board take public input and as the representative body for ODOT Area 5, comment on priorities for two STIP cycles for the 2010-2015 period, given a much larger funding package (\$840 million statewide over the entire period) enacted by the 2009 Legislature (STIP "Task 3"). The request is based upon Senate Bill 566 from the 2007 legislative session (Attachment B). In addition, Area 5 is to submit a list of all other unfunded projects for Area 5 worth at least \$100 million, in no particular priority (STIP "Task 4"). You received an initial briefing on these Tasks at your January 16, 2008 meeting when you took action on Tasks 1 and 2. Comments on Task 3 are due to ODOT by February 22. In early March ODOT will return a "straw proposal" in response to the Board's preliminary Task 3 priorities. At that time county staff will return and ask for Board action on both of ODOT's straw proposals, for Task 2 and 3 (you submitted a preliminary priority list for Task 2 at your January 16 meeting). An ODOT Region 2 All Area meeting convenes in May 2008 to make a final recommendation on all Region 2 projects to be submitted for consideration to the Oregon Transportation Commission. Attachment C is a November 30, 2007 letter from ODOT staff outlining Tasks 1 - 4, and the corresponding directive from ODOT Deputy Director Tindall to ODOT staff.

III. BACKGROUND/IMPLICATIONS OF ACTION

A. Board Action and Other History

The Board last took action on the previous, 2008-2011 STIP cycle, by responding to ODOT's "straw proposal" for reductions to that cycle, on January 16, 2008 (STIP "Task 1").

You also responded to a "Task 2" request for preliminary priorities for the 2010-2013

STIP. The resulting Board Order is 08-1-16-10, Attachment D.

Task 3 (see Attachment C)

Senate Bill (SB) 566 requires the Oregon Transportation Commission (OTC) to conduct a study and evaluate the highway system, in part by taking input from local governments and others to identify “specific highway projects required to reduce traffic congestion, improvement freight mobility and enhance safety.”

Task 3 asks for a preliminary list of priorities given a statewide funding package for modernization of \$840 million for the six year period from 2010 to 2015 (two STIP cycles). The Region 2 share would be \$241.6 million. Area 5, Lane County's share would be approximately \$60-\$77 million. Each Area is expected to submit a preliminary list of projects worth approximately 150% of this amount, or approximately \$90-\$115 million for Lane County.

ODOT staff explain that the priority list is only a starting point of talks at the May 2008 All Area meeting, where Region-wide projects will be discussed relative to each other in terms of readiness, cost, timing, statewide significance, and other factors.

Task 4 (see Attachment C)

Task 4 is to produce a list of other large unfunded projects, defined as those of \$100 million or more. This list is included in the proposed Board Order.

Transportation Planning Committee (TPC)

The Transportation Planning Committee consisting of metro area and Coburg agency staff, met with ODOT staff and ranked all Metropolitan Planning Organization area projects against state prioritization factors plus additional factors as directed by the MPC. TPC voted on a recommendation on January 31, to be considered by MPC at their February meeting. It is reflected in Attachment E.

Metropolitan Area Action

The Metropolitan Policy Committee's (MPC) has not yet acted on STIP Tasks 3 and 4. MPC held a special meeting on January 29 to provide direction on criteria and factors to consider in developing priorities. By consensus, MPC directed staff to use state prioritization factors, local factors that were established in previous STIP cycles, and four additional factors recommended recently by the MPO Citizens Advisory Committee. The factors are shown in Attachment E. MPC is expected to hold a public hearing and take action at their February 14, 2008 meeting on Tasks 3 and 4. MPC action will be reported to the Board either in a supplemental packet or verbally at your meeting.

Roads Advisory Committee (RAC) Action

The Roads Advisory Committee was briefed on Tasks 3 and 4, and acted on Task 3, at their January 23 meeting. Due to meeting schedules, lack of a December meeting, and the state's February deadline, the RAC was unable to hear from the MPC nor the TPC recommendation. The RAC therefore voted unanimously to recommend previously established priorities, without attaching funding amounts, as reflected in ODOT's 2010-2013 All Area Large Project strategy (Attachment F), as follows (TPC rankings are shown for comparison purposes in column 2):

ROADS ADVISORY COMMITTEE PRIORITY RANKING (BASED UPON REGION 2 LARGE PROJECT PRIORITIES AND OTHER LARGE PROJECT LIST	(STAFF) TRANSPORTATION PLANNING COMMITTEE RECOMMENDATION TO METROPOLITAN PLANNING COMMITTEE
(Development and Construction):	Construction:
1. I-5/Beltline Interchange	1. I-5/Beltline - \$35 million
2. I-5/Coburg Interchange	2. Gateway/Beltline - \$15 million
3. Beltline Corridor/River Rd. to Coburg Rd.	3. I-5 Coburg Phase II - \$19.5 million
4. Ore 126/Noti-Poterf Creek	4. Beltline Highway Phase I - \$20 million
5. Hwy 126/Main Street	Development:
6. I-5/Glenwood	1. Hwy 126 @ Main and 52 nd - \$2.5 million-NEPA study
7. I-5/105 to Hwy 58	2. W. 11 th /Terry to Green Hill - \$2 million NEPA study
	3. Beltline/Roosevelt to W. 11 th - \$.5 million NEPA study
	Total \$94.5 million

B. Policy Issues

TransPlan is the Eugene-Springfield Metropolitan Area Transportation System Plan and includes the following Finance Policy #3: *Set priorities for investment of Oregon Department of Transportation (ODOT) and federal revenues programmed in the region's Transportation Improvement Program (TIP) to address safety and major capacity problems on the region's transportation system.*

The City of Coburg has its own Transportation System Plan that was co-adopted by Lane County as part of the County Comprehensive Plan. The Coburg/Interstate 5 Interchange Refinement Plan is incorporated into the City-County adopted document.

The Lane County Transportation System Plan (TSP) adopted by the Board in June 2004 does not list state highway projects individually, instead providing supportive policy language for state highway projects under TSP Goal 2: *Promote a safe and efficient state highway system through the State Transportation Improvement Program and support of ODOT capital improvement projects.*

C. Board Goals

The following Strategic Plan Goal statements relate to this Board item:

- Provide opportunities for citizen participation in decisionmaking, voting, volunteerism and civic and community involvement; and
- Contribute to appropriate community development in the areas of transportation and Telecommunications infrastructure, housing, growth management and land development.

D. Financial and/or Resource Considerations

The financial implications of taking action on this item relate to state legislation that may be made available for state highway improvements. While there are no direct financial implications with regard to County revenues or expenditures as a result of taking action on this item as proposed, the County Capital Improvement Program allocates \$1.03 million to the Interstate 5 at Coburg Interchange project as required for a federal earmark match.

E. Analysis

TPC/MPC and RAC Action

MPC action will be reported after that body takes action on February 14. The TPC recommendation is more specific but relatively aligned with the RAC recommendation, with the following exceptions:

- The RAC prioritized additional I-5 projects. I-5/105 - Hwy 58 can be considered inclusive of the I-5/Glenwood Interchange project they listed for prioritization purposes. The I-5 corridor includes numerous related interchange projects, some of which are moving forward, such as the I-5 Coburg Interchange, Beltline Interchange, and I-5 Franklin Study (see status column on Attachment G). The I-5/Franklin Study is part of a larger study in which the Glenwood Interchange is also receiving consideration. The Board can acknowledge the continuing importance of additional I-5 Interchange projects by including them in the overall Task 4 list.
- The TPC development priorities include West 11th/Terry to Green Hill and Beltline/Roosevelt to W. 11th. These projects were in STIP cycles prior to the 2008-2011 period as part of the West Eugene Parkway project.

The Gateway/Beltline project called out in the proposed MPO area priority list (Attachment E) has historically been viewed as integral to the functionality of the I-5 Beltline Interchange project. As the interchange project progresses, and costs and unit design work becomes more specific, the projects were delineated separately.

While the RAC recommendation does not include the 52nd Street Intersection on Highway 126 in Springfield, design concepts for both Main Street and 52nd Street are being considered together.

The Highway 126/Noti-Poterf project was recently changed to a preservation project as a result of study work completed by ODOT staff. A modernization project for this corridor was a high priority for the Board in the previous STIP cycle, and it is listed as a Region 2 Large Project (Attachment F). However, ODOT replaced this project with preservation work that is going forward in 2008.

The remaining non-MPO area projects listed in the county-wide list of projects in Attachment G are Highway 99 in Junction City and the Highway 126W/Veneta to Green Hill Road projects. They were not prioritized by the RAC because there was no informational basis from previous prioritization work. These projects are discussed in more detail below. The Cottage Grove project (I-5 at S. 6th Street) is not expected to receive prioritization by ODOT; however note that the OTIA bridge replacement project is currently under construction in that vicinity.

Type of "Project"

At the January 29 MPC special meeting, Commissioner Sorenson raised the question of whether STIP Task 3 is exclusively devoted to modernization projects, noting that SB 566 language in Section 2.b. does not specifically require "modernization" projects, instead referring to projects that "reduce traffic congestion, improve freight mobility, and enhance safety." County staff discussed this issue with ODOT with regard to how non-modernization projects would be prioritized. Factors of congestion and freight mobility are incorporated into prioritization factors, and safety is an inherent factor considered in standards to which highway modernization projects are constructed. For the MPO area, transportation demand management (TDM) was included at the request of the Citizens Advisory Committee in local prioritization. The I-5 to Gateway/Beltline project and Gateway at Beltline Intersection projects both include pedestrian and transit elements (bicycle-pedestrian improvements and Bus Rapid Transit). As a result each received a "+" for this factor.

SB 566, Section 2.c. references "projects of statewide significance that are capable of beginning construction during the next two biennia." ODOT staff noted that previous transportation legislation, i.e. the Oregon Transportation Improvement Act (OTIA), funded bridge replacement projects that demonstrated major solutions to transportation infrastructure problems. Based upon this, there is reason to believe that similar project results will be expected by the 2009 Legislature and Governor, meaning modernization projects are likely to be favored.

More Detail on Non-Metropolitan Planning Organization (MPO) Area Projects

Attachment G is a list of County wide state highway modernization priorities and their status, categorized according to Large Construction, Other Construction, and Development projects. Column 2 identifies MPO area projects. Estimated costs are 2007 dollars.

As you can see there is one project identified as a large construction project in the non-MPO area, being the Ivy Street - Holly Street couplet proposed in the Highway 99 corridor within the Junction City urban growth boundary. While this project was rated a "+" for readiness during the 2010-2015 period, due to the completion of draft refinement planning, it must be noted that the recommended alternative will require vacation of the Burlington Northern Rail line. It's also noteworthy that it is anticipated that by the 2010 Census, Junction City will be included in the MPO area due to population increase. The Highway 99 Junction City project is also listed as a development project for environmental assessment work.

The Highway 126/Veneta to Green Hill Road (development) project continues to be relatively inactive, although it is an important project for freight mobility and safety reasons. Environmental issues are expected to be significant in moving this project forward. ODOT convened a meeting in January 2008 with city and county staff to discuss it. County staff indicated in the meeting that while we are highly supportive of the project, we do not want study work to move ahead of the Beltline Corridor/River Road to Coburg Road study.

IV. Alternatives/Options

1. Approve the proposed Order
2. Approve a modified version of the Order
3. Decline to adopt the proposed Order

V. TIMING/IMPLEMENTATION

With ODOT's February 22 deadline for STIP Tasks 3 and 4, the Board must act at its February 20 meeting on this item in order for Region 2 to send back a straw proposal in time for additional local consideration and Region 2 priority setting in May 2008.

VI. RECOMMENDATION

Option 1 is recommended.

While the Board has not yet heard from the public, a tentative prioritization recommendation is appropriate at this time, in order to meet ODOT's February 22 deadline. Staff recommends prioritizing the MPO area projects as shown, and adding development work for the Highway 99 Junction City and Highway 126W projects as shown in Exhibit A to the Board Order.

Other important large projects should continue to be acknowledged by including them on the STIP "Task 4" Large Project list (those worth \$100 million or more). ODOT Region 2 staff will send back a straw proposal on "Task 3" for additional consideration by the Board in March. At that time, the Board will also have in hand a straw proposal for "Task 2", the STIP 2010-2013 priorities, which you took preliminary action on at your January 16, 2008 meeting (as shown in Attachment D). Additionally, as other important projects move forward, the Board will have an opportunity every two years to revisit and update priorities in future STIP cycles.

VII. FOLLOW-UP

ODOT is expected to send straw proposals to you on Tasks 2 and 3, and staff will be back in March or April to request action on them. A Region 2 All Area meeting will take place in May, at which time the Region will "gavel down" on a Region-wide submittal of priorities to the OTC.

VII. ATTACHMENTS

- A Proposed Board Order and Exhibits A, B, and C
- B SB 566
- C ODOT Region 2 November 30, 2007 Correspondence to Area Acts/Lane County and attached undated internal memo from Doug Tindall, ODOT Deputy Director, to ODOT Region Managers
- D Board Order 08-1-16-10 regarding STIP Tasks 1 and 2, and Exhibit
- E Proposed Metropolitan Planning Organization (MPO) Area priorities
- F Region 2 Large Project Strategy and Large Project List
- G County Wide Potential 2010-2015 Project Priorities
- H Notice Letter for Board Public Hearing January 16, 2008

**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 Area 5 priorities for the 2010-**
-) **2015 Statewide Transportation**
-) **Improvement Program (STIP) given an**
-) **increase in available STIP funding**

WHEREAS, on November 30, 2007, the Oregon Department of Transportation (ODOT) requested input from the Lane County Board of Commissioners on Preliminary Project Priorities in the 2010-2015 Statewide Transportation Improvement Program (STIP) given the availability of a large transportation funding package made available for that time period, (STIP "Task 3"); and

WHEREAS, ODOT has also requested a list of other large projects in Area 5, Lane County, that are currently unfunded, (STIP "Task 4"); and

WHEREAS, the Board of Commissioners held a public hearing on February 20, 2008 to accept public comment on these two Tasks, with priority rankings required only for Task 3; and

WHEREAS, the Board wishes to forward the project priorities for Lane County as shown in Exhibit A for "Task 3", and in Exhibit B for "Task 4", now, therefore, it is hereby

ORDERED that a comment letter in substantial conformance to the letter attached herein as Exhibit C be sent to the ODOT Region 2 Planning and Development Review Manager for consideration. Exhibits A and B shall be attached to the comment letter.

Dated this _____ day of February, 2008.

Faye Stewart, Chair
Lane County Board of Commissioners

APPROVED AS TO FORM

Date 2-8-2008 Lane County

OFFICE OF LEGAL COUNSEL

ERNIZATION FUNDING RANKING

ODOT STIP
ORDER EXHIBIT A
"Task 3" Priorities

C-STIP PRIORITIZATION FACTORS					SUB-TOTAL ON STATEWIDE FACTORS	CENTRAL LANE MPO-SPECIFIC PRIORITIZATION FACTORS								TOTAL SCORE ON STATEWIDE & MPO-SPECIFIC FACTORS
Readiness: Project is Achievable by FY10-15	Supports Freight Mobility	Supports Oregon Highway Plan Policies	Leverages Other Funds and Benefits	Environmental Milestones Already Complete		Supports Central Lane MPO RTP Land Use Policies	Supports Central Lane MPO RTP Transportation Demand Management Policies	Supports Central Lane MPO RTP Transportation System Improvement Policies	Supports Central Lane MPO RTP Finance Policies	Addresses Corridor or Site with Significant Safety Issues	Addresses Corridor or Site with High Traffic Volumes	Addresses Corridor or Site with High Levels of Congestion	Relationship to Regional TDM Activities	
++	++	+	+	++	8	+	TDM Policies Not Directly Applicable to These Modernization Projects. ODOT Contributes Money to Local TDM Programs From Other Funding Sources	++	+	+	++	+	+	17
++	+	+	++	++	8	+		++	+	+	++	+	+	17
++	++	+	++	++	9	+		++	+	+	+	+		16
+	++	+			4	+		+	+	++	++	++		13

	++	+	+		4
+		+	++		4

LANE COUNTY-WIDE PROJECTS

CONSTRUCTION STIP (C-STIP)
PROJECTS IN PRIORITY ORDER

PROJECT	LIMITS	ESTIMATED COST	DESCRIPTION
I-5/Bellline	I-5 Interchange Project Area	\$35 million	Construct Soundwall #2: South side of Bellline, west of I-5 Construct D Line: Eastbound Bellline auxiliary lane & southbound I-5 onramp Construct F Line: I-5 southbound to Bellline westbound
Gateway/Bellline Unit 2	International Way to Postal Way	\$15 million	Improve intersections and re-align Gateway
I-5/Coburg Phase II	Interchange	\$19.5 million	Reconstruct interchange
Bellline Highway Phase I	River Road to Coburg Road	\$20 million	<i>Need language here from ODOT describing \$20 million modernization project</i>

DEVELOPMENT STIP (D-STIP) PROJECTS*

PROJECT	LIMITS	ESTIMATED COST	DESCRIPTION
Highway 126 @ Main and Highway 126 @ 52nd NEPA Development Work	Main Street & 52nd Avenue interchange areas	\$2.5 million	NEPA
Highway 126 Florence-Eugene	Veneta to Fisher Road	TBD	Facility Planning and/or NEPA
Highway 99	Within Junction City UGB	TBD	NEPA
West 11th Avenue NEPA Development Work	Terry Street to Greenhill Road	\$2 million	NEPA
Bellline Phase 3 NEPA Development Work	Roosevelt to West 11th Avenue	\$500,000	NEPA Reevaluation

* The Transportation Planning Committee recommended D-STIP projects for the MPO area as "All Equal Priority." Further ratings were not completed for MPO area D-STIP projects. Further ratings by County Staff for Non-MPO Area projects are for informational purposes.

Exhibit B
TASK 4 UNFUNDED LARGE PROJECT LIST
Area 5 Projects Estimated at \$100 Million or More

- Beltline, River Road to Coburg Road and associated local improvements as recommended by the upcoming NEPA study work
- I-5 @ Beltline Remaining Phases
- OR 126 Corridor including right-of-way acquisition, interchanges and widening. Interchanges include:
 - Main Street
 - 52nd Street
 - Mohawk Blvd.
 - Q Street/Pioneer Parkway
- Franklin Blvd, Ferry Street Bridge to Springfield Bridge, including Bus Rapid Transit
- I-5 from SR 126/I-105 to OR 58. Interchanges include:
 - Glenwood/Franklin Interchange
 - 30th/McVay Interchange
- West 11/Highway 126 Eugene-Florence Corridor and Vicinity:
 - Terry to Green Hill
 - Green Hill possible Interchange
 - Green Hill to Veneta
 - Beltline Phase 3 Roosevelt to W 11th
 - Noti-Potterf Creek Realignment

Exhibit C

February 20, 2008

Mr. Eric Havig, Planning and Development Manager
Oregon Department of Transportation
Region 2 Headquarters
455 Airport Road SE, Building B
Salem, OR 97301-5395

Dear Mr. Havig,

Thank you for the opportunity to comment to ODOT Region 2 on Tasks 3 and 4 as described in Mr. Scheick's letter of November 30, 2007, on preliminary priorities for the 2010-2015 Statewide Transportation Improvement Program (STIP). The Lane County Board of Commissioners held a public hearing today and submit the Exhibits A (Task 3) and B (Task 4) to this letter per Board Order on which we took action today.

We appreciate the opportunity to participate in the STIP process and look forward to representing Area 5 at the upcoming All Area Meetings.

Sincerely,

Faye Stewart
Chair

74th OREGON LEGISLATIVE ASSEMBLY--2007 Regular Session

Enrolled Senate Bill 566

Sponsored by COMMITTEE ON BUSINESS, TRANSPORTATION AND WORKFORCE DEVELOPMENT (at the request of Recreational Vehicle Dealers Association)

CHAPTER

AN ACT

Relating to transportation; creating new provisions; and amending ORS 811.590.

Whereas a strong transportation system is necessary for the economic vitality of this state; and

Whereas this state and its political subdivisions do not have adequate resources to meet the preservation, maintenance and modernization needs of the transportation system; and

Whereas congestion in our transportation system has been demonstrated to have a significant negative financial impact on the state's citizens and businesses; and

Whereas population growth predictions indicate significantly greater demands on our transportation system; now, therefore,

Be It Enacted by the People of the State of Oregon:

SECTION 1. (1) There is created the Joint Interim Committee on Transportation, consisting of 10 members appointed as follows:

(a) The President of the Senate shall appoint five members from among members of the Senate.

(b) The Speaker of the House of Representatives shall appoint five members from among members of the House of Representatives.

(2) The interim committee shall:

(a) Utilize the resources of the Road User Fee Task Force;

(b) Consult key stakeholders and others as the interim committee finds necessary to investigate, analyze and evaluate funding options to meet the transportation needs of local and regional communities;

(c) Analyze current statutes available to political subdivisions to address transportation needs and explore modification or expansion of such statutes; and

(d) Evaluate the creation of regional transportation utility districts or other regional entities designed to address local and regional transportation needs.

(3) A majority of the members of the interim committee constitutes a quorum for the transaction of business.

(4) Official action by the interim committee requires the approval of a majority of the members of the interim committee.

(5) The interim committee shall elect one of its members to serve as chairperson.

(6) If there is a vacancy for any cause, the appointing authority shall make an appointment to become immediately effective.

(7) The interim committee shall meet at times and places specified by the call of the chairperson or of a majority of the members of the interim committee.

(8) The interim committee may adopt rules necessary for the operation of the interim committee.

(9) The interim committee shall report to the Legislative Assembly in the manner provided in ORS 192.245 no later than January 1, 2009.

(10) The Legislative Administrator may employ persons necessary for the performance of the functions of the interim committee. The Legislative Administrator shall fix the duties and amounts of compensation of these employees. The interim committee shall use the services of permanent legislative staff to the greatest extent practicable.

(11) All agencies of state government, as defined in ORS 174.111, are directed to assist the interim committee in the performance of its duties and, to the extent permitted by laws relating to confidentiality, to furnish such information and advice as the members of the interim committee consider necessary to perform their duties.

SECTION 2. (1) The Oregon Transportation Commission shall conduct a study and evaluation of the following:

(a) Real property owned by the Department of Transportation. The purpose of the study is to determine how to maximize the return on the investments in these properties to enhance the resources in the State Highway Fund.

(b) Oregon's highway system, with input from highway users, local governments and the Federal Highway Administration. The purpose of the study is to identify specific highway projects required to reduce traffic congestion, improve freight mobility and enhance safety.

(c) Projects of statewide significance that are capable of beginning construction during the next two biennia.

(2) The commission shall report its findings to the Joint Interim Committee on Transportation on or before July 1, 2008.

SECTION 3. Sections 1 and 2 of this 2007 Act are repealed on the date of the convening of the next regular biennial legislative session.

SECTION 4. Section 5 of this 2007 Act is added to and made a part of the Oregon Vehicle Code.

SECTION 5. (1) The driver of a vehicle commits the offense of failure to remove a vehicle from the highway if, after an accident:

(a) The driver has not suffered any apparent personal injury;

(b) The vehicle is operable and does not require towing;

(c) It is safe to drive the vehicle to a designated parking area along the highway or shoulder of the highway; and

(d) The driver does not move the vehicle to a designated parking area along the highway or shoulder of the highway.

(2) The offense described in this section, failure to remove a vehicle from the highway, is a Class C traffic violation.

SECTION 5a. If House Bill 2936 becomes law, sections 4 and 5 of this 2007 Act are repealed.

SECTION 6. ORS 811.590 is amended to read:

811.590. (1) A person commits the offense of unlawful parking in a winter recreation parking area if the person parks a vehicle in a location designated as a winter recreation parking area under ORS 810.170 at any time from [November 15] **November 1** of any year to April 30 of the next year and the vehicle is not displaying a winter recreation parking permit issued under ORS 811.595.

(2) Unless the police officer issuing the citation witnesses the parking of the vehicle, a rebuttable presumption exists that a vehicle parked in violation of this section was parked by the registered owner of the vehicle. If the parking of the vehicle is witnessed by the police officer, the operator of the vehicle is in violation of this section.

(3) In addition to those vehicles displaying a winter recreation parking permit, the following vehicles are not subject to the prohibition or penalty under this section:

(a) A vehicle owned and operated by the United States, another state or a political subdivision thereof.

(b) A vehicle owned and operated by this state or by any city, district or political subdivision thereof.

(c) A vehicle owned by a resident of another state if the vehicle displays a winter area parking permit issued in accordance with the laws of the state in which the owner of the vehicle resides and that is similar to the winter recreation parking permit issued under ORS 811.595. The exemption under this paragraph is only granted to the extent that a similar exemption or privilege is granted under the laws of the other state for vehicles displaying a winter recreation parking permit issued under ORS 811.595.

(4) The offense described in this section, unlawful parking in a winter recreation parking area, is punishable by a fine of \$30.

Passed by Senate June 23, 2007

Received by Governor:

Repassed by Senate June 27, 2007

.....M.,....., 2007

Approved:

.....
Secretary of Senate

.....M.,....., 2007

.....
President of Senate

.....
Governor

Passed by House June 27, 2007

Filed in Office of Secretary of State:

.....M.,....., 2007

.....
Speaker of House

.....
Secretary of State



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

Fax (503) 986-2630

November 30, 2007

To: ACT Chairs and Vice Chairs
Shirley Kalkhoven, NWACT Chair Person
Don McDaniels, NWACT Vice Chair Person
Richard Bjelland, MWACT Chair
Ken Woods, MWACT Vice Chair
Linda Modrell, CWACT Chair
Don Lindly, CWACT Vice Chair
Faye Stewart, Lane County Commissioner
Bobby Green, Lane County Commissioner

Subject: 08-11 STIP Process and Program Funding Update

Dear ACT Chairs and Vice Chairs:

On November 21, 2007, I sent a letter describing the need to make over \$20 million in cuts to the '08 - '11 STIP as directed from the Oregon Transportation Commission. In that letter I also requested that your ACT/Lane County discuss what your proposed 2010 - 2013 STIP could look like with a minimum modernization program as well as considering what recommendations you would have if the Department received a funding increase to support a modernization program of \$140 million per year.

Since sending this letter, there has been some additional direction. My initial request was very close to the revised expectations from the Deputy Director, but there are a few modifications. Based upon these revised expectations, here are the Tasks and modified timelines that we need you to consider and provide recommendations to the Region.

Task 1

This Task is identical to the '08 - '11 STIP reduction Task from my previous letter. The Region still needs you to review the "straw proposal" document for cutting approximately \$20.5 million from the '08 - '11 STIP. Your comments are now due by January 25, 2008 to Erik Havig, Region 2 Planning and Development Manager at the address above. This shortened timeline requires we hold the All Area Meeting at the end of February instead of early March. This All Area Meeting will be in Salem, but will be an optional phone in meeting to help with travel.

08-11 STIP Process and Program Funding Update
November 30, 2007

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Task 2

This Task is similar to what I had asked you to consider with a minimum modernization program for 2010 – 2013 STIP. However, the revised expectation is to develop the recommended projects list to go into the 2010 – 2013 STIP. This Task is essentially our All Area Modernization STIP process. The ACTs/Lane County have already been working on priorities for funding within the current STIP update process. The final actual modernization funds available to Region 2 for the 2010 – 2013 STIP is \$29.63 million. Given that the department has asked you to engage in several other key funding issues, we are modifying the due date for your list of 2010 – 2013 STIP priorities. These were to be turned into the Region by mid December, but they are now due by January 25, 2008. Please send your priority lists to Erik Havig at the Region 2 office by that date. The Region will still send out a "straw proposal" by the middle of February for final comment by the ACTs/Lane County. Please send your comments on this "straw proposal" back to Erik Havig by April 30, 2008. We will be setting our normal All Area Meeting for the middle of May to gavel down on the project list for the 2010 – 2013 STIP update.

Task 3

Task 3 is again similar to my request for your consideration of a funding increase to support a \$140 million per year modernization program. However, the department is requesting that you develop a priority project list that could be implemented over the 2010 – 2015 STIPs. This means six years of modernization funding at \$140 million per year. The Regional split that I gave in my previous letter was not an exact calculation. The exact regional split for Region 2 is \$40.267 million per year. That means we need to develop a modernization priority list for funding \$241.602 million over the six year period beginning in 2010. We will develop this list in the same manner that we develop the STIP update for modernization. At the All Area Meeting in May, we will gavel down on a final list of projects to meet this increased funding scenario. We need you to submit your priority lists for your ACT/Lane County to Erik Havig at the Region 2 office no later than February 22, 2008 in order to meet the expected timelines. A "straw proposal" will be sent back to the ACTs/Lane County in early March 2008. We will need your comments on this "straw proposal" by April 30, 2008 in order to be ready for the All Area Meeting in May.

Task 4

Task 4 is new. As part of the exercise to develop a program assuming a substantial increase in modernization funds, it is clearly understood that the list of needs, especially very large projects will still be out of reach even with the potential increases assumed in Task 3. The ODOT leadership would like each ACT/Lane County to put together a list of large unfunded projects (defined as projects of \$100 million or more) that are not included in the Task 3 list above. These projects must however be identified in TSPs or RTPs. For purposes of RTPs for MPO's, the project must be in either the constrained or illustrative project lists. Please send your list of projects, again to Erik Havig at the Region 2 office no later than February 22, 2008 in order to meet the expected timelines. As with Tasks 2 and 3, we will go over and finalize this list at the All Area Meeting in May.

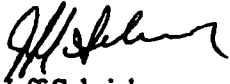
08-11 STIP Process and Program Funding Update
November 30, 2007

Page 3

Attached to this letter is the set of instructions from the Deputy Director. Included in the instructions is a standardized form that needs to be filled out for each project proposed with Task 3. The Area Planner/Area Manager will be available to work with your ACT/Lane County support staff to complete these forms.

Again, I want to thank each of you for your leadership and assistance with these important funding decisions and actions.

Sincerely,



Jeff Scheick

Northwest Region Manager

Cc: Erik Havig, ODOT Planning and Development Manager
Mike Long, ODOT Project Delivery Manager
Steve Cooley, ODOT Tech Center Manager
Larry McKinley, ODOT Area 1 Manager
Tim Potter, ODOT Area 3 Manager
Vivian Payne, ODOT Area 4 Manager
Sonny Chickering, ODOT Area 5 Manager
Terry Cole, ODOT Sr. Planner
Dan Fricke, ODOT Sr. Planner
Ingrid Weisenbach, ODOT Area 1 Planner
John DeTar, ODOT Area 4 Planner

To: Region Managers

From: Doug Tindall

Subject: STIP reductions and allocations

With the adoption of the 2008-13 program funding levels, two actions involving STIP projects are necessary. Additionally, as a result of a Senate bill passed in the 2007 session, two other actions associated with STIP project selection are necessary. Details of these four Tasks follow.

Task 1

In order to resolve a shortfall of funds resulting from lower than expected revenues and higher than projected expenditures, the Oregon Transportation Commission has directed that the modernization portion of the approved '08 - '11 be reduced by \$70 million. To calculate each share of the cut, a reduction of \$17.5 million was assumed for each year of the STIP. To allow the greatest flexibility for Regions, only the total reductions are shown here.

**REDUCTIONS TO MODERNIZATION
(thousands)**

Region	Total 2008-2011 Reduction
1	\$26,040
2	\$20,472
3	\$10,647
4	\$7,186
5	\$5,656
Total	\$70,000

NOTE: 2008-2009 equity splits are from the 2006-2009 STIP, and are carried forward into the 2008-2011 STIP; 2010-2011 equity splits are from the 2008-2011 STIP.

Regions need to work with their ACTs or ACT-like bodies to identify project reductions to meet the above target by February 29, 2008. The cuts do not have to occur in specific years, but rather can occur anywhere in the '08-'11 period. Deferring cuts to the last two years will require deeper cuts in '10-'11, and will impact the '10-'13 allocation as described in the next Task.

Task 2

Identification of projects to be included in the '10-'13 STIP needs to begin. Taking into account the reductions described above for '10-'11, the following table reflects the total modernization dollars available for the '10-'13 period.

**2010-2013 REGIONAL MODERNIZATION
ALLOCATIONS (thousands)**

Region	Total 2010-2013 Modernization
1	\$37,332
2	\$29,630
3	\$15,648
4	\$10,590
5	\$8,600
Total	\$101,800

NOTE: 2010-2011 equity splits are from the 2008-2011 STIP carried forward into the 2010-2013 STIP, and incorporate \$35 million in cuts to the Modernization Program; 2012-2013 equity splits are from the 2010-2013 STIP.

As noted in Task 1, the \$70 million reduction was assumed to occur equally over the '08-'11 period. If a Region desires not to reduce the '08-'09 modernization, the '10-'11 period (and consequently the '10-'13 period) need to be reduced by any amounts not cut in '08-'09.

Task 3

Senate Bill 566 from the 2007 legislative session requires the Oregon Transportation Commission to conduct a study and evaluation "...of the Oregon highway system, with input from highway users, local governments and the Federal Highway Administration. The purpose of the study is to identify specific highway projects required to reduce traffic congestion, improve freight mobility and enhance safety".

Rather than conduct that study separately, we will incorporate it with the STIP process in two ways. First, in addition to preparing a list of modernization projects that fit the '10-'13 allocation described in Task 2, Regions need to work with the ACTs and ACT-like bodies to prepare a list of projects for the '10-'15 period that would be possible with the following increased annual funding.

**ANNUAL REGIONAL MODERNIZATION
ALLOCATIONS for \$140 MILLION
(thousands)**

Region	\$140 Million Annually
1	\$52,586
2	\$40,267
3	\$21,129
4	\$14,437
5	\$11,581
Total	\$140,000

Note that these are annual figures, and result in a total of \$840 million over the '01-'15 period.

In identifying projects, Regions must follow the STIP criteria, and should consider:

- Modernization and Operations projects that reduce traffic congestion, improve freight mobility and enhance safety subject to the STIP criteria.
- Projects identified for construction must meet the project readiness criteria by the end of FY 2016.
- Projects identified for development may meet the project readiness criteria in the FY 2017 – FY 2022 time frame.

Regions must indicate in narrative form how the project identified reduces traffic congestion, improves freight mobility, and enhances safety.

When identifying SB 566 projects, Regions may consider modernization projects that are:

- Identified by the transportation management systems;
- Identified in regional transportation plans (RTPs) and/or transportation system plans (TSPs);
- In development in the 2008-11 or 2010-13 STIP, but not included in construction for for the 2008-2011 or 2010-13 STIP; or,
- Considered, but not included, in the 2010-2013 STIP;

Projects identified for SB 566 may be on either the state system or on local roads and streets.

Regions and ACTs may assume that one fourth of the annual allocation is available to be bonded. If bonding is used to finance a large project, reduce subsequent years by \$1 million of annual revenue for every \$12 million of bonds.

Additionally, Regions and ACTs should also identify modernization projects in RTPs or TSPs with a cost of greater than \$100 million that are beyond the scope of even the enhanced level of funding assumed for SB 566.

Task 4

Even with a \$140 million annual increase in funding, not all needs can be met. In addition to the above lists, Regions need to also identify large modernization projects that are beyond the scope of even the enhanced level of funding. These "large unfunded projects" must be expected to cost at least \$100 million, and must be in a Transportation System Plan or a Regional Transportation Plan, but do not have to meet any of the other STIP criteria.

Summary

The four Tasks are intended to be conducted as part of the STIP discussion.

- Task 1 will fulfill the OTC direction to move towards preserving the existing system and bring the program into balance by 2011 and needs to be complete by the end of February 2008.
- Task 2 will be part of the draft '10-'13 STIP.
- Tasks 3 and 4 address requirements from SB 566 and are in addition to projects discussed for inclusion in the '10-'13 STIP, although there is no guarantee that additional revenue will be approved by the Legislature so that SB 566 projects may be undertaken.

Tasks 2, 3, and 4 need to be complete by May 31, 2008 in order to meet the required July 2008 legislative presentation mandate.

Information for projects in Tasks 1 and 2 should follow the normal STIP information requirements. The information needed for each project in Task 3 and 4 is described on the attached page.

SB 566 Project Information

Element	Notes
Project Name:	Follow the STIP project naming convention. However, please avoid using abbreviated place names (i.e., WASH.) and acronyms like NCL, SCL, OXING in these project names.
Route:	
Highway number:	
Milepoints:	
County:	
MPO:	
ACT:	
Description:	<p>Briefly describe the project. Include identification within local plan or potential need for plan amendment.</p> <p>If the project is a development project, rather than a construction project, the description should also cover the complete project and provide a cost estimate for it.</p>
Objective:	Indicate how the project reduces traffic congestion, improves freight mobility, and enhances safety.
Estimated Project Cost:	<p>The estimated cost for a construction project includes: all planning activities (project planning, IAMPs, etc.), design, right-of-way purchase, utility relocation, construction and other costs.</p> <p>The estimated cost of a developmental project should include funding adequate to complete the identified milestone.</p> <p>These estimates should be stated in terms of 2008 dollars.</p>
Construction year:	Indicate when the project will be ready for construction.
Work Type:	Indicate the Highway Program for the project.
Key number:	Provide a key number, if a key number has already been assigned to the project. Some projects may not have key numbers; key numbers will not be assigned to SB 566 projects.

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

ORDER NO.

08-1-16-10

) IN THE MATTER OF COMMENTING TO THE
) OREGON DEPARTMENT OF
) TRANSPORTATION (ODOT) ON A STRAW
) PROPOSAL FOR REDUCTIONS TO THE 2008-
) 2011 STATEWIDE TRANSPORTATION
) IMPROVEMENT PROGRAM (STIP), AND ON
) COUNTYWIDE MODERNIZATION PROJECT
) PRIORITIES FOR THE 2010-2013 STIP

WHEREAS, on November 30, 2007, the Oregon Department of Transportation (ODOT) requested input from the Lane County Board of Commissioners on Proposed Reductions to Region 2 Modernization Projects in the 2008-2011 Statewide Transportation Improvement Program (STIP) adopted by the Oregon Transportation Commission on November 14, 2007, in order to address unanticipated funding shortfalls ("Task 1"); and

WHEREAS, ODOT has also requested preliminary input from the Lane County Board of Commissioners on the Region 2 Modernization Proposal for Priority Projects in the 2010-2013 STIP ("Task 2"); and

WHEREAS, the Board of Commissioners held a public hearing on January 16, 2008 to accept public comment on these two Tasks; and

WHEREAS, the Board wishes to endorse the Region 2 "Task 1" proposal; and

WHEREAS, the Board wishes to forward the countywide preliminary modernization priorities for Lane County as shown in Exhibit A for "Task 2", now, therefore, it is hereby

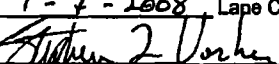
ORDERED that a comment letter in substantial conformance to the letter attached herein as Exhibit A be sent to the ODOT Region 2 Planning and Development Review Manager for consideration.

Dated this 16th day of January, 2008.



Chair
Lane County Board of Commissioners

APPROVED AS TO FORM

Date 1-7-2008 Lane County


OFFICE OF LEGAL COUNSEL

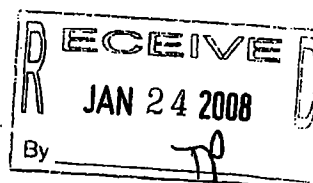


Exhibit A

January 16, 2008

Mr. Eric Havig, Planning and Development Manager
Oregon Department of Transportation
Region 2 Headquarters
455 Airport Road SE, Building B
Salem, OR 97301-5395

Dear Mr. Havig,

Thank you for the opportunity to review the draft ODOT Region 2 Modernization straw proposal as mailed with Mr. Scheick's letter of November 21, 2007, and for the opportunity to comment on preliminary priorities for the 2010-2013 Statewide Transportation Improvement Program (STIP). The Lane County Board of Commissioners held a public hearing today and discussed the Region 2 proposal for Tasks 1 as well as preliminary priorities given funding available under Task 2, as identified in Mr. Scheick's November 30, 2007 letter.

Of course, Lane County would like to see more funding for the projects in Lane County and around the region. However, given the limited amount of Modernization funding available statewide and for Region 2, the proposal for reductions is the best course of action in our view.

To summarize, Lane County is in support of the following proposal. We look forward to working with our regional partners on ODOT STIP projects in the future.

The two projects and amounts proposed for reduction are:

I-5/Coburg Interchange	\$3.4 million, construction
Beltline/River Road to Coburg Road Study	\$2.5 million, pre-construction environmental study (development)

Task 1: Support the ODOT proposed reductions as shown above

Task 2: The following 2010-2013 STIP ODOT Modernization Project Priorities

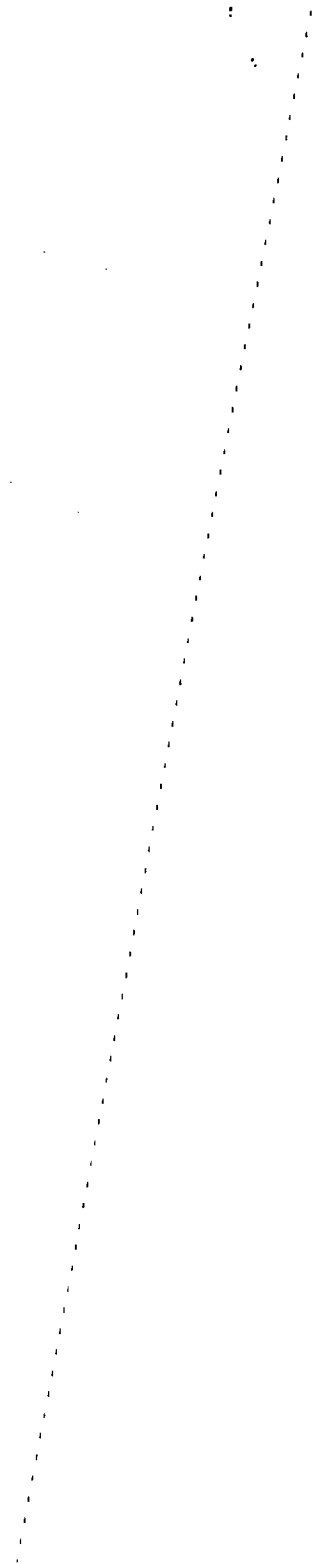
***1. Backfill the OR 569 (Beltline Highway)
environmental study work*** ***\$2.5 million***

***2.a. Backfill the Interstate 5 at Coburg
Interchange for the acquisition of right-of-way
or other project needs as scoped in an adopted
phased strategy*** ***\$3.4 million***

***2.b. Provide funding to cover construction costs
in excess of the current budget, for the
Interstate 5 at Beltline project*** ***\$3.4 million***

Sincerely,

Chair



PROPOSED FY10-15 STIP MODERNIZATION FUNDING RANKING

CONSTRUCTION STIP (C-STIP) PROJECTS IN CENTRAL LANE MPO PRIORITY ORDER

PROJECT	LIMITS	ESTIMATED COST	DESCRIPTION	C-STIP PRIORITIZATION FACTORS					SUB-TOTAL ON STATEWIDE FACTORS	CENTRAL LANE MPO-SPECIFIC PRIORITIZATION FACTORS								TOTAL SCORE ON STATEWIDE & MPO-SPECIFIC FACTORS
				Readiness: Project is Achievable by FY10-15	Supports Freight Mobility	Supports Oregon Highway Plan Policies	Leverages Other Funds and Benefits	Environmental Milestones Already Complete		Supports Central Lane MPO RTP Land Use Policies	Supports Central Lane MPO RTP Transportation Demand Management Policies	Supports Central Lane MPO RTP Transportation System Improvement Policies	Supports Central Lane MPO RTP Finance Policies	Addresses Corridor or Site with Significant Safety Issues	Addresses Corridor or Site with High Traffic Volumes	Addresses Corridor or Site with High Levels of Congestion	Relationship to Regional TDM Activities	
I-5/Bellline	I-5 Interchange Project Area	\$35 million	Construct Soundwall #2: south side of Bellline, west of I-5 Construct D Line: Eastbound Bellline Auxiliary Lane & Southbound I-5 onramp Construct F Line: I-5 southbound to Bellline westbound	++	++	+	+	++	8	+	++	++	+	+	++	+	+	17
Gateway/Bellline Unit 2	International Way to Postal Way	\$15 million	Improve intersections and re-align Gateway	++	+	+	++	++	8	+	++	++	+	+	++	+	+	17
I-5/Coburg Phase II	Interchange	\$19.5 million	Reconstruct interchange	++	++	+	++	++	9	+	++	++	+	+	+	+		16
Bellline Highway Phase I	River Road to Coburg Road	\$20 million	Need language here from ODOT describing \$20 million modernization project	+	++	+			4	+			+	++	++	++		13

DEVELOPMENT STIP (D-STIP) PROJECTS -- ALL EQUAL PRIORITY

PROJECT	LIMITS	ESTIMATED COST	DESCRIPTION
Highway 128 @ Main and Highway 128 @ 52nd NEPA Development Work	Main Street & 52nd Avenue interchange areas	\$2.5 million	NEPA
West 11th Avenue NEPA Development Work	Terry Street to Greenhill Road	\$2 million	NEPA
Bellline Phase 3 NEPA Development Work	Roosevelt to West 11th Avenue	\$500,000	NEPA Reevaluation

Region 2 Large Project Strategy September 2007

Region 2, with the assistance of our Area Commissions on Transportation (ACTs) and Lane County has chosen to develop a strategy to identify and prioritize large projects. These are defined as projects over \$15 million that, while significant, have difficulty competing for funding in the regular updates of the Statewide Transportation Improvement Program (STIP) due to the limited modernization funding available in any STIP update cycle. The Region also intends that development of this strategy will put us in a position to effectively promote and/or react if:

- Substantial funding opportunities arise (e.g., OTIA 4)
- Prioritize earmarks
- The OTC considers updates/modifications to projects on the Large Statewide Significant Projects list (LSS).

Process

The concept and process for the development of the Region 2 Large Project Strategy is defined in "*Region 2 Modernization Prioritization Process for the 2008-2011 Statewide Transportation Improvement Program*". This paper was prepared as a guide to the ACTs/Lane County for developing modernization priorities. The Large Project List is identified as a product that Region 2 would develop and maintain with the assistance of the ACTs/Lane County (the process paper was updated in July 2007 to assist the ACTs/Lane County in prioritizing modernization projects for the 2010-2013 STIP update).

The process was started with the development of a list of potential large projects for the region. This list, attached as Appendix A, was developed by Region 2 staff and contained all known large projects in the Region taken from past ACT/Lane County STIP modernization prioritization exercises and local agency comprehensive plans/transportation system plans. This list was referred to the ACTs/Lane County to verify its completeness and to develop priority rankings. After this was completed, representatives of the ACTs/Lane County met with Region 2 management to develop the Large Project Strategy described below.

Large Project Strategy

Strategy Statement

The Region 2 ACTs and Lane County recognize that there are many large significant projects that have an important impact to local, regional, and state transportation and economic objectives. I-5 is the backbone of the

transportation system within the Region. There is also a high priority on other key regional routes important to the Willamette Valley and North Coast area of the State. As such, the Region 2 Large Project Strategy Priority Project List has been separated into two distinct categories. One category covers the I-5 Corridor, and the other is focused on high regional priorities. It is important to note that these regional priorities may have a substantial statewide benefit. This strategy does not place a priority on one category over the other.

Priority Project List

I-5 Corridor Project Priorities

- I-5 @ Woodburn Interchange (\$50 million)
- I-5 @ Beltline Highway Interchange (\$60-90 million)
- I-5: Santiam River to OR 34 Interchange (\$130 million)
- I-5 @ Coburg Interchange (\$35-40 million)

Regional Project Priorities

- Newberg - Dundee Transportation Improvement Project (\$500 million)
- US 101 - Tillamook Couplet (\$23 million)
- Van Buren Street Bridge – Corvallis (\$23 million)
- Beltline Road/River Road to Coburg Road (\$200-250 million)

Note: These projects are not in any priority order. These are the Regionally endorsed priority projects.

The Newberg - Dundee Transportation Improvement Project was a potential candidate for a public-private partnership. ODOT and the private sector firm selected to evaluate the potential for a privately financed toll road have terminated discussions. However, additional analysis has shown potential to fund a portion of the project, and it is still a top priority for MWACT and ODOT. It is, therefore, recommended to remain on the Regional Project Priorities list. Additionally, the West Eugene Parkway project has been cancelled based on the issuance of a "No-build" record of decision on the environmental impact statement by the Federal Highway Administration. Therefore, the West Eugene Parkway project has been removed from the Regional Project Priorities list.

The ACT/Lane County leadership would also like to point out that this strategy focuses on the Highway Program and that multi-modal system aspects are not adequately funded. Modal components should be considered and included in these major highway projects, as appropriate, to improve mobility and potentially decrease total cost for the large projects.

APPENDIX A

Region 2 Large Project List

Region 2 Large Projects List Development Identified Large Projects

Projects on ACT/Lane County Modernization Priority Lists¹	
Mid-Willamette Valley ACT	
Newberg-Dundee Transportation Improvement Project	\$500 million
I-5/Woodburn Interchange	\$50 million
OR 22 @ OR 51 Interchange	\$25-30 million
OR 22 @ Cordon Road Interchange	\$25-30 million
Salem River Crossing Project	\$400-600 million
OR 18/Valley Junction – Fort Hill	\$38 million
Lane County	
I-5/Beltline Interchange Phases 2 and 3	\$60-90 million
I-5/Coburg Interchange	\$35-40 million
Beltline Road/River Road to Coburg Road	\$200-250 million
Projects From Other Sources (ISIP, etc.)	
Northwest ACT	
US 101 @ OR 6 (Tillamook)	unknown
US 101/Camp Rilea – Dellmoor Loop	\$30 million
Astoria – Warrenton Parkway	\$30-40million
New Youngs Bay Bridge	\$200-400 million
US 30 System Improvements (Astoria)	\$40-50 million
Mid-Willamette Valley ACT	
I-5/Kuebler Boulevard – Illahe Crossing	\$120 million
I-5/Illahe Crossing to Santiam River	\$120 million
Cascades West ACT	
I-5/Santiam River – OR 34	\$130 million ³
I-5/Tank Farm Road Interchange	\$39 million
I-5/Knox Butte Interchange	\$26 million
I-5/US 20 Interchange	\$36 million
OR 34/Van Buren Street Bridge	\$21-36 million
US 20/Corvallis Bypass North Leg	\$35 million
US 20/Newton Creek – Neer	\$56 million
US 20/Circle Drive – North Albany Road	\$32 million
US 101/Logan Road – 23 rd	Unknown
US 101/Spencer Creek Bridge Unit 2	\$15 million
Yaquina Bay Crossing Capacity	\$100-200 million
Lane County	
I-5/I-105 – OR 58	unknown
OR 126 @ Main Street (Springfield)	\$40-60 million
I-5/Franklin Interchange	unknown
OR 126/Noti – Poterf Creek	unknown

¹ Cost estimates are very preliminary and conceptual, they are provided to show only the order of magnitude and should not be used for financial planning or programming purposes.

² At the time this list was prepared, no projects on the Northwest ACT priority list qualified for the Large Project List and Cascades West ACT did not have an adopted modernization priority list.

³ Cost estimate includes 3 interchange projects that are on this list.



LANE COUNTY

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

ODOT STIP
ATTACHMENT H

February 5, 2008

RE: Notice of February 20, 2008 Public Hearing on preliminary project priorities for the 2010-2015 Statewide Transportation Improvement Program (STIP) given a large transportation funding package available from the 2009 Legislature

To: Elected Officials, Agency Staff, and Interested Parties

The Lane County Board of Commissioners has scheduled a public hearing for February 20, 2008 at 1:30 p.m. at the Public Service Building in Eugene, 125 East 8th Avenue. The hearing is to consider preliminary county-wide priorities for state highway improvement projects, given a large funding package available from the 2009 Oregon Legislature. The recommended priorities are for two STIP cycles covering the period of 2010-2015. The Board will take comment and then make a recommendation to the Oregon Department of Transportation (ODOT) for consideration. This preliminary recommendation must be submitted to ODOT by February 22, 2008. As a result, it was necessary for staff to make a tentative recommendation prior to the Board receiving public testimony.

The Metropolitan Policy Committee (MPC) will meet on February 14, 2008 to discuss Metropolitan Planning Organization (MPO) area priorities. MPC discussion will be reported to the Board. Attached for your information is an advance copy of a draft Order and Exhibits for your consideration. Due to the limited timeline available to comment back to ODOT, informational materials are just now being posted to the county website and should be available either by the time you receive this letter or soon thereafter. The final Board agenda materials will be available no later than Thursday, February 14. The County website address is www.lanecounty.org, where there is a link toward the bottom of the page to the County's STIP information page.

Sincerely,

Oliver P. Snowden,
Public Works Director

Attachment: Draft Order with Exhibits