

W. 18. e

AGENDA COVER MEMO

DATE: April 14, 2004

TO: Lane County Board of Commissioners

DEPARTMENT: Public Works Department

PRESENTED BY: Ollie Snowden, Public Works Director

TITLE: PUBLIC HEARING AND ORDER/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)

I. MOTION

Move approval of the Order.

II. ISSUE

ODOT has requested project priorities from Lane County for the 2006-2009 Statewide Transportation Improvement Program (STIP). This action is in preparation for participation in the Region 2 priority setting process in May.

III. DISCUSSION

A. Background

The Board scheduled a public hearing for 1:30 pm on April 14, 2004 to accept public testimony on countywide priorities for the draft 2006-2009 Statewide Transportation Improvement Program (STIP). The Metropolitan Policy Committee (MPC) held a public hearing on March 11, 2004 to consider and recommend priorities in the Eugene-Springfield metropolitan area. The Committee failed to reach agreement on metro-area STIP priorities at that meeting. MPC is scheduled to consider this matter again at its April 8, 2004 meeting. Exhibit A, attached, reflects metro area priorities as proposed by the Transportation Planning Committee for the MPC public hearing that was held on March 11, 2004 (metro priority projects are those with a ranking notation – high, medium low and OTIA – in the “Metro” column at the right of the exhibit). If MPC changes these priorities on April 8th, staff will adjust the Order and Exhibit A and will distribute that information to the Board prior to April 14th.

Public Works staff sent a series of letters to the cities in Lane County and other interested parties to announce the county process, distribute information, and provide scheduling updates. The last in the series is included as Attachment 1. To improve public exposure, STIP-related information is available this year on both the Lane County and LCOG websites. All of the Board materials related to this STIP process are available to the public on the website or through the Board agenda archives. We are now maintaining an interested parties email list.

B. Analysis

Construction STIP (CSTIP)

The countywide priorities are divided into "Large Projects" and "Smaller Projects". ODOT estimates there will be about \$10 million available (\$5 million per year in 2008 and 2009) in conventional STIP funds and another \$29 million has been recently allocated to Region 2 for modernization from OTIA III (see OTIA below), for a total of \$39 million "on the table" at the All-Area Meeting. Based on historical percentages, Lane County might expect to get about a quarter of that amount. The smaller project list provides candidates for this relatively limited funding. The draft Exhibit A lists two new metro area projects (6th/7th Intersections and W 11th, Terry-Greenhill) as high priority candidates for this funding.

The third project in the "smaller projects" category is Beltline at Coburg Rd Interchange. It was prioritized by the MPC and Board in 2002 as a STIP priority. It was funded through the All-Area meeting process. Just prior to STIP adoption by the Oregon Transportation Commission (OTC), it was one of three projects that had funding reallocated to fund some Willamette Valley rail investments. OTC at the time gave assurances that they would backfill the project funding as federal funds allow. Local staff have put this project back on both the MPC and BCC lists to make sure this remains a priority issue. However, we do not feel that it should be refunded at the expense of other Lane County priorities at the All-Area meeting.

Development STIP (DSTIP)

DSTIP projects will be funded out of the \$10 million in conventional STIP funding. It is not yet clear whether they are also eligible under OTIA. We do not think so based on the "ready for construction" criteria. Three high priority DSTIP projects have been identified on Exhibit A of the Order. They include: Beltline Facility Plan Study (\$2,000,000); I-5 at Willamette River Facility Plan Study (\$750,000); and I-5 at Coburg Interchange Environmental Assessment (\$200,000).

OTIA III Modernization Summary

The Oregon Transportation Commission (OTC) has recently announced the process for programming \$500 million in OTIA III Modernization funds. This information was distributed as supplemental information (dated March 3, 2004) for the March 10, 2004 Board discussion. Below is a brief recap of the OTIA Modernization funding components and how Lane County projects might qualify.

- **Projects promoting freight mobility, industrial access, and job creation (\$100 million statewide)**

Beltline/I-5 Interchange and the West Eugene Parkway have been put on a Region 2 priority list by the statewide Freight Mobility Committee. Lane County staff included I-5/Coburg Interchange as an OTIA priority hoping it could be added to this list based on the potential for job creation in Coburg. It appears that Beltline/I-5 Interchange is viewed most favorably by the Freight Committee at this time. The committee will be making their recommendation directly to OTC in April.

- **Modernization Projects (\$200 million, \$100 million by region equity and \$100 million for projects of Statewide Significance)**

For the region equity part of this, \$29 million has been distributed to Region 2 for priority setting. Based on OTIA requirements, these projects are required to address 'readiness for construction' criteria and also the ability to provide local match in the form of funding, right-of-way dedication, jurisdictional transfers, or incentives. Local government committees have argued for a broad interpretation of the match requirement. The CSTIP projects above may be eligible for these funds if local match requirements can be met.

The list of Projects of Statewide Significance was included in the materials from Bruce Warner in the March 3, 2004 supplemental materials. The list of projects is shown below for your convenience:

- I-5 Columbia River Crossing (Portland/Vancouver)
- Sunrise Corridor (I-205 to U.S. 26)
- I-5 to Highway 99W (Tualatin-Sherwood Bypass)
- I-205 (Columbia River to I-5)
- I-405 Loop
- Newberg-Dundee Transportation Improvement Project
- Highway 20 (Pioneer Mtn to Eddyville)
- Highway 62 (Units 2 & 3 (Medford))

The County Board will be considering a request from the City of Coburg for a \$2.5 million match for federal earmark purposes in the CIP process. It is possible that this match could be applied to OTIA funds as well, if approved by the Board. A recent announcement by Congressman DeFazio's office did not include I-5/Coburg Interchange in his list of earmarked projects coming out of the House transportation committee.

- **Federal Match (Advance Construction [A/C] \$200 million statewide)**

The OTC has reserved \$200 million in order to match certain projects if federal earmarks are received. I-5/Beltline Interchange is the only Lane County project on the OTC earmark list.

(Excerpt from ODOT materials). The OTC approved a list of federal earmark requests. These projects (see below) will have first call on A/C money. However, A/C money may also be used to move projects of statewide significance along.

- Highway 217 (Tualatin Valley Highway to US 20)
- I-5 Fern Valley Interchange
- U.S. 97 (Modoc Point to Algoma)
- U.S. 97 Redmond Bypass
- I-5 (Delta Park to Lombard)
- **I-5 Beltline Interchange**
- I-5 Winchester Interchange/Bridge
- US 20 (Pioneer Mtn. to Eddyville)
- Emergency Bridge Repair/ Replacement

Exhibit A is a draft of a countywide priority list. This sheet will be updated as necessary following MPC action on April 8, 2004. The recommend priorities in CSTIP, DSTIP, and OTIA categories for the 2006-2009 STIP are highlighted "bold boxes".

Additional Comments

The City of Oakridge has submitted a new project application for Hwy 58 Revitalization in Oakridge for \$4,800,000. It is intended to provide bicycle lanes, improved sidewalks, improved access management, and other improvements. As noted in the application, there is currently a refinement plan in process with a Transportation Growth Management (TGM) grant to be completed by June 2005. One of the primary issues for this project will be whether removal of through travel lanes will be part of this project concept. Until this issue between ODOT and the city is resolved, county staff is reluctant to put a priority on this project. For that reason, the project has been added to the CSTIP smaller project list, but does not have an identified priority. This project should be assessed again in the next STIP cycle after completion of the refinement plan.

Staff has also received a copy of a letter of general support from the Lane Economic Council (see Attachment 2). This is a committee of the LCOG Board concerned with economic development issues in the county. The letter expresses general support for ODOT investments locally through the STIP and, in particular, expresses support for the I-5/Beltline Interchange, the West Eugene Parkway, improvements to the Beltline Highway, and improvements to I-5 (both through the bridge program and interchange studies along the Interstate).

C. Alternatives / Options

1. Adopt the Order with Exhibit A as presented.
2. Modify Exhibit A as desired by the Board.
3. Decline to adopt the Order.

D. Recommendation

Option 1 or 2

E. Timing

An All-Area meeting for Region 2 has been scheduled for May 14, 2004 in Salem. Board action is needed in preparation for that meeting.

IV. IMPLEMENTATION/FOLLOW-UP

Commissioners Green and Morrison (Alternate) have been designated to represent Lane County at the Region 2 All-Area meetings and for other matters related to Area Commissions on Transportation. The Board will also be asked by ODOT to comment on the draft STIP program when it is released for public comment later this year.

V. ATTACHMENTS

ORDER with Exhibit A

Attachment 1 Fourth letter from Ollie Snowden, Public Works Director, to Cities and Interested Parties

Attachment 2 March 5, 2004 Letter from the Lane Economic Council (LCOG)

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

ORDER NO.

) 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 _____ day of April 2004.

Chair, Lane County Board of Commissioners

APPROVED AS TO FORM

Date 4-5-04 Lane County

Chair, Lane County Board of Commissioners

EXHIBIT A : COUNTYWIDE MODERNIZATION PROJECTS

Draft April 14, 2004

COUNTY-WIDE	METRO	NON-METRO	PROJECT	LIMITS	DESCRIPTION	COST
Staff Draft	Draft Mar 2004	Staff Draft				(X1000)
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
HIGH	OTIA		West Eugene Parkway, Units 2-A and 2-B	W11th to Beltline	New four lane arterial.	
HIGH		FED/OTIA	Interstate 5	Coburg	Reconstruct interchange	\$12,500
	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	\$17,000
	OTIA		Franklin Boulevard	Jenkins Drive to Mill Street	Urban standards improvements and intersection improvements	
CSTIP-Smaller Roadway Projects						
HIGH	HIGH		6th/7th Intersections	Garfield to Washington/Jefferson	Provide improvements such as turn lanes and signal improvements	\$1,500
HIGH	HIGH		Highway 126/W11th	Terry-Greenhill	Four lane urban standards	\$5,500
HIGH	HIGH		Beltline Highway	Beltline at Coburg Rd Interchange	Construct ramp and signal improvements	\$4,100
	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	\$4,430
	???		Hwy 58 Willamette	Nominally within city limits	Upgrade to urban standards, redesign proposed	\$4,800
	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	
	LOW		McVay Highway	I-5 to Franklin	Upgrade to urban standards	\$5,250
	LOW		Hwy 126 Florence-Eugene	at Whitaker Creek	left turn lane at Whiteaker Creek	\$4,000
	LOW		Hwy 58 Willamette Hwy	In Oakridge at Fish Hatchery Road	Construct left turn lane	\$750
	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	4200
	NOT MOD		Hwy 101	Suislaw River Bridge, Florence	Cathodic Protection	\$4,000
DSTIP Large Projects						
HIGH	HIGH		Beltline Highway	River Road to Coburg Road	Facility Plan Study (Construction project in TransPlan is for widening to 6 lanes)	\$2,000
HIGH	HIGH		Interstate 5 Interchange Study	Willamette River to 30th Ave	Facility Plan Study (TransPlan contains a series of construction projects in this corridor)	\$750
HIGH	HIGH		Interstate 5	At Coburg Interchange	Environmental Assessment for interchange reconstruction	\$200
	MED		Eugene-Springfield Highway (126)	At Q Street/Pioneer Parkway	Environmental Assessment for interchange improvements	\$500
	MED		Eugene-Springfield Highway (126)	At Main Street	Environmental Assessment for interchange reconstruction	\$500
	MED		Franklin Boulevard	Jenkins Drive to Mill Street	Environmental Assessment for urban standards reconstruction	\$200
	MED		Interstate 5	at Franklin Blvd and Glenwood Interchange	Environmental Impact Statement (EIS) for new interchange construction	\$2,250
	MED		Eugene-Springfield Highway (126)	at 52nd Street	Environmental Assessment for new interchange to replace traffic signal and at-grade intersection.	\$500
	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 FUNDS

PROJECT PRIORITIES FOR 06-09 STIP

PROJECT ID	HIGHWAY CLASSIFICATION	TRAFFIC VOLUME		COMMENT or STATUS
		Mainline	Minor Road	
10	Interstate (NHS)	I-5 68,500	Beltline 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.
	Statewide (NHS)	n.a.	n.a.	
0	Interstate (NHS)/County	I-5 43,700	Pearl 16,000	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.
	Statewide (NHS)	n.a.	n.a.	
0	Statewide(NHS)	Beltline 13,900	W11th 22,750	Large project, consider for OTIA Statewide funding
	Statewide (NHS)	20,500	n.a.	Large project, consider for OTIA Statewide funding
				Large project, consider for OTIA Statewide funding
1	Statewide (NHS)	7th 31,300 6th 29,000	n.a.	High priority for STIP
1	Statewide(NHS)	18,700	n.a.	High priority for STIP
	Statewide(NHS)/City	Beltline 56,000	Coburg 23,250	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.
	City Street	12,000	n.a.	High priority for STIP (also possible for OTIA)
	Statewide (NHS)	26,600	n.a.	Low priority for STIP
	Interstate/ (NHS)	I-105 33,400	6th Ramp 18,760	Low priority for STIP
	Statewide (NHS)	4,400-9,800	n.a.	TGM grant underway to resolve design issues. Complete June 2005
	Interstate (NHS)	I-105 32,200	Delta Ramp 16,950	Low priority for STIP
	District Hwy	7,400	n.a.	Low priority for STIP
	District Hwy	14,400	n.a.	Low priority for STIP
	Statewide (NHS)	4,500	n.a.	Project revised and listed separately from WildCat Bridges. Environmental concerns at this location.
	Statewide (NHS)/City	Hwy 58 4,400	Fish Hatch 400	In Oakridge TSP. ODOT supports but notes environmental and right-of-way constraints.
	Statewide (NHS)	3,200-5800	n.a.	Scoping and development needed.
	Statewide (NHS)	4500	n.a.	Preservation project will upgrade guardrail protection for these bridges. Otherwise, these bridges are not a high priority in the current bridge strategy.
	Statewide (NHS)	12,900	n.a.	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.
	Statewide(NHS)	Beltline 82,700	Delta 34,000	Study is on TransPlan constrained list. Construction project is on the future list.
	Interstate (NHS)	I-5 64,300	varies	Study is on TransPlan constrained list. Would address interchanges and ramps at Franklin, Glenwood, and 30th Ave
	Interstate (NHS)	I-5 43,700	Pearl 16,000	Coburg TSP and has a completed interchange refinement plan. ODOT has funded an Interchange Area Management Plan to be completed 2005.
	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. Interchange study is on constrained list. Interchange project is on TransPlan 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)	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.

FOR THROUGH ONE OF THE OTIA III ALLOCATIONS

 Lane Council of Governments


99 E. Broadway, Suite 400, Eugene, OR 97401-3111 (541) 682-4283 Fax: (541) 682-4099 TTY: (541) 682-4567 www.icog.org

March 5, 2004

To: Lane County Board of Commissioners
From: Lane Economic Committee
Subject: Lane County 06-09 STIP Priorities

The Lane Economic Committee has reviewed the Lane County 06-09 STIP Priority List. A modern, well functioning surface transportation system is a key determinant in the health and growth of the County's economy. We have the following comments regarding the STIP's impact on economic development activity:

1. Given the major role played by the I-5 freeway in supporting our region's access to key markets, we believe that significant improvements must be undertaken to sustain the region's effective use of this corridor. The highest priority should continue to be placed on improvements to the Beltline / I-5 interchange. This interchange provides critical access to important industrial areas in Gateway, Coburg Road, Highway 99, the Eugene Airport and West Eugene.
2. In addition to the Beltline / I-5 interchange, other sections of Beltline deserve significant attention for the reasons described in #1. These sections include widening and improving the segments near Roosevelt and also between River Road and Coburg Road. Frequent bottlenecks in these areas have a negative impact on critical freight movements and industrial and wholesale trade.
3. Our location between major markets makes it important to have efficient access to the Interstate from outlying areas. The West Eugene Parkway is the most important investment the region can make to establish viable industrial areas in west Eugene and support the tourism of west Lane County.
4. The LEC strongly endorses the ongoing I-5 bridge repair effort. It is imperative that we make the necessary improvements and replacements of these bridges in order to assure a continued and uninterrupted use of our major transportation corridor.
5. The LEC also supports all of the current and planned efforts to study the existing system of I-5 interchanges through the County. Improved, modern I-5 interchanges are critical to the future development of Coburg, Glenwood and the Lane Community College area.
6. The LEC reinforces the importance of industrial and tourism development's reliance on transportation systems for opportunity areas throughout the metropolitan area and for links to rural areas to the east and south that can only occur through funding projects like the several projects along State Highway 126 and the Highway 58 Fish Hatchery Road project in Oakridge.


John Tamulonis
Chairman, Lane Economic Committee

Attachment 1

April 9, 2004

Subject: Notice of County Board of Commissioners Public Hearing on Countywide Modernization Priorities for the 06-09 ODOT Statewide Transportation Improvement Program (STIP)

Dear Mayors, City Staff, and Interested Parties:

This is our fourth letter on the process for consideration of project priorities for the ODOT Statewide Transportation Improvement Program (STIP) for the FY 06-09 period. The purpose of this letter is to finalize the date and location of the Board public hearing and to provide you with an advance copy of the draft countywide modernization project priorities.

Attached is the draft countywide modernization project priority listing that has been proposed by staff as Exhibit A to the Board Order that will be considered on April 14, 2004. We held this letter until the Metropolitan Policy Committee (MPC) met on April 8, 2004 to take action on the metropolitan STIP priorities.

The Lane County Board will hold a public hearing on this issue on April 14, 2004 at 1:30 p.m. in the Lane County Public Service Building, 125 E. 8th Avenue, Eugene. Final details are not yet available on the agenda for April 14th. We expect that there will be four public hearings held on the afternoon of April 14th. You can check the county website (www.lanecounty.org) the week of the meeting to see the final agenda sequence and to obtain final approved copies of the Board materials.

If you have questions regarding the materials or the process, please contact us at the Lane County Public Works Department. You may contact Jason Lien at 682-6975 or me at 682-6910.

Sincerely,

Oliver P. Snowden
Public Works Director

Enclosures:

Draft Exhibit A Countywide Modernization Project Priorities