

W. H. A.

## AGENDA COVER MEMO

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**DATE:** December 14, 2005

**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 Countywide Modernization Project Priorities for the 2008-2011 Statewide Transportation Improvement Program (STIP)

### I. MOTION

Move approval of the Order.

### II. ISSUE

Having previously commented to ODOT on the Region 2 Large Project Priority List on September 21, 2005 (See minutes, Attachment 7), the Board of Commissioners has been asked by ODOT to recommend a list of preliminary countywide modernization project priorities for funding in the 2008-2011 Statewide Transportation Improvement Program (STIP) by the end of December.

### III. DISCUSSION

#### A. Background

Consideration of a recommended set of countywide Modernization project priorities is the next in a series of actions requested from the Board as part of the overall development of the 2008-2011 Statewide Transportation Improvement Program (STIP) (See Attachment 1, 2008-2011 STIP Development Timeline). Local agency comments on these preliminary priorities have been requested by the end of December 2005. ODOT Region 2 staff will assemble a regionwide proposal after the first of the year and send the regionwide proposal out to the ACTs in Region 2 and Lane County for comment. These comments are due back to ODOT in April 2006 in preparation for a Region 2 All-Area meeting in June 2006.

The Transportation Planning Committee (TPC) met on November 21, 2005 and again on November 28, 2005 to consider STIP recommendations. Discussion of their action is included below. The Roads Advisory Committee will consider a recommendation to the Board at their August 30, 2005 meeting. The metro-area Citizen Advisory Committee (CAC) will also review the metro area project priorities at their December 7, 2005 meeting. The Metropolitan Policy Committee (MPC) will consider metro-area priorities at their December 8, 2005 meeting. Actions by the latter three groups will be reported to the Board either through supplemental materials or at the Board public hearing on December 14, 2005.

An advance notice letter (See Attachment 6) was sent to local agencies and interested parties on December 1, 2005. Through our email distribution lists, this Board packet has also been sent to these distribution lists.

## B. Analysis

The Large Project list adopted in September (See Attachment 4, Board Order 05-9-21-8) was developed to include projects over \$15 million. These large projects were selected based on the STIP criteria, which put an emphasis on readiness and funding status. For the 2008-2011 STIP, the focus shifts to smaller funding targets and incremental implementation of larger projects. The three projects on the Immediate Funding Projects section of the Large Project List remain the focus of the 2008-2011 STIP list in Lane County.

The Oregon Transportation Commission has approved a funding target for Modernization projects in the 2010 and 2011 years of \$51 million annually statewide. This amount statewide is relatively small and cannot fund many large projects. Consequently, the focus in this STIP cycle will be primarily on small additions to current projects that are partially funded. Although these funds are not allocated by geographic formula, we expect that Lane County could receive about \$4-5 million annually in 2010 and 2011 for projects if historical equity splits repeat. This means that new large project funds are unlikely in this STIP cycle.

The following is a preliminary list of 2008-2011 project priorities as recommended by TPC. A similar list was distributed to the Lane County RAC. MPC materials based on this recommendation will be forwarded to the Board when the MPC action is reported after December 8<sup>th</sup>. In summary, the recommendation is based on the three large partially funded construction projects from the large project list, a request for development work on Beltline, and a request from ODOT to add additional funding to the Beltline/Coburg Rd Interchange project already funded in the 2006-2009 STIP.

### **Metro Area Projects**

- **Beltline/Coburg Road Interchange.** Incremental addition of about \$2 million. The project is currently funded at \$4.4 million in the adopted STIP. ODOT staff is concerned that this is not enough and is working to define a new estimate.
- **I-5/Beltline Interchange.** Incremental addition of funds (perhaps \$2-5 million) for the next logical phase. A \$72.5 million contract is scheduled for bid in February 2006. Federal earmark funds are being held in reserve for this project prior to bid and may be available for combination with STIP funds for additional work on the interchange.
- **I-5/Coburg Interchange.** Addition of \$5.5 million to complete the funding package for this project. \$14.5 million has been allocated through a combination of federal and county funds. The latest cost estimate from ODOT is \$20 million.
- **West Eugene Parkway.** Incremental addition to Phase 1 construction. A specific amount is not yet identified, but the most logical addition appears to be funds for the at-grade connection of the Parkway to Hwy 99. Unit 1A is currently funded at \$17.7 million
- **Beltline, River Road to Coburg Road Study.** Addition of \$1.5 million to this study to fund completion of an environmental milestone as a development project (DSTIP). This project is currently funded at \$1 million.

## **Non-Metro Projects**

Lane County staff is recommending that one non-metro project be added to the projects under consideration. This development project on Highway 126 is partially funded in the 2006-2009 STIP and is included on the Large Project list for Lane County.

- **Highway 126, Poterf Creek-Noti.** Additional funds for completion of an environmental milestone for this project. Amount to be identified with help from ODOT staff. This project had \$500,000 in DSTIP funds approved in the adopted STIP. It also appears likely that additional funds (\$400,000) may be reallocated from savings on a Highway 126 passing lane project.

There is an additional non-metro project that has been requested in previous STIP cycles and was requested again by the City of Veneta at the September 21, 2005 public hearing.

- **Highway 126, Greenhill Road to Veneta.** The City of Veneta testified on September 21<sup>st</sup> in support of a widening project in this section. Given the substantial hurdles involved in promoting this project for 2010 and 2011 and the limited amount of funding available, staff recommends that interim safety measures be considered as might be recommended by the Hwy 126 safety report or by ODOT and that this project not be included in the priority list for the 2008-2011 STIP cycle.

The ODOT Modernization process contains eligibility criteria and prioritizing factors. This information was provided to you for the September 21, 2005 public hearing. Attachment 2 (Large Project Information Sheets) and Attachment 3 (Project Rankings) have been attached again for your convenience.

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 recommended on Exhibit A meet the eligibility criteria or can be made consistent with them with subsequent actions. The Beltline/Coburg Rd Interchange project has not been ranked and is justified based on ODOT's request to supplement the budget of this previously approved project.

We have attached an additional document for your information. Attachment 5 is the adopted 2004 STIP priority list for the 2006-2009 STIP process, with an updated status column as of August 2005. This document is intended to 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.
2. Modify Exhibit A as desired by the Board.
3. Decline to adopt the Order.

D. Recommendation

Option 1.

E. Timing

Action is requested today in order to meet the ODOT December deadline.

**IV. IMPLEMENTATION/FOLLOW-UP**

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

**V. ATTACHMENTS**

ORDER with Countywide Modernization Project Priority List for 2008-2011 STIP, Exhibit A  
Attachment 1 2008-2011 STIP Development Timeline  
Attachment 2 Lane County Large Project Information Summaries with Maps  
Attachment 3 Draft Project Rankings  
Attachment 4 Board Order 05-9-21-8 Lane County Large Project Priorities  
Attachment 5 2006-2009 STIP Priorities with August 2005 Status Update  
Attachment 6 Notice Letter for Board Public Hearing December 14, 2005  
Attachment 7 Board minutes from September 21, 2005 Public Hearing

**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
- ) Countywide Modernization Project Priorities 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 countywide modernization project priority list for the 2008-2011 Statewide Transportation Improvement Program (STIP); and

**WHEREAS**, the Lane County Board of Commissioners held a public hearing on September 21, 2005 to accept public comment on projects and held an additional public hearing on December 14, 2005 to accept additional comment on a draft modernization project priority list; and

**WHEREAS**, the Board wishes to forward the countywide modernization project priorities for Lane County as shown on Exhibit A; now, therefore, it is hereby

**ORDERED** that the countywide modernization project priority list attached herein as Exhibit A be sent to the ODOT Region 2 Manager for consideration.

Dated this \_\_\_\_\_ day of December, 2005.

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Anna Morrison, Chair  
Lane County Board of Commissioners

APPROVED

12-6-05

*Anna Morrison*

## Exhibit A

### Countywide Modernization Project Priority List

#### For the 2008-2011 Statewide Transportation Improvement Program (STIP)

- **Beltline/Coburg Road Interchange.** Incremental addition of about \$2 million. The project is currently funded at \$4.4 million in the adopted STIP. ODOT staff is concerned that this is not enough and is working to define a new estimate.
- **I-5/Beltline Interchange.** Incremental addition of funds (perhaps \$2-5 million) for the next logical phase. A \$72.5 million contract is scheduled for bid in February 2006. Federal earmark funds are being held in reserve for this project prior to bid and may be available for combination with STIP funds for additional work on the interchange.
- **I-5/Coburg Interchange.** Addition of \$5.5 million to complete the funding package for this project. \$14.5 million has been allocated through a combination of federal and county funds. The latest cost estimate from ODOT is \$20 million.
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- **Highway 126, Poterf Creek-Noti.** Additional funds for completion of an environmental milestone for this project. Amount to be identified with help from ODOT staff. This project had \$500,000 in DSTIP funds approved in the adopted STIP. It also appears likely that additional funds (\$400,000) may be reallocated from savings on a Highway 126 passing lane project.

# 2008-2011 STIP DEVELOPMENT TIMELINE

Attachment 1

2005 LEGISLATIVE SESSION												2006-2009 STIP in place												2007 LEGISLATIVE SESSION											
CALENDAR YEAR				FEDERAL FISCAL YEAR				STATE FISCAL YEAR				CALENDAR YEAR				FEDERAL FISCAL YEAR				STATE FISCAL YEAR				CALENDAR YEAR				FEDERAL FISCAL YEAR				STATE FISCAL YEAR			
Jan 2005	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan 2006	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan 2007	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	
				2005				2006				2005				2006				2007				2006				2007				2008			
<p><b>Begin 08-11 STIP update</b>, begin data collection, draft performance goals</p> <p>Data collection continues</p> <p>Data collection complete, compile and review information</p> <p>ODOT HQ develops funding allocation scenarios. ODOT transmits draft Modernization eligibility criteria and prioritization factors to ACTs/Lane Co.</p> <p>ODOT HQ develops funding allocation recommendation. ACTs/Lane County approve area-specific prioritization factors.</p> <p>ODOT HQ assembles funding allocation materials for stakeholder input and OTC. R-2 ACTs/Lane Co. solicit new Modernization project proposals fr local agencies &amp; ODOT.</p> <p>ODOT HQ distributes funding allocation recommendation to OTC, stakeholders, ACTs, and MPOs. OTC approves project eligibility criteria and prioritization factors. ACT Chairs/ Lane Co. meet with Region 2 Mgr. to develop/modify the Region Large Project Priority list. Region 2 requests /ACTs begin prioritization for Modernization projects. (Ratings must be based on the OTC criteria &amp; factors at a minimum.)</p> <p>OTC/ODOT Management discuss funding allocation and program goals for 08-11 STIP. ACTs begin refining their prioritized lists of Mod needs. Begin project scoping for Mod (as project lists are identified).</p> <p>ACTs, MPOs &amp; others give OTC input about program goals and OTC begins discussion. Management Systems prioritized needs lists are completed by ODOT HQ and submitted to Regions. Continued project scoping for Mod.</p> <p>OTC approves program goals and funding allocations for 08-11 STIP. Region 2 ACTs/Lane County submit their preliminary prioritized Mod lists to Region. Continued scoping for Mod.</p> <p>Project selection/scoping begins. region funding targets distributed. Region 2 Mod scoping is completed.</p> <p>Project selection/scoping continues. Region 2 releases preliminary Region recommendation of Mod projects for ACT/Lane County review and comment in early February.</p> <p>Project selection/scoping continues. Region 2 ACTs/Lane County review Region's preliminary Mod recommendation.</p> <p>Project selection/scoping complete. Region 2 ACTs/Lane County and MPOs provide feedback on Region's Mod recommendation to Region staff.</p> <p>Regions prepare draft program for review by stakeholders. Region 2 staff analyze feedback and prepare revised Mod proposal. Region 2 releases final Mod proposal to ACTs/Lane County for the All-Area Meeting by mid-May.</p> <p>Regions complete draft program for review by stakeholders. Region 2 All- Area Meeting held to decide Mod project priorities.</p> <p>ACTs, MPOs and other stakeholders begin review of draft STIP. ODOT HQ begins funding target-to-actual comparison.</p> <p>Funding target-to-actual comparison process continues. Regions review Draft STIP database with ACTs, MPOs, other stakeholders</p> <p>Draft STIP printed, mailed, provided to OTC, regions, the public. Region 2 ACTs/Lane County meet with the Region Manager to develop/modify the Region 2 Large Project Priority list.</p> <p>Public review process begins</p> <p>Public review process complete; comments summarized. ACTs, MPOs, Regions, OTC review public input.</p> <p>Public comments reviewed by OTC, ACTs, MPOs, Regions.</p> <p>Adjust program if necessary based on OTC direction, funding allocations</p> <p>Air quality conformity determinations and modeling begins</p> <p>Air quality conformity determinations and modeling continues</p> <p>Air quality conformity determinations and modeling continues</p> <p>Air quality conformity determinations and modeling completed, constrain STIP to estimated available revenue</p> <p>Add MPO TIPs, prepare Final STIP for review</p> <p>Review of Final STIP by ACTs, MPOs, other stakeholders</p> <p><b>OTC review and approval of Final STIP</b>, submit to Federal DOT, MTIPs to governor for signature</p> <p><b>Federal DOT review and approve Final 08-11 STIP</b></p>												<p>Transition amendment completed, Final STIP printed and distributed</p>																							

STIP = Statewide Transportation Improvement Program    ACT = Area Commission on Transportation    MPO = Metropolitan Planning Organization    OTC = Oregon Transportation Commission    ODOT= Oregon Department of Transportation    DOT = Department of Transportation



# 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 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.

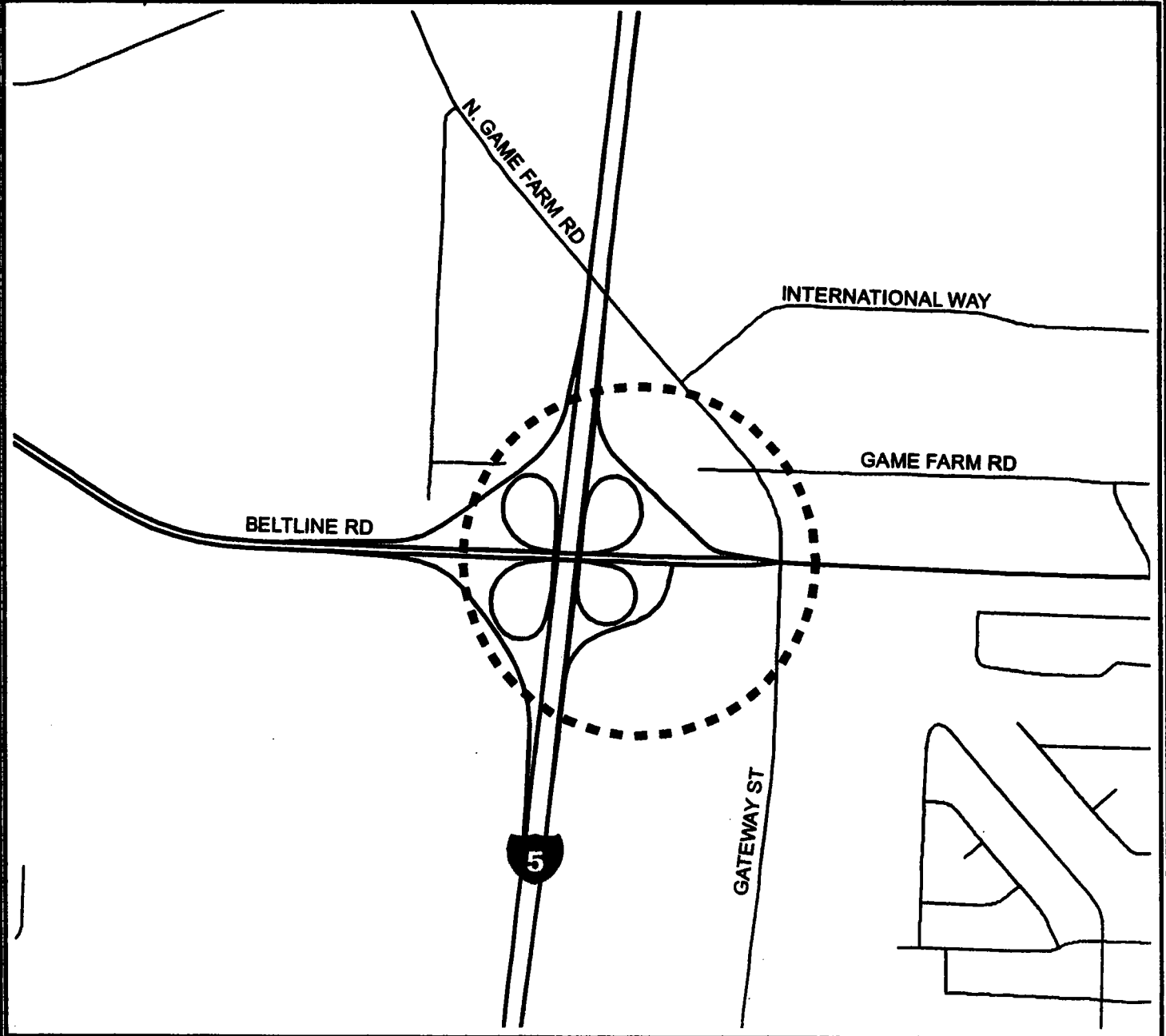
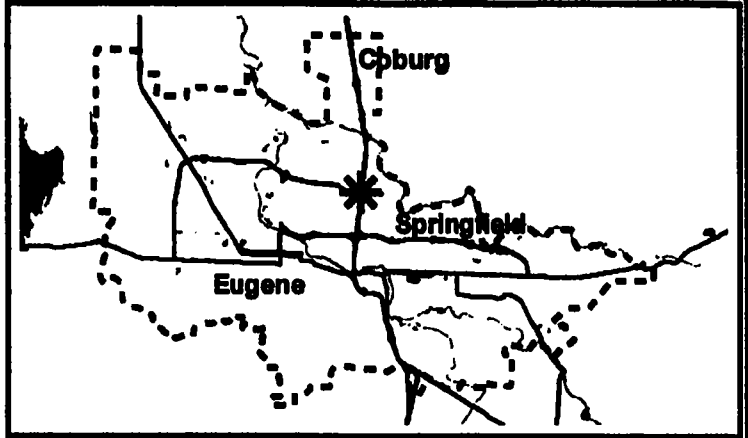
#### **Next Steps**

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 for last phase, which improves surface streets at Beltline/Gateway.



# Lane County Large Project

I-5 / Beltline Interchange



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

### 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 11<sup>th</sup> and 6<sup>th</sup>/7<sup>th</sup> 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.

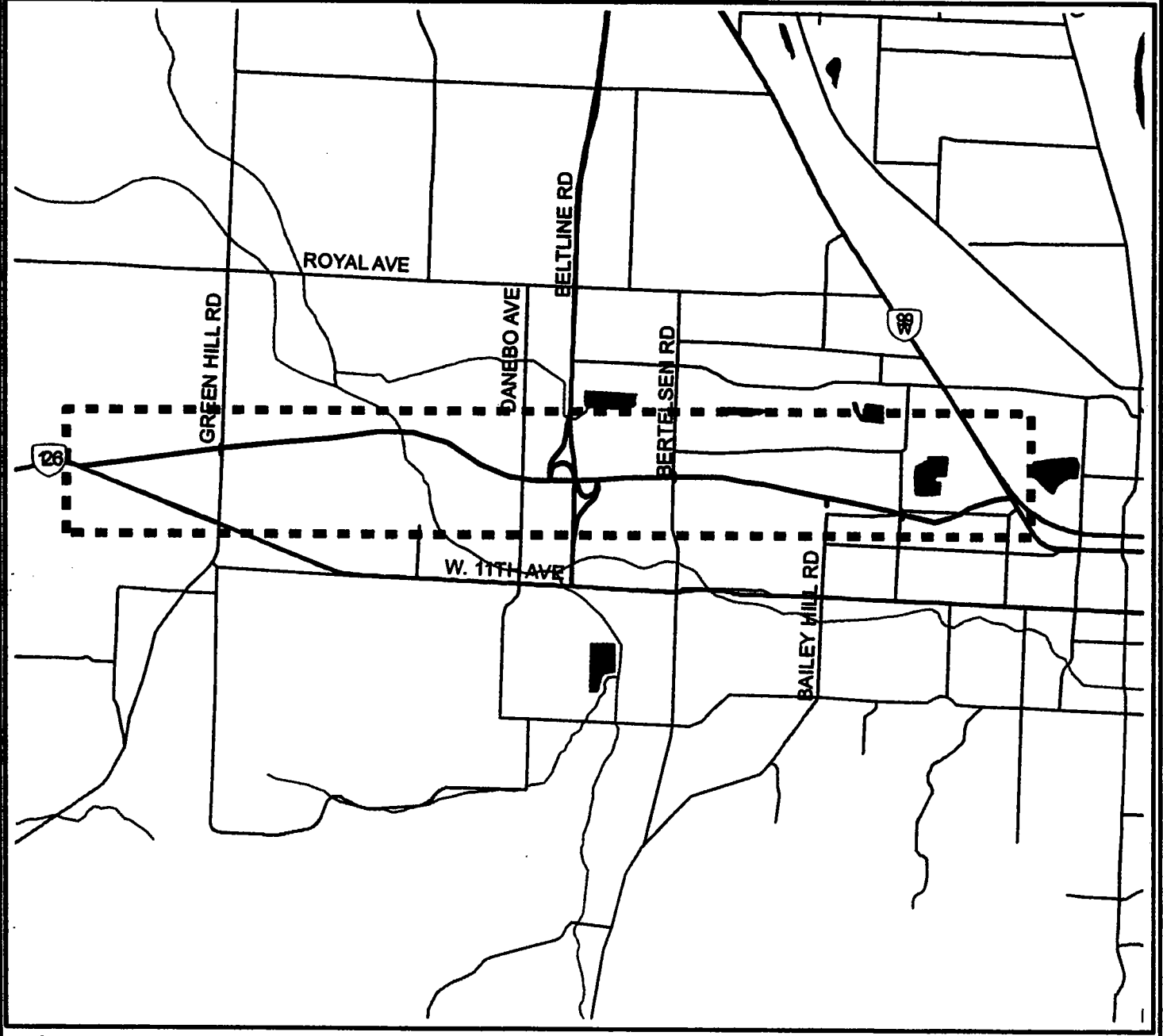
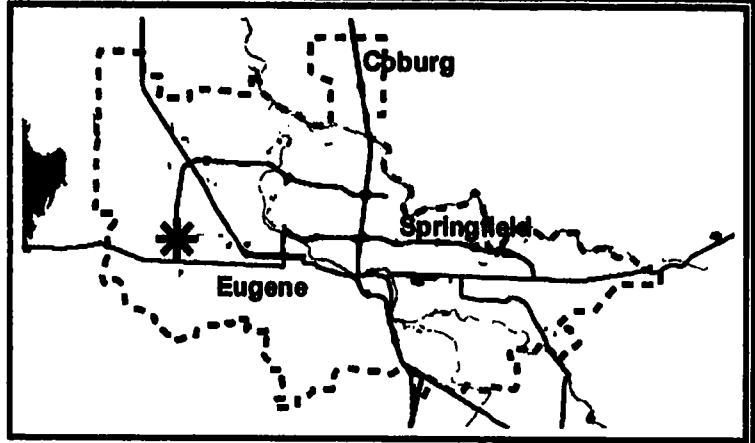
ODOT and FHWA are currently in the process of completing the Environmental process and resolving remaining issues with the project. A completed EIS and a Record of Decision are expected by Spring 2006.

#### **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 2006



# Lane County Board of Commissioners

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## 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**

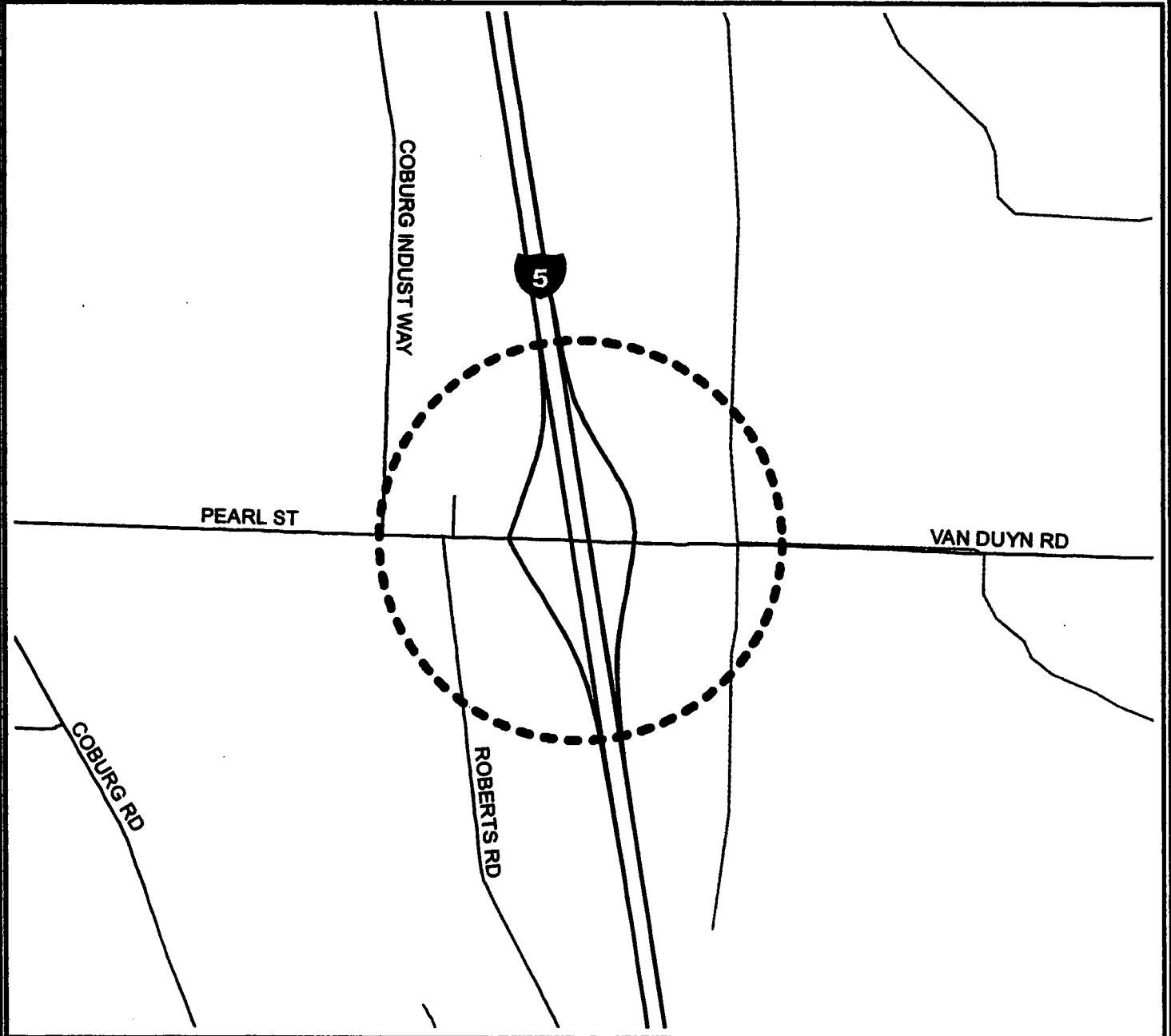
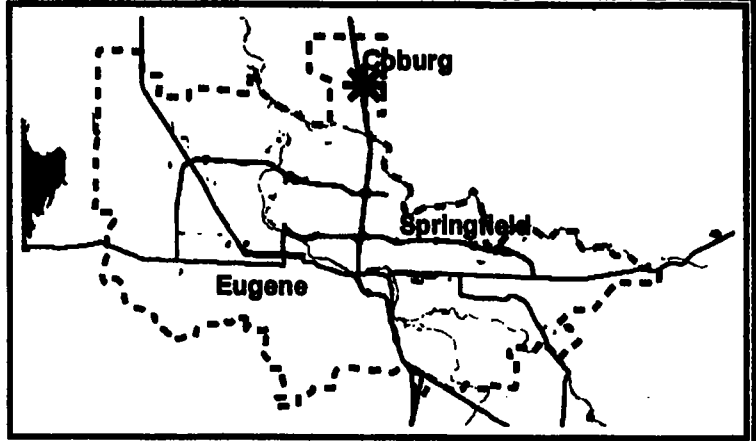
An \$8,000,000 federal earmark, and an additional \$1,000,000 budget allocation, were included in the recently adopted federal Transportation bill. \$3,000,000 has been previously allocated from federal sources for PE and Environmental work. Lane County has programmed \$2,500,000 local match for this 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 Public Works



August 2005



# Lane County Board of Commissioners

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## 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**

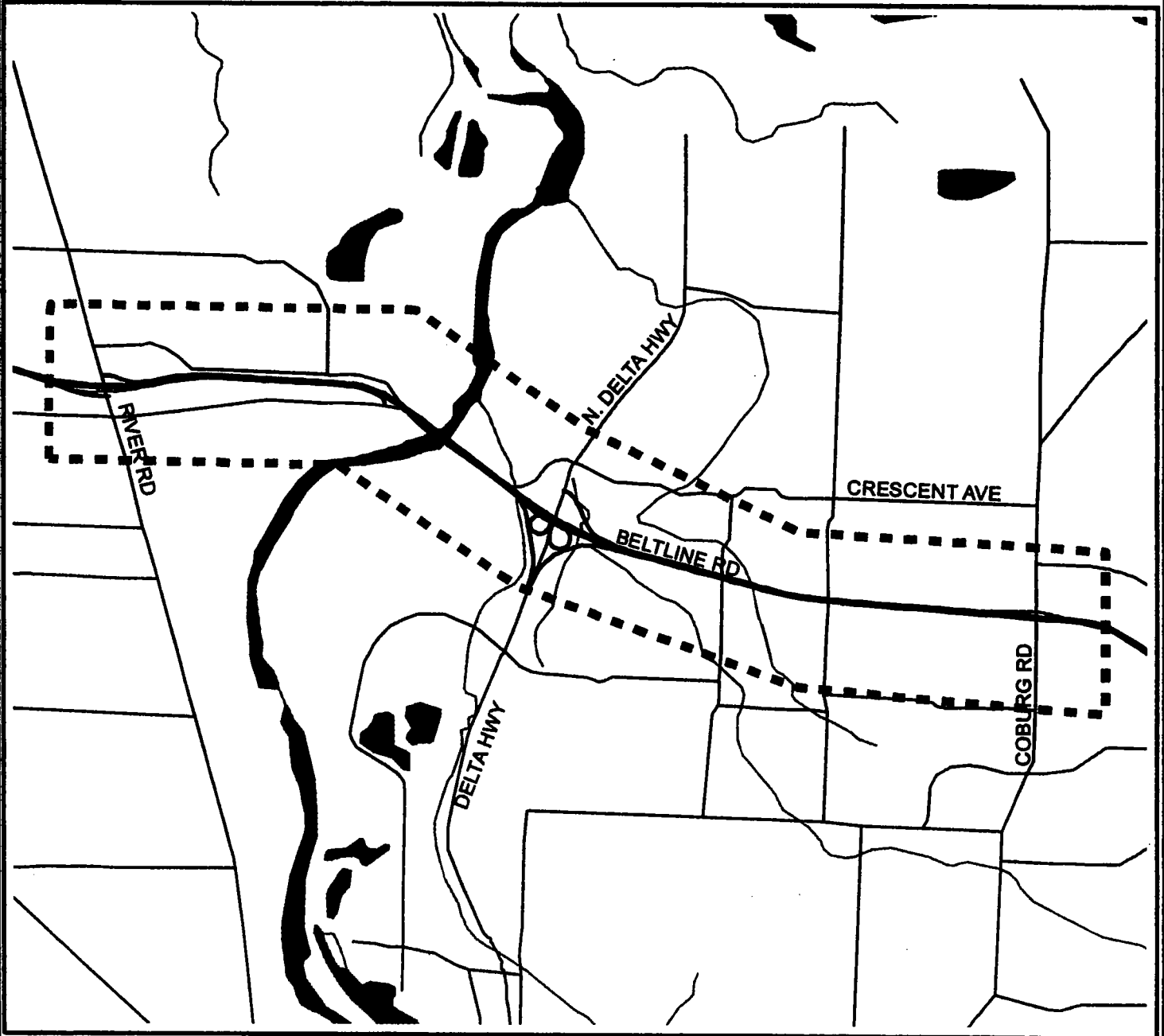
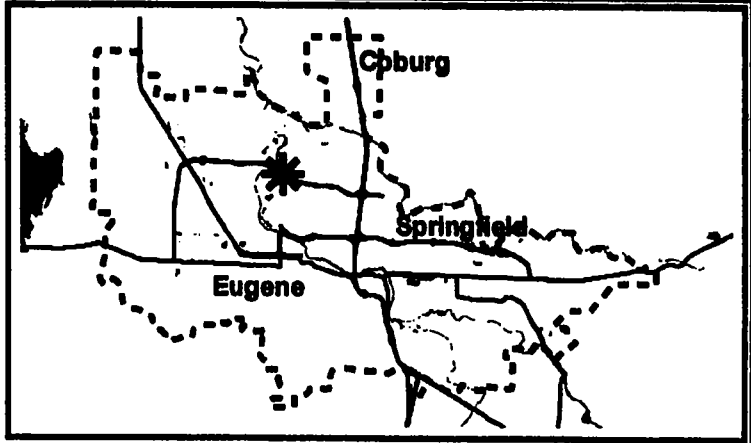
The draft ITS Plan for the Eugene-Springfield area has proposed a series of strategies that should be investigated in more detail, including message signing, incident response, and ramp-metering. Current ODOT planning calls for transfer of the east end of the West Eugene Parkway to the City of Eugene. 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.  
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## 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.

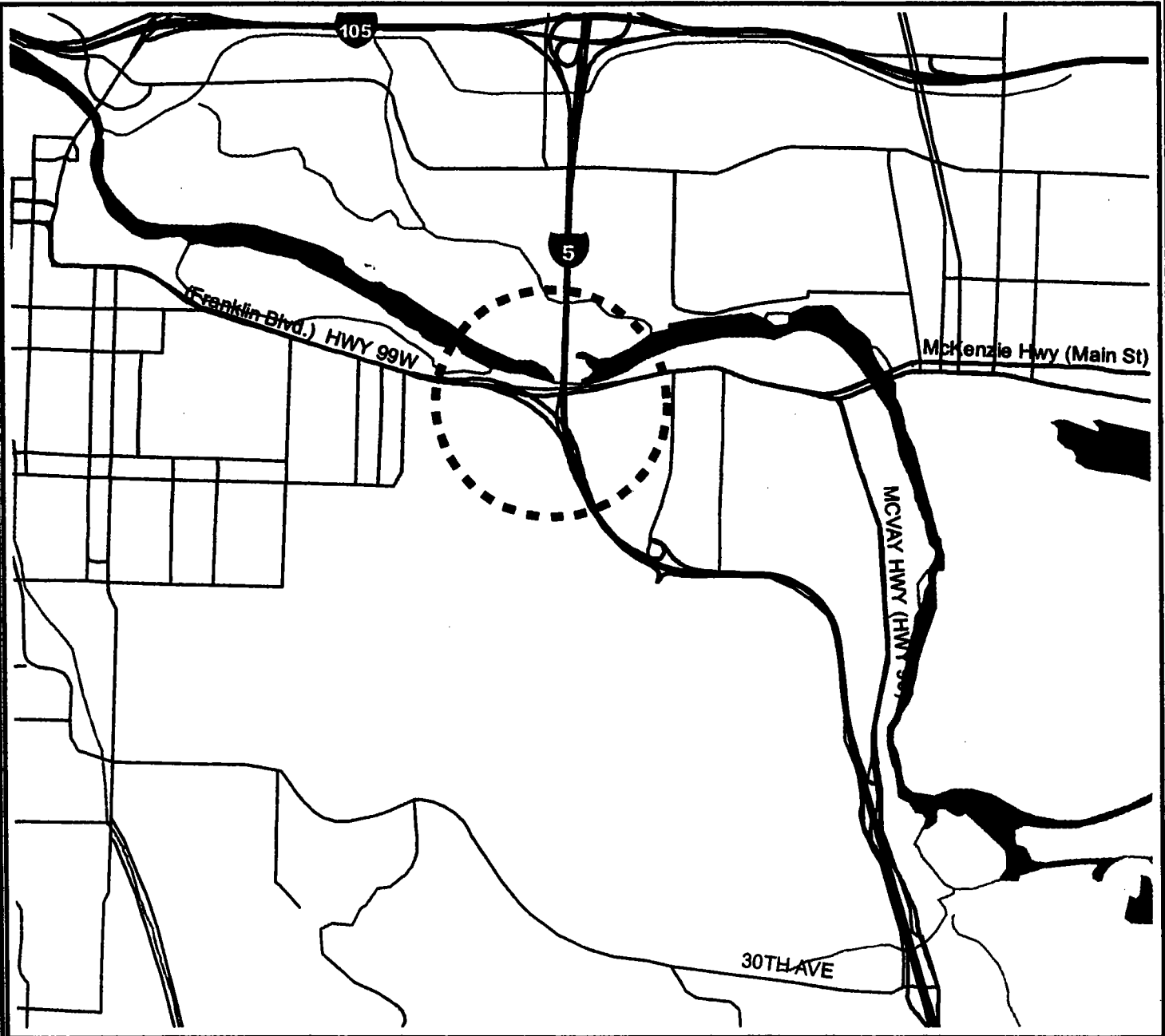
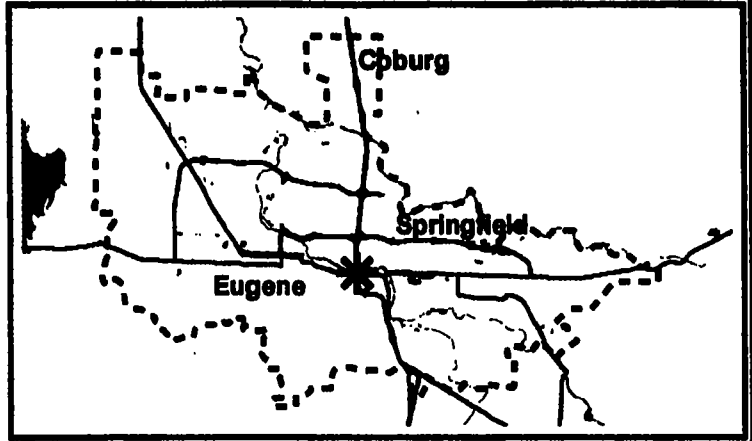
#### **Next Steps**

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

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## 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**

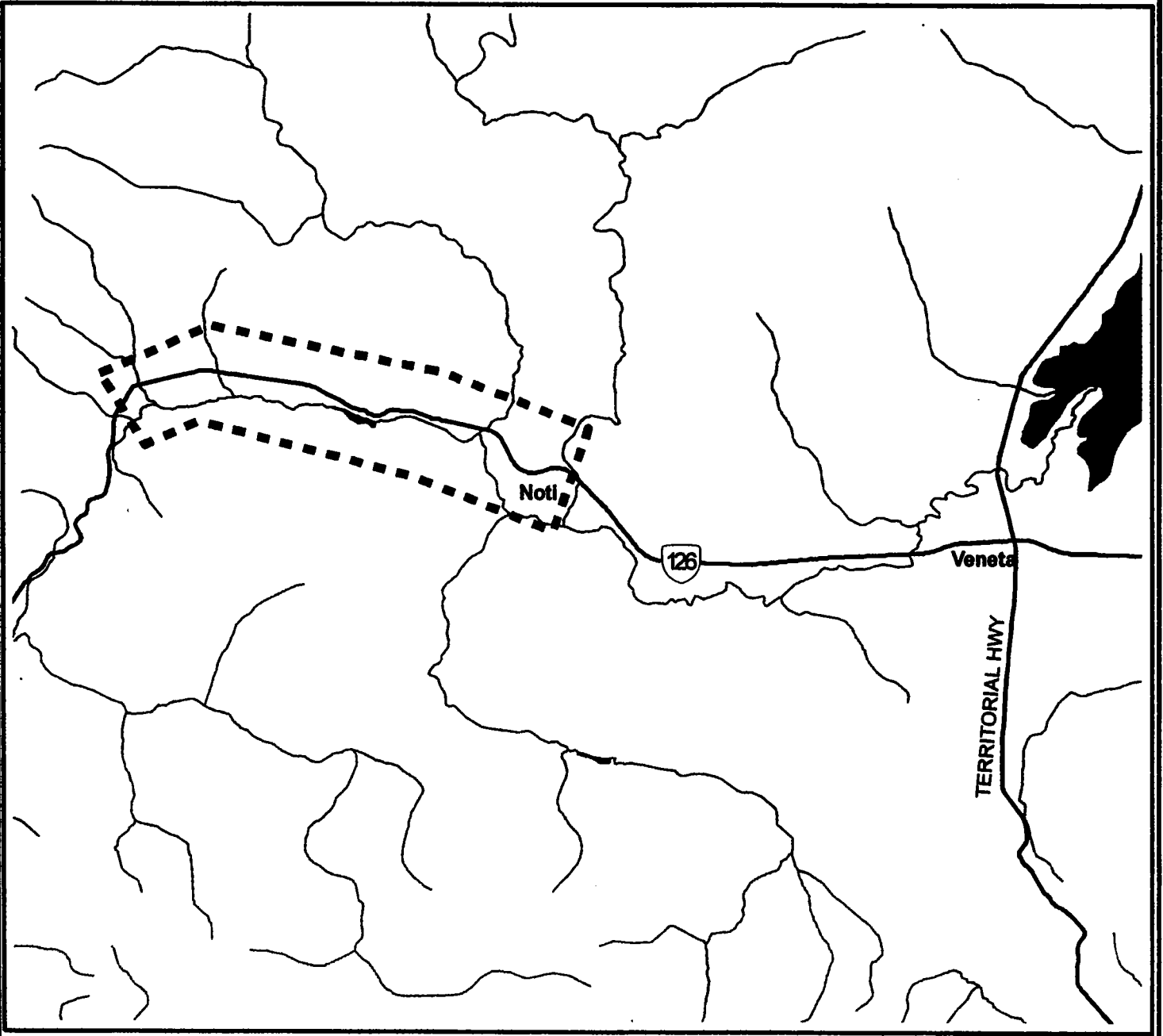
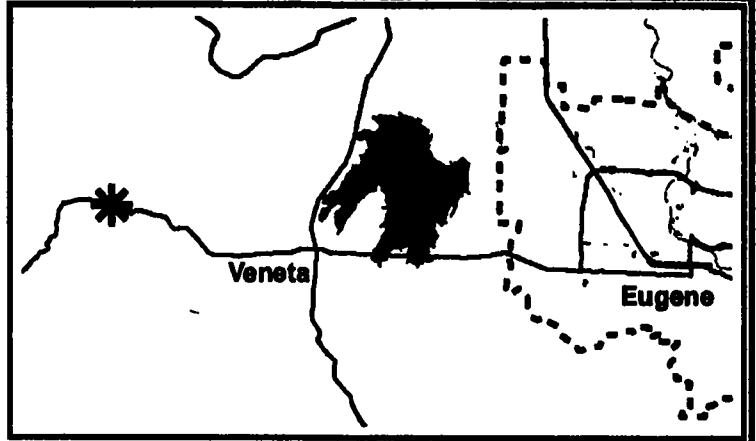
The adopted 2006-2009 STIP includes \$500,000 in 2006 in DSTIP funds. The project is identified as between MP 37.44 (Poterf Creek Bridge) and MP 41.83. The easterly project limit is near the Poodle Creek Road intersection with Highway 126 and just west of the west end of the Noti Bypass project. This 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)



ATTACHMENT 3

**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			
			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	Supports Central Lane MPO RTP Transportation System Improvement Policies	Supports Central Lane MPO RTP Finance Policies.
I-5/Beltline	I-5 to Gateway/Beltline	Reconstruct interchange	++	++	++	+	++				12
West Eugene Parkway(1)	Hwy 99 to Hwy 126	New 4-lane arterial	++	++	++	+	+				10
I-5/Coburg	Interchange	Reconstruct interchange	+	++	++	+					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 Draft Rankings**  
**Projects for Immediate Funding**  
**Detail of Rankings by OHP and RTP Policies**  
Based on 2004 MPO process with minor updates  
August 24, 2005

Project	Limits	Description	OHP Policies																	RTP TSI Policies												
			1A	1B	1C	1D	1F	1G	1H (2)	2A	2B	2C	2E	2F	2G	3A	3B	3C	4A	4B	4C	4D	4E	5A	OHP #	TSI-SW	TSI-R	TSI-T	TSI-B	TSI-P	TSI-GM	TSI-OM
I-5/Beltline	I-5 to Gateway/Beltline	Reconstruct interchange	+	+	+		++	+						+			+	+	+	+				13	++	++	+	+	+	+		8
West Eugene Parkway (1)	Hwy 99 to Hwy 126	New 4-lane arterial	+	+	+		++	+	+					+	+	+	+	+	+				13	++	++	+	+	+	+		8	
I-5/Coburg (3)	Interchange	Reconstruct interchange	+	+	+		++	+						+			+	+	+	+			12	++	++		+	+	+		7	

(1) This is a combined ranking based on previous rankings for Unit 1-B,2-A,2-B, and Beltline Stage 3.

(2) Policy 1H Bypasses has been added to the list since the last ratings were done in 2004.

(3) I-5/Coburg has been moved from the DSTIP category to this CSTIP list because federal construction funding has been approved.

This sheet shows in detail which OHP Policies and RTP-TSI Policies each project supports.

A + sign indicates support for the policy. A ++ sign indicates strong support for that policy.

Projects with 9 to 12 plus marks for OHP policies receive a ++ mark on the overall ranking sheet.

Projects with 5 to 8 plus marks for OHP policies receive a + mark on the overall ranking sheet.

Projects with 7 to 9 plus marks for RTP-TSI policies receive a ++ mark on the overall ranking sheet.

Projects with 5 or 6 plus marks for RTP-TSI policies receive a + mark on the overall ranking sheet.

**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
Belline Highway	River Road to Coburg Road	Modernization Project to Add Capacity to Belline 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
Hay 126 Florence-Eugene Hwy	Potter Creek-Not	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 be 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. 42<sup>nd</sup>, Highway 99, Jasper Road, McVay Highway, and West 11<sup>th</sup> 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.



**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 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 11<sup>th</sup> 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 42<sup>nd</sup> 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 42<sup>nd</sup> 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.  
05-9-21-8

- ) 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)

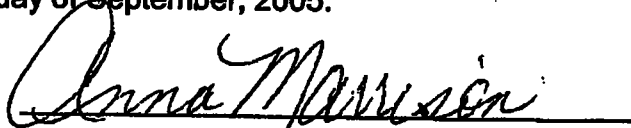
WHEREAS, the Oregon Department of Transportation (ODOT) has requested input from the Lane County Board of Commissioners on a draft ODOT Region 2 Large Project Priority List; and

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 21st 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**

COUNTY-ROUTE	METRO	NON-METRO	PROJECT	LIMITS	STATUS Last updated as of August, 2005. Last adopted 2006-2009 STIP
					06-09 STIP. Future phases scheduled 08-11 STIP. Will go to
HIGH OTIA	OTIA		Interstate 5/Beltline	I-5 to Gateway/Besse	\$1,000,000 funded for wetland D scheduled for spring 2006. Determined.
HIGH OTIA	OTIA		West Eugene Parkway, Units 2-A and 2-B	W11th to Beltline	000. Interchange Area IPA process is funded and will
HIGH OTIA		FED/ OTIA	Interstate 5	Coburg	
	OTIA		West Eugene Parkway, Unit 1-B	Garfield to Seneca	review.
	OTIA		Beltline Highway	Roosevelt to W11th	WEP EIS. Portions of this project
	OTIA		Franklin Boulevard	Jenkins Drive to M	
HIGH OSTIP	HIGH		6th/7th Intersections	Garfield to Washington/Jeffe	included in pavement project should be dropped.
HIGH OSTIP	HIGH		Highway 126/W11th	Terry-Greenhill	at \$20,000,000. Not funded in
HIGH OSTIP	HIGH		Beltline Highway	Beltline at Coburg Interchange	STIP at \$4,388,000. Scheduled
	HIGH OTIA		42nd Street	Marcola Rd to Wey	RR tracks (city street)
	LOW		Highway 99 North	Garfield to Roosev	is section of 99 currently under
	LOW		Interstate 105	Washington-Jeffe	southbound
	???		Hwy 58 Willamette	Nominally within ci	n issues. Study is not yet
	LOW		Interstate 105	Washington-Jeffe	northbound
	LOW		Jasper Road	S 42nd-Jasper Roa	
	LOW		McVay Highway	I-5 to Franklin	
	LOW		Hwy 126 Florence-Eugene	at Whitaker Creek	
	LOW		Hwy 58 Willamette Hwy	In Oakridge at Fish	ODOT bridge replacement funds, scheduled for construction in 2007.
	LOW		Hwy 126 Florence-Eugene	Unspecified locatio	
	LOW		Hwy 126 Florence-Eugene	Wildcat Creek Bridges	are not a high priority in the 27.38, 27.66, 27.8 project.
		NOT MOD	Hwy 101	Suislaw River Brid	\$5,300,000 in bridge program
HIGH OSTIP	HIGH		Beltline Highway	River Road to Co	Allocated for study to begin in 2007. Identifying project
HIGH OSTIP	HIGH		Interstate 5 Interchange Study	Willamette River	per se. However, I-5/Franklin rt of this area.
HIGH OSTIP	HIGH		Interstate 5	At Coburg Interch	note above on interchange
	MED		Eugene-Springfield Highway (126)	At Q Street/Pione	Plan list. Construction is on future
	MED		Eugene-Springfield Highway (126)	At Main Street	currently funded expressway study
	MED		Franklin Boulevard	Jenkins Drive to M	pleted in Glenwood. Project is on
	MED		Interstate 5	at Franklin Blvd an	Interchange work results in this project, environmental funding is available
	MED		Eugene-Springfield Highway (126)	at 52nd Street	currently funded expressway study
	LOW		Eugene-Springfield Highway (126)	I-5 to Mohawk	Plan list. Construction is on future
	LOW		Hwy 126 Florence-Eugene	Veneta-Fisher Roa	recent activity.
	LOW		Interstate 5	I-5 @ S 6th Street Grove	/DLCD concern. No recent activity.
<b>NOTE: BOLD INDICATES THAT THE PROJEC</b>					





# LANE COUNTY

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

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December 1, 2005

**RE: Notice of December 14, 2005 Public Hearing on Countywide Modernization Project Priorities for the 2008-2011 Statewide Transportation Improvement Program (STIP)**

To: Elected Officials, Agency Staff, and Interested Parties

The Lane County Board of Commissioners has scheduled a public hearing for December 14, 2005 at 1:30 p.m. at the Public Service Building in Eugene, 125 East 8<sup>th</sup> Street. The hearing is to consider a draft list of countywide modernization project priorities and take action on a recommendation to the Oregon Department of Transportation (ODOT) for consideration in the 2008-2011 STIP process.

The Board held a previous public hearing on September 21, 2005 to begin consideration of project ideas for the 2008-2011 STIP and to recommend a list of Large Project priorities in Lane County. The Large Project listed adopted on September 21<sup>st</sup> is attached for your information.

The focus now shifts to specific 2008-2011 modernization project funding requests. In contrast to the Large Project exercise, which was intended to prepare project priorities for future large project funding opportunities, we do not expect that modernization projects will be funded in large increments during this STIP cycle. Consequently, the attached draft list focuses on partially funded projects that are under project development already. No new projects have been added to the draft proposal.

The Metropolitan Planning Committee (MPC) will be meeting on December 8 to discuss metro priorities. MPC discussion will be reported to the Board as supplemental information prior to the meeting on December 14. Attached for your information is an advance copy of a draft Order and Exhibit A priority list for your consideration. As the Board agenda materials are completed, we will send an additional notice with information on the materials prior to the hearing on December 14th.

Sincerely,

Oliver P. Snowden,  
Public Works Director

*Draft Order with Exhibit A Countywide Modernization Project Priority List for the 2008-2011 STIP*

*Board Order 05-9-21-8 Large Project Priority List*

**EXHIBIT A : COUNTYWIDE MODERNIZATION PROJECT PRIORITIES FOR 06-09 STIP**

Adopted April 14, 2004 with Updated Status August 2005

COUNTY-WIDE	METRO	NON-METRO	PROJECT	LIMITS	DESCRIPTION	COST	HIGHWAY CLASSIFICATION	TRAFFIC VOLUME		COMMENT or STATUS <i>NOTE: this status column has been updated as of August, 2005. Includes information from recently adopted 2006-2009 STIP</i>
								Mainline	Minor Road	
<b>CSTIP- Large Roadway Projects</b>										
HIGH	OTIA		<b>Interstate 5/Beltline</b>	<b>I-5 to Gateway/Beltline</b>	<b>Environmental Assessment Phase 1 Reconstruction and Right-of-way Purchase for EA Phases 1 &amp; 2</b>	<b>\$13,000</b>	<b>Interstate (NHS)</b>	<b>I-5 68,500</b>	<b>Beltline 30,000 to 50,000</b>	<b>Funded at \$72.5 million in adopted 06-09 STIP. Future phases candidates for Large Project List and 06-11 STIP. Will go to contract in early 2006 for funded phases.</b>
HIGH	OTIA		<b>West Eugene Parkway, Units 2-A and 2-B</b>	<b>W11th to Beltline</b>	<b>New four lane arterial.</b>		<b>Statewide (NHS)</b>	<b>n.a.</b>	<b>n.a.</b>	<b>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.</b>
HIGH	OTIA	FED/OTIA	<b>Interstate 5</b>	<b>Coburg</b>	<b>Reconstruct Interchange</b>	<b>\$ 12,500</b>	<b>Interstate (NHS)/County</b>	<b>I-5 43,700</b>	<b>Pearl 16,000</b>	<b>New cost estimate is at \$15-20,000,000. Interchange Area Management Plan is underway. NEPA process is funded and will follow IAMP.</b>
	OTIA		<b>West Eugene Parkway, Unit 1-B</b>	<b>Garfield to Seneca</b>	<b>New four lane arterial.</b>		<b>Statewide (NHS)</b>	<b>n.a.</b>	<b>n.a.</b>	<b>Future construction phasing is under review.</b>
	OTIA		<b>Beltline Highway</b>	<b>Roosevelt to W11th</b>	<b>W11th-NCL Stage 3, 4 lanes</b>	<b>\$17,000</b>	<b>Statewide(NHS)</b>	<b>Beltline 13,900</b>	<b>W11th 22,750</b>	<b>Beltline improvements under review in WEP EIS. Portions of this project will probably be included in WEP.</b>
	OTIA		<b>Franklin Boulevard</b>	<b>Jenkins Drive to Mill Street</b>	<b>Urban standards improvements and intersection improvements</b>		<b>Statewide (NHS)</b>	<b>20,500</b>	<b>n.a.</b>	<b>Not funded in adopted 06-09 STIP.</b>
<b>CSTIP-Smaller Roadway Projects</b>										
HIGH	HIGH		<b>6th/7th Intersections</b>	<b>Garfield to Washington/Jefferson</b>	<b>Provide improvements such as turn lanes and signal improvements</b>	<b>\$ 1,500</b>	<b>Statewide (NHS)</b>	<b>7th 31,300</b>	<b>6th 29,000</b>	<b>Intersection improvements will be included in pavement preservation project. This separate project should be dropped.</b>
HIGH	HIGH		<b>Highway 126/W11th</b>	<b>Terry-Greenhill</b>	<b>Four lane urban standards</b>	<b>\$5,500</b>	<b>Statewide(NHS)</b>	<b>18,700</b>	<b>n.a.</b>	<b>A new cost estimate put this project at \$20,000,000. Not funded in 06-09 STIP.</b>
HIGH	HIGH		<b>Beltline Highway</b>	<b>Beltline at Coburg Rd Interchange</b>	<b>Construct ramp and signal improvements</b>	<b>\$4,100</b>	<b>Statewide(NHS)/City</b>	<b>Beltline 56,000</b>	<b>Coburg 23,250</b>	<b>Project is funded in adopted 06-09 STIP at \$4,398,000. Scheduled for 2008 construction.</b>
	HIGH	OTIA	<b>42nd Street</b>	<b>Marcola Rd to Weyerhaeuser RR tracks (city street)</b>	<b>Upgrade to urban standards</b>		<b>City Street</b>	<b>12,000</b>	<b>n.a.</b>	<b>Not funded in adopted 06-09 STIP.</b>
	LOW		<b>Highway 99 North</b>	<b>Garfield to Roosevelt</b>	<b>Urban standards improvements</b>		<b>Statewide (NHS)</b>	<b>26,600</b>	<b>n.a.</b>	<b>Not funded in adopted 06-09 STIP. This section of 99 currently under study in WEP SFEIS.</b>
	LOW		<b>Interstate 105</b>	<b>Washington-Jefferson Bridge southbound</b>	<b>Add lane to 6th Ave off-ramp</b>	<b>\$4,430</b>	<b>Interstate/ (NHS)</b>	<b>I-105 33,400</b>	<b>6th Ramp 18,760</b>	<b>Not funded in adopted 06-09 STIP.</b>
	???		<b>Hwy 58 Willamette</b>	<b>Nominally within city limits</b>	<b>Upgrade to urban standards, redesign proposed</b>	<b>\$4,800</b>	<b>Statewide (NHS)</b>	<b>4,400-9,800</b>	<b>n.a.</b>	<b>TGM grant underway to resolve design issues. Study is not yet complete.</b>
	LOW		<b>Interstate 105</b>	<b>Washington-Jefferson Bridge northbound</b>	<b>Add NB lane from 6th to Delta Highway</b>		<b>Interstate (NHS)</b>	<b>I-105 32,200</b>	<b>Delta Ramp 16,950</b>	<b>Not funded in adopted 06-09 STIP</b>
	LOW		<b>Jasper Road</b>	<b>S 42nd-Jasper Road</b>	<b>Upgrade to urban standards</b>	<b>\$5,250</b>	<b>District Hwy</b>	<b>7,400</b>	<b>n.a.</b>	<b>Not funded in adopted 06-09 STIP</b>
	LOW		<b>McVay Highway</b>	<b>I-5 to Franklin</b>	<b>Upgrade to urban standards</b>		<b>District Hwy</b>	<b>14,400</b>	<b>n.a.</b>	<b>Not funded in adopted 06-09 STIP</b>
	LOW		<b>Hwy 126 Florence-Eugene</b>	<b>at Whitaker Creek</b>	<b>left turn lane at Whiteaker Creek</b>	<b>\$ 4,000</b>	<b>Statewide (NHS)</b>	<b>4,500</b>	<b>n.a.</b>	<b>Not funded in adopted 06-09 STIP</b>
	LOW		<b>Hwy 58 Willamette Hwy</b>	<b>In Oakridge at Fish Hatchery Road</b>	<b>Construct left turn lane</b>	<b>\$ 750</b>	<b>Statewide (NHS)/City</b>	<b>Hwy 58 4,400</b>	<b>Fish Hatch 400</b>	<b>Project is funded with a combination of ODOT bridge replacement funds, city funds, and Lane County funds. Scheduled for construction in 2007.</b>
	LOW		<b>Hwy 126 Florence-Eugene</b>	<b>Unspecified locations</b>	<b>Develop additional passing lane projects.</b>	<b>?</b>	<b>Statewide (NHS)</b>	<b>3,200-5800</b>	<b>n.a.</b>	<b>Scoping and development needed.</b>
	LOW		<b>Hwy 126 Florence-Eugene</b>	<b>Wildcat Creek Bridges, MPs 27.38, 27.66, 27.89, 27.98</b>	<b>Widen four bridges, improve horizontal/vertical alignment</b>	<b>4200</b>	<b>Statewide (NHS)</b>	<b>4500</b>	<b>n.a.</b>	<b>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.</b>
		NOT MOD	<b>Hwy 101</b>	<b>Suislaw River Bridge, Florence</b>	<b>Cathodic Protection</b>	<b>\$ 4,000</b>	<b>Statewide (NHS)</b>	<b>12,900</b>	<b>n.a.</b>	<b>Rehabilitation funded in 06-09 STIP at \$5,300,000 in bridge program funds. Scheduled for 2009.</b>
<b>DSTIP Large Projects</b>										
HIGH	HIGH		<b>Beltline Highway</b>	<b>River Road to Coburg Road</b>	<b>Facility Plan Study (Construction project in TransPlan is for widening to 6 lanes)</b>	<b>\$ 2,000</b>	<b>Statewide(NHS)</b>	<b>Beltline 82,700</b>	<b>Delta 34,000</b>	<b>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.</b>
HIGH	HIGH		<b>Interstate 5 Interchange Study</b>	<b>Willamette River to 30th Ave</b>	<b>Facility Plan Study (TransPlan contains a series of construction projects in this corridor)</b>	<b>\$ 750</b>	<b>Interstate (NHS)</b>	<b>I-5 64,300</b>	<b>varies</b>	<b>This study not funded in 06-09 STIP per se. However, I-5/Franklin study is underway which covers part of this area.</b>
HIGH	HIGH		<b>Interstate 5</b>	<b>At Coburg Interchange</b>	<b>Environmental Assessment for interchange reconstruction</b>	<b>\$ 200</b>	<b>Interstate (NHS)</b>	<b>I-5 43,700</b>	<b>Pearl 16,000</b>	<b>Environmental work is funded. See note above on Interchange construction project.</b>
	MED		<b>Eugene-Springfield Highway (126)</b>	<b>At Q Street/Pioneer Parkway</b>	<b>Environmental Assessment for interchange improvements</b>	<b>\$ 500</b>	<b>Statewide (NHS)</b>	<b>126 53,300</b>		<b>Corridor study is on constrained TransPlan list. Construction is on future list.</b>
	MED		<b>Eugene-Springfield Highway (126)</b>	<b>At Main Street</b>	<b>Environmental Assessment for interchange reconstruction</b>	<b>\$ 500</b>	<b>Statewide (NHS)</b>	<b>126 20,300</b>		<b>Planning level analysis is included in currently funded expressway study of 126 from 42nd to Main St.</b>
	MED		<b>Franklin Boulevard</b>	<b>Jenkins Drive to Mill Street</b>	<b>Environmental Assessment for urban standards reconstruction</b>	<b>\$ 200</b>	<b>Statewide (NHS)</b>	<b>20,500</b>		<b>Nodal development planning work completed in Glenwood. Project is on future list in TransPlan.</b>
	MED		<b>Interstate 5</b>	<b>at Franklin Blvd and Glenwood Interchange</b>	<b>Environmental Impact Statement (EIS) for new interchange construction</b>	<b>\$ 2,250</b>	<b>Interstate (NHS)</b>	<b>I-5 64,300</b>		<b>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.</b>
	MED		<b>Eugene-Springfield Highway (126)</b>	<b>at 52nd Street</b>	<b>Environmental Assessment for new interchange to replace traffic signal and at-grade intersection.</b>	<b>\$ 500</b>	<b>Statewide (NHS)</b>	<b>126 20,300</b>		<b>Planning level analysis is included in currently funded expressway study of 126 from 42nd to Main St.</b>
	LOW		<b>Eugene-Springfield Highway (126)</b>	<b>I-5 to Mohawk</b>	<b>Environmental Assessment for widening to 6 lanes.</b>	<b>TBD</b>	<b>Statewide (NHS)</b>	<b>126 42,500</b>		<b>Corridor study is on constrained TransPlan list. Construction is on future list.</b>
	LOW		<b>Hwy 126 Florence-Eugene</b>	<b>Veneta-Fisher Road</b>	<b>Modernize, 4 lanes and shoulders. Final EIS.</b>	<b>TBD</b>	<b>Statewide (NHS)</b>	<b>15,100</b>	<b>n.a.</b>	<b>Scoping and development needed. No recent activity.</b>
	LOW		<b>Interstate 5</b>	<b>I-5 @ S 6th Street, Cottage Grove</b>	<b>Planning study for conversion to complete interchange, exit 172</b>	<b>TBD</b>	<b>Interstate (NHS)/County</b>	<b>26,400</b>	<b>So 6th 2,550</b>	<b>UGB plan amendment needed. ODOT/DLCD concern. No recent activity.</b>

**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**

**BOARD OF COMMISSIONERS'  
REGULAR MEETING  
September 21, 2005  
1:30 p.m.  
Commissioners' Conference Room  
APPROVED 10/12/05**

Commissioner Anna Morrison presided with Commissioners Bill Dwyer, Peter Sorenson and Faye Stewart present. Bobby Green, Sr. was excused. County Administrator Bill Van Vactor, Assistant County Counsel Stephen Vorhes and Recording Secretary Melissa Zimmer were also present.

**16. PUBLIC HEARINGS**

a. PUBLIC HEARING AND ORDER 05-9-21-8/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 Statewide Transportation Improvement Program (STIP).

Tom Stinchfield, Public Works, reported that this is a public hearing item to accept comment as the beginning of the 08/11 STIP process. He noted that process will continue until December and they will have more meetings on the regular STIP process. He indicated that their notice letter asked for candidate projects for the 08/11 STIP by September 9 and they hadn't heard from anyone. He said the ODOT schedule asked for the County to submit a prioritized list of all the requests for the STIP by December.

Stinchfield said the second purpose of this hearing is to comment on the Region 2 large project list. He noted it was an action item in preparation for a meeting with the other areas in Region 2 on September 29. He noted that attachments to the packet explain the process. He said they received a letter on July 21 from Jeff Schiek the Region 2 manager with a draft list of projects for all of Region 2. He indicated that large projects are defined as over \$15 million and the purpose is to get a prioritized region list in place so they are ready if another OTIA funding package or other opportunities come up. He added that there are no identified funds for the large projects currently, but federal earmarks and OTIA have been sources that had come up recently. He commented that for the 08/11 STIP, they don't expect a large amount of modernization money to be available for Lane County. He said the projects that might get funded in the regular STIP process might be smaller than the projects they are discussing.

Stinchfield explained that the draft list sent out by Region 2 had five projects in Lane County. He said staff is recommending adding one project to that list, a rural project on Highway 126 (the Poterf Creek to Noti project) that is funded for development work in the 06/09 STIP. He added that staff is also recommending they separate the projects into two groups, three projects ready for construction or have had significant work done and have funding identified: I-5 Beltline, the West Eugene Parkway and I-5 Coburg interchange. He noted the other projects are called development projects that they want to promote as future projects for construction: Beltline between River Road and Coburg Road that has \$1 million in planning funds identified for it in the STIP, the I-5 Franklin interchange that has system planning and environmental work funded and the Highway 126 Poterf Creek to Noti project. He noted that the I-5 Beltline in the recently adopted 06/09 has \$72.5 million identified for construction and is scheduled to go to bid in February 2006. He said the West Eugene Parkway has \$17.7 million funded for the first unit in the adopted STIP and is scheduled for the completion of the environmental work and a record of decision next spring. He noted that I-5 Coburg has \$14.5 million in the adopted STIP that includes a federal earmark and it has identified funding for an interchange management plan and environmental process.

**LANE COUNTY**

**PUBLIC WORKS DEPARTMENT / 3040 North Delta Hwy. / Eugene, OR 97408**  
**Phone: (541) 682-8911/ Fax: (541) 682-8500**

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December 1, 2005

**RE: Notice of December 14, 2005 Public Hearing on Countywide Modernization Project Priorities for the 2008-2011 Statewide Transportation Improvement Program (STIP)**

To: Elected Officials, Agency Staff, and Interested Parties

The Lane County Board of Commissioners has scheduled a public hearing for December 14, 2005 at 1:30 p.m. at the Public Service Building in Eugene, 125 East 8<sup>th</sup> Street. The hearing is to consider a draft list of countywide modernization project priorities and take action on a recommendation to the Oregon Department of Transportation (ODOT) for consideration in the 2008-2011 STIP process.

The Board held a previous public hearing on September 21, 2005 to begin consideration of project ideas for the 2008-2011 STIP and to recommend a list of Large Project priorities in Lane County. The Large Project listed adopted on September 21<sup>st</sup> is attached for your information.

The focus now shifts to specific 2008-2011 modernization project funding requests. In contrast to the Large Project exercise, which was intended to prepare project priorities for future large project funding opportunities, we do not expect that modernization projects will be funded in large increments during this STIP cycle. Consequently, the attached draft list focuses on partially funded projects that are under project development already. No new projects have been added to the draft proposal.

The Metropolitan Planning Committee (MPC) will be meeting on December 8 to discuss metro priorities. MPC discussion will be reported to the Board as supplemental information prior to the meeting on December 14. Attached for your information is an advance copy of a draft Order and Exhibit A priority list for your consideration. As the Board agenda materials are completed, we will send an additional notice with information on the materials prior to the hearing on December 14th.

Sincerely,

Oliver P. Snowden,  
Public Works Director

*Draft Order with Exhibit A Countywide Modernization Project Priority List for the 2008-2011 STIP*

*Board Order 05-9-21-8 Large Project Priority List*

Stinchfield noted that the Roads Advisory Committee reviewed the list on August 30 and recommended it be forwarded to the Board. He added that MPC discussed the list but did not take any action. He said on September 15 there was discussion about I-5 Beltline and the West Eugene Parkway but no formal action was taken. He added that the Mayor of Eugene indicated her opposition to the West Eugene Parkway being on the list.

Commissioner Morrison opened the Public Hearing.

Scott Purcell, Eugene, favored the large project list. He commented that it helps efficiency from a commuting standpoint and moving goods and services. He sees the wisdom of having the right infrastructure in place for now and for future needs. He thought the timing was good to do this now.

Tim Clevenger, Eugene, commented that the projects being discussed would alleviate many of the community's transportation headaches. He was supportive of the projects on the priority list because he believed they are essential to the future transportation needs that have a direct impact on economic and employment needs. He thought the projects on the list would provide better access to the community, allowing the community to share what is special with everyone. He urged the board to take the steps necessary to make the I-5 Franklin interchange a reality. He wanted to see the West Eugene Parkway built and keep the commitment to move the project forward.

Margaret Boutell, Veneta, stated she represented the City of Veneta. She said the City of Veneta requested that a modernization project, (the widening of Highway 126 between Greenhill Road and Veneta) be added to the 08/11 STIP. She said it would better serve the residents of Veneta and the surrounding area and ensure that business owners considering locating to Veneta have access to a transportation corridor that works. She said that Highway 126 acts as a bottleneck from Greenhill Road to Veneta and 80% of Veneta's residents commute out of town for work. She commented that all residents need access to hospitals, jobs and other services and this type of project would provide better access. She added that the City of Veneta has the largest undeveloped industrial commercial site in the southern Willamette Valley and as the city brings it on line, business owners need the assurance of easy access to transport their goods. She commented that convincing businesses to locate in Veneta requires that they believe that Highway 126 provides adequate access. She said that widening Highway 126 from Greenhill to Veneta would meet the needs of all of western Lane County.

Bob Zagorin, Eugene, supported the I-5 Franklin Boulevard interchange under the development projects. He reported that he chaired the Lane Tourism Infrastructure Task Force that reported to the Board and they found that Lane County has a serious and growing deficiency in tourism infrastructure. He said they recommended a short list of projects to concentrate on and the I-5 Franklin Boulevard interchange was on the list. He believed it would be important for any efforts to link Springfield, Eugene and the University of Oregon and future convention facilities in that corridor to provide better access from I-5 to the metro area.

Roxie Cueller, Springfield, supported the large projects on the list. She said the I-5 Beltline currently is an accident waiting to happen. She said there is a flaw in the design. She thought the projects were wonderful and would solve some of the traffic hazards.

Larry Reed, Eugene, supported the first five projects on the list. He thought they were essential to the future of transportation, economic and employment needs of the area. He said the projects will provide better access to Eugene, Springfield and the surrounding areas and will improve conditions for local residents. He wanted to make sure that the state and federal agencies build the projects. He asked the Board to support the I-5 Franklin interchange on the project list and to take the steps to make the project

a reality.

Terry Connolly, Eugene, represented the Chamber of Commerce. He urged the Board to endorse the projects on the large project list in concurrence with staff's ranking system. He commented that each project was important to the regional transportation system and asked that no one project be more important than the other, but it is the regional transportation system that they all connect to. He said construction of the West Eugene Parkway is the adopted policy of Lane County, Eugene, Springfield and the Lane Transit District. He asked the Board to take advantage and commit to the next steps for the I-5 Franklin interchange.

Kari Westlund, Veneta, supported all six projects on the Region 2 list. She commented there was a crisis with the I-5 interchange at Beltline. She added that the West Eugene Parkway needs to take place. She commented that the projects are expensive but they would be serving the area into the future. She hoped that all of the projects would remain on the list.

Linda Ryan, Eugene, stated she was for the proposed Franklin Boulevard interchange because of the lodging needs on Franklin Boulevard.

Mark Rabinowitz, Eugene, commented that the West Eugene Parkway would never be built. He didn't see a tax increase to pay for it. He stated there was a cheaper way to build the I-5 Beltline project but it was ignored during the public process. He thought the money should go into Amtrak.

Josh Cox, Eugene, stated he didn't have any more to add than what was already said.

Ron Farmer, Eugene, supported all of the large projects that were considered. With regard to I-5 Franklin interchange, he thought they could figure out a way to have an off ramp in Glenwood. He encouraged the Board to support the effort. He noted that the voters voted three times to go forward with the West Eugene Parkway and encouraged the Board to go forward with the wishes of the voters.

Gary Wildish, Eugene, appreciated the Board's actions to push the projects forward. He said they have a dire need of a transportation system in the community. He said they missed the opportunities in the past 20 years to make things happen. He asked the Board to continue to support the issues and help the rest of their partners understanding their roles to push this forward.

Tim Campbell, Eugene, supported each of the large projects for economic reasons, employment and livability for the growing bedroom communities. He asked the Board to push the projects through.

Cheryl Balthrop, Eugene, commented that a sufficient and safe transportation system is vital to the health of the community. She asked the Board to support the projects that had already been presented. She added that the need is to improve the infrastructure now. She asked that the projects be moved forward.

Rob Handy, Eugene, said they owe the community accountability about what there is really money for. He said having a wish list doesn't help them be sensitive to the needs of the other partners in the region. He commented that the West Eugene Parkway is now \$170 million and they have a financially constrained list that only allows \$150 million. He asked how that was consistent with the TSP. He noted that Mayor Piercy had come up with principles for addressing West Eugene traffic issues. He said Piercy said the West Eugene Parkway would not solve the traffic problems. He said they could use mediation with other organizations in the state to come up with creative solutions.

Morvin Thomas, Eugene, commented that the West Eugene Parkway makes sense. He suggested that

the engineers go back and consider the possibility of coming down Roosevelt Boulevard at the Beltline.

Lauri Segel, Eugene, stated her concern was with the misrepresentation from staff that nothing has changed. She noted that the West Eugene Parkway is now \$170 million project versus an \$88 million project. She thought that the Beltline project from River Road to Coburg was a good plan and necessary. She said during the scoping process of the I-5 Franklin project, the consultants and agencies should have been proposing to let the stakeholders have something to respond to so alternatives could be addressed. She added that ODOT never allowed for an alternative consideration. She said for I-5 Franklin to go forward on the big project list when the process had shown to be problematic or unlawful doesn't make sense.

Philip Farmington, Springfield, supported the large project prioritization with I-5 Beltline being at the top of the list. He noted that Peace Health had made investments that could be leveraged by the County and the cities. He encouraged the Board to continue with the I-5 Beltline improvement project.

Ryan Pape, was in favor of all the projects. He looked forward to seeing the projects move forward.

Nick Arnis, Springfield submitted a letter signed by the mayors of Springfield and the City of Eugene.

Margaret Thumel, Eugene, recommended approving the Region 2 large project list. She wanted the Board to set a policy to find out what is best for constituents and the transportation grid because nothing can work unless the roads could take the people to work.

There being no one else signed up to speak, Commissioner Morrison closed the Public Hearing.

Snowden explained that the exercise on September 29 is not to allocate money, as there is no money on the table. He indicated that it is a weeding out process. He said the money that had been programmed for the project is fixed. He added that most of these projects are so large that they are out of the scope of the normal STIP process and there isn't enough money to complete the final phases. He said the idea is to develop a short list that could result in some legislative initiative in the next session to add funding for those particular projects.

Sorenson asked which was the most important of the six projects.

Stinchfield indicated that the I-5 Beltline interchange was most important. He noted there are over 90,000 vehicles per day going through the interchange and it is projected to go to 120,000. He noted there are crash statistics that claim it is the highest 10% of crash locations statewide. He said when they go up to the region, ODOT staff will want to know what projects could be moved forward. So project readiness criteria is important and I-5 Beltline is the only project that has a completed record of decision and is ready to go to contract for future phases. He added the others were in various states of readiness. He said the costs for improvement on Beltline had not been determined but it is an important problem and they want to put it on the radar screen for more work.

MOTION: to approve ORDER 05-9-21-8.

Dwyer MOVED, Stewart SECONDED.

Stewart stated he had taken a tour of the projects and he thought there was a need for the projects to move forward. He added these roads were a priority of his.

Dwyer commented that this was the best shot for the money. He noted the problem was competition

with the other areas in the state.

Morrison supported the motion. She said they worked hard to get some of the projects where they currently are.

VOTE: 3-1 (Sorenson dissenting).

**17. COMMISSIONERS' ANNOUNCEMENTS**

None.

**18. CORRESPONDENCE TO THE BOARD**

None.

**19. OTHER BUSINESS**

Resignation of Justice Court Judge in Oakridge

Van Vactor indicated that Tony Bieda, Intergovernmental Relations Manager, heard back from the governor's office. He said the process to fill the Justice of the Peace takes about eight weeks. He said the governor's office will accept feedback from counties and cities on individual candidates but is not looking for a county or city to formally nominate one or more individuals. He said the governor's office would provide the county or city with a list of candidates once the application period has closed. He said the governor's office would begin the public notification on opening once Lane County has resolved the full-time/part-time issue and boundary of the Justice of the Peace district. He couldn't see any reason to recommend changing the part-time status. He said they need to review the Justice Court boundaries. He thought they should go ahead and notify the governor's office that it would stay part-time and there would be no change in boundaries for the duration of this term in office.

Wilson said with the Justice of the Peace vacancy, the vacancy would run until it can be filled at the next election. She added at that point the person would be elected to fill a full six-year term. She noted that currently all three justices' terms would end in 2008. She stated with the vacancy they would have one justice elected next year. She said they could redistrict the boundaries anytime the Board wanted to, but in managing the question of expanding a district, they should do it before an election.

MOTION: to move to notify the governor about the opening of the Justice of the Peace.

Dwyer MOVED, Stewart SECONDED.

Bieda explained that this was not like filling a legislative opening where the governor is looking for the county commissioners to take the lead and forward three candidates. Instead, the governor's office fills the judicial openings, including these. He said they would advertise, receive applications and will let them know who the candidates are.

VOTE: 4-0.

There being no further business, Commissioner Morrison adjourned the meeting at 3:15 p.m.

Melissa Zimmer