

AGENDA COVER MEMO

W. 16: b.

DATE: December 14, 2005

TO: Lane County Board of Commissioners

DEPARTMENT: Public Works Department

PRESENTED BY: Tom Stinchfield, Transportation Planning Engineer

TITLE: DISCUSSION AND ORDER/In the Matter of Commenting to the Oregon Department of Transportation (ODOT) on the Region 2 Large Project Strategy and Priority List dated October 28, 2005.

I. MOTION

Move approval of the Order.

II. ISSUE

The Board adopted a Large Project List recommendation on September 21, 2005 that was sent to ODOT Region 2. Subsequently, project lists from the four areas in Region 2 were discussed at an All-Area meeting in Salem on September 29, 2005. On October 28th, the Region 2 Manager sent out a draft Region 2 Large Project Strategy for comment. Comments were requested by the end of December 2005.

III. DISCUSSION

A. Background

Board Order 05-9-21-8 (See Attachment 1) was adopted recommending three projects for Immediate Funding consideration and three for longer-term development consideration. Commissioners Bobby Green and Faye Stewart represented Lane County at the September 29, 2005 All-Area meeting and participated in presenting Lane County's projects, discussed projects from other areas, and discussed the Large Project Strategy in general.

Attachment 2 is the October 28, 2005 cover letter from Mr. Jeff Scheick, Region 2 Manager and supporting materials including minutes from the September 29, 2005 All-Area meeting, the draft Region 2 Large Project Strategy, and Appendix A, the list of candidate projects.

B. Analysis

The minutes of the September 29, 2005 meeting are included in Attachment 2. Region 2 staff have produced a draft strategy that includes two lists of projects: an Interstate 5 list and a second list of "high regional priorities". For Lane County, I-5/Beltline Interchange and the I-5/Coburg Interchange are included on the Interstate list. The West Eugene Parkway (WEP) is the only Lane County project on the second list. There is discussion attached to the regional list concerning the remaining hurdles for the WEP

to reach a Record of Decision (ROD). The text says the WEP will remain on the list unless it is determined that FHWA, BLM, or the Corps of Engineers will not grant a ROD. In that case, it could be removed from the Large Project strategy.

Staff has reviewed Appendix A, the list of candidate projects. This appendix has been updated to reflect project requests made at the meeting and new information. For example, it reflects the Cascades West ACT request to combine a long section of I-5, from the South Jefferson exit to Hwy 34 in Corvallis into one large project. This project requests six lanes on this 12-mile long section of I-5 and reconstruction of at least three interchanges.

Lane County requested that the Highway 126, Poterf Cr-Noti project be added to the list of candidate projects in the Appendix. It is not included in the current version of Appendix A.

Staff has prepared a letter to the ODOT Region 2 Manager. Its main point is to request again that the Hwy 126, Poterf Cr-Noti, project be included in the Appendix A List. This may not have any short-term practical effect, but may assist in longer-term funding plans for the project.

C. Alternatives / Options

1. Adopt the Order with Exhibit A, comment letter on draft strategy.
2. Modify Exhibit A (comment letter) as desired by the Board.
3. Decline to comment further on the draft strategy now.

D. Recommendation

Option 1.

E. Timing

Action is requested today to meet the end of year comment deadline.

IV. IMPLEMENTATION/FOLLOW-UP

Staff will continue work on the Large Project Strategy as requested by ODOT and directed by the Board.

V. ATTACHMENTS

ORDER with Exhibit A, Comment Letter on Draft Strategy
Attachment 1 Board Order 05-9-21-8
Attachment 2 October 28, 2005 letter from Region 2 with minutes, draft strategy, and Appendix A, candidate projects

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

ORDER NO.

-) In the Matter of Commenting to the Oregon
-) Department of Transportation (ODOT) on the
-) Region 2 Large Project Strategy and Priority List
-) dated October 28, 2005.

WHEREAS, the Oregon Department of Transportation (ODOT) has requested input from the Lane County Board of Commissioners on the draft ODOT Region 2 Large Project Strategy dated October 28, 2005 and

WHEREAS, the Board of Commissioners has previously sent a list of condidate Large Projects in Lane County to ODOT through adoption of Order 05-9-21-8 after a public hearing on September 21, 2005: and

WHEREAS, the Board wishes to send a further letter of comment to ODOT; now, therefore, it is hereby

ORDERED that a comment letter attached herein as Exhibit A be sent to the ODOT Region 2 Manager for consideration.

Dated this _____ day of December, 2005.

Anna Morrison, Chair
Lane County Board of Commissioners

APPROVED:

12-6-05



Exhibit A

December 14, 2005

Mr. Jeffrey Scheick, Region 2 Manager
Oregon Department of Transportation
Region 2 Headquarters
455 Airport Road SE, Building B
Salem, OR 97301

Dear Mr. Scheick,

Thank you for the opportunity to review the draft ODOT Region 2 Large Project Strategy as mailed with your letter of October 28, 2005. The Lane County Board of Commissioners discussed your letter and the materials attached relating to the Large Project strategy.

We are pleased to see the I-5/Beltline Interchange project and the I-5/Coburg Interchange project on the Interstate list. These are both important projects on Interstate 5 in Lane County. We also note that the West Eugene Parkway is included on the list of non-Interstate Regional projects. We note the text concerning the West Eugene Parkway and the challenges remaining to reach a Record of Decision on that project. Our Board appreciates ODOT's patience in continuing the work of reaching consensus with BLM and the Corps of Engineers on this project.

At the September 29, 2005 All-Area meeting, Lane County representatives presented our candidates for these lists. That presentation included a project information sheet and map for the Hwy 126, Poterf Creek-Noti project. We ask that you include this project on the list of candidate projects on the attached Appendix A.

Sincerely,

Anna Morrison
Chair

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)

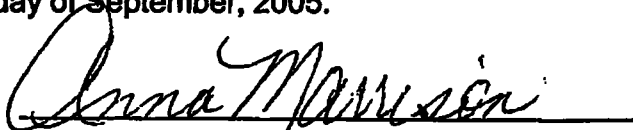
WHEREAS, the Oregon Department of Transportation (ODOT) has requested input from the Lane County Board of Commissioners on a draft ODOT Region 2 Large Project Priority List; and

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/Bettline Interchange**
- 2. West Eugene Parkway**
- 3. I-5/Coburg Interchange**

Development Projects

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



Oregon

Theodore R. Kulongoski, Governor

Department of Transportation
Region 2 Headquarters
455 Airport Road SE Building B
Salem, Oregon 97301-5395
Telephone (503) 986-2600
Fax (503) 986-2630

DATE: October 28, 2005

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

FROM: Jeff Scheick
Region 2 Manager

SUBJECT: Region 2 Large Project Strategy and Priority List

Thank you for your efforts in assisting Region 2 in the development of a large project strategy and priority list. We had a very productive meeting on September 29, the results of which are documented in the attached meeting summary. I am forwarding for you review and comment:

- o Summary of the September 29 meeting
- o Draft Region 2 Large Project Strategy which includes the large project priority list and list of all identified large projects in the Region.

Please share this information with your respective ACTs/County Commission. We would request receiving any comments that your group would like to provide by the end of December 2005. Region staff will utilize your comments to revise this draft and finalize the strategy. The final strategy should be available to you by February 2006. We also intend to share this strategy with the Oregon Transportation Commission and ODOT management.

Thank you again for your past and future efforts in helping Region 2 develop this Large Project Strategy. Please call me if you have any comments or questions.

JS:
Attachments

12/1/200510/28/2005

MINUTES
Large Project Strategy Meeting
Sept. 29, 2005 - 1:00 to 4:00 p.m.
Region 2 Headquarters
455 Airport Road, S.E. – Bldg. B – Room 101

Present:

Lylla Gaebel – Chair, NWACT, Shirley Kalkhoven - Vice Chair, NWACT,
Richard Bjelland - Chair, MWACT, Ken Woods - Vice Chair, MWACT,
Roger Nyquist - Chair, CWACT,
Bobby Green - Lane County Commissioner, Springfield Mayor Sid Leiken,
Faye Stewart - Lane County Commissioner, and Tom Stinchfield, Lane Co. Public Works,
Mike Long - ODOT Project Delivery Manager, Erik Havig - ODOT Planning and Development
Manager, Maryann Burgess - ODOT recorder.

Erik Havig opened the meeting with introductions, and thanked everyone for making time to come together for great results. Erik distributed the Connect Oregon booklet that describes recent Legislative action in Senate Bill 71. This multi-modal \$100 million lottery-bond based initiative will invest in air, rail, marine and transit infrastructure to ensure Oregon's transportation system stays strong, diverse, and efficient. The bill is a grant and a loan program that does not include highway projects. The OTC will determine the percentage of grants and loans. Grants will require a 20% match. \$75 million will be divided equally among the five (5) Regions, with Region 2 to receive \$15 million to address non-highway infrastructure issues. The other \$25 million will be awarded by competitive process. The OTC expects to gavel down in June. In November, application packets will be sent to various stakeholders including the ACTS. The Connect Oregon process will be similar to the OTIA process. ODOT Chief of Staff Lori Sundstrom will be delivering a power point presentation to the ACTS on the application process. Julie Rodwell, Program Manager for ODOT's Freight Mobility, will also assist. SB71 provides broad criteria for project consideration:

1. whether the project reduces transportation cost for business;
2. whether it benefits or connects two or more modes;
3. whether it is a critical link measurably improving utilization and efficiency of the system;
4. how much of the cost is being borne by the applicant for grant or loan;
5. whether the project creates construction and permanent jobs;
6. whether the project is ready for construction.

Erik Havig informed the group that the timeline for Connect Oregon will be the same as the MOD STIP 2008-2011 and that this will add more work to the ACTs plates.

Each ACT/Lane County presented their projects and priority rankings as part of this all region process. The following projects were presented in order of priority:

NWACT - Lylla Gaebel, Chair and Shirley Kalkhoven, Vice Chair:

NWACT stressed continued investment improvement for access to beaches, rivers, lakes, and Mt. Hood. Local projects promote livability for the State.

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1) Tillamook Downtown Couplet

This project was listed in the 2004-2007 STIP. It was number two on the STIP list after Seaside. Hwy 6 is now a dedicated freight route and is the connection point to Hwy 101 at the US 101 couplet. The project will alleviate tremendous volume and substandard geometry that cause substantial backups at this intersection. Smooth and safe flow at the north end of the couplet and through downtown is critical to the City's downtown development. The project received \$1 million from the Seaside project reallocation in the current STIP. \$15 million is the estimated cost, although there has been no scoping. There will be a new bridge involved as well.

2) US 101 @ Dolphin Interchange with Parkway connection

This project will improve access to the airport, the National Lewis and Clark Park, and the only industrial park in Clatsop County. Home Depot will be at that interchange. This project is extremely important to the local economy, and would be the beginning and end of a local parkway connection alternate route to US 101 between Astoria and Warrenton. The project could also become part of a larger project known as the Astoria Bypass and truck route project that is currently a planning study. This larger bypass project has been discussed by the local citizenry for 25 years. \$45 million cost is a best guess of the parkway and interchange project.

MWACT – Richard Bjelland, Chair and Ken Woods, Vice Chair:

The ACT developed eight projects of great area importance based on a criteria and point system. They are presenting only five projects. This was the ACT's first time to work the prioritization process. Three projects came in above the others, however all are considered important.

1) Newberg Dundee

This project has ranked at the top for a number of years, and has been through five STIP cycles. It has also received a couple of federal earmarks. The project has completed the location environmental documentation process and has a Record of Decision (ROD) for the location phase. The project will alleviate a substantial congestion point between Portland, McMinnville, and the coast.

2) Woodburn interchange:

This project has been on the list for the last couple of STIP cycles. It just received additional earmark funds. The City of Woodburn has invested \$2.5 million for critical Right of Way. \$3 million in local funds have been secured with additional local matching funds being considered. Woodburn is the only major interchange between Wilsonville and Salem. The area services extensive businesses with three distribution centers that rely on truck traffic. A 100 acre industrial site has been tied to improvement of this interchange. The Drag Strip, Tulip Festival, and Oktoberfest events increase the seasonal number of travelers. Nike Town is opening up at the Woodburn Outlet mall, which is now designated as a tourist destination. Three million people visit the Outlet during the Christmas season, and this has had a traffic impact on area. ODOT and the City are developing an Inter-Governmental Agreement (IGA) with the City of Woodburn for a potential 25% match to the project.

3) OR22 at OR51 Interchange:

This project is at the main turn off from Salem to Independence. The project proposes to replace the at grade intersection with an interchange. This intersection is a substantial safety problem, including several fatalities, and handles a significant volume of traffic. The project would make access management improvements including frontage roads and highway improvements towards an expressway design. The County has received a couple of federal earmarks for this project in the past

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as well as some STIP funds. A \$20 million project, this is the second phase of Hwy. 22 Draft Expressway Management Plan.

4) OR22 at Cordon Road Interchange:

Near the Oregon Correctional Institute, significant land has been sold for industrial developments, and could turn this area into a new industrial hub of Salem. This project has been in discussions for many years and the City and County have secured much of the right of way likely needed. \$20 million is the projected cost.

5) Salem Third Bridge River crossing:

Local COG did a traffic count, and there are more cars that cross the bridge than the Market street overpass on I-5. The project has had some preliminary alternatives evaluated, but has not settled on a preferred alignment. This project will be a substantial project and will affect several areas of Salem and Polk County. Estimated cost is \$200 million.

CWACT – Roger Nyquist, Chair:

1) I-5 Albany to S. Jefferson:

There is a completed refinement plan document for south Jefferson exit to Hwy. 34. Linn County has approved the necessary goal exceptions. Both the City of Albany and Linn County have adopted the refinement plan into their respective Transportation System Plans (TSPs) and Comp. Plans. Linn County has pledged \$250,000 and the City of Albany \$200,000 towards environmental documentation. This project is 10 years behind the curve. The area has substantial congestion and capacity issues. Lowes Distribution Center is being located in Lebanon and the Governor insists on movement of freight. Albany recently annexed a large parcel of land on the east side of project. The residential portion of the annexation went well, but the industrial opportunities will not move forward without this project. Samaritan Hospitals Network intends to build a regional medical facility on the east side of I-5, but will not begin until the traffic and logistics issues are resolved. No cost estimate is readily available for this section but will be well over \$100 million.

2) Van Buren Street Bridge Corvallis:

This is a 50 year old bridge. The bridge is a single lane structure leaving Corvallis. The approach to the bridge is three lanes which creates significant downtown congestion. During 5:00 p.m. traffic rush hour, it is bumper to bumper. Estimated cost is around \$20 million, and is in a preliminary stage.

3) Lincoln City US 101 Logan – 29:

Lincoln City US 101 consists of two lanes handling 20,000 plus cars during summer months. The project would widen the highway to the ocean side of Lincoln city to the D River Wayside. This project does not have environmental documentation completed yet.

4) Newton – Neer – Philomath/Corvallis:

This project has a bridge involved. Now that the Philomath couplet and Pioneer Mountain Eddyville project is nearing construction – this area now becomes a choke point.

2, 3, 4 scored equally.

LANE COUNTY - Bobby Green, County Commissioner; Fay Stewart, County Commissioner; Sid Leiken, Springfield Mayor; and Tom Stinchfield, Lane County Public Works

1) **I-5 Beltline**

This has always been the Area's #1 project. It has an approved environmental decision. It is a priority project to be in construction in 2006. The interchange is a vital link in the northern part of the metropolitan areas of Eugene and Springfield. The first phase of the project is fully funded and includes funding from the cancelled Seaside project. In addition \$20 will come from Federal Earmark funds. The second phase of the interchange and the Gateway intersection elements are still unfunded.

2) **West Eugene Parkway (WEP)**

This project provides a new high level facility connecting OR 99 to OR 126. The eastern segment would become a local arterial to access substantial industrial lands. The western segment would be a new state highway from the Beltline Highway to OR 126 near Fisher Road. The project will improve mobility in western Eugene from West 11th Avenue, now highly congested. The project has substantial environmental issues and regulatory challenges to overcome. It has been supported through three public votes. The project is completing the Final supplemental EIS for the project.

3) **I-5 @ Coburg Interchange**

This project will modernize a rural style existing interchange. Monaco Coach and Marathon Coach employ 3,300 people that travel this interchange daily. The interchange serves a large employment area of the County. \$14.5 million has been secured by Lane County, including several million in earmark funds. The project is completing some of the initial planning work, but has not started the NEPA documentation. The project is estimated at about \$20 million.

4) **Beltline (Delta - Coburg)**

This project is still in the developmental stage. Beltline Highway between I-5 and River Road carries about the same number of vehicles as I-5 in the Eugene/Springfield area. Congestion levels have increased dramatically and there is a need to add capacity to this section of the highway. Funds have been set aside from the Region Planning Program to do initial planning work. Funds from the 2006 - 2009 STIP have been reserved to begin NEPA for the project.

5) **I-5 Franklin Interchange**

Currently it is half an interchange. Eugene and Springfield recognize this location as a gateway to both communities. The cities have asked to begin the NEPA documentation for the possibility of adding ramps to and from the north. The project is currently in a planning phase evaluating the purpose and need and feasibility of adding the ramps. This project would give residents access between Franklin Blvd and I-5 to and from the north which is not currently accommodated by the existing partial interchange.

6) **OR 126 - Porterf - Noti**

A rural modernization project has had two earlier phases. The current STIP has \$500,000 set aside for the 4.5 miles from mp 37.44 to mp 41.83 to complete initial environmental documentation. There are issues related to widening the alignment.

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Erik led a Group Review and a Discussion of Area Priorities. He stressed the opportunity for the group to ask questions on how each Area rated their projects, and how projects compare to the total region large list. The goal is for general understanding of Area priority projects and their context with all projects to Regional importance. As far as project readiness, Erik explained that ODOT is not concerned about how far the project has been readied, but rather that the Transportation Systems Plan (TSP) is being worked.

Richard Bjelland of MWACT discussed his ACT's prioritization process. Each MWACT member evaluated and ranked projects according to established criteria, to reach a "most relevant" list. Using the established criteria, weights were assigned. 100 points were available for each project. Each project was studied objectively according to the criteria, and total points were tallied. Subjectivity and politics were eliminated that had often existed in the past. This approach has potential merit that could be applied in many meaningful settings. Richard will send the list of criteria, point system, and weight to the group. Dan Fricke, ODOT and Richard Schmid COG assisted this process. The I-5 project south of Salem that would widen I-5 was rated by all sixteen members as the least important. The ACT understands that additional pressure may surface to widen I-5, but the MWACT still supports the priority projects they presented. MWACT did discuss toll roads as a funding opportunity. Many believed motorists would go around the toll however. Newberg Dundee is considering this possibility.

A question was raised concerning local match expectations from ODOT. Erik explained that there is clear direction from the OTC that they would like to see a match from local communities. At this time they are considering both hard and "soft" match options such as jurisdictional exchanges. OTC intends communities will protect interchanges as they were designed. Erik said there is no policy on requiring a match at this time. However, the OTC is expected to discuss this issue soon.

The group discussed I-5 interchange improvements and acknowledged more support for those than just the I-5 projects themselves.

Shirley Kalkhoven of NWACT stated that their criteria were similar to MWACT. They incorporated the OTC criteria and added what was important to their own ACT with point values. Their group divided into two sub groups, Clatsop and Tillamook County, and Columbia County and Washington County in Region 1. Their ACT came to consensus and they are now out for public comment. She raised the issue of high seasonal traffic increases on the coast that ODOT traffic numbers don't always account for. The ACT is concerned with the potential precedent set through the Seaside project vote and legal decision. Their group is asking for an opinion from the Attorney General on this topic. The OTC sent a clear message to every community about what happens when projects are put to a public vote. Gail Achterman made a point that there is such a demand for funding, the main criteria is that the community must support it. All future allocations of dollars will be with committed communities. Shirley explained that both Tillamook and Dolphin Road are included in a TSP.

Roger Nyquist related that CWACT and the Albany Chamber of Commerce President along with the community are on the same page. They are expending some energy around the "meth" problem. They have I-5 issues as well. The Board of Commissioners approved some land use action, and did approve the TSP. Now the area must go through a full NEPA process, and an Access Area Management Plan must be adopted. These interchanges come nowhere near meeting any federal guidelines. Shirley wanted to know why Spencer Creek Bridge, a temporary bridge, has been listed for some time. This

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temporary Bridge has been listed for ten years, and is very close, in funding the \$17 million total. Erik suggested that CWACT prioritize Spencer Creek. He suggested Roger take this back to Vivian and the group.

LANE County discussed the I-5 Beltline as a major employment center. Oregon Medical Labs has 600 employees, Royal Caribbean has 1,000, and the Hospital will employ 7,000 by 2012. The problem with I-5 beltline is the cloverleaf with a short merge. This project would be a redesign to improve safety. The Franklin Blvd interchange will emphasize access to and from the North. It is closely connected to the access to the University of Oregon planned Arena Project, and to improve access to Autzen stadium during games. The WEP has voted three times, and has had a positive result each time. Last vote was in 2,002. Getting to a build decision with US Army Corp of engineers will be a huge hurdle. Item 3 on the County's list is an interchange for the second largest RV center in the U.S. This project scored very close to the WEP. Shirley Kalkhoven inquired why all Lane County projects are in Eugene. She wondered about other Lane County projects that may need consideration.

Erik Havig wrapped up the meeting by stating that a regional list with 17 projects won't make a case with the OTC. Erik asked what the number should be. The group would like to have the entire list – even the three from MWACT that were not listed. Lylla Gaebel (NWACT) suggested listing I-5 projects separately. Erik would like a more focused list around 6 to 8. Roger Nyquist (CWACT) would like to see four I-5 projects: Woodburn, Albany, Coburg, and Beltline, and three community projects: Tillamook Couplet, OR22/51/ and Van Buren Street Bridge. The question was raised if an element for consideration would be that the project will go to construction. Readiness for construction needs to be considered. Members liked showing an I-5 list with a cut line, then the rest of the projects with a cut line. Shirley Kalkhoven and Lylla Gaebel reminded the group that \$20 million came from NWACT. Tillamook County shuts down if there is trouble at the Tillamook couplet. Richard Bjelland suggested a list of six might be a better number for funding. Shirley was concerned that the earmark might be cut on Pioneer Mountain Eddyville.

As a result of the meeting, the Region will:

1. prepare detailed meeting minutes, and disperse them to the groups
2. develop a draft proposal for Region Large Project List
3. develop Large Project Strategy Program and Implementation document that
 - Covers philosophical aspects of the strategy
 - Covers expectations for implementation
4. will have this product out and will have engaged the Area Managers
5. send Strategy and List to Areas for one final review and comment – comments due by end of December, 2005
6. have the Final Strategy and List to be published January, 2006

Meeting adjourned at 4:12 p.m.

Region 2 Large Project Strategy

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

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

Process

The concept and process for the development of the Region 2 Large Project Strategy is defined in "*Region 2 Modernization Prioritization Process for the 2008-2011 Statewide Transportation Improvement Program*". This paper has been prepared as a guide to the ACTs/Lane County for developing modernization priorities. The Large Project List is identified as a product that Region 2 would develop and maintain with the assistance of the ACTs/Lane County.

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

Large Project Strategy

Strategy Statement

The Region 2 ACTs and Lane County recognize that there are many large significant projects that have an important impact to local, regional, and state transportation and economic objectives. The I-5 is the backbone of the transportation system within the Region. There is also a high priority on other key regional routes important to the Willamette Valley and North Coast area of the State. As such, the Region 2 Large Project Strategy Priority Project List has

been separated into two distinct categories. One category covers the I-5 Corridor, and the other is more focused on high regional priorities. It is important to note that these regional priorities may have a substantial statewide benefit. This strategy does not place a priority on one category over the other.

Priority Project List

I-5 Corridor Project Priorities

- I-5 @ Woodburn Interchange
- I-5 @ Beltline Highway Interchange
- I-5: South Jefferson Interchange to OR 34 Interchange
- I-5 @ Coburg Interchange

Regional Project Priorities

- Newberg - Dundee Transportation Improvement Project
- US 101 - Tillamook Couplet
- Van Buren Street Bridge (Corvallis)
- West Eugene Parkway
- US 101 @ Dolphin Interchange and Parkway

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

It is recognized that the Newberg - Dundee project is currently a potential candidate for a public-private partnership. If this is funded through a public-private partnership whereby full project funding is achieved, this project will be removed from the list. Additionally, the West Eugene Parkway project is a project that has been on numerous STIP editions. There are still several substantial hurdles to successfully complete before construction can begin on this project. As long as the project remains viable, the Region will retain it on this list. If it is determined that a Record of Decision for the environmental document will not be granted by FHWA or either of the other two Coordinating Federal Agencies (BLM or USACOE), then this project will be re-evaluated and could be removed.

APPENDIX A

Region 2 Large Project List

2008 - 2011 Statewide Transportation Improvement Program
Region 2 Large Projects

PROJECT NAME	HIGHWAY	MILEPOINT		COST ESTIMATE	FUNDING HISTORY*	PURPOSE AND NEED	CURRENT STATUS OF PURPOSE AND NEED
		TO	FROM				
AREA 1							
Tillamook Downtown Couplet Improvements	US 101 (and OR 6)	65.25	65.82	\$15,000,000	04-07 STIP - \$1,000,000	Heavy seasonal volumes and substandard geometry result in long queues of traffic on both Highway 101 and OR 6 in downtown Tillamook. Smooth and safe traffic flow at the north end of the couplet and through downtown is critical to the City's downtown development.	project is included in the Tillamook TSP
Dolphin Road Interchange and Parkway Connection	US 101	7.5	8.7	\$25,000,000	No STIP funding to date	Interchange needed to improve capacity and manage access to Business 101, which serves the Astoria Airport, North Coast Industrial Park, and growing employment centers in Warrenton.	project is included in the Clatsop County and Warrenton TSPs
AREA 3							
Newberg-Dundee Transportation Improvement Program	OR 99W	21.00	29.79	\$ 400,000,000	98-01 STIP 03 STIP 05 STIP 07 STIP 09 STIP - \$13,890,000	OR 99W/OR18 is the major corridor between the Portland metro area and the central Oregon Coast. The corridor in the Newberg-Dundee area experiences severe congestion during weekend peak periods from pass-through traffic. Weekday peak period congestion has increased as well.	Tier 1 (Location) EIS (ROD anticipated late summer 2005)
Woodburn Interchange	I-5/OR 214	271.53	272.87	\$ 48,000,000	02-05 STIP 07 STIP 09 STIP - \$14,705,000	The existing interchange experiences congestion especially during afternoon peak periods. Congestion is expected to worsen as a result of existing and anticipated planned development.	Environmental Assessment (published July 2005)
OR 22 @ OR 51 Interchange	OR 22/OR 51	20.03	20.75	\$ 20,000,000	04-07 STIP 09 STIP - \$4,060,000	The intersection of OR 22 and OR 51 in Polk County is projected to operate above Oregon Highway Plan Mobility Policy standards in the near future. The intersection also has a crash rate higher than the statewide average.	Expressway Management Plan (completion late 2005)
OR 22 @ Cordon Road Interchange	OR 22	2.61	2.98	\$ 20,000,000	2004 earmark - \$500,000 City of Salem - \$200,000 Marion County - \$60,000	Significant industrial and office development is expected to occur in the area of Cordon Road near where it crosses OR 22. This project will improve access to the property.	Salem TSP/SKATS RTSP

Salem River Crossing				\$ 200,000,000	2004/2005 earmarks - \$1,150,000 SKATS STP - \$1,000,000 City of Salem - \$200,000	The existing Salem bridges carry more traffic than I-5 at Market Street. They are the only connection from the downtown area to West Salem and the only connection across the Willamette River for a significant distance in either direction. The bridges currently have sufficient capacity to carry the anticipated traffic demand, however, the bridgeheads experience severe congestion during AM and PM peak periods.	Salem TSP/SKATS RTSP (Willamette River Crossing Capacity Study)
OR 18 - Valley Junction - Fort Hill	OR 18	22.90	23.85	\$ 32,000,000	No STIP funding to date	OR 18 is the major connection between the Portland and Salem areas and the central Oregon Coast. This highway is also the major access to two tribal casinos which are major tourist attractions. The highway in this area experiences severe congestion during the week end peak periods.	OR 18 Corridor Refinement Plan - H.B. Van Duzer Forest Corridor to Steel Bridge Road
I-5 - Kuebler Blvd. - Illahe Crossing	I-5	247.10	251.14	\$ 120,000,000	No STIP funding to date	I-5, south of Kuebler Boulevard, is projected to operate well below Oregon Highway Plan standards in the near future. This project would complete the widening of I-5 through the Salem area.	EIS (ROD in 1985)
I-5 - Santiam River - Illahe Crossing	I-5	240.69	247.10	unknown**	No STIP funding to date	Oregon Highway Plan Mobility Policy standards are currently exceeded on this portion of I-5. Congestion and safety issues will need to be addressed.	Marion County TSP Update (to be adopted late summer 2005)
AREA 4							
I-5 - OR 34 to Santiam River***	I-5	240.69	228	unknown**	No STIP funding to date	The Millersburg I-5 Refinement Plan and the Albany I-5 Refinement Plan establish the need for additional travel lanes, elimination of the Viewcrest and Murder Creek Interchanges and replacement with a new Tank Farm/Berry Drive Interchange near MP 236.5. Existing traffic volumes result in freeway mobility and interchange mobility conditions that exceed OHDM Standards and OHP Standards.	2005 Linn County Comprehensive Plan Amendment has been approved authorizing six travel lanes on I-5 between the Santiam River and ORE-34 and approving replacement of the Viewcrest and Murder Creek Interchanges with a new interchange near MP 236.5 (Tank Farm Interchange). The Albany Transportation System Plan includes reconstruction of the Knox Butte and Santiam Interchanges, and additional travel lanes through the section.
I-5/Tank Farm Road Interchange***	I-5	238.22	235.6	unknown**	No STIP funding to date	The Millersburg I-5 Refinement Plan establishes that the Tank Farm Interchange is constructed and the Viewcrest and Murder Creek Interchanges are eliminated. OHP mobility standards are being exceeded within the section. The refinement plan solution addresses congestion, safety and connectivity with the local system	2005 Linn County Comprehensive Plan Amendment establishes the purpose and need and likely solution for the project.

I-5/Knox Butte Interchange***	I-5/ORE_99E	235.01/0.65	233.64/0	unknown**	No STIP funding to date	The Albany I-5 Refinement Plan establishes that the Knox Butte and Santiam Interchanges are to be reconstructed, adding a Knox Butte SB onramp and a Santiam Interchange SB off-ramp. Santiam Interchange bridge will need widening to address congestion. OHP mobility standards are being exceeded within the section of I-5 and US-20. The refinement plan solution addresses congestion, safety and connectivity with the local system.	The purpose and need, and likely solution is included in the Albany TSP.
US 20 Interchange***	I-5/US 20	233.64/1.45	232.50.71	unknown**	No STIP funding to date	Albany I-5 Refinement Plan establishes that the Knox Butte and Santiam Interchanges are to be reconstructed, adding a Knox Butte SB onramp and a Santiam Interchange SB off-ramp. Santiam Interchange bridge will need widening to address congestion. OHP mobility standards are being exceeded within the section of I-5 and US-20. The refinement plan solution addresses congestion, safety and connectivity with the local system.	The solution is included in the Albany TSP.
Van Buren Street Bridge Replacement	ORE-34	0.34	0	\$15-19	\$4.2 (2009-2009 Draft STIP; does not includes funding to paint existing bridge)	The purpose of the project is to increase capacity; improve traffic flow and safety; maintain connectivity; and meet multimodal transportation needs for the area served by the Willamette River (Van Buren Street) Bridge. The project is needed because the existing bridge (constructed in 1913) is functionally and geometrically obsolete and cannot feasibly be repaired or widened to improve traffic flow and capacity or to meet multimodal needs for the projected demand 20 years into the future. The existing bridge was judged to be functionally obsolete in the 1970s and has been slated for replacement since that time.	Corvallis, Benton County, and Linn County have each identified the need to replace the Van Buren Street Bridge in their respective transportation plans.
Corvallis Bypass - North Leg	US 20	?	?	\$16,000,000	No STIP funding to date	The purpose of the project is to provide an alternate route for through traffic, particularly heavy truck traffic, so that it can bypass the downtown business district of Corvallis. This phase of the entire bypass would result in 2 lanes and an at-grade intersection with ORE-34.	A goal exception and plan amendment was accomplished before completion of the 1983 FEIS. The 1996 City of Corvallis TSP identifies the project as needed for a population of 62,500.

US 20 - Newton Creek to Neer Street	US 20	54.39	51.33	\$18,000,000 (1992 estimate)	No STIP funding since mid-1990s	The purpose of this project is to provide the needed highway capacity for motorized vehicles, bicyclists and pedestrians, the transportation system connectivity, and where necessary, property access, to allow this section of US-20 to operate as expected for a statewide highway freight route, twenty years after project construction.	Project is included in the 1996 Corvallis, 2001 Benton County and 1999 Philomath TSPs. Environmental Assessment completed 1992, Hearing Study Report completed in 1994. No REA published.
US 20 - Circle Drive - Albany Willamette River Bridges	US 20	10.44	2	\$16,000,000	No STIP funding.	The purpose of this project is to provide the needed highway capacity for motorized vehicles, bicyclists and pedestrians, the transportation system connectivity, and where necessary, property access, to allow this section of US-20 to operate as expected for a regional highway, twenty years after project construction. Existing traffic volumes, and turning movements exceed the OHP mobility standards.	Project is included in the 2001 Benton County TSP, identified as a need 2010-2020.
US 101 - Logan Road - 23rd Street	US 101	113.82	112.78	\$25,000,000	\$0.75 (2006-2009 STIP)	Traffic congestion impacts the US-101/Logan Road intersection and the 2-lane section to the south. V/C ratios at the intersection in 2004 = 0.90, projected in 2025 at 1.50. The highway section south of the intersection is 2-lane and over capacity in the design hour. Continued development in the Lincoln City area in response to tourism call for four travel lanes, sidewalks and bike lanes south of the intersection; to include 3 left-turn lanes and 3 through lanes for NB; 1 left-turn lane, 3-through lanes and 2 right-only lanes for a V/C of 0.90 in 2025.	Intersection and highway section identified by TPAU in 2005 Draft Lincoln City TSP.
Spencer Creek Bridge - Unit 2	US 101	134.34	134.05	\$17,000,000	\$8.358 (Unit 1)	Unit 2 will shift the highway alignment 50 feet east of the current highway alignment to control erosion that is impacting the current alignment.	Purpose and Need is defined in the 2003 DEIS
AREA 6							
I-5/Beltline Road Interchange	I-5	194.5	196.5	\$125,000,000	06-09 STIP - \$72.5 06-09 STIP - \$3m (phase 3)	The purpose of this project is to correct the operational and safety deficiencies of the existing I-5/Beltline Interchange and the Beltline/Gateway intersection. Improvements would meet current and projected traffic demands, support community vitality and livability, provide improved bicycle and pedestrian connectivity, and minimize impacts to the natural and human environment.	Revised Environmental Assessment - FONSI July 2003

West Eugene Parkway	OR 126	5.8 miles of new alignment		\$169,000,000	06-09 STIP - 17.7m (Unit 1 Part A)	The primary purpose of the West Eugene Parkway project is to support orderly and planned growth in West Eugene by improving the transportation of people, freight and services through and to the western half of the City of Eugene, between Highway 126 to the west and the I-5/105 corridor to the east, thereby improving access between Eugene and West Eugene business and residential neighborhoods and points west of the project area.	SFEIS in process, ROD anticipated by Spring 2006.
I-5/Coburg Interchange	I-5	198.5	199.5	\$20,000,000	\$3m - 2004 Federal Annual Authorization \$2.5m - 2005-2009 Lane County CIP	Purpose and Need pending IAMP completion.	IAMP in development, OTC and Local adoption anticipated Spring 2006. Federal Annual Authorization to cover NEPA.
River Road - Coburg Road	Beltline Rd.	8	12	unknown**	06-09 D STIP - \$1m (pending facility plan completion)	Facility planning effort to develop purpose and need. Currently highest volume roadway in MPO area, with associated congestion and safety problems	Facility Plan scheduled to begin June 2006
I-5/Franklin Proposed Interchange	I-5	188	194.5	unknown**	Region 2 Planning Budget - 500k to complete phase 2	To be developed as part of Phase 3	Developing problem statement as part of currently funded phase 2 refinement plan now underway.

* - because dollar amounts in the STIP are not additive from one STIP cycle to the next, the amount indicated is for the most recent STIP update only. References to previous STIP updates are provided to indicate the funding

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

*** - The Area 4 I-5 projects have been combined into one larger project (I-5/South Jefferson to ORE-34) that will include widening I-5 to six travel lanes, construction of the Tank Farm Interchange, and improvements to the Knox Butte and US 20 interchanges.