

Attachment 3

MINUTES – RAC Public Hearing on February 22, 2006

ROADS ADVISORY COMMITTEE

February 22, 2006
6:30 p.m.

MEMBERS PRESENT: Pete Maury, Tom Poage, Jack Radabaugh, Rex Redmon, Leo Stapleton

MEMBERS ABSENT: Don McClure, Jody Ogle

B/CC PRESENT: Bobby Green

COUNTY STAFF: Ollie Snowden, Sonny Chickering, Tom Stinchfield, Bill Morgan, Mike Pattle, Howard Schussler, Frank Simas, Vonnie Rainwater

Stapleton called the meeting to order at 6:30 p.m.

I. PUBLIC HEARING – FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM (CIP) FY 06/07-10/11

Morgan introduced the Roads Advisory Committee. He gave a brief overview of the CIP. It all starts with the financial plan. The first part of this presentation we'll talk about the finances because it is a lot about dollars and cents. First is the Road Fund Revenues. The federal timber receipts has been in the news a lot; \$20 million a year for Secure Rural Schools & Community Self-Determination Act. This 5-year draft CIP assumes that the Secure Rural Schools funding will be reauthorized at 100%. In the news last week the full reauthorization was not on the table for the Bush budget. We get about \$15 million for State Highway User taxes and fees. In addition, there's another \$5 million in revenue for a total of about \$40 million. Second are the Expenses – operation, maintenance and preservation. Around \$35-\$40 million per year alone to preserve and maintain what's in the county. What we've been doing is drawing down the road reserve fund. In essence that is what has been paying for all the capital improvement projects that we've been doing in the past year. This is the expense forecast. When you crunch the numbers on the lower right, we're showing that we have more expenses than revenues. If you go to the end of the 5-year cycle, we have about \$8 million left and that is just to pay ongoing payroll and expenses for our projects. What we're doing with this five-year snapshot is we're spending all of our reserve down and it's also assuming full reauthorization of Secure Rural Schools.

Morgan stated that one notable project this year that staff thought very hard about was the Delta/Beltline Interchange. The conclusion made was that without policy mobility standards being met that meant that ODOT is tied to this project because of Beltline. We have not been able to obtain any approvals that meet their mobility standards or their design standards. However, ODOT has programmed planning funds and STIP funds to study the section of Beltline from Coburg Road to River Road. We have identified \$1.1 million in the Safety Category to be used for short-term safety improvements and that is what staff has recommended in this draft.

The \$2.5 million annual County/City Road Partnership payments will end after FY 06/07. The overlays and pavement rehab and covered bridge rehab projects have been placed under a new category Preservation & Rehabilitation Fund and a lot of those funds are flat or decreasing. We are not increasing our overlay and pavement rehab funds even though the price of oil and rock are continually going up for the 1400 miles of road that we're maintaining. In the categories Safety Improvements and Fish Passage projects, we're also showing a single allocation in the second year instead of showing amounts in every year. We're tightening our belt in these programs. We're also reintroducing Projects for Development. We're continuing to use the Project Prioritization Matrix which provides a 9 point ranking system for each of the projects that we're showing in the committed, proposed draft, and the Projects for Development list.

Tonight is providing an opportunity for everyone present to speak. Staff will be reviewing the public testimony and written comments. The public record is left open until March 3. Staff will be reporting

back to the Roads Advisory Committee for deliberation and recommendation on April 5. After that it will go to the Board of Commissioners with a recommendation at their public hearing and adoption in late April or early May.

Stapleton opened the public hearing.

1. **Kurt Corey, City of Eugene Public Works Director, 858 Pearl St., Eugene.** He submitted written testimony. He focused on the theme of the written testimony. The theme is partnerships. The City of Eugene and Lane County have certainly enjoyed many past successes through partnerships from both a financial and business perspective. To name a few – the Broadway reopening, Federal Courthouse transportation improvements, Ferry Street Bridge project, Game Farm Road project, Irvington Drive improvements, the successful rewrite of the County/City Maintenance Agreement. Partnerships have been an important part of containing costs and building upon a successful infrastructure in the Eugene region. The City/County Partnership showing as going away in the CIP and although it has been reduced over the years to its current level has really become a symbol of a partnership resulting from transition agreements over the years where services previously provided by Lane County have been taken on by the City of Eugene. To the extent that the CIP proposes discontinuing payment as of July 2007, the City of Eugene with its documented difficulties in its own Road Fund will again be faced with an additional \$1.2 million annual hole in our operations and maintenance budget. The CIP also proposes discontinuing the OTIA III pass-through payments and certainly this has been a gesture appreciated by Lane County cities and certainly appreciated by the City of Eugene. It is certainly recognized that Lane County is not bound to continue this transfer. I can tell you that the additional monies that have come in through that partnership arrangement have been greatly appreciated and have been instrumental in capital preservation of the lane miles of city streets in the Eugene boundaries. Having said all that, we certainly understand the financial difficulties facing the Road Fund and we're painfully aware of financial difficulties facing street maintenance activities. I just wonder about the appropriateness of the apparent balancing of these difficulties on the backs of the Lane County communities and certainly and specifically on the backs of Eugene roads. In addition, the CIP proposes a significant reduction in the funding for the Delta/Beltline Interchange improvements. This is one that I would put in the category of incredibly bad timing. We know that the work that is about to get underway at the I-5/Beltline Interchange was made possible in large part by public and private partnership made possible by a large developer coming to the table and help put in place improvements that as a regional priority needed to be done anyway. Now we're faced with the potential opportunity for another major developer to bring some money to the table to help assist with some improvements that I think everyone would acknowledge needs to be done anyway. To the extent that we might consider seed money, the local contributions dry up and I think we jeopardize the incentive to do that. I make these comments not as a proponent or opponent or making any particular statement about whether we have a hospital in the neighborhood, the work at Delta/Beltline needs to be done anyway as has been recognized for a number of years and as evidenced by funding being included in the current TransPlan. In conclusion, my plea tonight would be to reconsider the assumptions that have gone into preparing the CIP while acknowledging the extensive efforts that the staff puts into these documents. Just wondered if an additional, more critical look at some of the assumptions might ultimately lead to a more positive result to continuing some of our past partnerships.
2. **Roxie Metzler, 43081 Deerhorn Rd., Springfield.** My husband Dick and I have lived across from Weyerhaeuser Spur Road 5100 for 12 years. I brought some documents for the County. In talking with Mike (Russell) earlier, apparently the ownership your acceptance of the east end of Deerhorn Road is not any longer in question. But just in case, my neighbor went down 15 years ago to prove that you own the road and are responsible for its upkeep. A lot of us who have lived there for 10 years or more in Baxter Acres were very patiently waiting for the County to do the right thing with that road. It's very unsafe the way it is right now and we thought you'd get tired of grading it and rocking it and costs would add up to the point where you would go ahead and pave it, because it really is a cost-effective thing to do over the long run. We also totally understand and appreciate the funding issue but our reward for waiting patiently for 15 years has been at the perennial bottom of the list so far. There are some issues if you pave the road.

You're going to have ice issues, you'll need to do upkeep and maintenance, striping, there are fishermen who come up there and park in the roadway. We've been living with that for a long time. It's going to require quite a bit of re-engineering to widen it and pave it. It needs guardrails. We have year-round logging traffic from two Weyerhaeuser spurs. We haven't been pushing it because we thought it was going to be done in good time and it hasn't been. If and when it is paved, and you do implement an improvement, it's really important that it be done right and there are some real needs when that happens. One of them is adequate signage because it is residential as well as a logging road. It has changed radically in the last 5 years because nearly all of the lots have been built on and the population has probably about doubled if not more in the last 5 years. You need parking for fishermen and sightseers. It needs to be kept up and de-iced. We have no enforcement presence whatsoever; that's a whole other issue. It does need designated speed limits when it's paved because one of our fears is that if it is paved, it will increase the traffic and the speed. You need to recognize the heavy logging traffic. It's also heavily used by pedestrians from Bridge Street, who walk as well as bicycles in the summer. It does have some significant hazards that have been ignored. We wrestle with log trucks in narrow spots. The Weyerhaeuser drivers are usually pretty careful and good to work with but it's still hazardous. It's the people who don't know the conditions that have problems. Rural Lane County pays a little over one-third of property taxes in the county of the collected property taxes. Just as in public safety, we aren't getting our fair share back. In public safety, rural Lane County gets 20% or less of the services when we pay in over a third. At the very least, we're not getting our fair share back in road funds either. We see millions being spent on what are essentially city streets, i.e. Jasper Extension, and in the meantime we're on a one-lane dirt road with turnouts since 1977.

3. Paul Alliguie, 43103 Deerhorn Rd., Springfield. I'm here to speak on the paving of 1.2 miles of Deerhorn. I was here at the Roads Advisory Committee a couple of months ago. I have a signed petition along with the 1977 document that indicates it is a Lane County road. To emphasize what was previously said about the traffic and the danger, the dust is unbelievable. If you have a logging truck in front of you, you can't see even if you're going 15 mph. When it's raining, there's obviously mud and it becomes a slip and slide. Going into the curves, it's very dangerous. Potholes were a big issue with the maintenance, but they have been excellent about coming out after the fact to fix them. Of the 26 homes out there, during the walking season that has started now, there are more than 800 log trucks per month coming out on Deerhorn. There are about 3,000 vehicles per month traveling on Deerhorn. This becomes a real hazard. There is only a small stretch that doesn't meet County road standards now. Their narrowest spot is 17'6". The road base right now is excellent. It could be chip sealed in preparation for paving at a later date and that would help out immensely. He got a phone call about 3 weeks ago from Road Maintenance and they were thinking about chip sealing it next year. He asked for some documentation to prove that but hasn't received anything. He feels the 26 homeowners, plus the truck drivers, fisherman, and people walking and on bikes would really like to see this road paved. It has become a necessity now.
4. Ron Petitti, Mayor of Creswell, 460 Magnolia Dr., Creswell. He supports the improvements to Harvey Road in Creswell. Harvey Road is a main arterial road access to the high school. Creswell has experienced quite a bit of growth over the last few years and is continuing to the north, which will put more pedestrians and bicycles on Harvey Road. Currently, Harvey Road has nothing outside of the fog line. You can't walk along the road. It's the main access to the high school and we have kids walking down the fog line to the school. It's a critical improvement for Creswell.
5. Ken Raymen, 2150 Laura St., #25, Springfield. He supports the Laura Street project. He has been at this for over a year and has spoken to Springfield and County employees and they have been very considerate and patient. It's a very confusing thing going on knowing who owns what. He thanked Commissioner Dwyer, Mike Pattle and Ed Chastain for their help in guiding him in the right direction. Last May he made a presentation at the Commissioner's meeting about this. He submitted his drawing of Laura Street. For a little street it has a lot on it. His main concern is the amount of traffic using the street especially in the afternoon when school gets out. There is no shoulder; it's 22 feet wide. There's only gravel on one side and grass and mailboxes on the

other. Kids have to go on the street to get where they want to go. There are about 1500 people living along this street. The women who live in the apartment complexes or mobile home park have to function somehow on Laura Street. The nearest grocery store is Safeway on Q Street. The women push strollers walking to the store. They have to walk on the street because the gravel is too hard. People in motorized wheelchairs have to do the same thing. He would like to see something put on the east side of Laura Street that is paved so people can access up and down Laura Street. Although there is only one speed limit sign on the street, Laura Street is 40 mph. Going south there is no speed limit sign.

6. Bob Biswell, 1750 W. 1st Ave., Junction City, representing the Junction City Historical Society. He supports the Milliron Pioneer Cemetery and is registered with the State Historical Cemetery Commission and has State protection. His concern is that the cemetery was placed before the road and now the road abuts right up against the cemetery. His concern is that the assumptions that are made for traffic flow, the cemetery got overlooked. He wants to work with someone to seek solutions not to stop the show. Junction City has a lot of development going on now. The Junction City Planner wrote in a memo today that High Pass is a critical transportation link. The project is scheduled in 2009 but he doesn't want to wait until 2009 to be sure it will work, and wants to find a resolution soon to be sure that it will all work.

Chickering stated that if the project is programmed in 2009, preliminary design work would probably begin in 2007 and at that time there will be a round of public input and comment.

7. Linda VanOrden, 94073 River Rd., Junction City. Mr. Biswell covered everything that I wanted to say.
8. Sandra Belson, City of Junction City Planner. She submitted written comments on behalf of the Water Treatment (?) Committee. We met to discuss what the City's priorities would be and the County's CIP. They decided that High Pass Road is their #1 priority to be included in the CIP. Also asked to consider including the River Road portion as well. River Road goes north from Eugene and turns and becomes High Pass Road at Junction City. The City recognizes the revenue difficulties that you're facing and would like to explore options that they could partner with the County on that project and on another project. The City has been working with the developers as they do subdivisions or other types of developments that abut High Pass Road or River Road to get them to sign a remonstrance agreement. As such, they will be required to contribute to that project when it is designed and ready to be built. The City has been working to secure contributions for the cost of those improvements in that way. There's another way that the City would like to share the contribution as well and that is that part of our wastewater facilities treatment plan is requiring us to look at discharge to the Willamette River. The City is going to be constructing a force main from our system down High Pass Road and River Road down to the Willamette assuming DEQ approves our plan that has been submitted to them. This seems like a great opportunity to combine some construction efforts to do the sewer project and street improvements at the same time and leverage some of our sewer funds to contribute towards the street improvements. The timeline seems to coincide well with the High Pass project in the FY 09/10. The other project that I'd like to bring to your attention that is not in your CIP and all we are asking for is staff time. We would like to use the expertise of your transportation planners and engineers to work with us on the design for Prairie Road, which extends from High Pass Road to Hwy. 99 but we're only looking at the portion that goes to Bailey Lane. If the County would be willing to help the City design that, then the City would put up the funds through developer contributions and system development charges collected along the way to pay for the improvement. Currently Prairie Road is a County maintained road, and the City would then be willing to accept jurisdiction of the road. Those are the two ways the City is looking at providing partnership with the County to stretch the revenues.
9. John Brown, 1824 Happy Ln., Eugene, President Cal Young Neighborhood Association. He learned about the funding reduction for the Delta/Beltline Interchange in the newspaper. He indicated that the Mayor has tried to involve neighborhood groups and community group participation in the processes that affect the neighborhoods and their livability. Somehow something failed this process because to read about it in the newspaper that you're going to

remove from \$8 million to \$1 million the CIP for that interchange. Forget the hospital issue, that place is a wreck and it's a disaster. I've lived here for 55 years and it's the worst place in the County. Hopefully it was just an oversight that we weren't included. I got an e-mail from the Mayor today and she learned about it from a friend. Hopefully in the future when you have decision-making processes that involve the livability of our neighborhoods and we sure would like to be informed other than reading about it in the newspaper. My second perspective is to use the volunteer groups. I would hope that you would reconsider the Delta/Beltline Interchange knowing that we have a level 3 flyover under right-of-way acquisition as we speak scheduled for construction and they're relocating BPA power poles. A \$4 million upgrade of Beltline/Coburg Road in FY 07 scheduled and the rationale of not doing anything about that, you think about how that traffic is going to come off that level 3 flyover from northbound I-5 onto Beltline and we're going to do nothing about the worst interchange in the County. I don't understand that logic and I hope you will reconsider.

10. Phyllis Miller, 883 S. 57th St., Springfield, representing the Jasper Road Extension stakeholders. The residents and stakeholders want to thank you for not giving up on Jasper Extension. They want to know when the last section or the bridge will be built. The document is one class act and so much easier to read. She stated that now her duty is done and will no longer need to receive it.
11. Debbie Jeffries, 3800 N. Delta Hwy., Eugene. My husband and I developed and own RiverRidge Golf Course. I'm here to specifically discuss the Delta/Beltline Interchange that I obviously pass every day going to places in the city. I think the CIP recommendation that includes drastic funding cuts for that particular project isn't in the best interest of this community. I second the comments by the President of the Cal Young Neighborhood Association. It's unacceptable and should be somewhat embarrassing that Lane County Public Works professional staff would say in a memo that we have been trying for years to arrive at a solution in this area, but have been unsuccessful, and at the same time publicly and privately everyone acknowledges that it's the worst interchange of congestion in the Metro area. The issue is further compromised, unfortunately compromised, by the fact that at least one if not more Lane County employees that staff this committee and participate in the development of the CIP are also actively and aggressively organizing the protest of the hospital location, which is on property that Rick and I own as RiverRidge Golf Course. And they're doing it in contrast they using the very traffic problem of that interchange as a primary reason to stop the project. The table included in the handout is the summary of some of the CIP projects and have included the average daily traffic (ADT) information and also the pavement condition. She referred to the Delta/Beltline Interchange in the table has a pavement rating of 67, which is almost the lowest of any of the projects being considered and also has the highest ADT (32,900). The closest to that is the I-5/Coburg project, which is 13,500. My mother has always said that if you're going to complain, you need to offer solutions and suggestions. She recommends: 1) reconsider and send back to staff for further work and evaluation of the CIP, 2) the County, City of Eugene and ODOT should actively meet to develop a plan of action for the design and construction of the improvement; and 3) County staff that are actively involved in the objection to the development project on RiverRidge Golf Complex, which I am not disputing, should be required to declare their conflict of interest and remove themselves from any County involvement in this process.
12. Rosie Pryor, Director of Marketing and Planning, McKenzie-Willamette Medical Center, 1460 G St., Springfield. McKenzie-Willamette Medical Center has a contract to purchase 42 acres, which is now RiverRidge Golf Complex for the purpose of developing a regional medical center. McKenzie Willamette will build a 148-bed hospital with expansion space for another 50 beds over the next decade. This hospital would include a 24-hour level 3 trauma center emergency department as well as cardiac, medical, surgical, women's and children, diagnostic and rehabilitation services. We're currently preparing a traffic impact analysis to quantify the additional traffic that our hospital development may bring to area. We expect this analysis to be available by mid-March and we look forward to working with County, State and City on development of mitigations that are acceptable to all. As Committee members, you face the difficult challenge of recommending allocation of important resources for competing priorities. We certainly empathize with any frustration you or your staff may experience from an inability to

align your governmental partners in support of specific solutions for the transportation challenges that already exist absent any hospital development at Delta and Beltline. We ask you to stay the course and retain the full \$8.2 million you've historically included in your CIP for improvement at Delta/Beltline. McKenzie-Willamette would like to partner with Lane County as well as ODOT and City of Eugene to identify improvements to Delta and Beltline that will benefit not just hospital patients and visitors but the entire region. We all acknowledge that this part of our regional transportation system needs improvement.

13. Nick Arnis, Transportation Manager, City of Springfield. He submitted a letter from the Mayor. He thanked the County for their hard work and persistence on the Jasper Road Extension project. They're pleased that the City has an ongoing partnership with the County on many projects in the City of Springfield. Currently working with County staff on right-of-way acquisition on the Martin Luther King Parkway, 42nd and 21 Streets, and the Gateway/Beltline intersection. On the past several years the City has worked directly with County staff on the design of the Martin Luther King Parkway and 42nd Street. That was been a very good partnership and look forward to other partnerships. The City requests consideration of putting the County/City Road Partnership back into the CIP for the time being until it's been decided on the reauthorization of the Secure Rural Schools & Self-Determination Act. The City has always been willing to step up and advocate for that funding from the Federal government. They feel it's premature to eliminate that funding now.
14. Mark Shrives, Creswell City Administrator, 81930 Sears Rd., Creswell. He's supporting the Harvey Road project, which is a narrow, rural road in Creswell where development is anticipated. In the next 18 months, another 250 homes will be impacted by this road. In the last year the growth in this area is moving out to the UGB. The Creswell School Superintendent will be submitting a letter in support of this project and concern for the safety of the school children. The City, School District and County staff have discussed partnerships in hopes of arriving at a solution to get the Harvey Road project on the CIP. We've heard about partnerships and the City is committed to that as we have development going on along that road. The City has asked developers to put up a bond and put money into an account and the City will match to the project. Any development that goes in that will impact Harvey Road, those dollars will be put into an account that the City will add to the project. Growth is continuing in Creswell and now we find ourselves more and more working with the County because of the growth. Again, we support this project.
15. Tim Demanett, City of Creswell Councilor, 450 Scott Ave., Creswell. He appeals for the Harvey Road project. He emphasizes the safety aspect for the school children in the area. There will be another 250 homes added in the area. The current speed zone is 45 mph on a very narrow road. The safety aspect is a prime concern. Since the UGB has been extended, there is a proposed city park, which will also increase foot, bicycle, and pedestrian traffic. Since development in that direction is growing, there has been a lot more traffic utilizing Harvey Road to access Hwy. 99 for commuting from Creswell to Eugene for jobs. The vehicle count in 2000 of 2100 cars has increased tremendously since 2000.

Stapleton closed the public hearing. He stated that no decision will be made tonight.

Chickering reiterated that the public comment period will remain open until March 3.

II. APPROVAL OF MINUTES

Motion: Maury moved to approve the minutes of January 25, 2006, as written. Radabaugh seconded. All present voted in favor and motion carried.

III. METRO PLANNING ORGANIZATION CAC

Redmon reported that the committee spent the last meeting working on a public involvement plan. The committee has been meeting for a year now.

IV. NEXT MEETING – April 5

V. OTHER BUSINESS

- A. CIP – Snowden asked if there was specific information anyone would like to see at the April meeting.

Redmon asked if the Harvey Road project is already in the plan. Chickering replied that it is.

Radabaugh requested more information on the Delta/Beltline Interchange project, such as historical information on how we got here. Snowden added that staff will include what the \$8 million originally programmed was designed to address.

Snowden stated that he will provide an update of the 5-year Financial Plan in following the Strategic Plan. It's anticipated that the projects in the CIP will be funded. If the Secure Rural Schools & Self-Determination Act is not reauthorized at 100%, staff will have to re-evaluate the CIP. Currently, the department is submitting a reduction package to the Budget Committee proposing to eliminate 10 positions in the Engineering Division. At the April meeting, staff hopes to show additional money from the staff reductions that the Committee could recommend adding projects in the CIP.

Redmon commented that he only heard interest to participate but no monetary contribution from the hospital to partner on the Delta/Beltline project. Stinchfield stated that he will be reviewed the traffic impact study and feels it's premature to commit funds until the study has been completed.

Redmon expressed concern about Debbie Jeffries comment accusing staff of objecting to the project. Chickering stated that the staff person lives next to the golf course and is not in a decision-making position concerning the CIP. Poage suggested staff contact Mrs. Jeffries explaining the situation.

Redmon commented on the Deerhorn Road project regarding impacts by a commercial entity and suggested contacting Weyerhaeuser to see if they would be willing to partner on improvement costs. Poage stated that the logging was going on way before any of the houses were built and the road was in poor condition then. Snowden added that he didn't feel Weyerhaeuser would be receptive to partner on the costs because they are currently paying a weight-mile tax.

Poage asked if staff has considered implementing a systems development charge countywide as the cities are collecting a large amount of money for SDCs.

Regarding the Delta/Beltline Interchange to address the location of the hospital, Redmon feels staff shouldn't spend any time on it until the hospital receives a Certificate of Need.

Meeting adjourned at 7:50 p.m.

Vonnie Rainwater
Recording Secretary

Attachment 4

WRITTEN PUBLIC TESTIMONY - February 22, 2006 RAC



February 21, 2006

Lane County Roads Advisory Committee
3040 N. Delta Highway
Eugene, OR 97408

City of Eugene
858 Pearl Street
Eugene, Oregon 97401
(541) 682-8291
(541) 682-8826 FAX
www.ci.eugene.or.t

CCRP

I urge the members of the Lane County Roads Advisory Committee to weigh the importance of partnerships and priorities as you consider your recommendations on the draft Lane County Capital Improvement Program (CIP) for 2007-2011.

As the director of the Eugene Public Works Department and, more importantly, as a Lane County resident who happens to live in the city of Eugene, I see several places where the CIP might benefit from some judicious rethinking:

• The draft CIP shows the County/City Road Partnership, which has provided good service to all residents of Lane County for the past 20 years, being eliminated on July 1, 2007. This agreement was forged to provide equity and efficiency in a time of urban transition – a time that is by no means over and, in fact, may be more critical today than it was 20 years ago. The founding principle of the agreement was partnership, a value of great importance as the county seeks reauthorization of federal payments and the cities look for innovative ways to meet current and future road funding needs.

• Similarly, the OTIA III pass-through funding is set to expire in 2007. I can speak for the City of Eugene in telling you that our share of these funds has helped preserve many lane miles of arterial and collector streets that are used by tens of thousands of Lane County residents each day.

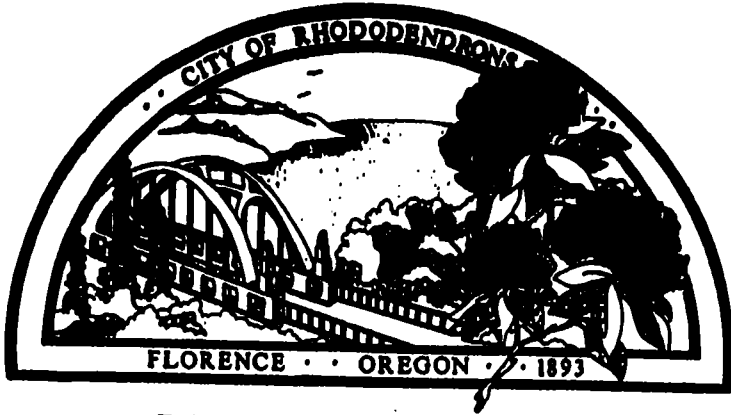
• The draft CIP proposes to cut funding for the Delta-Beltline Interchange to \$1.1 million from \$8 million in the current CIP. Certainly we understand the importance of transportation planning and commend you for seeking solutions that take into account the state's plans for improvements to Beltline Road. Acknowledging that both the current and draft CIP identify the funding for 2008-2009, we strongly urge you to restore the programmed funds to the original \$8 million and to use the time between now and 2008 to determine how those funds might be best spent to improve safety and relieve congestion at this interchange.

• The other two projects shown in the draft CIP in the Eugene area – the Irving Road railroad overcrossing and improvements to Beaver Street-Hunsaker Lane – are certainly worthy projects although, in terms of overall benefit to Lane County residents, they don't rise to the level of continuing our partnership or remaining committed to workable solutions for the Delta-Beltline Interchange.

I ask you to consider the assumptions that went into the draft CIP, to take a careful look at the priorities – not just of the proposed CIP projects but also of the broader transportation needs for Lane County residents, including those who happen to live in one of the county's 12 cities – and to think about the value of partnership in a time of uncertainty and financial constraint. I hope you'll agree with me that the draft CIP is a good starting place for a discussion and that we can improve it by working together for the benefit of all Lane County residents.

Sincerely,

Kurt Corey, P.E.
Public Works Director



City of Florence

City Manager's Office

250 Highway 101
Florence, OR 97439-7628

Voice/TDD: (541) 997-3437
FAX: (541) 997-6814

February 24, 2006

Mr. Oliver Snowden, Director
Lane County Public Works
3040 North Delta Highway
Eugene, Oregon 97408

Dear Mr. Snowden:

I was just reminded that you have invited comment on Lane County's Capital Improvement Plan and that the Cities Assistance Program has been part of the County's policy for some time.

The people of Florence have certainly benefited from the Cities Assistance Program. Over time many street surfaces have been improved and quality of living has noticeably improved. We are grateful for the assistance that Lane County has provided in making these improvements.

We would hope that the Cities Assistance Program would continue to be part of the Lane County Capital Improvement Plan. It has been effective and valuable to Florence and to all the other communities within the County.

Thanks again for your past assistance and thanks, too, for your attention to this request.

Sincerely,

Rodger L. Bennett
City Manager

Copies: Mayor and Council
Linda Sarnoff, Community Services Director
Lane County Commissioner Anna Morrison

CCRP



PATTLE MIKE A

From: Jessup-Varnum [jessupvarnum@comcast.net]
Sent: Thursday, March 02, 2006 11:07 PM
To: PATTLE Mike A
Subject: County roads-CIP

Members of the Lane County Road Advisory Committee,

Please restore funding for the Delta/Beltline interchange to existing levels. The Beltline is an important part of our roads system and depending upon future development in the area, could become an even more important roadway. It is a part of our transportation system that needs more funding not less.

I would also ask that you continue the County and City Road Partnership Payments. As a resident of Lane County living within the Eugene City limits, I believe Eugene can not afford to lose more than a million dollars a year that could be used for street maintenance.

Thank you for your consideration.

Rick Varnum
1310 East 20th Avenue
Eugene, OR 97403

CORP

PATTLE Mike A

From: Terry Connolly [TerryC@eugenechamber.com]
Sent: Friday, March 03, 2006 4:50 PM
To: PATTLE Mike A
Subject: Capital Improvement Program

Categories: NoHTML

Mike,

Please include the following comments in the record for the 07-11 Draft Capital Improvement Program.

First, we do not support Lane County discontinuing the County/City Road Partnership Payments. It would be unfair to county residents who reside inside Lane County cities to not receive a fair portion of road revenue.

Second, Beltline will continue to be too important to our regional transportation system to receive any reduction in funding at this time. In particular, the significant reduction that is called for in the draft CIP for the Beltline/Delta interchange. Please restore funding to an amount that is no less than that budgeted in recent CIP's.

Thank you very much for your time and consideration of these points.

Sincerely,

Terry Connolly
Director of Government Affairs
Eugene Area Chamber of Commerce
P.O.Box 1107
Eugene, OR 97440-1107

CCRP

PATTLE Mike A

From: Sheryl Balthrop [Sheryl@gobpo.com]
Sent: Tuesday, February 28, 2006 4:02 PM
To: PATTLE Mike A
Subject: 07-11 Capital Improvement Program

Categories: NoHTML

To Whom It May Concern:

I write to urge the restoration of full funding for addressing the Delta/Beltline interchange problem. Beltline is crucial to the movement of people, goods and services through our community. This particular interchange is extremely dangerous and compounds traffic problems in the area. Addressing the problem should occur promptly and with necessary funding.

I also urge the continuation of the City and County Road Partnership Payments. Eugene residents constitute a large percentage of Lane County residents and require a fair share of county revenues for road projects. Furthermore, a large percentage of Lane County residents visit and/or work in the Eugene/Springfield area and rely upon its road system. The County must participate fully in funding street maintenance within the city limits.

Thank you for your consideration.

Sheryl Balthrop

Gaydos, Churnside & Balthrop, P.C.

440 East Broadway, Suite 300

Eugene, Oregon 97401

(541) 343-8060 (telephone)

(541) 343-1599 (fax)

This message is for the designated recipient only and may contain privileged, confidential, proprietary, or otherwise private information. If you have received this message in error, please notify the sender immediately and delete the message in its entirety. Any other use or disclosure of this message is strictly prohibited.

CCRP

CITY OF SPRINGFIELD, OREGON

OFFICE OF THE MAYOR / CITY COUNCIL



225 FIFTH STREET
SPRINGFIELD, OR 97477
(541) 726-3700
FAX (541) 726-2363

February 17, 2006

Leo Stapleton
Chair, Roads Advisory Committee
Lane County Public Works
3040 N. Delta Highway
Eugene, OR

CCRP

Dear Chair Stapleton:

Thank you for the opportunity to comment on the proposed Lane County Capital Improvements Program for Fiscal Years 2007 through 2011.

In particular, the City of Springfield is pleased to see the recommendation to continue the funding of Phase II of the Jasper Road Extension. The City thanks County staff for the hard work and significant progress they have made in getting JRE Phase II closer to construction. This important project is necessary to facilitate development in the Jasper/Natron area of Springfield, one of the last remaining major areas suitable for industrial development. We thank the Committee and the Commissioners for including funding for this project.

The Jasper Road Extension is the latest in a long line of projects in Springfield which the County has supported. These projects go back as far as the improvements constructed in the Gateway area to make the Sony site ready for development, and continue today with the County's support of the construction of Martin Luther King, Jr. Parkway.

Over the past few years, the financial constraints which have beset us all have persuaded the Board of County Commissioners to call for greater cooperation and collaboration between the cities and the County, to optimize the use of scarce resources. We are pleased that Springfield has enthusiastically taken up this mission, and are happy to report that not only do we continue to use County staff and equipment for such things as lane striping, but also that we have increasingly relied on County staff for right of way acquisition on transportation projects, including South 42nd Street, 21st Street, the Gateway/Beltline intersection, and the Martin Luther King, Jr. Parkway. Beyond that, we have also turned to the County to provide design and construction management for both the Parkway and the S. 42nd Street project. We will continue to explore opportunities where we can effectively and efficiently use County staff. City staff also want to continue the discussion with the County about improvements to Laura Street and recognize that only through a partnership can we find the resources to improve this County road to City standards.

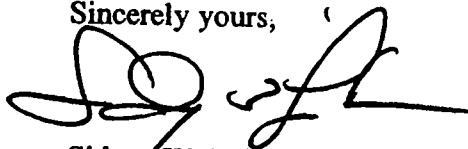
Given this history of cooperation, we remain troubled at the decision to terminate the County/City Road Partnership at the end of the next fiscal year. We all still remember that the cities took on significant responsibilities for operations and maintenance of those County roads located within City limits in conjunction with the development of this program. Those responsibilities will continue, even if the funding provided by the County disappears.

We recognize that the County faces significant fiscal concerns, given the uncertainty surrounding the issue of reauthorization of the Secure Rural Schools and Community Self Determination Act. Springfield was quick to join the County in supporting full reauthorization and has renewed that support at every opportunity. We realize that if the Act is not reauthorized, all of us may need to tighten our belts. We think, however, that given the support of the President to continue the program, it is premature to assume that payments to the cities must be completely eliminated in FY 2007. We would urge the Committee and the Board to revisit this issue and consider program funds for at least the next few years, pending final action by the Congress.

CCRF

Thank you, again for the opportunity to comment on the Proposed Capital Improvement Program. We look forward to continuing our long and productive relationship with Lane County to assure safe and convenient transportation for all our citizens.

Sincerely yours,



Sidney W. Leiken,
Mayor

SLW/ljg



February 21, 2006

Lane County Board of Commissioners
125 East 8th Avenue
Eugene, OR 97401

Re: Lane County Capital Improvement Program

The Roads Advisory Committee will be conducting a public hearing on the capital improvement projects on February 22. As a member of this committee, I must inform you that my firm, Poage Engineering & Surveying, Inc., has been retained by Triad to provide professional services in the development of the proposed hospital site. To avoid any possible conflict of interest, I am recusing myself from participating in any discussion relating to reallocation of resources for Delta/Beltline improvements and any discussions/decisions to allocate resources to projects that are related to streets affected by the Triad proposal.

Sincerely,

Thomas F. Poage



**Public Works
Administration**

February 21, 2006

Lane County Roads Advisory Committee
3040 N. Delta Highway
Eugene, OR 97408

City of Eugene
858 Pearl Street
Eugene, Oregon 97401
(541) 682-5291
(541) 682-6626 FAX
www.ci.eugene.or.us

Delta Beltline Interchange

I urge the members of the Lane County Roads Advisory Committee to weigh the importance of partnerships and priorities as you consider your recommendations on the draft Lane County Capital Improvement Program (CIP) for 2007-2011.

As the director of the Eugene Public Works Department and, more importantly, as a Lane County resident who happens to live in the city of Eugene, I see several places where the CIP might benefit from some judicious rethinking:

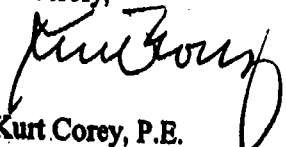
- The draft CIP shows the County/City Road Partnership, which has provided good service to all residents of Lane County for the past 20 years, being eliminated on July 1, 2007. This agreement was forged to provide equity and efficiency in a time of urban transition – a time that is by no means over and, in fact, may be more critical today than it was 20 years ago. The founding principle of the agreement was partnership, a value of great importance as the county seeks reauthorization of federal payments and the cities look for innovative ways to meet current and future road funding needs.
- Similarly, the OTIA III pass-through funding is set to expire in 2007. I can speak for the City of Eugene in telling you that our share of these funds has helped preserve many lane miles of arterial and collector streets that are used by tens of thousands of Lane County residents each day.

- The draft CIP proposes to cut funding for the Delta-Beltline Interchange to \$1.1 million from \$8 million in the current CIP. Certainly we understand the importance of transportation planning and commend you for seeking solutions that take into account the state's plans for improvements to Beltline Road. Acknowledging that both the current and draft CIP identify the funding for 2008-2009, we strongly urge you to restore the programmed funds to the original \$8 million and to use the time between now and 2008 to determine how those funds might be best spent to improve safety and relieve congestion at this interchange.

- The other two projects shown in the draft CIP in the Eugene area – the Irving Road railroad overcrossing and improvements to Beaver Street-Hunsaker Lane – are certainly worthy projects although, in terms of overall benefit to Lane County residents, they don't rise to the level of continuing our partnership or remaining committed to workable solutions for the Delta-Beltline Interchange.

I ask you to consider the assumptions that went into the draft CIP, to take a careful look at the priorities – not just of the proposed CIP projects but also of the broader transportation needs for Lane County residents, including those who happen to live in one of the county's 12 cities – and to think about the value of partnership in a time of uncertainty and financial constraint. I hope you'll agree with me that the draft CIP is a good starting place for a discussion and that we can improve it by working together for the benefit of all Lane County residents.

Sincerely,


Kurt Corey, P.E.
Public Works Director

PATTLE Mike A

From: Jessup-Varnum (jessupvarnum@comcast.net)
Sent: Thursday, March 02, 2006 11:07 PM
To: PATTLE Mike A
Subject: County roads-CIP

Members of the Lane County Road Advisory Committee,

Please restore funding for the Delta/Beltline interchange to existing levels. The Beltline is an important part of our roads system and depending upon future development in the area, could become an even more important roadway. It is a part of our transportation system that needs more funding not less.

I would also ask that you continue the County and City Road Partnership Payments. As a resident of Lane County living within the Eugene City limits, I believe Eugene can not afford to lose more than a million dollars a year that could be used for street maintenance.

Thank you for your consideration.

Rick Varnum
1310 East 20th Avenue
Eugene, OR 97403

Delta Beltline Interchange

PATTLE Mike A

From: Terry Connolly [TerryC@eugenechamber.com]
Sent: Friday, March 03, 2006 4:50 PM
To: PATTLE Mike A
Subject: Capital Improvement Program

Categories: NoHTML

Mike,

Please include the following comments in the record for the 07-11 Draft Capital Improvement Program.

First, we do not support Lane County discontinuing the County/City Road Partnership Payments. It would be unfair to county residents who reside inside Lane County cities to not receive a fair portion of road revenue.

Second, Bellline will continue to be too important to our regional transportation system to receive any reduction in funding at this time in particular, the significant reduction that is called for in the draft CIP for the Bellline/Delta interchange. Please restore funding to an amount that is no less than that budgeted in recent CIP's.

Thank you very much for your time and consideration of these points.

Sincerely,

Terry Connolly
Director of Government Affairs
Eugene Area Chamber of Commerce
P.O.Box 1107
Eugene, OR 97440-1107

Delta Bellline Interchange

PATTLE Mike A

From: Olof Sohlberg [olofso@comcast.net]
Sent: Tuesday, February 21, 2006 10:14 PM
To: PATTLE Mike A

Mike, '

I don't get it. This is one of the most crowded traffic corridors in Eugene. What are you thinking?

The Delta Highway--Beltline interchange is dangerous. I would hope to see a doubling of the funding for this area, not a reduction.

This has to be motivated by forces separate from safety or practicality. Why are you reducing this.

Olof sohlberg

687-9176

Delta Beltline Interchange

Delta Beltline Interchange

February 18, 2006

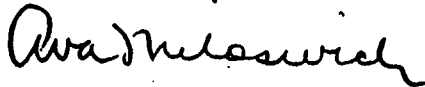
Mike Pattle - 07-11 CIP
Lane County Public Works
3040 N. Delta Hwy.
Eugene, Oregon 97408

Mr. Pattle,

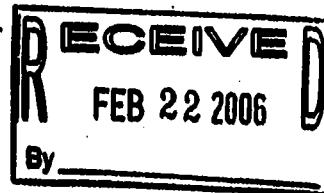
I have lived in the Delta area for fourteen years and have long heard about plans to improve the Beltline and Delta Interchange. I understand that Lane County designated over seven million dollars for the project and now staff is recommending a reduced amount - to \$1.1 million. How can that be? It makes no sense. We have been waiting for that interchange to be changed so that traffic can flow better and so that we can more easily and safely negotiate our commute each day.

With the possibility of a new hospital in this North Eugene neighborhood, now is the time to make the needed improvements and not cut corners on what it takes to get the job done. It's been needed for a long time so let's get the job done with the amount that was earmarked for its completion!

Sincerely,



Ava Milosevich
3198 Metollus Drive
Eugene, OR 97408



PATTLE Mike A

From: Peter Powell [PPowell@WesternShelter.com]
Sent: Friday, February 17, 2006 4:09 PM
To: PATTLE Mike A
Subject: RE: Budget reduction for I-105/Delta Interchange?

Yep, you are correct....Beltline/Delta intersection. Thanks.

Regards,

Peter Powell, Marketing Director
Western Shelter Systems
PPowell@WesternShelter.com
541-344-7267
Fax: 541-284-2820
Cell: 541-729-2689

-----Original Message-----

From: PATTLE Mike A [mailto:Mike.Pattle@co.lane.or.us]
Sent: Friday, February 17, 2006 4:01 PM
To: Peter Powell
Subject: RE: Budget reduction for I-105/Delta Interchange?

Thank you for the comments Peter, I think you meant the Delta/Beltline Interchange? I will place this e-mail as part of the Public Record. If you would like to make an oral comment, you are more than welcome to attend the Roads Advisory Committee's Capital Improvement public hearing. The public hearing is scheduled for February 22, 2006 at 6:30 pm. The hearing will take place here at 3040 N. Delta Hwy, Eugene, 97408 (Lane County Public Works Building). There will be black and white signs placed at the entrance directing you to the meeting room. If you have any further questions or need assistance please feel free to contact me.

Mike Pattle

Michael A. Pattle
Capital Improvement Coordinator
Lane County Public Works
Engineering Division
3040 North Delta Hwy.
Eugene, Oregon 97408-1696
(541)682-6949 Fax (541) 682-8554
mike.pattle@co.lane.or.us

-----Original Message-----

From: Peter Powell [mailto:PPowell@WesternShelter.com]
Sent: Friday, February 17, 2006 2:28 PM
To: PATTLE Mike A
Subject: Budget reduction for I-105/Delta Interchange?

Attn: Mike Pattle - 07-11 CIP
Lane County Public Works
3040 N. Delta Hwy
Eugene, Oregon 97408

It is my understanding that Lane County Public Works Staff is considering reducing the \$7-million now designated to correct the safety issues to about \$1-million.

Delta Beltline Interchange

As a regular user of the I-105/Delta interchange, I do not understand why anyone would recommend reducing the budget to improve what is certainly a most dangerous situation. And at a time when one of the largest and more important building projects in the area is firmly going forward at the end of Delta Highway.

This does not make good safety or fiscal sense. Please re-direct Staff to other, less critical areas of budget reduction.

Regards,

Peter Powell, Marketing Director
Western Shelter Systems
PPowell@WesternShelter.com
541-344-7267
Fax: 541-284-2820
Cell: 541-729-2689

Delta Beltline Interchange



March 1, 2006

**Lane County
Public Works Department
3040 North Delta Highway
Eugene, Oregon 97408**

Attn: Mike Pattle

**Re: Draft 07-11 Capital Improvement Program
Testimony in Support of Restoring Delta/Beltline Interchange Funding**

Delta Beltline Interchange

Dear Mike,

On behalf of my client, McKenzie-Willamette Medical Center, I submit this correspondence for the record regarding the Draft 07-11 Capital Improvement Program.

McKenzie-Willamette Medical Center urges County Public Works Staff and the Roads Advisory Committee to restore CIP funding for the Delta/Beltline Interchange Project to the previously funded level of \$8,200,000.

In the County's adopted 06-10 Capital Improvement Program the Delta/Beltline Interchange Project (Project 1730-1, Transportation System Plan Project #103) was funded as General Construction at \$8,200,000 for the FY08/09 cycle.

Conditions cited in the 06-10 Capital Improvement Program for the project included safety and capacity issues, weaving and merging concerns, ramp proximity challenges, and high traffic volumes. These conditions have existed for some time, exist today and will exist in the future without the County's assistance in alleviating the problem.

In addition to the concerns cited above, Delta/Beltline Interchange conditions include the following:

- 1. The interchange is centered on a segment of roadway which carries the highest daily traffic volume of any segment of roadway in Lane County.**
- 2. The interchange carries more traffic than I-5 as it passes through the metro area.**
- 3. The ADT in 2002 was 82,700.**
- 4. ADT in 1992 was 58,000.**
- 5. An annual ADT increase of nearly 4.3%.**
- 6. Double the rate of increase on other metro area roadways.**
- 7. In 2001 the interchange had the sixth highest crash experience of any facility in ODOT District 5.**

Staff has said this is an appropriate project for Priority Project status if additional funding becomes available; a project viable for leveraged funding. We agree and urge you to recognize the importance of timing:

Planners, Landscape Architects and Environmental Specialists

**Satre Associates, P.C.
132 East Broadway
Suite 536
Eugene, Oregon 97401
Phone 541.465.4721
Fax 541.465.4722
1.800.662.7094
www.satrepo.com**

Delta Beltline Interchange

1. It is in the Eugene/Springfield TSP and ODOT STIP.
2. The project has had previous support from the County Board of Commissioners and MPO. Reasons for support haven't changes or diminished.
3. There is truly a timing opportunity here:
 - a. ODOT scoping in 2006.
 - b. ODOT refinement planning in 06-08.
 - c. ODOT NEPA in 08-09.
 - d. McKenzie-Willamette Medical Center in 08-09.
4. And a partnership opportunity:
 - a. Lane County (Delta Highway).
 - b. ODOT (Beltline Road)
 - c. DSL/COE/DEQ/ODFW (flood control, stormwater management, fish passage, environmental resources).
 - d. McKenzie-Willamette Medical Center.

We recall how the I-5/Beltline interchange project moved to the forefront when the nexus of jurisdictions and nearby development came together. The same thing could materialize here. An existing capacity and safety issue can be addressed in partnership and the timeline can be addressed speedily. County staff and the Roads Advisory Committee members have an opportunity to provide leadership. We urge you to restore funding.

Thank you for consideration of our request.

Sincerely,

Richard M. Satre, AICP, ASLA, CSI
President
Satre Associates, P.C.

Cc: Rosemary Prior, McKenzie-Willamette Medical Center



McKenzie-Willamette

MEDICAL CENTER

extraordinary care

February 22, 2006

Lane County Roads Advisory Committee
Mr. Leo Stapleton, Chair
3040 N. Delta Highway
Eugene, Oregon 98408

Dear Members of the Committee:

Thank you very much for the opportunity to comment on the draft 2007-11 CIP.

McKenzie-Willamette Medical Center has a contract to purchase 42 acres of what is now RiverRidge Golf Complex for the purpose of developing a regional medical center. McKenzie-Willamette will build a 148-bed full service hospital, with expansion space for the addition of another 50 beds over the next decade. This state-of-the-art hospital would include a 24-hour Level III Trauma Center Emergency Department, as well as cardiac, medical/surgical, women's and children's, diagnostic, and rehabilitation services.

We are currently preparing a traffic impact analysis to quantify the additional traffic that our hospital development may bring to this area. We expect this analysis to be available by mid-March and we look forward working with county, state, and city staff on development of mitigations acceptable to all.

As committee members you face the difficult challenge of recommending allocation of important resources for competing priorities. We can certainly empathize with any frustration you or your staff may feel about an inability to align your governmental partners in support of specific solutions for the transportation challenges that already exist—absent any hospital development—at Delta and Beltline.

But we ask you to stay the course and retain the full \$8.2 million in funding you've previously earmarked in your CIP for improvements to the Delta/Beltline interchange. McKenzie-Willamette would like to partner with Lane County, as well as the Oregon Department of Transportation and the City of Eugene, to identify improvements at Delta and Beltline that will benefit not just hospital patients and visitors, but the entire region.

We all acknowledge that this part of our regional transportation system needs improvement. We thank you for your leadership and we look forward to working with you going forward. Thank you again for this opportunity to comment.

Sincerely,

Rosemary Pryor
Director of Marketing and Planning

Delta Beltline Interchange

PATTLE MIKE A

From: Peter Powell (PPowell@WesternShelter.com)
Sent: Friday, February 17, 2006 2:28 PM
To: PATTLE MIKE A
Subject: Budget reduction for I-105/Delta Interchange?

Attn: Mike Pattle - 07-11 CIP
Lane County Public Works
3040 N. Delta Hwy
Eugene, Oregon 97408

It is my understanding that Lane County Public Works Staff is considering reducing the \$7-million now designated to correct the safety issues to about \$1-million.

As a regular user of the I-105/Delta interchange, I do not understand why anyone would recommend reducing the budget to improve what is certainly a most dangerous situation. And at a time when one of the largest and more important building projects in the area is firmly going forward at the end of Delta Highway.

This does not make good safety or fiscal sense. Please re-direct Staff to other, less critical areas of budget reduction.

Regards,

Peter Powell, Marketing Director
Western Shelter Systems
PPowell@WesternShelter.com
541-344-7267
Fax: 541-284-2820
Cell: 541-729-2689

Delta Beltline Interchange

Roads Advisory Committee
Public Hearing: Draft 07-11 Capital Improvement Program
Date: February 22, 2006
Public Testimony: Deborah P. Jeffries

Delta Beltline Interchange

The Lane County Staff CIP recommendations which include drastic funding cuts in the Delta/Beltline project are not in the best interest of this community as a whole and the north & west side of the city of Eugene specifically.

It is unacceptable and should be somewhat embarrassing for the Lane County Public Works professional staff to say (Jan. 25 Road Advisory Committee Memo) "We have been trying for years to arrive at a solution in this area (Delta/Beltline), but have been unsuccessful." and at the same time publicly and privately acknowledge that the Delta/Beltline interchange is the worst traffic congestion in the Metro Area.

The issue is further compromised by the fact that at least one if not more Lane County employees that staff this committee and participate in the development of this CIP are also actively and aggressively organizing the protest of the hospital location on RiverRidge Golf Course using the Delta/Beltline traffic problems as one of the primary reasons to stop the project.

The table summarizing most of the CIP projects is listed below. The Average Daily Traffic of the I-5/Coburg project (13,500) is only 40% of the Delta/Beltline area yet somehow the County was able to work with ODOT in creating a probable \$20 million project.

Proj No.	Project Name	Est. Cost	ADT**	PCI*	Reported Crashes
4270-1	Green Hill Road	\$4,400,000	4650	89	12
1900-1	Marcola Rd	\$4,235,000	1900	70	14
3214-1	Wilkes Drive	\$3,000,000	4050	85	1
3320-2	Beaver/Hunsaker	\$3,300,000	6800	90	7
3455-4	High Pass	\$2,200,000	3700	66	2
0899-9	I-5/Coburg	\$2,500,000	13500	not provided	3
4062-2	Bolton Hill Road	\$1,800,000	2050	74	1
1455-00	Royal Avenue	\$2,750,000	3700	62	6
1994-2	Jasper Road Ext.	\$4,372,500	new construction		
Total		\$28,557,500	40350		
1730-1	Delta/Beltline	\$8,050,000	32900	67	not provided

* Pavement Condition Index (1-100)

**Average Daily Traffic - data from 2001 except Delta/Beltline which is 1999

PATTLE MIKE A

From: Bob Carlson (rjc@sigpro.com)
Sent: Thursday, March 02, 2006 10:43 AM
To: PATTLE Mike A
Subject: Project #3320-2

I understand there are people who are trying to take the money set aside for the extension of River Path and devote it to highway improvements instead. I can't think any more short sighted things that could be done. We moved to Eugene only a year and half ago and I would say that the River Path loop is the single best thing the city has invested money in. We bicycle and walk often. We just walked the entire 12 mile River Path loop last weekend.

The money for the bike path would probably buy about 10 feet of highway. It's ludicrous to take that money away and pour it down a rathole.

Bob Carlson
3351 Southview Dr.
Eugene, OR

Delta Beltline Interchange