

Memorandum Date: April 14, 2008
Meeting Date: April 30, 2008

W. 15. a.

TO: Board of County Commissioners
DEPARTMENT: Public Works
PRESENTED BY: Celia Barry, Transportation Planning
AGENDA ITEM TITLE: PUBLIC HEARING AND ORDER/In the Matter of Commenting to the Oregon Department of Transportation (ODOT) on Area 5 "Straw Proposal" priorities for the 2010-2013 and 2010-2015 Statewide Transportation Improvement Program (STIP)

I. **MOTION**

Move approval of the Order (Attachment A).

II. **AGENDA ITEM SUMMARY**

The Oregon Department of Transportation (ODOT) requests that the Board take public input and comment on "straw proposals" for both the 2010-2013 STIP cycle ("Task 2") and the 2010-2015 STIP period (two cycles, "Task 3").

The Board submitted a preliminary list of priorities in January 2008 (Task 2). In February 2008, the Board submitted a preliminary list of priorities given a much larger funding package enacted by the 2009 Legislature (STIP "Task 3"). ODOT Region 2 reviewed your preliminary priorities with other Region 2 Area priorities and has returned straw proposals for another response. Your reaction to the straw proposals is due to ODOT by the day of your meeting, April 30. An ODOT Region 2 All Area meeting convenes May 21, 2008 to make a final recommendation on all Region 2 projects to be submitted for consideration to the Oregon Transportation Commission (OTC). Attachment B contains the two straw proposals.

You will note that Attachment B containing the March 11 "Task 3" straw proposal includes an estimate of the effect of inflation on project costs. However, ODOT staff indicated that for purposes of reacting to the straw proposals, the projects should be considered in their 2008 dollar estimates.

III. **BACKGROUND/IMPLICATIONS OF ACTION**

A. **Board Action and Other History**

The Board took action on the previous, 2008-2011 STIP cycle, by responding to ODOT's "straw proposal" for reductions to that cycle, on January 16, 2008 (STIP "Task 1"). At the same time, you responded to a "Task 2" request for preliminary priorities for the 2010-2013 STIP.

On February 20, 2008 the Board commented to ODOT with preliminary priorities for Task 3 described above, and on other unfunded large projects (Task 4).

Task 2

\$29.63 million is available for Region 2. Historically, Lane County’s formulaic share has been roughly 24-32 percent of the regional allotment, with adjustments depending on where projects were in their process of moving forward relative to other Regional projects.

Task 3

Senate Bill (SB) 566 requires the Oregon Transportation Commission (OTC) to conduct a study and evaluate the highway system, in part by taking input from local governments and others. Of an estimated \$840 million six-year funding package statewide, the Region 2 share would be \$241.6 million. Area 5, Lane County’s share would be approximately \$60-\$77 million.

Straw Proposals

Region 2 has returned with straw proposals that consider other Region 2 Area requests for both Tasks 2 and 3. The lists are a starting point of talks to occur at the May 21, 2008 All Area meeting, where Region-wide projects will be discussed in terms of readiness, cost, timing, statewide significance, and other factors.

The Task 2 preliminary County priorities and subsequent ODOT straw proposal are shown in the following table. On March 13, 2008, the Metropolitan Policy Committee took action on the Task 2 straw proposal to request that the I-5/Coburg Interchange project be increased in funding to \$1.6 million, but not at the expense of the Beltline/River Road to Coburg Road study work. This was consistent with the Transportation Planning Committee (TPC) recommendation.

STIP 2010-2013 (Tasks 1-2)			
	Lane County Preliminary Priorities	ODOT Straw Proposal	MPC Action March 13, 2008
Beltline/River Rd. to Coburg Rd.- NEPA environmental study work	\$2.5 million	\$2.5 million	\$2.5 million
I-5/Coburg Interchange	\$3.4 million	\$0.725 million	\$1.6 million, but not at expense of Beltline study
I-5/Beltline construction costs in excess of current budget	\$3.4 million	---	---

For Task 3, Region 2’s straw proposal fully funds the #1 and #3 Construction (C-STIP) priorities submitted for Lane County, and most of priority #4. However, it omits the Area’s #2 priority, the Gateway/Beltline: International Way to Postal Way project, and deletes all Development (D-STIP) projects (see first table, next page).

Metropolitan Policy Committee (MPC) and Transportation Policy Committee (TPC)

The TPC consisting of metro area and Coburg agency staff, met with ODOT staff and considered the Task 3 straw proposal. TPC voted unanimously on a recommendation on March 27, and the MPC accepted the recommendation (see 2nd table, below). The letters signed by Commissioner Green reflecting MPC action are in Attachment C.

STIP 2010-2015 Given A Large Funding Package (Task 3)	
Lane County Preliminary Priorities and Estimated Costs	ODOT Straw Proposal
Construction (C-STIP)	
I-5 @ Beltline - \$35 million	\$35 million
Gateway/Beltline Unit 2 - \$15 million	---
I-5/Coburg Phase II - \$19.5 million	\$19.5 million
Beltline/River Rd. to Coburg Rd. - \$20 million	\$15 million
Development (D-STIP)	
Highway 126E/Main and 52nd Interchanges - \$2.5 million	---
Highway 126W/Veneta to Fisher Rd. - Cost To Be Determined	---
Highway 99 in Junction City - Cost To Be Determined	---
W. 11 th /Terry to Green Hill - \$2 million	---
Beltline/Roosevelt to W. 11 th - \$500,000	---

STIP 2010-2015 Given A Large Funding Package (Task 3)	
MPC Action April 10, 2008	ODOT Straw Proposal
Construction (C-STIP)	
I-5 @ Beltline - \$25 million	\$35 million
Gateway/Beltline Unit 2 - \$15 million - with the caveat that \$5 million of the \$15 million of the proposed Gateway/Beltline project funding cannot place the other priority projects' funding at risk.	
I-5/Coburg Phase II - \$19.5 million	\$19.5 million
Beltline/River Rd. to Coburg Rd. - \$15 million	\$15 million
Totals	\$74.5 million
	\$69.5 million

The Roads Advisory Committee (RAC) considered the matter at their March 19 hearing, and decided to defer making a recommendation. The RAC may make a recommendation on April 23 or defer the matter to the Board of Commissioners.

County staff's recommendation is explained in Section III.E., Analysis, and in the proposed Board Order. The recommendation builds on MPC action by adding back the Highway 126W/Veneta to Fisher Rd. project for the non-MPO area.

B. Policy Issues

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

The City of Coburg has its own Transportation System Plan that was co-adopted by Lane County as part of the County Comprehensive Plan. The Coburg/Interstate 5 Interchange Refinement Plan is incorporated into the City-County adopted document. The Lane County Transportation System Plan (TSP) adopted by the Board in June 2004 does not list state highway projects individually, instead providing supportive policy language for state highway projects under TSP Goal 2: *Promote a safe and efficient*

state highway system through the State Transportation Improvement Program and support of ODOT capital improvement projects.

C. Board Goals

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

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

D. Financial and/or Resource Considerations

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

E. Analysis

Task 2

The Beltline Corridor Facility Plan is now underway, so the \$2.5 million for the environmental study work (NEPA Study) to follow is important to retain to keep this project moving forward.

The I-5/Coburg Interchange project is anticipated to begin construction on Phase I in 2010. At the amount proposed in ODOT's straw proposal, there appears to be sufficient funding to complete Phase I, but very little cushion to address increasing inflation. At the Roads Advisory Committee's February 27, 2008 Public Hearing on the Draft County Capital Improvement Program, ODOT and Coburg staff requested that \$1.6 million be allocated from SB 994 funding made available to Oregon counties in the 2005 legislature. You will be asked to hold a public hearing on the draft CIP on May 7, 2008. Due to other competing priorities, and because Phase I of the project appears to be fully funded, albeit on a tight budget, county staff will not recommend that SB 994 monies be allocated to the I-5/Coburg Interchange project. Area 5 ODOT staff support pursuing additional STIP prioritization funding for this project.

Task 3

As noted earlier, the ODOT straw proposal on Task 3 omits the Area's 3rd priority, the Gateway/Beltline project, and all D-STIP projects.

The Gateway/Beltline project has historically been viewed as integral to the functionality of the I-5 Beltline Interchange project and is important to the successful operation of the Pioneer Parkway EmX, scheduled for opening in 2010. The River Bend PeaceHealth Hospital campus is directly served by Beltline and improvements to the Gateway/Beltline intersection area are necessary to maintain mobility in this corridor. Springfield wishes to continue to show this element of the entire I-5/Beltline work as a priority. Springfield staff indicates that the project is ready to proceed, possibly in a phased approach, once sufficient funding becomes available. Using funds available as

soon as possible will reduce the impacts of inflation.

ODOT recently changed the Highway 126/Noti-Poterf project to a preservation project as reported to you in a recent ODOT update report. Preservation work is going forward in 2008. A modernization project for this corridor was a high priority for the Board in the previous STIP cycle; however at this point it may be difficult to convince ODOT of the need to prioritize this project in the 2010-2015 cycle.

The Highway 126/Veneta to Green Hill Road (development) project is an important project for freight mobility and safety reasons. Environmental issues are expected to be significant in moving this project forward. ODOT convened a meeting in January 2008 with city and county staff to discuss it. With facility planning moving forward on the Beltline Corridor/River Road to Coburg Road area, it is recommended that this project be retained in the Board's reaction to the ODOT straw proposal, provided it does not jeopardize the Beltline Corridor NEPA Study funding. This recommendation is reflected in Exhibit A to the Attached Board Order.

IV. Alternatives/Options

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

V. TIMING/IMPLEMENTATION

April 30 is the deadline for required action for Region 2 priority setting to occur on May 21, 2008.

VI. RECOMMENDATION

Option 1 is recommended.

VII. FOLLOW-UP

The Region 2 All Area meeting will occur on May 21, at which time the Region will "gavel down" on a Region-wide submittal of Task 2/3 priorities to the OTC.

VIII. ATTACHMENTS

- A Proposed Board Order and Exhibit
- B ODOT Straw Proposals dated February 6 (Task 2, 2010-2013 STIP cycle); and March 11 (Task 3, 2010-2015 STIP cycle)
- C MPC letters reflecting action on STIP Tasks 2 and 3

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

ORDER NO.

-) In the Matter of Commenting to the Oregon
-) Department of Transportation (ODOT) on Area 5
-) "Straw Proposal" priorities for the 2010-2013 and
-) 2010-2015 Statewide Transportation
-) Improvement Program (STIP)

WHEREAS, on November 30, 2007, the Oregon Department of Transportation (ODOT) requested input from the Lane County Board of Commissioners on Preliminary Project Priorities for the 2010-2013 STIP ("Task 2") and for the 2010-2015, 2-cycle STIP given a large funding package ("Task 3"); and

WHEREAS, the Board of Commissioners held a public hearing on January 16, 2008 to accept public comment on Task 2, submitting preliminary priorities to ODOT after adopting Board Order 08-1-16-10; and

WHEREAS, on February 6, 2008, ODOT responded with a potential 2010-2013 STIP (Task 2) prioritized list for further Board consideration; and

WHEREAS, the Board of Commissioners held a public hearing on February 20, 2008 to accept public comment on Task 3, submitting preliminary priorities to ODOT after adopting Board Order 08-2-20-12; and

WHEREAS, on March 11, 2008, ODOT responded with a potential 2010-2015 STIP (Task 3) prioritized list for further Board consideration; and

WHEREAS, the Board held a public hearing on April 30, 2008 on both prioritized lists described above, and wishes to provide additional comment as shown in Exhibit A, now, therefore, it is hereby

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

Dated this 30 day of April, 2008.

Faye Stewart, Chair
Lane County Board of Commissioners


APPROVED AS TO FORM
Date 4/16/08 Lane County

OFFICE OF LEGAL COUNSEL

Exhibit A

April 30, 2008

Ms. Dee Jones, Interim ODOT Region 2 Manager
c/o Mr. Eric Havig, Planning and Development Manager
Oregon Department of Transportation
Region 2 Headquarters
455 Airport Road SE, Building B
Salem, OR 97301-5395

Dear Ms. Jones,

Thank you for the opportunity to review the draft ODOT Region 2 Modernization straw proposals as described in your February 6 and March 11, 2008 correspondence for the respective 2010-2013 ("Task 2") and 2010-2015 ("Task 3") STIP cycles. The Lane County Board of Commissioners held public hearings on January 16, February 20, and April 30 on these items.

Lane County is responding with unanimous support for the following proposal.

STIP 2010-2013

- | | |
|--|---------------|
| 1. Beltline/River Rd. to Coburg Rd.- NEPA environmental study work | \$2.5 million |
| 2. I-5/Coburg Interchange, <i>but in no case should additional funds allocated to this project be at the expense of the Beltline study</i> | \$1.6 million |

STIP 2010-2015

Construction (C-STIP)

- | | |
|---|-----------------------|
| 1. I-5 @ Beltline | \$25.0 million |
| 2. Gateway/Beltline: International Way to Postal Way - <i>with the caveat that the additional requested \$5 million for the combined I-5/Beltline and Gateway/Beltline projects should not place funding for other priority projects at risk.</i> | \$15.0 million |
| 3. I-5/Coburg Phase II | \$19.5 million |
| 4. Beltline/River Rd. to Coburg Rd. | \$15.0 million |
| Total | \$74.5 million |

Development (D-STIP)

- | | |
|---|-----------------------|
| 5. Highway 126W/Veneta to Fisher Rd. - <i>In no case should this project be prioritized ahead of work on, or NEPA Study money, for the Beltline Corridor/River Rd.to Coburg Rd. project</i> | Cost To Be Determined |
|---|-----------------------|

In letters dated April 10, 2008, the Metropolitan Policy Committee for Area 5 provided reasoning for the MPO area priorities. We unanimously support the MPC requests and justifications.

The Board of Commissioners also supports re-inclusion of the D-STIP project shown above. We think ODOT Area 5 staff would agree how important this project is to the Region. The Highway 126 West corridor is an important regional highway serving freight and the transport of

services and people between Highway 101 at the Coast, Florence, Veneta, and other small communities, and the Eugene-Springfield metropolitan area. As such it is critically important to the statewide economy.

We look forward to working with our regional partners on ODOT STIP projects in the future.

Sincerely,

Faye Stewart
Chair



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

February 6, 2008

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

Subject: 2010 – 2013 STIP Update
 Region 2 Modernization Straw Proposal

Dear ACT Chairs and Vice Chairs:

On November 21, 2007, the Region sent a letter describing the need to make over \$20 million in cuts to the '08 – '11 STIP as directed from the Oregon Transportation Commission. In that letter we also requested that your ACT/Lane County discuss what the Region 2 proposed 2010 – 2013 STIP could look like with a minimum modernization. Below is a potential list that our Area Managers and Planning Managers developed for your consideration:

Area 1	Glenwood Park – Turley Lane	\$1.500 mil
Area 3	I-5 @ Woodburn Interchange	\$2.000 mil
	Newberg – Dundee TIP	\$0.400 mil
	OR 22 @ OR 51	\$0.350 mil
Area 4	Lincoln City 16 th – 36 th	\$3.000 mil
	I-5 S. Jefferson – OR 34	\$1.000 mil
Area 5	Beltline Hwy. River Rd. – Coburg Rd.	\$2.500 mil
	I-5 @ Coburg Interchange	\$0.725 mil
<u>Total</u>		<u>\$11.475 mil</u>

10-13 STIP Region 2 Mod Straw Proposal
February 6, 2008

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We will appreciate your thoughtful consideration of the projects listed. If you wish to make changes or modifications to the list of projects, please inform Erik Havig. Region 2 will prepare a final recommended project list prior to the planned All Area ACT meeting on May 21, 2008. We want to thank each of you for your hard work, leadership, and assistance with these important funding decisions and actions.

Sincerely,

Dee Jones
Interim Northwest Region Manager

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



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: March 11, 2008

TO: Region 2 ACT Chairs and Vice Chairs

FROM: Deolinda (Dee) G. Jones, Interim Region 2 Manager

RE: Region 2: SB 566 – Task 3 Straw Proposal 2010 – 2015 STIP Years

Doug Tindall, Deputy Director of the Oregon Department of Transportation’s Highway Division had asked each Region to develop a prioritized list of projects to respond to Senate Bill (SB) 566. The assumptions for the list were contained in a letter from Mr. Tindall, and subsequently from the Region, to draft a project list for Region 2 of \$241.6 million based upon 2008 estimates. Below is the proposed Regional Straw Proposal. (All costs are in millions):

Area 1

US 101 Camp Rilea – Surf Pines	\$30.0	
	Subtotal	\$30.0

Area 3

I-5 @ Woodburn Interchange	\$50.0	
OR 22 @ OR 51 (phase 1)	\$20.0	
OR 18 Oldsville Road Passing Lane	\$ 4.3	
	Subtotal	\$74.3

Area 4

US 101 Lincoln City 19 th – 35 th	\$ 8.5	
I-5 Santiam – OR 34 (phase 1)	\$30.0	
OR 34 Van Buren St. Bridge (phase 1)	\$25.0	
OR 99W Circle – UPRR	\$ 4.3	
	Subtotal	\$67.8

Area 5

I-5 @ Beltline Interchange	\$35.0	
I-5 @ Coburg Interchange	\$19.5	
Beltline Hwy. River Rd. – Coburg Rd. (phase 1)	\$15.0	
	Subtotal	<u>\$69.5</u>

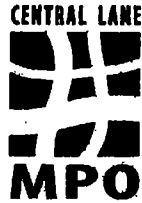
	Total	\$241.6
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Region 2: SB 566 – Task 3 Straw Proposal 2010 – 2015 STIP Years

The table below shows the effect of inflation on the SB 566 Straw Proposal list if projects are not constructed until 2015. These estimates may help control expectations about project funding viability over time, and can serve as a tool to help plan for contingency funding opportunities locally. (All costs are in millions.):

Project Name	2008 Cost Estimate	2015 Cost Estimate
US 101 Camp Rilea - Surf Pines	30.00	39.82
I-5 @ Woodburn Interchange	50.00	66.37
OR 22 @ OR 51 (phase 1)	20.00	26.55
OR 18 Oldsville Road Passing Lane	4.30	5.71
US 101 Lincoln City 19th - 35th	8.50	11.28
I-5 Santiam to OR 34 (phase 1)	30.00	39.82
OR 34 Van Buren Bridge (phase 1)	25.00	33.18
OR 99W Circle - UPRR	4.30	5.71
I-5 @ Beltline Interchange	35.00	46.46
I-5 @ Coburg Interchange	19.50	25.88
Beltline Hwy. River Rd. - Coburg Rd. (phase 1)	<u>15.00</u>	<u>19.91</u>
TOTAL	241.60	320.69

2015 Estimate assumes 4.3% inflation per year through 2011 and 4.0% from 2012 to 2015.



April 10, 2008

Ms. Dee Jones
 Interim Northwest Region Manager
 Oregon Dept. of Transportation
 455 Airport Rd SE, Building B
 Salem, Oregon 97301-5395

Dear Ms. Jones:

Thank you for your letter of February 6, 2008, concerning the Region 2 Straw Proposal relating to the 2010-2013 STIP minimum modernization program (Task 2). We appreciate the opportunity to respond to the Region's proposal, which included the following two projects in Area 5:

Beltline Hwy: River Rd – Coburg Rd	\$2.500 million
I-5 @ Coburg Interchange	\$0.725 million
Total	\$3.225 million

Both projects are within the boundary of the Central Lane Metropolitan Planning Organization (MPO), and both suffered funding decreases in the '08-'11 STIP reductions (Task 1). Your letter requested that we consider the Region's straw proposal and respond with any changes or modifications. This matter was discussed at the MPO policy board meeting on March 13.

Our original response to ODOT's Task 2 request aimed to make both projects whole again. The Region's straw proposal does replace the Beltline Hwy project funds. This project development phase is an important first step in addressing congestion on a State highway of considerable importance to both the metropolitan area and Lane County. It is designated as a Statewide Expressway, Bypass, and Freight Route, as well as a component in the National Highway System. We are very pleased to see these funds restored within the straw proposal.

In addition, we requested that funding for the I-5 @ Coburg Interchange project be restored to address the \$3.4 million shortfall due to the '08-'11 STIP reductions. We are therefore obviously disappointed that ODOT is only proposing \$725,000. ODOT Area 5 staff has recommended a compromise solution of \$1.6 million with which MPC concurs. This amount would not only ensure that the west side improvements necessary for completing Phase I would

CENTRAL LANE METROPOLITAN PLANNING ORGANIZATION

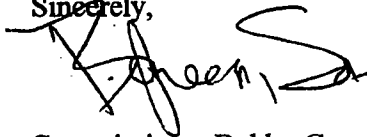
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be accomplished but that access controls and some critical right-of-way acquisition on the east side of I-5 would also be able to proceed. These east-side expenditures are considered not only strategic investments for the second phase of the I-5 @ Coburg Interchange project, but also of immediate value to ODOT in protecting the interchange access management area on the east side.

In particular, redevelopment is predicted on 70% of the lots on the southeast side of I-5 in the next few years. It is important that the access controls be in place so that the access and circulation plans that are appropriate to the proper functioning and protection of the interchange can be implemented by private development.

The MPC urges that the funding increment proposed for the I-5 @ Coburg project be reconsidered and the amount increased from \$725,000 to \$1.6 million. However, in no way should this request be misconstrued to mean the Beltline Highway: River Rd – Coburg Rd project funding for \$2.5 million does not remain our highest priority. Due to the importance of the Beltline Highway project and the need to get this project advanced in readiness, these funds for the I-5 @ Coburg project should not penalize the Beltline Highway project.

Sincerely,

A handwritten signature in black ink, appearing to read "Bobby Green", with a large, stylized "S" or flourish extending to the right.

Commissioner Bobby Green, Vice-Chair
Metropolitan Policy Committee

cc: Erik Havig, Region 2
cc: Lane County Commissioners



April 10, 2008

Ms. Dee Jones
 Interim Northwest Region Manager
 Oregon Dept. of Transportation
 455 Airport Rd SE, Building B
 Salem, Oregon 97301-5395

Dear Ms. Jones:

Thank you for your letter of March 11, 2008, concerning the Region 2 Straw Proposal developed in response to SB 566 (Task 3). Your letter listed priority projects for STIP years 2010-2015 which included the following three projects in Area 5, all of which are within the boundary of the Central lane Metropolitan Planning Organization (MPO):

I-5 @ Beltline Interchange	\$35.0 million
I-5 @ Coburg Interchange	\$19.5 million
Beltline Hwy. River Rd. – Coburg Rd. (Phase 1)	\$15.0 million
<u>TOTAL</u>	<u>\$69.5 million</u>

ODOT has indicated that the MPO should review the straw proposal and respond as to whether the projects and funding reflect this area's priorities. The MPO policy board (Metropolitan Policy Committee, MPC) discussed this at our meeting on April 10, and have provided this letter for consideration at the All Area meeting in May.

We are concerned about the omission of the Gateway/Beltline project from the straw proposal. Our original response to ODOT's Task 3 specified the following as the top 4 construction projects, prioritized in order (utilizing the ODOT STIP and MPO prioritization factors):

1. I-5 @ Beltline Interchange	\$35.0 million
2. Gateway/Beltline: International Way to Postal Way	\$15.0 million
3. I-5 @ Coburg Interchange	\$19.5 million
4. Beltline Hwy: River Rd – Coburg Rd (Phase 1)	\$20.0 million
<u>TOTAL</u>	<u>\$89.5 million</u>

The Gateway/Beltline project is our number one priority alongside continued funding of the I-5 @ Beltline Interchange project. While listed separately in our original list, the Gateway/ Beltline project is and has always been recognized by all partners as an integral component of the I-5 @ Beltline project, necessary to the successful operation of the freeway interchange investment currently underway as well

CENTRAL LANE METROPOLITAN PLANNING ORGANIZATION

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as subsequent future phases. The Gateway/Beltline project elements are part of the approved I-5 @ Beltline Environmental Assessment preferred alternative.

The Gateway/Beltline project is also considered significant to the successful operation of the Pioneer Parkway EmX bus rapid transit corridor which is scheduled for opening in 2010. The River Bend PeaceHealth regional hospital campus is directly served by Beltline Road, and improvements to the Gateway/Beltline intersection area are necessary to maintain mobility in this important corridor.

Since 2006, the MPO has programmed \$2.3 million in STP-U funds for the Gateway/Beltline project, the most received by any modernization project in the MPO area. This is evidence of the high priority that we place on completing this project. The City of Springfield estimates that the project still requires another \$15 million to proceed, but that the project is ready once the funds are obtained. Further, ODOT Area 5 staff indicated that \$25 million for the I-5 @ Beltline interchange would provide sufficient funding for discrete and viable element(s) that could be constructed at I-5 in the 2010-2015 time frame.

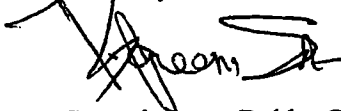
MPC is thus urging that the \$35 million specified for the I-5 @ Beltline Interchange in the Region 2 straw proposal be split into two parts: \$25 million for construction elements at I-5, and \$10 million for elements of the project in the Gateway/Beltline area. Due to readiness status of the Gateway/Beltline project, this approach also seems likely to be successful in reducing the impacts of inflation on the available funds.

In light of the estimate that the Gateway/Beltline project still needs \$15 million, MPC is requesting that an addition \$5 million be provided to Area 5 for this project. This region has a strong interest in seeing the project completed as soon as possible given the large employment base and the important medical facilities served by the project. However, this request comes with the caveat that this additional \$5 million should not place the other priority projects listed in the straw proposal at risk.

In summary, we strongly recommend that the Area 5 priority list reflect the following:

1. I-5 @ Beltline Interchange	\$25.0 million
2. Gateway/Beltline: International Way to Postal Way	\$15.0 million
3. I-5 @ Coburg Interchange	\$19.5 million
4. Beltline Hwy: River Rd – Coburg Rd (Phase 1)	\$15.0 million
<u>TOTAL</u>	<u>\$74.5 million</u>

Sincerely,



Commissioner Bobby Green, Vice Chair
 Metropolitan Policy Committee

cc: Erik Havig, Region 2
 cc: Lane County Commissioners