

W15a

Supplementary Memo

Memorandum Date: September 15, 2008

Meeting Date: September 24, 2008

TO: Board of County Commissioners

DEPARTMENT: Public Works

PRESENTED BY: Celia Barry, Transportation Planning

AGENDA ITEM TITLE: REPORT BACK AND ORDER/In the Matter of Commenting to the Oregon Department of Transportation (ODOT) on Region 2, Area 5 Earmarks Requests List Priorities

The Board of Commissioners held a public hearing on this matter on September 3, 2008. The Board asked for the following:

1. Commissioner Green asked that staff obtain a copy of the statewide list of earmark proposals. Attachment B is the statewide list submitted to Area Commissions on Transportation as of September 5, 2008. This list is of proposals originally submitted to ODOT and ACTs throughout the state. Many ACTs have yet to act on these proposals, so we don't know which ones are being moved forward for OTC consideration.
2. Commissioner Sorenson asked that the letter accompanying the Board's proposed list of earmark priorities be revised to make the OTC aware of the importance of sustainability concepts to Lane County. Specifically, you requested that efforts of the Western Climate Initiative, and the ODOT Sustainability Program, be mentioned. The revised cover letter, Exhibit A to the proposed Board Order, is attached.

Staff also learned of additional information regarding projects and the Earmarks List process and would like to take this opportunity to brief you on it. Staff spoke with ODOT's federal affairs advisor, Travis Brouwer, on September 12. Our discussion covered how Lane County and other Oregon projects would be advanced relative to the Columbia River Crossing bridge project, why there were no amounts attached to the list of statewide projects, and how the OTC earmark process would work from here.

With regard to the Columbia River Crossing bridge replacement, Mr. Brouwer indicated ODOT hopes to increase the amount of revenues coming to Oregon by seeking funding for this project from a national pot of money, such as the "Projects of National and Regional Significance Program", that are allocated on a national level rather than having Oregon projects compete with the Columbia River Crossing project.

With regard to the question about the absence of estimated costs for statewide projects (Attachment B), Mr. Brouwer said that the way costs were calculated and represented by various statewide proponents was so widely divergent and inconsistent that he didn't think the values offered a useful comparison. Projects will propose full or partial funding, with the balance made up either from other sources, or by scaling or phasing plans. He indicated ODOT doesn't anticipate getting all, or even most, of the earmark money that is sought.

ODOT will take the list to OTC in October and will be asking for OTC input, such as on whether they are willing to look at projects in development. He stated his opinion that since there are so many development projects statewide that the OTC will not be inclined to favor

development projects.

After getting initial feedback from the OTC, upper management ODOT staff will rate projects based upon the criteria (found on page 2 of Attachment C) in ODOT's Earmark Policy. ODOT staff will then prepare a straw proposal. While ODOT will share the straw proposal with local representatives, no additional comment will be sought from the Acts or Lane County. OTC is expected to take action in December.

Following is a table summarizing the proposed Board recommendation.

Proposed Lane County (Region 2, Area 5) OTC Earmarks List Priorities	
Requested funding is for Construction (C-STIP), and not Development (D-STIP), unless otherwise noted	
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	\$ 19.5 million
4. Beltline Highway: River Rd. to Coburg Rd. (Phase I)	\$ 20.0 million
5. Highway 126W/Veneta to Green Hill Rd. (D-STIP)	2.0 million
6. Franklin Blvd., Ferry St. Bridge to Springfield Bridge	25.0 million
7. Eugene-Springfield Highway (SR 126) @ Main St.	50.0 million
8. W. 11 th /Terry St. to Green Hill Rd.	\$20.0 million

VIII. ATTACHMENTS

- A Proposed Board Order and Exhibits A and B
- B List of Statewide Earmark Priorities by Region
- C ODOT Earmark Policy

**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 Region
) 2, Area 5 Earmarks Requests List Priorities

WHEREAS, the Oregon Department of Transportation (ODOT) requested input from the Lane County Board of Commissioners on Oregon Transportation Commission's (OTC) official Earmarks Requests List; and

WHEREAS, on July 10, 2008, the Metropolitan Policy Committee took action to recommend priorities for the Central Lane Metropolitan Planning Organization area; and

WHEREAS, On August 27, 2008, the Roads Advisory Committee provided comment on county-wide priorities; and

WHEREAS, the Board of Commissioners held a public hearing on September 3, 2008 to accept public comment on the matter; and

WHEREAS, priorities are generally consistent with Statewide Transportation Improvement Program priorities as reflected in Board action on April 30, 2008, by Board Order -08-3-19-12, and with recent United Front priorities; now, therefore, it is hereby

ORDERED that a letter substantially in conformance with the letter contained in Exhibit A, stating priorities in priority order, in support of the projects described in detail in Exhibit B, be submitted to the ODOT Region 2, Area 5 Manager for OTC consideration.

Dated this 3rd day of September, 2008.

Faye Stewart, Chair
Lane County Board of Commissioners

APPROVED AS TO FORM

Date _____ Lane County

OFFICE OF LEGAL COUNSEL

Exhibit A

September 24, 2008

Mr. Sonny Chickering, Manager
Oregon Department of Transportation
Region 2, Area 5
644 "A" Street
Springfield, OR 97477

Dear Mr. Chickering,

Thank you for the opportunity to comment on official Oregon Transportation Commission (OTC) Earmarks Requests List priorities.

Lane County is responding to your request for comment with unanimous support for the following modernization priorities, in priority order, for Region 2, Area 5.

Proposed Lane County (Region 2, Area 5) OTC Earmarks List Priorities	
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5. Highway 126W/Veneta to Green Hill Rd. (D-STIP)	2.0 million
6. Franklin Blvd., Ferry St. Bridge to Springfield Bridge	25.0 million
7. Eugene-Springfield Highway (SR 126) @ Main St.	50.0 million
8. W. 11 th /Terry St. to Green Hill Rd.	\$20.0 million

The Lane County Board of Commissioners held a public hearing on September 3, 2008 on this matter and received comments. In part citizens expressed the need to recognize the changing realities of peak oil and peak traffic. In submitting our list of modernization priorities, the Board would like to acknowledge these concerns by suggesting there is a higher level of analysis for us all to look at as we move forward in solving transportation problems.

Modernization priorities are necessary to upgrade aging infrastructure, and address safety and congestion issues. Given the current energy crisis and concern about environmental degradation, Lane County will be involved in parallel efforts to promote multi-modal travel. This is important not only to address energy and environmental concerns, but to protect major highway investments. This can be done by promoting travel options such as high speed rail, transit, and local bicycle and pedestrian facilities.

Recently you shared with local public officials your research into ODOT's Sustainability Program, designed to comply with the 2001 Oregon Sustainability Act. We applaud ODOT's actions showing your commitment to implementing the Act. For example, we support the

Context Sensitive and Sustainable Solutions Program, inclusion of bioswales in street designs, increased widths for bike lane and pedestrian facilities, and partnering with mass transit.

Finally, the Lane County Board of Commissioners wishes to draw ODOT's and the OTC's attention to the Western Climate Initiative (WCI), a collaboration launched in February 2007 by the Governors of Arizona, California, New Mexico, Oregon and Washington to develop regional strategies to address climate change. WCI is identifying, evaluating and implementing collective and cooperative ways to reduce greenhouse gases. The WCI partners set an overall regional goal for an aggregate reduction in greenhouse gas emissions of 15% below 2005 levels by 2020.

Again, thank you for providing us an opportunity to participate in the OTC Earmarks prioritization process. Please keep us informed as the list that OTC adopts is put together.

Sincerely,

Faye H. Stewart, Chair
Lane County Board of Commissioners

REAUTHORIZATION EARMARK PROPOSAL FORM

Please fill out this form to propose that a project be considered by an ACT or similar body for inclusion on an Earmark Recommendation List that will be sent to the Oregon Transportation Commission and Oregon's congressional delegation. Supplemental information will be requested for each project included on an Earmark Recommendation List to determine whether the meets the Commission Earmark Request Criteria. Filling out this form does not constitute an application for funding.

Instructions

- Please carefully read the Oregon Transportation Commission's Policy on Federal Reauthorization Highway Program Earmark Requests as well as the associated Guidance for Preparing Earmark Recommendation Lists before filling out this form. The policy and guidance are available at www.oregon.gov/ODOT/HWY/federal_affairs.shtml.
- To ensure consistency, please fill out form using 10 point Arial font.
- Letters of support may be attached.
- E-mail completed form to ACT and ODOT staff listed in the table below by **July 7**.
- Please direct any questions to the ODOT Area Manager or to Travis Brouwer, ODOT Federal Affairs Advisor, at (503) 986-3448 or by e-mail to travis.brouwer@odot.state.or.us.

Area of State	ODOT Staff	ACT Staff
Central Oregon ACT: Deschutes, Crook, Jefferson counties	Gary Farnsworth, gary.c.farnsworth@odot.state.or.us	Andrew Spreadborough, aspreadborough@coic.org
Cascades West ACT: Linn, Benton, Lincoln counties	Vivian Payne, vivian.b.payne@odot.state.or.us	Scott Wilson, swilson@ocwcoq.org
Hood River County	Rich Watanabe, richard.f.watanabe@odot.state.or.us	-
Lane County	Sonny Chickering, sonny.p.chickering@odot.state.or.us	-
Lower John Day ACT: Wasco, Sherman, Gilliam, Wheeler counties	Sam Wilkins, sam.l.wilkins@odot.state.or.us	Michelle Colby, michelle.colby@co.gilliam.or.us
Portland Metropolitan Region: Multnomah, Washington, Clackamas counties	Travis Brouwer, travis.brouwer@odot.state.or.us	-
Mid Willamette Valley ACT: Marion, Polk, Yamhill counties	Tim Potter, james.t.potter@odot.state.or.us	Richard Schmid, rschmid@mwvcoq.org
Northeast ACT: Morrow, Umatilla, Union, Wallowa, Baker counties	Frank Reading, frank.h.reading@odot.state.or.us	Glenis Harrison, glenis.harrison@odot.state.or.us and Nancy Martin, nancy.e.martin@odot.state.or.us
Northwest ACT: Columbia county	David Kim, david.kim@odot.state.or.us	Mary McArthur, mbmcarthur@att.net
Northwest ACT: Clatsop and Tillamook counties	Larry McKinley, larry.mckinley@odot.state.or.us	Mary McArthur, mbmcarthur@att.net
Rogue Valley ACT: Josephine and Jackson counties	Art Anderson, arthur.h.anderson@odot.state.or.us	Pat Foley, pfoley@rvcoq.org
South Central ACT: Klamath and Lake counties	Butch Hansen, norman.c.hansen@odot.state.or.us	Christina Ingram, christina@scoedd.org
South East ACT: Harney, Malheur, Grant counties	Rena Cusma, rena.m.cusma@odot.state.or.us	Sondra Lino slino@orednet.org
South West ACT: Douglas, Coos, Curry counties	Mark Usselman, mark.usselman@odot.state.or.us	Yvonne Lind, Yvonne.Lind@odot.state.or.us

Project name (route and segment):	I-5/Beltline Interchange
Jurisdiction owning facility:	Oregon Dept. of Transportation
Entity proposing project:	Oregon Dept. of Transportation
Contact information for proposer (name, phone number, e-mail):	Savannah Crawford, 541-747-1354, Savannah.Crawford@odot.state.or.us
Is this project inside an MPO boundary? If so, please list the MPO and note whether the project is included in the Regional Transportation Plan.¹	Central Lane MPO. This project is listed in the Regional Transportation Plan
Estimated total project cost for phases that have not been completed:	\$100,000,000
Has this estimate been determined through a valid and detailed cost estimate?²	Yes
At what stage in the project development process was this estimate completed?	2002 EA and 2003 REA; validated during 2007 project development
Total funding currently dedicated to the project:	Unit 1 and Unit 2 total of \$94,000,000
Amount of earmark funds requested:	\$35,000,000
Phase(s) for which earmark is requested:	Unit 3 and 4
Expected start date(s) for phase(s) for which funding is requested:	2012
Describe the problem this project is designed to solve.³ Please limit this description to 350 words or less. The I-5/Beltline Highway OR569 interchange is one of the major congestion chokepoints in the Eugene/Springfield area. Area growth has created a variety of deficiencies for this interchange, including geometric, operational, and safety. This interchange is in the States top 10% for highest crash rates. Prior funding sources, such as a previous earmark, have allowed ODOT to start rebuilding the interchange; however, many primary components cease to be built due to funding constraints. After Unit 1 is complete this fall and Unit 2 is complete in 2010, several ramps will remain deficient and weaving will occur at several locations. Completing these improvements will allow the interchange to operate to standard and as designed.	
Describe the project and how it will solve the problem described above. Please limit this description to 350 words or less. The continuation of the improvements identified in the Interchange Area Management Plan and Revised Environmental Assessment will help solve the remaining problems which exist at this interchange by allowing a smoother transition from I-5 to Beltline, allowing a safer movement for motorists. Unit 3 and Unit 4 of the project consist of: <ul style="list-style-type: none"> • Construct D Line and Soundwall: Eastbound Beltline auxiliary lane & southbound I-5 onramp; soundwall southside of Beltline, west of I-5. • Construct F Line: Southbound I-5 off ramp to westbound Beltline. <p>These improvements can be made individually. With the funding requested, we can complete several more elements of this project to allow for better operations at the interchange. These improvements, when made, will create free-flowing traffic movement to safely move people and goods throughout the region.</p>	
List agencies, organizations, businesses, and others who support this project. Central Lane MPO, Lane County, Lane Transit District, Oregon Dept. of Transportation, City of Eugene, City of Springfield, City of Coburg and FHWA.	

¹ ACTs and similar advisory bodies should consult with MPOs on any project within an MPO boundary.

² To be valid, a cost estimate should, at minimum, be expressed in year of expenditure dollars, using accepted rates of project cost inflation.

³ This should be consistent with problem statements from planning or NEPA documents.

Project name (route and segment):	Gateway/Beltline: International to Postal Way
Jurisdiction owning facility:	City of Springfield/ODOT
Entity proposing project:	City of Springfield
Contact information for proposer (name, phone number, e-mail):	Tom Boyatt, 541-744-3373 tboyatt@ci.springfield.or.us
Is this project inside an MPO boundary? If so, please list the MPO and note whether the project is included in the Regional Transportation Plan.¹	Central Lane MPO. Project is in the Regional Transportation Plan on the Financially Constrained Projects list
Estimated total project cost for phases that have not been completed:	\$15,000,000
Has this estimate been determined through a valid and detailed cost estimate?²	Yes
At what stage in the project development process was this estimate completed?	2002 EA and 2003 REA; validated during 2007 project development
Total funding currently dedicated to the project:	\$10,000,000 for Phase 2, Unit 1
Amount of earmark funds requested:	\$15,000,000
Phase(s) for which earmark is requested:	Phase 2, Unit 2
Expected start date(s) for phase(s) for which funding is requested:	2010
Describe the problem this project is designed to solve.³ Please limit this description to 350 words or less.	
<p>The Gateway area has a high concentration of hotels and motels, making it a convenient travel layover destination. Traffic volumes were low when the intersection was originally constructed, and the distance of 625 feet between the interchange ramps and Gateway did not create any traffic issues. However, today this close spacing and heavy traffic create problems for this intersection and the I-5/Beltline interchange. In addition to spacing, this intersection has a northbound storage queue which backs up significantly, creating congestion and delay to businesses. Without proposed improvements, this will continue to be congested with long queues that block freeway ramps, roadways and accesses, making travel difficult.</p> <p>The project will also improve safety and traffic flow by reducing congestion in the interchange area, including the 1-5 mainline and local street intersections. While improvements to the I-5/Beltline interchange are underway (funded in part by prior federal earmarks), this intersection improvement is a vital segment of the overall project in terms of moving traffic safely and efficiently from I-5 to the local system thus protecting ongoing and planned investments at the interchange.</p>	
Describe the project and how it will solve the problem described above. Please limit this description to 350 words or less.	
This project is to correct the operational and safety deficiencies of the existing intersection.	

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Improvements would meet current and projected traffic demands at key locations of the area's transportation system, support community vitality and livability, improve bike/ped connectivity, and minimize impacts to the natural and human environment.

Improvements identified in the Revised Environmental Assessment to improve safety, operations, and congestion consist of:

- Improvements to Beltline Road east of I-5 to Game Farm Road South eastbound – Three 12 foot through travel lanes plus right or left-turn lanes at intersections. Beltline Road westbound would have two 12-foot lanes from Game Farm Road South to the Kruse Way/Hutton Road intersection and three 12-foot lanes west of Gateway Street. Auxiliary left- and right-turn lanes are provided. Access would be limited. This section includes in both directions a variable-width planted median, a 6-foot bicycle lane, a 6-foot planter strip, and a 6-foot sidewalk
- From International Way to Beltline Road, improvements would consist of two 12-foot through travel lanes, a 6-foot bicycle lane, a 6-foot planter strip, and a 6-foot sidewalk. Auxiliary left- and right-turn lanes would be provided. Raised medians are proposed on Gateway Street from Game Farm Road East to Beltline Road. Access to adjacent properties would be right-in/right-out.
- Gateway Street from Beltline Road to Kruse Way would become one-way south bound consisting of three 12-foot travel lanes, a 6-foot bicycle lane, a 6-foot planter strip, and a 6-foot sidewalk. The left-most lane would be dropped as a stop sign controlled left-turn lane at Kruse Way. In the vicinity of Kruse Way, northbound traffic along Gateway Street would curve to the right along a modified alignment of Kruse Way to the east, curving north to the Beltline/Hutton intersection. The northbound segment would consist of three 12-foot travel lanes, a 6-foot bicycle lane, a 6-foot planter strip, and a 6-foot sidewalk. Gateway Street to the south of Kruse Way would return to two-way traffic and match into the existing section. There would be no raised medians in the one-way segments and access would consist of right-in/right-out or left-in/left-out depending on the proper direction and flow of traffic.

This improvement is a piece of the larger I-5/Beltline project, and one that is necessary to avoid degrading investments on the interchange side of the project where a significant investment has been made for current improvements.

List agencies, organizations, businesses, and others who support this project. Central Lane Metropolitan Planning Organization (MPO), Lane County, Lane Transit District, Oregon Department of Transportation, City of Eugene, City of Springfield, the City of Coburg, and FHWA.

Project name (route and segment):	I-5/Coburg Interchange
Jurisdiction owning facility:	Oregon Dept. of Transportation
Entity proposing project:	Oregon Dept. of Transportation
Contact information for proposer (name, phone number, e-mail):	Savannah Crawford, 541-747-1354, Savannah.Crawford@odot.state.or.us
Is this project inside an MPO boundary? If so, please list the MPO and note whether the project is included in the Regional Transportation Plan.¹	Central Lane MPO. This project is included in the Regional Transportation Plan.
Estimated total project cost for phases that have not been completed:	\$19,500,000
Has this estimate been determined through a valid and detailed cost estimate?²	Yes
At what stage in the project development process was this estimate completed?	Design/Engineering
Total funding currently dedicated to the project:	Unit 1 - \$15,668,000
Amount of earmark funds requested:	\$19,500,000
Phase(s) for which earmark is requested:	Phase 2
Expected start date(s) for phase(s) for which funding is requested:	2011-2013
<p>Describe the problem this project is designed to solve.³ Please limit this description to 350 words or less. This interchange serves as one of the few primary accesses to the City of Coburg. Significant numbers of regional residents currently travel to employment in the city of Coburg and use the Coburg/I-5 interchange. Most of the existing Coburg employment centers are located within the Coburg/I-5 study area. Most of the planned employment is also slated for the same general area, and is anticipated to generate even greater levels of traffic during the peak periods of travel.</p> <p>The interchange is insufficient to meet the demands of the large employment centers that exist within this area. Several large manufacturing companies rely on this interchange to move people, goods, and services throughout the region. This area serves as a major employment hub for the entire region and substandard ramps and other geometric deficiencies create problems at this interchange.</p> <p>The existing interchange ramps and bridge are not anticipated to be able to accommodate planned future (year 2025) traffic growth. Intersections located close to the interchange also are expected to contribute to congestion, due to queuing and delay related to vehicles turning onto Pearl Street. All of the primary intersections in the study area (Interstate 5 northbound and southbound ramps, Pearl Street & Industrial Way, Pearl Street & Roberts Road) are anticipated to operate worse than standards by 2025 without infrastructure or policy improvements. The addition of a traffic signal at the I-5 northbound ramps intersection was a recent effort to improve traffic operations in the interchange study area.</p> <p>Along with congestion, there are some safety concerns in the interchange study area. The Pearl Street/Coburg Industrial Way intersection has a worse than average crash rate. Rear-end and turning crashes are the most common incidents at this location, indicating driver impatience. The sight distance at the interchange ramp terminals and grades approaching the interchange bridge restrict motorist line of</p>	

¹ ACTs and similar advisory bodies should consult with MPOs on any project within an MPO boundary.

² To be valid, a cost estimate should, at minimum, be expressed in year of expenditure dollars, using accepted rates of project cost inflation.

³ This should be consistent with problem statements from planning or NEPA documents.

sight and create navigation problems for trucks. The bridge structure is very narrow, and allows virtually no room for pedestrians, bicyclists or vehicular emergencies.

Describe the project and how it will solve the problem described above. Please limit this description to 350 words or less. This project is anticipated to complete Phase 2 by: 1) replace the structure over Interstate 5 (I-5) with a modern structure to appropriate width that includes adequate bicycle and pedestrian facilities; 2) realign ramps as needed; 3) signalize the southbound ramp terminal intersection; 4) realign a local road south of the interchange to improve intersection spacing standards on the crossroad; and, 5) improve access control on the north side of the interchange by acquiring access control and developing a system of frontage and or local roadways.

List agencies, organizations, businesses, and others who support this project. Central Lane MPO, Lane County, Lane Transit District, Oregon Department of Transportation, City of Eugene, City of Springfield, and the City of Coburg.

Project name (route and segment):	Beltline Facility: River Road to Coburg Rd
Jurisdiction owning facility:	Oregon Dept. of Transportation
Entity proposing project:	Oregon Dept. of Transportation
Contact information for proposer (name, phone number, e-mail):	Savannah Crawford, 541-747-1354, Savannah.Crawford@odot.state.or.us
Is this project inside an MPO boundary? If so, please list the MPO and note whether the project is included in the Regional Transportation Plan.¹	Central Lane MPO. This project is included in the Regional Transportation Plan.
Estimated total project cost for phases that have not been completed:	\$100,000,000
Has this estimate been determined through a valid and detailed cost estimate?²	This estimate is conceptually based from the Regional Transportation Plan
At what stage in the project development process was this estimate completed?	Pre-Planning
Total funding currently dedicated to the project:	\$0
Amount of earmark funds requested:	\$20,000,000
Phase(s) for which earmark is requested:	Phase 1
Expected start date(s) for phase(s) for which funding is requested:	2013
Describe the problem this project is designed to solve.³ Please limit this description to 350 words or less.	
<p>The Beltline Highway (OR569) provides the only crossing of the Willamette River between the I-105/Washington Street Bridge in Eugene and the Highway 99E Bridge in Harrisburg. Almost 40 years old, it was constructed by Lane County in the 1960s; ownership transferred to ODOT in 1978. When it was built, it was largely surrounded by rural land uses and very low density suburban land uses; its design reflected that kind of demand. As the community has grown around the Beltline Highway, the intensity of land uses has increased and traffic volumes have grown, various safety problems associated with the interchange and ramp spacing being inadequate for the more intense urban travel demands have arisen. The high traffic volumes and capacity problems on the Beltline Highway are further compounded by its design elements.</p> <p>This segment of Beltline Highway carries more vehicle traffic than the nearby Interstate 5 segment. The high volume results in periods of congestion and in a high number of vehicle crashes. This facility does not meet state standards for highways within its classification, nor is it adequate to carry the amount of traffic it is currently experiencing, or will continue to experience in the future. The four interchanges that exist within this corridor all experience heavy traffic volumes and delays on the system. Each of them has geometric deficiencies, experience high volumes of traffic, and experience high crash rates; putting some in the top 5% for highest crashes within the state. As outlying areas continue to grow, and east-west connectivity is limited, this corridor will worsen for both operations and safety.</p> <p>Due to a high vehicle volumes, crash rates, and other deficiencies listed in this section, in addition to the</p>	

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regional significance the Beltline Highway carries for this region, the MPO and Board of County Commissioners have designated this segment of highway as 'top priority for the region' in identifying improvements and potential funding to implement the preferred alternative from the planning and NEPA process.

Describe the project and how it will solve the problem described above. Please limit this description to 350 words or less. This will implement measures resulting from Planning and NEPA evaluation to improve operation, increase capacity, and address safety concerns. This will also help address connectivity issues within the project area. This process is currently involved in an extensive planning process, looking at geometry, operations, safety, and land use, in addition to linking it to the NEPA process – funds for NEPA have been requested for the draft 2010-2013 STIP.

List agencies, organizations, businesses, and others who support this project. Central Lane MPO, Lane County, Lane Transit District, Oregon Department of Transportation, City of Eugene, City of Springfield, and the City of Coburg.

Project name (route and segment):	Hwy 126: Greenhill to Veneta
Jurisdiction owning facility:	Oregon Dept. of Transportation
Entity proposing project:	City of Veneta
Contact information for proposer (name, phone number, e-mail):	Ric Ingham, City Administrator, 541-935-2191. Ringham@ci.veneta.or.us
Is this project inside an MPO boundary? If so, please list the MPO and note whether the project is included in the Regional Transportation Plan.¹	No.
Estimated total project cost for phases that have not been completed:	\$2,000,000
Has this estimate been determined through a valid and detailed cost estimate?²	This estimate is conceptually based from the Regional Transportation Plan
At what stage in the project development process was this estimate completed?	Pre-planning
Total funding currently dedicated to the project:	\$0
Amount of earmark funds requested:	\$2,000,000
Phase(s) for which earmark is requested:	Planning and NEPA work
Expected start date(s) for phase(s) for which funding is requested:	2011
<p>Describe the problem this project is designed to solve.³ Please limit this description to 350 words or less. This segment of Highway 126W is experiencing a significant increase in traffic volumes due to land use patterns, such as commercial and residential, developing in outlying areas. Currently, no planned transportation improvements exist for this corridor, which is subject to high levels of traffic during peak times.</p> <p>Several safety studies have been completed, such as the Interim Corridor Strategy, Florence-Eugene Conditions Report, and the Oregon 126 Safety Study, which identify problems that exist within the corridor. These studies indicate this segment is carrying an extreme amount of traffic than what it was designed. This segment is a narrow two-lane highway and cannot accommodate the expected future traffic volumes of close to 20,000 ADT. This road configuration, high speeds, and high traffic volumes create a traffic hazard for motorist – traveling a primary route to cities such as Veneta and Florence.</p>	
<p>Describe the project and how it will solve the problem described above. Please limit this description to 350 words or less. This project is intended to begin the planning process to identify the problems and solutions for this corridor. This project can utilize past safety studies and will allow funding to complete technical analysis, identify problems, and identify potential solutions; ultimately, leading to the environmental process known as NEPA.</p>	
<p>List agencies, organizations, businesses, and others who support this project. The Metropolitan Planning Organization, Lane Transit District, Oregon Department of Transportation, Siuslaw Tribe, City of Florence, City of Veneta, and City of Eugene.</p>	

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² To be valid, a cost estimate should, at minimum, be expressed in year of expenditure dollars, using accepted rates of project cost inflation.

³ This should be consistent with problem statements from planning or NEPA documents.

Project name (route and segment):	Franklin Blvd: Ferry Street to Springfield Bridges
Jurisdiction owning facility:	City of Eugene, ODOT
Entity proposing project:	City of Eugene, Lane Transit District, City of Springfield
Contact information for proposer (name, phone number, e-mail):	Tom Boyatt, 541-744-3373 tboyatt@ci.springfield.or.us
Is this project inside an MPO boundary? If so, please list the MPO and note whether the project is included in the Regional Transportation Plan.¹	Yes - Central Lane MPO. Eastern segment of project from I-5 to Willamette River is in the RTP as study, bike lane and urban standards projects. Project extent is identified as Bus Rapid Transit corridor in RTP. RTP further designates four nodal development areas along project corridor between the new Wayne Morse Federal Courthouse in Eugene and the Springfield Bridges in Glenwood.
Estimated total project cost for phases that have not been completed:	\$100,000,000
Has this estimate been determined through a valid and detailed cost estimate?²	The \$100m is concept-level placeholder for this important multi-modal project.
At what stage in the project development process was this estimate completed?	Project identification phase.
Total funding currently dedicated to the project:	\$1,500,000
Amount of earmark funds requested:	\$25,000,000
Phase(s) for which earmark is requested:	NEPA, Preliminary and Final Design, R/W acquisition
Expected start date(s) for phase(s) for which funding is requested:	NEPA – September 2009 Design – January 2011 R/W Acq. – September 2011
Describe the problem this project is designed to solve.³ Please limit this description to 350 words or less.	Franklin Boulevard is a key regional transportation link that connects Eugene and Springfield and serves the University of Oregon (UO) and other important activity centers. It also acts as a primary entrance for visitors to Eugene and Springfield. A significant upgrade of this part of the transportation system to modern multi-modal standards is essential to the successful mixed use redevelopment of the Franklin corridor and the Glenwood area riverfront district. A redesign and reconstruction of Franklin Boulevard can provide a number of benefits to the community. Including support for economic development, improved mobility, high quality mode choices for non-auto travel, safety enhancements, and a more attractive entrance into the community.

¹ ACTs and similar advisory bodies should consult with MPOs on any project within an MPO boundary.

² To be valid, a cost estimate should, at minimum, be expressed in year of expenditure dollars, using accepted rates of project cost inflation.

³ This should be consistent with problem statements from planning or NEPA documents.

The eastern end of the Franklin Boulevard corridor, between the Springfield Bridges and Interstate 5, serves the Glenwood area. This roadway section has five travel lanes, but only intermittent sidewalks, very few bicycle facilities, and the bus rapid transit system operates in mixed traffic. In many sections, the right-of-way is only about five feet wider than the street width, leaving few options to easily add sidewalks, bicycle lanes, transit facilities, and landscaping. The street design is unsafe and inconvenient for pedestrians, bicyclists, and transit users.

The section of Franklin Boulevard west of Interstate 5 serves the UO, the new Federal Courthouse, and retail and commercial uses. The roadway has six lanes and a planted median throughout most of this section. There is a high level of pedestrian activity and business access. There are marginal bicycle facilities and limited pedestrian crossing opportunities, which fosters a high level of jaywalking. In addition, many of the intersections do not align properly, which creates safety issues for both pedestrians and motorists. Despite the high level of pedestrian activity, sidewalks have minimum width and many are immediately adjacent to the street (without a landscaping strip).

There is significant evidence of accelerated development activity throughout the corridor. The UO is beginning construction of a 13,000 seat arena which will lead to increased traffic in all modes, and exacerbate existing deficiencies in the segment west of I-5. Springfield has been approached by a number of potential development opportunities along the corridor east of I-5, and the adjoining north/south street (McVay Highway). Any of these potential opportunities will severely tax the existing facility

Describe the project and how it will solve the problem described above. Please limit this description to 350 words or less.

Reducing reliance on the automobile will not occur until new infrastructure that meshes with high-density mixed use redevelopment is put into place. This exciting, cutting edge project brings that vision together by leading the urban reinvestment in the metropolitan area's center through provision of modern transportation infrastructure.

The intent of the project is to construct a modern multi-way urban boulevard that includes dedicated bus rapid transit EmX guide ways and high quality bicycle and pedestrian facilities. This modern urban roadway form accommodates both vehicular throughput along with access lanes to serve "back of walk" commercial and residential re-development. Intersection alignments are improved, direct accesses to the roadway are largely eliminated, pedestrian crossings and overall the walking and cycling environment is dramatically improved, and infrastructure impediments to high density urban mixed use development and re-development is made feasible where it is not today based on the existing infrastructure form.

High density, mixed use re-development in the heart of the metropolitan area between the two downtowns of Eugene and Springfield will depend on the ability of agency and jurisdictional partners to make key multi-modal roadway and transit investments along the Franklin corridor. The proposed multi-modal improvements and the associated evolution and redevelopment of land uses along the corridor are essential to implementing the land use/transportation connection and providing both built environment and constructed transportation alternatives to auto travel.

List agencies, organizations, businesses, and others who support this project. Central Lane Metropolitan Planning Organization, Lane County, Lane Transit District, Oregon Department of Transportation, City of Eugene, City of Springfield, and the City of Coburg.

Project name (route and segment):	OR126/Main Street Intersection
Jurisdiction owning facility:	ODOT
Entity proposing project:	City of Springfield
Contact information for proposer (name, phone number, e-mail):	Tom Boyatt, 541-744-3373 tboyatt@ci.springfield.or.us
Is this project inside an MPO boundary? If so, please list the MPO and note whether the project is included in the Regional Transportation Plan.¹	Yes - Central Lane MPO. Yes, it is in the Regional Transportation Plan and contained on the Financially Constrained Projects list.
Estimated total project cost for phases that have not been completed:	\$50,000,000
Has this estimate been determined through a valid and detailed cost estimate?²	Yes
At what stage in the project development process was this estimate completed?	Planning
Total funding currently dedicated to the project:	\$500,000
Amount of earmark funds requested:	\$50,000,000
Phase(s) for which earmark is requested:	NEPA, Design, R/W Acquisition, Phase 1 Construction
Expected start date(s) for phase(s) for which funding is requested:	NEPA – 2010 Design, R/W – 2012 Phase 1 Const. - 2013
Describe the problem this project is designed to solve.³ Please limit this description to 350 words or less.	
<p>OR 126 is a Statewide Expressway and an OTC designated Freight Route.</p> <p>The OR 126 and McKenzie Highway (Main Street) intersection is approaching full capacity during peak travel times,⁴ and heavy traffic congestion and delay are anticipated at several intersections in the area by 2025 if no improvements are made. There is also anticipated congestion along the OR 126 mainline north of the intersection during p.m. peak travel periods.</p> <p>The existing volume/capacity (v/c) ratio at OR 126 and McKenzie Highway (Main Street) is 0.93, where 1.00 represents the roadway filled to capacity during peak travel time. Future (2025) operational analysis shows that operations at the OR 126 and McKenzie Highway (Main Street) intersection are anticipated to exceed a v/c ratio of 1.0 by 2025 without improvements. In addition, these v/c ratios do not meet ODOT highway standards.⁵ Congestion at other intersections in the immediate area is also expected to worsen over time.</p> <p>Crash trends show a pattern of rear-end collisions at the OR 126 and McKenzie Highway (Main Street)</p>	

¹ ACTs and similar advisory bodies should consult with MPOs on any project within an MPO boundary.

² To be valid, a cost estimate should, at minimum, be expressed in year of expenditure dollars, using accepted rates of project cost inflation.

³ This should be consistent with problem statements from planning or NEPA documents.

⁴ The peak hour of travel is 5:00-6:00 p.m.

⁵ Standards: At OR 126/Main: v/c = 0.80 (Oregon Highway Plan) and v/c = 0.75 (Highway Design Manual); At 54th/Main: v/c = 0.80 (Oregon Highway Plan) and v/c = 0.75 (Highway Design Manual); At 58th/Main: v/c = 0.80 (Oregon Highway Plan) and v/c = 0.75 (Highway Design Manual); At Jasper Rd/Mt. Vernon Rd: v/c = 0.90 (Oregon Highway Plan).

intersection (15 of 20 total crashes from 1998-2002). There is a perception that the OR 126 Expressway and McKenzie Highway (Main Street) intersection is challenging for pedestrians and bicyclists due to the crosswalk length and lack of defined bicycle facilities on the north side of McKenzie Highway (Main Street). Students and other pedestrians use an informal crossing of the OR 126 mainline north of the intersection (near A Street) to travel to and from the high school and other areas. There are several private driveways and public roadways along McKenzie Highway (Main Street) located very close to the OR 126 and McKenzie Highway (Main Street) intersection, which can slow traffic operations and lead to opportunities for crashes.

In summary, the OR126/Main Street intersection is currently operating below the City of Springfield and ODOT's operating standards and will worsen as traffic volumes continues to increase. The geometry of the intersection and increasing traffic volumes create a hazardous environment for motorists. Traffic crashes result from high speeds, poor geometry, and high traffic volumes.

Describe the project and how it will solve the problem described above. Please limit this description to 350 words or less.

Improving this intersection with a modern interchange is necessary to alleviate the safety, capacity and mobility problems that exist at this intersection. Roadway improvements will allow for more free-flow movements through the intersection and increased capacity, and address the safety problems in the intersection area.

List agencies, organizations, businesses, and others who support this project.

Central Lane Metropolitan Planning Organization (MPO), Lane County, Lane Transit District, Oregon Department of Transportation, City of Eugene, City of Springfield, and the City of Coburg.

Project name (route and segment):	West 11 th Avenue Improvement Project: Terry to Greenhill
Jurisdiction owning facility:	Oregon Department of Transportation/City of Eugene
Entity proposing project:	City of Eugene
Contact information for proposer (name, phone number, e-mail):	Rob Inerfeld, Transportation Planning Manager, 541-682-5343 Rob.inerfeld@ci.eugene.or.us
Is this project inside an MPO boundary? If so, please list the MPO and note whether the project is included in the Regional Transportation Plan.¹	Central Lane MPO. This project is in the Regional Transportation Plan.
Estimated total project cost for phases that have not been completed:	\$20,000,000
Has this estimate been determined through a valid and detailed cost estimate?²	This estimate is conceptually based from the Regional Transportation Plan
At what stage in the project development process was this estimate completed?	Pre-Planning
Total funding currently dedicated to the project:	\$0
Amount of earmark funds requested:	\$20,000,000
Phase(s) for which earmark is requested:	Planning, NEPA, and Construction
Expected start date(s) for phase(s) for which funding is requested:	2010-2013
Describe the problem this project is designed to solve.³ Please limit this description to 350 words or less. West Eugene is experiencing significant growth due to land use patterns, such as commercial and residential, developing in outlying areas. Currently, no planned transportation improvements exist for this corridor segment, which is subject to high levels of traffic during peak times. Improvements to relieve congestion in West Eugene were identified in the West Eugene Parkway, since eliminated as a potential project, and a void now exist for planned improvements to increase safety and operations on this corridor.	
This segment is a narrow two lane road that carries heavy traffic volumes to and from the Eugene area and is one of the primary routes leading to coastal cities. A variety of groups and planning projects are underway to begin the identification of problems and solutions for this corridor. A committee called the West Eugene Collaborative, not affiliated with a government entity, has formed to start identifying issues and solutions for West 11 th Avenue, which includes this segment of highway. The City of Eugene is also in support of starting a planning process in the near future to begin planning for this corridor.	
Describe the project and how it will solve the problem described above. Please limit this description to 350 words or less. This project is intended to continue the planning process to identify the problems and solutions for this corridor. This project will allow funding for technical analysis to be complete, identification of problems, and identification of potential solutions. Ultimately, leading to an environmental process and the start of construction for phases identified in the planning and	

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³ This should be consistent with problem statements from planning or NEPA documents.

environmental process.

List agencies, organizations, businesses, and others who support this project. Lane County, Lane Transit District, Oregon Department of Transportation, City of Eugene, City of Springfield, and the City of Coburg.


Statewide Highway Program Authorization Earmark Proposals

Project Name	Description	Location	Project Type	Phase	Region
Historic Columbia River Highway State Trail	Build HCRH State Trail on abandoned sections of highway	Multnomah/ Hood River counties	Bicycle/ Pedestrian	Construction	1
I-84 vertical clearance improvement	Increase vertical clearance on I-84 interchange at Exit 25 (Rooster Rock State Park)	Multnomah County	Bridge	Construction	1
I-5 Columbia River Crossing	Replace Interstate Bridge with wider facilities, improve interchanges	Portland/ Vancouver	Modernization	PE/ROW/Construction	1
I-84 Eastbound to I-205 Northbound	Add auxiliary lane to ease merging from I-84 eastbound to I-205 northbound	Portland	Modernization	Construction	1
I-205 Southbound to I-5 Southbound	Add auxiliary lane to ease merging from I-205 southbound to I-5 southbound	Tualatin/ Wilsonville	Modernization	Construction	1
Sunrise Corridor Phase 1	Build 82nd Drive overcrossing to reduce congestion on OR 212/224 and improve Sunrise System to accommodate regional growth	Clackamas County	Modernization	Construction	1
I-84 Troutdale Interchange	Improve I-84 Troutdale interchange to facilitate industrial development	Troutdale	Modernization	Construction	1
Airport Way to Northbound I-205	Improve on-ramp from Airport Way to I-205 northbound	Portland	Modernization	Construction	1
US 26 Staley's Junction interchange	Improve safety at US 26/OR 47 interchange	Washington County	Modernization	Construction	1
US 26/Springwater interchange	Build interchange to facilitate access to industrial development	Gresham	Modernization	ROW	1
OR 99W/McDonald intersection	Improve intersection to reduce safety problems and congestion	Tigard	Modernization	Construction	1
US 30 Clatskanie River Bridge to Swedetown Overpass	Improve traffic flow and safety on US 30 in Clatskanie	Clatskanie	Modernization	Construction	1
I-84/Central Multnomah County ITS	Implement traveler information system, signal timing projects	Gresham	Operations	Implementation	1
US 26 safety improvements	Improve safety on US 26 between Sandy and Mt. hood	Clackamas County	Safety	Construction	1
Pedestrian Access to Kroc Center	Build pedestrian crossing over Salem Parkway/railroad to access new community facility	Salem	Bicycle/ Pedestrian	Construction	2
Corvallis to Albany multi-use path	Build multi-use path between Corvallis and Albany to enhance regional bicycle/pedestrian facilities	Benton County	Bicycle/ Pedestrian	Construction	2
I-5/Beltline interchange	Construct eastbound Beltline ramp onto southbound I-5 and southbound I-5 off-ramp to westbound Beltline to reduce congestion	Eugene/ Springfield	Modernization	Construction	2

Project Name	Description	Location	Project Type	Phase	Region
I-5/OR 214 (Woodburn) interchange	Construct interchange to increase capacity and address congestion	Woodburn	Modernization	PE/ROW/Construction	2
I-5 Coburg interchange	Increase capacity at interchange to address congestion	Coburg	Modernization	Construction	2
Beltline Hwy: River Road to Coburg Rd	Improve operations and capacity and address safety concerns at various locations on corridor	Eugene	Modernization	Construction	2
OR 126/Main Street intersection	Improve intersection to address congestion and safety problems	Springfield	Modernization	NEPA/PE/ROW/Construction	2
I-5 Santiam River to OR 34	Widen I-5 and improve interchanges to meet travel demand	Linn County	Modernization	PE/ROW/Construction	2
53rd Street Railroad Overpass	Build overpass over railroad and relocate intersection	Benton County	Modernization	Design/ROW/Construction	2
US 101 SE 16th-36th (Lincoln City)	Add travel lanes and improve intersections to address bottleneck and improve mobility	Lincoln City	Modernization	Construction	2
Van Buren Ave/OR 34 Bridge Replacement	Replace Van Buren Ave Bridge on OR 34 to address traffic bottleneck	Corvallis	Modernization	Design/Construction	2
OR 18/OR 22 interchange	Conduct EA to determine future improvements near Grand Ronde	Polk County	Modernization	Construction	2
US 20 Newton to Neer Street	Widen US 20, address access, and improve intersections to improve mobility and safety	Corvallis	Modernization	NEPA/ROW	2
OR 99W widening from Circle Blvd to SPRR	Widen OR 99W to four lanes in north Corvallis to increase capacity and improve safety	Corvallis	Modernization	Construction	2
OR 221 (Wallace Road) at Glen Creek Rd	Add capacity at an intersection to address congestion	Salem	Modernization	Construction	2
Gateway/Beltline: International to Postal Way	Improve intersection to meet future travel demand needs	Springfield	Modernization	Construction	2
Franklin Blvd: Ferry St to Springfield bridges	Develop improvements to key regional transportation corridor	Eugene/Springfield	Modernization	NEPA/PE/ROW	2
I-5/Kuebler interchange to Santiam River	Complete EIS to address future needs of this segment of I-5	Marion County	Modernization	NEPA	2
Newberg-Dundee Transportation Improvement Project	Purchase right of way for first phase of Bypass route	Yamhill County	Modernization	ROW	2
Salem River Crossing (Highway 22)	Purchase right of way for future third bridge across Willamette River in Salem	Salem	Modernization	PE/ROW	2
Highway 126: Greenhill to Veneta	Identify solutions for corridor to relieve congestion	Lane County	Modernization	Planning/NEPA	2
OR 22/OR 51 interchange	Build grade-separated interchange at state highway intersection to address safety and traffic problems	Polk County	Modernization/Safety	Construction	2
Beltline-Delta Highway ITS	Implement operational improvements on Beltline/Delta Highway corridor to improve traffic flow	Eugene	Operations	Implementation	2

Project Name	Description	Location	Project Type	Phase	Region
US 20 Hogg Rock Rockfall Mitigation	Build 16 foot wide catchment area at base of Hogg Rock to accommodate rock fall and snow avalanches and prevent highway closures	Linn County	Operations	Construction	2
US 101 Coos Bay McCullough Bridge cathodic protection	Preserve McCullough Bridge over Coos Bay	North Bend	Bridge	Construction	3
I-5 Fern Valley Interchange	Reconstructs Interchange; Widens Fern Valley Road.	Phoenix	Modernization	Construction	3
US 199 expressway upgrade	Widen Highway 199 to 6 lanes between Tussey Lane and Allen Crk	Grants Pass	Modernization	Construction	3
OR-42 Overcrossing at I-5 Exit 119	Add EB lane over I-5 to NB on-ramp	Roseburg	Modernization	Construction	3
OR-42: County Line Curves	Straightens highway geometry at Coos-Douglas county line	Coos/Douglas County	Modernization	Construction	3
Table Rock Road:I-5 to Biddle	Widens Table Rock to 5 lanes with bike lanes and sidewalks	Jackson County	Modernization	Construction	3
OR 138E Corridor Solutions	Adds capacity to the intersection of OR-138 and OR-99 and along the OR-138 corridor between I-5 and Fulton Street.	Roseburg	Modernization	Construction	3
South Stage Road Overcrossing	Extend S. Stage over I-5 to N. Phoenix Road	Medford	Modernization	Construction	3
Highway 62 Corridor Solutions Unit 2	Acquire needed right of way	Medford	Modernization	ROW	3
US 101 North Bend Waterfront Access Intersection at Stanton Ave	Would make improvements to US 101 and a new signalized intersection at the entrance to a redevelopment site on North Bend's waterfront	North Bend	Modernization	Construction	3
Hubbard Lane Improvements	Widen road to city standards	Grants Pass	Modernization	Construction	3
Redwood Avenue Improvements	Widen road to city standards	Grants Pass	Modernization	Construction	3
I-5 Truck Climbing Lane (Sexton Summit)	Widen I-5 to add dedicated truck lane on uphill grade in both directions on Sexton Summit in Josephine County	Josephine County	Modernization/Safety	Construction	3
I-5 Truck Climbing Lane (Sutherlin Hill)	Widen I-5 to add dedicated SB truck lane	Douglas County	Modernization/Safety	Construction	3
OR 99 at Scenic Drive	Signalize intersection	Central Point	Operations	Construction	3
Garfield: Peach to Columbus	Reconstruct roadway to city standards	Medford	Preservation	Construction	3
Deschutes River Trail-Portland	Trail undercrossing	Bend	Bicycle/Pedestrian	Construction	4
North Unit Canal Trail-27th	Trail undercrossing	Bend	Bicycle/Pedestrian	Construction	4

Project Name	Description	Location	Project Type	Phase	Region
US 97 at Murphy Rd	Interchange and other improvements to allow removal of stoplights and extension of Bend Parkway	Bend	Modernization	Design/ROW/Construction	4
US 97 Klamath County passing lanes	Construct passing lanes on US 97 in two locations	Klamath County	Modernization		4
US 97: Empire-Deschutes Market	Improvements to US 97 in north Bend to expand capacity and address congestion	Bend	Modernization	Construction	4
19th Street Extension	Construct new road parallel to US 97	Deschutes County	Modernization	Construction	4
Madras South Y (J Street@US 97)	Realign/Improved intersection of J St & Hwy 97	Madras	Modernization	Construction	4
Juniper Canyon/Davis Loop	Provides alternative route for rural residential area	Crook County	Modernization	Construction	4
Millican Road: OR 126 to Reservoir Rd	Would make geometric improvements to provide safe route for oversized trucks	Crook County	Modernization	Construction	4
Reed Market Corridor	Widening, roundabouts, etc	Bend	Modernization	Construction	4
W 6th Street widening/traffic signals	Intersection improvements on I-84 frontage road between exits 82 and 83	The Dalles	Modernization	Construction	4
Powell Butte Hwy Reroute	Feasibility Analysis	Crook County	Modernization	Planning	4
Thompson St/19th St arterial construction	Construction of collector in SE The Dalles	The Dalles	Modernization	Construction	4
OR 140 Bly Mountain/Beatty Curve	Realign curves, widen roadway, address slopes	Klamath County	Modernization/ Safety	Construction	4
OR 140 Doherty Slide	Realign curves	Lake County	Modernization/ Safety	Construction	4
5th/6th St Reconstruction	Reconstruct pavement	Redmond	Preservation	Construction	4
US 197/Fremont Overpass	Construction of overpass	The Dalles	Safety	Construction	4
US 730 interchange connection for East Beach Industrial Park	Build road to provide access from Port of Morrow to US 730/I-84 interchange	Boardman	Modernization	Construction	5
I-84 Spring Creek climbing lane	Truck climbing lane on I-84 at 6% grade	Union County	Modernization/ Safety	Construction	5
I-84 Boardman Main St overpass	Improve overcrossing and widen offramps	Boardman	Modernization/ Safety	Construction	5
I-5 seismic retrofit	Seismically retrofit 42 bridges on I-5 that were not retrofitted under OTIA III	I-5 corridor	Bridge	Construction	2 & 3

 Oregon Department of Transportation POLICY	NUMBER Transportation Commission-10	SUPERSEDES New
	EFFECTIVE DATE 05/13/2008	PAGE NUMBER 01 OF 03
	VALIDATION DATE	
	REFERENCE Oregon Transportation Commission Minutes, May 13, 2008	
SUBJECT Federal Reauthorization Highway Program Earmark Requests		

PURPOSE

The Oregon Transportation Commission (Commission) establishes the following policy on highway program earmark requests in the federal surface transportation reauthorization legislation in order to ensure input from local stakeholders on the Oregon Department of Transportation’s (Department) earmark requests, advance broadly supported projects that are recognized as regional or statewide priorities, clearly explain expectations for earmarks for state highway projects, strengthen regional prioritization processes, and secure funding that will help deliver projects.

POLICY

In the next surface transportation authorization legislation, the Commission intends to present Oregon’s congressional delegation a limited number of earmark requests for transportation projects that are strategic investments in Oregon’s transportation system, address important transportation problems, and have broad support. In advancing these projects, the Department commits to delivering each project if a sufficient earmark is secured by the congressional delegation. The Department shall provide or help provide matching funds and make up any shortfalls for projects on the official Commission Earmark Requests List to ensure these projects are delivered.

In developing the official Commission Earmark Requests List, the Commission shall consider recommendations from Area Commissions on Transportation (ACTs), Metropolitan Planning Organizations (MPOs), and other advisory bodies, as well as statewide priorities and available budget for providing required match and fully funding the project.

Department region staff and local government agencies shall work together through the ACT or similar bodies to identify and recommend appropriate projects that are high priorities for the area, have broad support, and meet the criteria laid out in this policy. Because of the important role MPOs play in determining transportation priorities within urban areas, ACTs are expected to coordinate with MPOs, seek their input for projects within MPO boundaries, and consider MPO priorities as they recommend projects. ACTs shall also seek input from any other important transportation advisory bodies within their boundaries.

ACTs and similar advisory bodies are to prepare Earmark Recommendation Lists and supporting documentation that demonstrates how each project meets the Earmark Request Criteria set forth in this policy. The Commission shall review and consider projects on the Earmark Recommendation

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Lists to prepare the official Commission Earmark Requests List. The Commission may also consider recommendations from its statewide advisory committees such as the Oregon Freight Advisory Committee (OFAC) and MPO priority lists submitted to ACTs or similar bodies.

Projects that have the support of multiple parties including local governments, area and statewide transportation advisory committees, and the Department region shall be preferred over ones that have less support. The Commission may give preference to earmark requests that will complete the funding necessary to fully construct a project over requests that will fund only earlier phases, such as project development activities or right-of-way acquisition, or that only contribute to but do not fully fund construction of a new project.

The Department's limited resources dictate that earmarks requested from the congressional delegation should complete or nearly complete the funding needed to deliver a project so there is no need for a significant additional infusion of resources. The Commission may give preference to earmark requests that provide the "last dollar" for a project or project phase to fill a shortfall after other funding has been allocated.

Earmark Request Criteria

The Commission establishes the following criteria for earmark requests made by the Department. The Commission shall only make requests for projects that meet these criteria.

- ***Strategic Investment:*** The project is a strategic investment that addresses problems on Oregon's transportation system, is included in or consistent with an existing transportation plan document or needs list, and has been identified as a regional or state priority. Projects shall provide significant benefits to Oregon and its transportation system in areas such as economic development, freight mobility, environmental quality, congestion relief and mobility improvement, safety, and other priority areas.
- ***Meets STIP Criteria:*** Projects recommended for earmark requests shall meet the approved Statewide Transportation Improvement Program (STIP) criteria as set forth in the *STIP Project Eligibility Criteria and Prioritization Factors*.
- ***Support:*** The project has strong support, including support from local government agencies, area and/or statewide advisory bodies, the public, and the business community.
- ***Readiness:*** The project has been developed enough to identify potential concerns and demonstrate that it has no known fatal flaws. The work shall begin during the timeframe of the transportation authorization legislation (2010-2015).
- ***Funding:*** Earmark funding, when combined with funding already committed to the project and additional available resources, shall be used to complete the project or a project phase, which may include planning, environmental work and project development, preliminary engineering, right of way acquisition, or construction. Construction of the project may be structured in phases so that the earmark funds received will complete construction of a segment of the project.

Earmark Sponsor Roles and Responsibilities

Any local agency¹, organization, business, or other entity that requests and secures earmark funding for a project not on the official Commission Earmark Requests List takes on the role of the project's sponsor. The earmark requestor shall be expected to provide the required non-federal matching funds. When a project not on the Commission Earmark Requests List receives an earmark, the

¹ For purposes of this policy, the definition of "local agency" includes, but is not necessarily limited to, cities, counties, metropolitan planning organizations, ports, special districts, federally recognized Native American tribes, and other units of government.

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Department may provide additional funds for the project only in accordance with the Department's funding priorities and only to the extent funds are available after Commission approved earmark requests are fully funded and after other funding priorities have been met. This policy shall apply when the local agency's earmark is for a project on the state system in addition to when the earmark is for a project on the local agency's system. A local agency that secures an earmark for a local agency project also is responsible for developing and delivering the project according to all applicable federal and state requirements, with oversight and technical assistance from the Department.

Nothing in this policy is intended to prevent a local agency from seeking an earmark for a project on the state or local transportation system. Rather, this policy is intended to foster partnerships with local agencies, explain how the Department intends to invest its scarce resources, and explain the circumstances under which the Commission and Department shall accept responsibility for funding projects.

Use of Earmarks for Local Contribution to State Highway Projects

Earmarks for projects on the state highway system are generally intended to supplement rather than supplant state and local resources already committed to the project, and the Commission's earmark requests shall be focused on filling gaps in projects that have not been fully funded. Earmarks for state highway projects shall first be applied to any unfunded balance; once a project is fully funded, earmarks secured by local agencies may be counted toward the local agency's expected contribution.