



Oregon

Theodore R. Kulongoski, Governor

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Region 2 ACT Chairs, Vice Chairs and Commissioners:

Lylla Gaebel	NWACT Chairperson
Shirley Kalkhoven	NWACT Vice Chairperson
Richard Bjelland	MWACT Chairperson
Ken Woods	MWACT Vice Chairperson
Roger Nyquist	CWACT Chairperson
Linda Modrell	CWACT Vice Chairperson
Bobby Green	Lane County Commissioner
Anna Morrison	Lane County Commissioner

Subject West Eugene Parkway (WEP) Project
Funding Reallocation Recommendation

Dear Region 2 ACT Chairs, Vice Chairs and Commissioners:

In my previous letter to you from November 29, I shared with you that Oregon Transportation Commission (OTC) took the formal action at their November meeting to remove the West Eugene Parkway from the 2006-2009 STIP. The OTC instructed staff to bring back a proposal for their consideration to redeploy the remaining funds: (1) To Region 2 modernization projects that are currently in construction and are in need of added funds to complete the construction project; or (2) To Region 2 modernization projects contained in the 2008-11 Draft Construction STIP that will be in construction by 2011 and are in need of additional funds.

The decision making authority on the reallocation of these funds resides with the OTC. ODOT needs to ensure enough funds are maintained for the WEP project to complete the close out of the project. This means that there is approximately \$11.7 million in funds available for reallocation.

Similar to the situation we encountered with the Highway 101 Seaside project, the Region is making a proposal to the OTC on a reallocation strategy of these funds to modernization projects in the region. This letter is to present the Region's recommendation for a reallocation strategy for the remaining construction funds from the WEP. I request that you review the attached recommendation with your ACT/Lane County and provide any feedback to me, by the end of January 2007. I will arrange a meeting for the ACT Chairs and Vice Chairs in early February to meet with me and Mike Long, the Region Project Delivery Manager, to finalize the reallocation proposal and resolve any remaining concerns.

Background:

In the fall of 2005, the Eugene City Council membership of the Lane County MPO representing a vote of their city council vetoed a motion to adopt the 08-11 MTIP unless the WEP was removed from the list of approved projects. In subsequent months these members worked with FHWA to hire a consultant (Osprey Group) to assess the issues surrounding the subject project.

At the conclusion of the study, David Cox, representing FHWA, proposed a southern version of the currently preferred alignment for the project. Although his proposal struck a compromise between the differing positions put forth within the assessment report, it was not deemed an acceptable alternative by the Eugene City Council. The Council advocated for a collaborative effort in which the southern alternative could have been considered.

After much effort by ODOT Director Matt Garrett and other parties to resolve these conflicts, the City of Eugene put forth a motion at the July 13, 2006 MPO meeting to adopt the 08-11 MTIP without the construction funding for the WEP. The vote passed. Director Matt Garrett then indicated that "this chapter is closed" and that ODOT would recommend a "no build" alternative to the FHWA thereby bringing the project to a close. The MPO action combined with the final FHWA Record of Decision, a No Build alternative, led to the OTC decision to effectively remove construction funding for the WEP. About \$500,000 is needed to close out the WEP project leaving \$11.7 million for re-distribution.

Recommendation:

The following table indicates a proposed strategy for reallocating the funding. The projects proposed to receive additional funding were selected based upon the following criteria. (In no priority order):

As directed by the OTC: (1.) Modernization projects that are currently in construction and are in need of added funds to complete the construction project: or (2) modernization projects contained in the 2008-11 Draft Construction STIP that will be in construction by 2011 and are in need of additional funds.

Area	Project Name	What will be accomplished with the additional funding	Funding Amount	Expected Construction Year
3	Woodburn Park and Ride	Park and Ride facility <i>Park & Ride facility construction expected in 2008. Remainder of interchange project is not fully funded.</i>	\$2m	2008
4	US 20: Pioneer Mtn – Eddyville	Fund additional improvements to west end tie-in section that had to be reduced during procurement process.	\$3.5m	2006-09
4	US 101 @ 32 nd St. Realignment: Lincoln City	Fund deferred improvements from the overlapping US101:SE19th-32 nd Street OTIA project, including improvements to the Baldy Creek structure	\$2.7	2009
5	I-5: Beltline Phase 2	The next project phase at this location is currently being defined \$3.5 million will allow us to include more elements needed in future phases. (i.e. we don't currently have enough funding to include the Northbound off and/or on ramp in phase 2)	\$3.5m	2010
		TOTAL	\$11.7m	

The following section provides a little more detail and justification for the projects the Region is recommending:

Area 3

I-5 @ Woodburn Park and Ride

This project is the starting phase of a planned interchange redevelopment. The scope is to prepare a Park and Ride lot in the Northeast quadrant of the interchange, working closely with the City of Woodburn, to aid in commuter and transit development. The project is currently being negotiated for out-sourced design, which will commence in December '06. The identified funding level is scoping estimate only, and has not been refined by any design efforts.

Area 4

Pioneer Mountain – Eddyville

This is a project of statewide significance and is important not only to the Area, but the State. The project is currently under construction and is progressing well. However, the current funding available is insufficient to complete the project. The additional funding will build improvements in the west tie-in section that were deleted during the procurement phase, and prepare us for additional landslide stabilization efforts that were unforeseen. This project, located in the coast range, has many geotechnical considerations. The project has steep terrain, multiple landslides, embankments higher than 160 feet, cuts in excess of 100 feet, and approximately four million cubic yards of earthwork. The contractor has identified additional landslides above those identified in the contract documents and has given notice of differing site conditions.

US 101 @ 32nd St. Realignment Lincoln City

This project was amended into the 2006-2009 STIP at the request of Lincoln City and the Cascade West ACT. Construction funding is identified in the Draft 2008-2011 STIP. The project realigns SE and SW 32nd Streets in Lincoln City's Nelscott District and will be developed in coordination with the Lincoln City's Nelscott District urban renewal efforts. The project northerly boundaries overlap with the US101:SE19th-32nd Street OTIA project. As a result of the overlap, a portion of the improvements planned for the OTIA project have been deferred to the 32nd Street Realignment project, including improvements to the Baldy Creek structure near 29th Street.

Area 5

I-5: Beltline Phase II

The next project phase at this location is currently being defined. Phase 1 of the project currently under construction will construct northbound to westbound flyover from I-5 to Beltline, an auxiliary lane from I-105 to Beltline on I-5 NB, replace the North Game Farm Structures, and construct a Pedestrian Bridge over I-5. There are numerous elements that remain to be constructed in final phases and the availability of funding will determine which elements are constructed in Phase II. Among those elements are NB on and off ramps to and from Beltline, SB I-5 on ramp from Beltline EB, an auxiliary lane EB on Beltline to I-5 on ramp, sound walls, right of way purchase, and supporting features such as signals and water treatments. An additional consideration is the City of Springfield proposed improvements at the Beltline/Gateway Intersection.

Thank you for your leadership in helping assemble this redistribution plan. Again, we need your comments submitted by the end of January 2007 so we can develop a final recommendation. My office will set up a meeting for the first part of February for the Act Chairs and Vice Chairs to meet with the Region to reach consensus on a final recommendation that will hopefully go to the OTC in March. I ask you to share this information with your ACT's and respective constituents. If you have any questions, please contact me at 503-986-2631.

Sincerely,



Jeff Scheick
ODOT Region 2 Manager