

**Attachment 1 – Project Descriptions – Excerpt from
United Front Executive Summary**

TRANSPORTATION

A. Interstate 5/Beltline Road Interchange. The Cities of Springfield and Eugene request \$28 million to construct Phase 1 of the Interstate 5/Beltline Road interchange. State and local (City of Springfield) match available for this project is \$32 million, larger than the requested federal amount. The interchange was constructed in 1968 when land uses in the area were primarily rural. The requested funds will pay for the northbound flyover and I-5 lane and ramp improvements, sound mitigation on the west side of I-5, and right-of-way acquisition.

B. Courthouse District Transportation Improvements. The City of Eugene requests funding for improvements to the area in the vicinity of the Wayne Morse Federal Courthouse in downtown Eugene. Total transportation project costs will be \$7.6 million, with a needed federal share of \$6.32 million. To accommodate the needs of a completed courthouse, construction of the transportation improvements is scheduled to be completed in the spring of 2006. To meet this schedule and activities leading up to construction, approval of requested project funding would be needed immediately.

C. Interstate 5 and Franklin Boulevard/Glenwood Interchange Study. The Oregon Department of Transportation (ODOT) has initiated the planning and design for the replacement of the Interstate 5 (I-5) bridge across the Willamette River near Franklin Boulevard. Federal transportation funding is sought to expand the environmental documentation required for the bridge replacement project to include an Environmental Impact Study (EIS) of a new interchange at the I-5 and Franklin Boulevard/Glenwood complex that includes the current Glenwood on and off ramps connecting to Franklin Boulevard. The total cost of the EIS is estimated to be approximately \$5 million.

D. Beltline Road Corridor Study. Funding is sought for a study to identify strategies to manage the Beltline Road transportation corridor. Of particular concern is the section between Coburg Road and River Road, which includes the archaic interchange with the Delta Highway and a crossing of the Willamette River. The study would be the basis for planning major investments to improve this section of urban freeway. Because of the number of complex transportation facilities in the corridor study area, including a major bridge structure, a freeway connection with Delta Highway, and connections with several of the region's major arterial roadways, a facility study is needed to evaluate alternatives and develop recommended long-range improvements to this section of Beltline Road. Total cost of the study will be \$3 million.

E. Interstate 5 Interchange at Coburg. Lane County requests \$10 million in federal funds for the Oregon Department of Transportation (ODOT) to construct an improved interchange on Interstate 5 at the city of Coburg. The existing bridge is

substandard in width, grade line, pedestrian and bicycle facilities, and storage lanes for vehicles. The new interchange is necessary to accommodate the commuter and commercial traffic associated with Coburg's emergence as a major employment hub and regional economic development engine.

F. Bus Rapid Transit Pioneer Parkway Corridor. Lane Transit District seeks authorization for \$30.5 million dollars in Federal Transit Administration funds for the design and construction of the Pioneer Parkway Bus Rapid Transit (BRT) line that would connect downtown Springfield and the Gateway area of north Springfield. This line would constitute the second BRT line to be constructed in the community and was selected by the Springfield City Council to meet the growth in employment and traffic congestion in the Gateway area.

G. Bus Rapid Transit Vehicles. Lane Transit District requests authorization of \$4 million to purchase five specialized vehicles for use on the Franklin Corridor (Phase 1) of its Bus Rapid Transit (BRT) system. The Franklin Corridor BRT service will require five vehicles for normal operation, with four vehicles in service and one vehicle acting as a "spare" or replacement when one vehicle is being serviced. The vehicles needed to operate the corridor will have a hybrid-electric propulsion system and a sleek, rail-like appearance.

H. Rivers to Ridges Bicycle and Pedestrian Paths. The Cities of Eugene and Springfield request authorization of \$10 million for bicycle-pedestrian path construction. This metropolitan region is well known for its extensive riverbank trail system, but there are many gaps in that system. A condition of acceptance of the TransPlan by state and federal urban planning officials included high priority for the construction of regional bicycle and pedestrian facilities. The projects that would be funded from this authorization would add critical links to the system and reduce or eliminate barriers to their use. For example:

- The **Delta Ponds Path** will link Eugene's Willakenzie neighborhood with the commercial area served by Goodpasture Island Road and the extensive riverbank trail system to the west.
- The **South Bank Trail** extension will provide a much-needed link in Eugene's riverbank bicycle and pedestrian trail system, running along the south bank of the Willamette River, and providing a connection between the Autzen Footbridge and the Knickerbocker Bicycle Bridge.
- The **Middle Fork Willamette River Path** three-mile trail would run between Willamalane Park District's historic Dorris Ranch and Clearwater Park in Springfield, with over 70 percent of the property needed to locate the trail already in public ownership. When used in conjunction with on-street bicycle lanes, the trail would create an eight-mile loop.
- A proposed **McKenzie River Path** would provide the first off-street, east-west connection between east and west Springfield south of Main Street in an

environmentally sensitive area. A regional route determination and National Environmental Policy Act (NEPA) study must be done to select the route for the path with the least negative impact, and determine what type of mitigation or enhancement will be appropriate.

I. Eugene Depot. The City of Eugene requests \$1 million for improvements to the Eugene Depot. The funds would be spent for pedestrian safety features and amenities throughout the site, technology improvements to extend Amtrak's ticketing and communications system, and selected infrastructure improvements up to the Union Pacific right-of-way to extend drainage and power in anticipation of future layover and/or overpass improvements. The City of Eugene, Amtrak, the Oregon Department of Transportation, and other interagency partners are working cooperatively on a long-term program to provide an intermodal transportation facility to serve Eugene and its surrounding region.

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