

Lane Council of Governments

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April 7, 2005

To: Metropolitan Policy Committee
From: Paul Thompson
Subject: Item 4.b: Reallocation of Seaside Project Funding – Contingency Planning

Action Recommended: Endorse ODOT Seaside Project Funding Reallocation Recommendation.

Background

The Oregon Department of Transportation (ODOT) has requested that ODOT Region 2 Area Commissions on Transportation (ACTs) and the Lane County Board of Commissioners review and comment on a proposed contingency plan for reallocation of funding currently programmed in the Statewide Transportation Improvement Program (STIP) for the “Seaside Project.” The attached letter from Jeff Scheick, ODOT Region 2 Manager, conveys details of the contingency plan and requests formal endorsement of the plan.

Issue

ODOT has proposed a contingency plan for re-allocation of Statewide Transportation Improvement Program (STIP) funds currently allocated to the Airport Rd-Dooley Bridge project on Highway 101 in Seaside. This plan was developed because the Highway 101 project has been referred to the voters by court action. ODOT Region 2 staff has prepared a plan to re-allocate these funds to other projects in Region 2, including the I-5/Beltline Interchange project, if the Seaside project is cancelled.

Attachments 1 and 2 (cover letter and proposal) were distributed for a meeting on March 11, 2005 of ACT representatives in Region 2 to discuss the proposal. Commissioner Green participated by phone. There was general consensus to support the contingency plan. Region 2 Manager Jeff Scheick asked that each Area endorse the proposal and report back by May 9, 2005 in advance of the June Oregon Transportation Commission (OTC) meeting.

The proposal shows that there is about \$33.5 million in unspent funds that will be available if the Seaside project is cancelled. The proposal includes allocation of funds to 10 projects in the four Areas in Region 2. The proposal includes \$8.6 million for the I-5/Beltline project to cover the Federal Earmark part of the project budget. If the federal earmark is eventually approved as expected, the Federal Earmark will be applied to the next phase of the project.

If the Federal Earmark is not passed in the Transportation Bill by September, the Seaside allocation will mean that the I-5/Beltline project can stay on schedule for a December 2005 bid date as proposed.

It is staffs' understanding that the Northwest Act (Area 1) endorsed the reallocation proposal at their March meeting. This is the Area where the Seaside project is located. The Mid-Willamette ACT (Area 2) has endorsed the proposal at their March meeting. The Cascades West ACT (Area 3) is expected to endorse the proposal at their next meeting.

The Lane County Board of Commissioners plans to review and consider endorsement of the Seaside Contingency Plan at their April 20 meeting. The Board has asked the MPO Policy Board (MPC) to consider the proposed contingency plan at their April 14th meeting and provide input to the Board.

Staff Recommendation

Staff recommends MPO endorsement of the proposed Seaside Funding Contingency Plan.

Attachments:

Attachment 1 – March 9, 2005 Letter from Jeff Scheick, ODOT Region 2 Manager –
Seaside Project Funding Reallocation Recommendation

Attachment 2 – Seaside Funding Contingency Plan