

## ***Region 2 Large Project Strategy September 2007***

Region 2, with the assistance of our Area Commissions on Transportation (ACTs) and Lane County has chosen to develop a strategy to identify and prioritize large projects. These are defined as projects over \$15 million that, while significant, have difficulty competing for funding in the regular updates of the Statewide Transportation Improvement Program (STIP) due to the limited modernization funding available in any STIP update cycle. The Region also intends that development of this strategy will put us in a position to effectively promote and/or react if:

- Substantial funding opportunities arise (e.g., OTIA 4)
- Prioritize earmarks
- The OTC considers updates/modifications to projects on the Large Statewide Significant Projects list (LSS).

### **Process**

The concept and process for the development of the Region 2 Large Project Strategy is defined in "*Region 2 Modernization Prioritization Process for the 2008-2011 Statewide Transportation Improvement Program*". This paper was prepared as a guide to the ACTs/Lane County for developing modernization priorities. The Large Project List is identified as a product that Region 2 would develop and maintain with the assistance of the ACTs/Lane County (the process paper was updated in July 2007 to assist the ACTs/Lane County in prioritizing modernization projects for the 2010-2013 STIP update).

The process was started with the development of a list of potential large projects for the region. This list, attached as Appendix A, was developed by Region 2 staff and contained all known large projects in the Region taken from past ACT/Lane County STIP modernization prioritization exercises and local agency comprehensive plans/transportation system plans. This list was referred to the ACTs/Lane County to verify its completeness and to develop priority rankings. After this was completed, representatives of the ACTs/Lane County met with Region 2 management to develop the Large Project Strategy described below.

### **Large Project Strategy**

#### *Strategy Statement*

The Region 2 ACTs and Lane County recognize that there are many large significant projects that have an important impact to local, regional, and state transportation and economic objectives. I-5 is the backbone of the

transportation system within the Region. There is also a high priority on other key regional routes important to the Willamette Valley and North Coast area of the State. As such, the Region 2 Large Project Strategy Priority Project List has been separated into two distinct categories. One category covers the I-5 Corridor, and the other is focused on high regional priorities. It is important to note that these regional priorities may have a substantial statewide benefit. This strategy does not place a priority on one category over the other.

### *Priority Project List*

#### *I-5 Corridor Project Priorities*

- I-5 @ Woodburn Interchange (\$50 million)
- I-5 @ Beltline Highway Interchange (\$60-90 million)
- I-5: Santiam River to OR 34 Interchange (\$130 million)
- I-5 @ Coburg Interchange (\$35-40 million)

#### *Regional Project Priorities*

- Newberg - Dundee Transportation Improvement Project (\$500 million)
- US 101 - Tillamook Couplet (\$23 million)
- Van Buren Street Bridge – Corvallis (\$23 million)
- Beltline Road/River Road to Coburg Road (\$200-250 million)

*Note: These projects are not in any priority order. These are the Regionally endorsed priority projects.*

The Newberg - Dundee Transportation Improvement Project was a potential candidate for a public-private partnership. ODOT and the private sector firm selected to evaluate the potential for a privately financed toll road have terminated discussions. However, additional analysis has shown potential to fund a portion of the project, and it is still a top priority for MWACT and ODOT. It is, therefore, recommended to remain on the Regional Project Priorities list. Additionally, the West Eugene Parkway project has been cancelled based on the issuance of a "No-build" record of decision on the environmental impact statement by the Federal Highway Administration. Therefore, the West Eugene Parkway project has been removed from the Regional Project Priorities list.

The ACT/Lane County leadership would also like to point out that this strategy focuses on the Highway Program and that multi-modal system aspects are not adequately funded. Modal components should be considered and included in these major highway projects, as appropriate, to improve mobility and potentially decrease total cost for the large projects.

***APPENDIX A***

***Region 2 Large Project List***

## Region 2 Large Projects List Development Identified Large Projects

PROJECT	ESTIMATED COST <sup>1</sup>
<b><i>Projects on ACT/Lane County Modernization Priority Lists<sup>2</sup></i></b>	
<b>Mid-Willamette Valley ACT</b>	
Newberg-Dundee Transportation Improvement Project	\$500 million
I-5/Woodburn Interchange	\$50 million
OR 22 @ OR 51 Interchange	\$25-30 million
OR 22 @ Cordon Road Interchange	\$25-30 million
Salem River Crossing Project	\$400-600 million
OR 18/Valley Junction – Fort Hill	\$38 million
<b>Lane County</b>	
I-5/Beltline Interchange Phases 2 and 3	\$60-90 million
I-5/Coburg Interchange	\$35-40 million
Beltline Road/River Road to Coburg Road	\$200-250 million
<b><i>Projects From Other Sources (TSPs, etc.)</i></b>	
<b>Northwest ACT</b>	
US 101 @ OR 6 (Tillamook)	unknown
US 101/Camp Rilea – Dellmoor Loop	\$30 million
Astoria – Warrenton Parkway	\$30-40million
New Youngs Bay Bridge	\$200-400 million
US 30 System Improvements (Astoria)	\$40-50 million
<b>Mid-Willamette Valley ACT</b>	
I-5/Kuebler Boulevard – Illahe Crossing	\$120 million
I-5/Illahe Crossing to Santiam River	\$120 million
<b>Cascades West ACT</b>	
I-5/Santiam River – OR 34	\$130 million <sup>3</sup>
I-5/Tank Farm Road Interchange	\$39 million
I-5/Knox Butte Interchange	\$26 million
I-5/US 20 Interchange	\$36 million
OR 34/Van Buren Street Bridge	\$21-36 million
US 20/Corvallis Bypass North Leg	\$35 million
US 20/Newton Creek – Neer	\$56 million
US 20/Circle Drive – North Albany Road	\$32 million
US 101/Logan Road – 23 <sup>rd</sup>	Unknown
US 101/Spencer Creek Bridge Unit 2	\$15 million
Yaquina Bay Crossing Capacity	\$100-200 million
<b>Lane County</b>	
I-5/I-105 – OR 58	unknown
OR 126 @ Main Street (Springfield)	\$40-60 million
I-5/Franklin Interchange	unknown
OR 126/Noti – Poterf Creek	unknown

<sup>1</sup> Cost estimates are very preliminary and conceptual, they are provided to show only the order of magnitude and should not be used for financial planning or programming purposes.

<sup>2</sup> At the time this list was prepared, no projects on the Northwest ACT priority list qualified for the Large Project List and Cascades West ACT did not have an adopted modernization priority list.

<sup>3</sup> Cost estimate includes 3 interchange projects that are on this list.