



April 3, 2006

Steven Calish
Field Manager
Bureau of Land Management
Eugene District
2890 Chad Drive
Eugene, Oregon 97408

Dear Mr. Calish:

I much appreciated meeting with you on Thursday morning March 30, 2006. This meeting allowed me to gain a better understanding of the BLM position relating to the West Eugene Parkway. The following summarizes what I learned from our meeting.

- 1) The BLM is trying to remain neutral concerning the WEP; however, given the BLM's mission of being good stewards of public lands, at times it may appear otherwise.
- 2) There is some institutional concern with others (Federal Highway Administration, ODOT and the City of Eugene) concerning having switched the route of the West Eugene Parkway (WEP) to the north of the railroad tracks without first consulting with the BLM (mid 1990s).
- 3) There is still a Department of Interior policy question as to converting lands purchased with certain public open space and preservations fund for a public roadway. However, BLM believes this issue can be resolved based upon resolution of the following two elements.
 - a. BLM is to be made "whole" as to reimbursement for this land, based on some type of per acre cost of BLM's initial purchase price/ cost.
 - b. BLM lands, wetlands loss (converted) to highways, must be adequately mitigated based upon existing wetlands replacement formulas.
- 4) BLM understands there is a limited number of WEP alignments and further (is why) the National Environmental Policy Act Environmental Impact Study currently underway is looking at three alternatives:
 - a. No Build
 - b. South of the railroad
 - c. North of the railroad

Letter from Larry R. Reed

April 3, 2006

Page 2

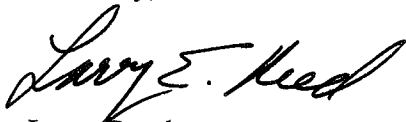
- 5) BLM understands under the NEPA re-evaluation within the context of the range of WEP alternatives by doing a complete and thorough environmental impact evaluation allows for the selection of an alternative even if its not the one that will have the least environmental impact.
- 6) You, personally, would like to see mitigation for the entire WEP project at the beginning of the project (even though construction will occur in phases.

Based upon the above and having thought more about our meeting, I'm sharing some additional thoughts.

- 1) Given BLM's institutional concerns with the WEP, the BLM administration needs to have in place policies and review procedures that help to ensure that BLM employees (wetland/ hydrologist, soil scientist, wildlife biologist, etc.) that have a close relationship and work with local environmental groups do not unduly influence the NEPA process or the upcoming U.S. Institute for Environmental Research study. Some of these individuals may be so focused on their environmental discipline they do not have nor understand the larger public interest that the West Eugene Parkway serves.
- 2) I personally support above items 3 and 6. The ideas that BLM should be made "whole" and that mitigation of the entire project should be handled as a single mitigation are reasonable and fair. How has ODOT and the Federal Highway Administration reacted to these ideas? Is there anything that I can do to assist the BLM with these two issues?

Again, thank you for meeting with me. If I can be of any assistance to you or BLM please do not hesitate to call on me.

Sincerely,



Larry Reed
Principal, Land Use Planner