



January 6, 2010

To: Metropolitan Policy Committee  
From: Andrea Riner  
Subject: 6.a2: Letter of Support for I-5/Beltline Alternative Financing Plan

**Action Recommended:** Approve attached letter of support to Representative E. Terry Beyer regarding Alternative Financing Plan for I-5 at Beltline Interchange.

### **Purpose**

HB 2001 includes \$80 million in funding for I-5 at Beltline, based on the assumption that the area will be successful in securing a \$30 million federal earmark for the project in the next Transportation Authorization bill. This agenda item is to approve a letter of support to Representative Beyer advocating for the development of an alternative financing plan for I-5 at Beltline Interchange, in the event that the federal earmark is not realized.

### **Background**

More than 93,000 vehicles use the Interchange at I-5 and Beltline Highway today, and an estimated 120,000 are expected to use the interchange in 2015. The interchange serves both local and regional transportation functions on the I-5 corridor for the movement of people, goods and services. Improvements to both the Interchange and the intersection of Gateway and Beltline are underway now. ODOT has already obligated \$94 million from a combination of state and federal funding sources. The City of Springfield has obligated \$10 million in intersection improvements using local and federal funds.

HB 2001, the Jobs and Transportation Act passed by the Oregon Legislature in 2009, includes \$80 million in funding for I-5 at Beltline. This amount considered ODOT's estimate for the state component of the Interchange at \$110 million. It is also based upon the assumption that the area will be successful in obtaining a \$30 million federal earmark. As chair of the state Transportation Committee, Representative Beyer is a potential resource to assist the MPO, ODOT and the legislature in the development of an alternative plan to finance the project should the federal earmark either not be realized, or be funded at an amount less than the full \$30 million.

### **Gateway/Beltline Intersection**

It should be noted that \$110 million total project cost used as a basis for HB 2001 funding does not factor in the remaining cost of the Gateway/Beltline intersection.

These improvements are a very important operational and safety aspect of the overall interchange upgrade and the Environmental Assessment (EA) Preferred Alternative pairs an interchange upgrade with an intersection upgrade as a single integrated project. The cost to complete the intersection per the I-5/Beltline EA is currently estimated at \$20 million. This should be included as part of the discussion with ODOT during the development of any alternative financing plan for I-5 Beltline.

**Recommendation**

Approve attached Letter of Support for assistance from Representative Beyer.

**Attachments**

1. Letter of Support to Representative E. Terry Beyer