

VI. JUNCTION CITY HWY 99 REFINEMENT PLAN & TSP UPDATE –

Barry introduced Petra Schuetz from LCOG and Kay Bork with Junction City. Petra shared the Draft Refinement Plan and summarized the needs originally identified in 2000 and how the plan has evolved. Petra explained the preferred alternative, the challenges with consolidating railroad lines, and other aspects of the document and process. Commissioner Green asked how much of the refinement plan will accommodate the state hospital. Petra responded when the project began, there were no guarantees for the hospital, but has since been guaranteed and is going through a separate transportation analysis at the state level and will be coordinated with the city. Additionally, they did modeling for a jail (not knowing the extent of the facility) however; both the hospital and jail will be identified in the recommendation. Today we have accurate modeling for the State's evaluation. Barry interjected that the public outreach by the consultant was very good. All property owners that would be affected by the project were contacted directly with few exceptions their concerns were addressed. Petra provided additional explanation about access management issues, public open house meetings, the technical advisory committee and the citizen's advisory committee. Petra said the project estimate is \$84.7 million in today's dollars and she believes it's a low number. Petra stated tonight they are requesting a recommendation from Roads Advisory Committee to the Board of Commissioners to adopt the refinement plan, which is a refinement to the TSP, which is a refinement to the comp. plan, which is co-adopted by Lane County. Bodner asked does it mean we agree with everything in it if we adopt the recommendation. Petra responded no, but as a group we need to recognize the process. Petra concluded they hope to have all work sessions and public hearings complete by the end of the fiscal year. Petra stated there are no known financial contributions to this plan at this time. Goldstein asked if we could approve this list based on technical merit and not on budgetary? Snowden explained we are only making a recommendation on the plan-not on the budget for the improvements.

Motion: Radabaugh moved to approve the proposal as-is and to be accompanied by comments made at our meeting tonight. Poage seconded. All present voted in favor.

VIII. PUBLIC HEARING/2009-2013 CAPITAL IMPROVEMENT PROGRAM–

Anderson opened the public hearing at 7:05 p.m. and gave a brief overview of the process.

Barry gave a presentation and reviewed the proposed projects, funding available, and interested parties. Barry stated the Roads Advisory Committee has two purposes to fulfill tonight; the first is to allocate limited financial resources to projects with the greatest return, and the second is to provide the most efficient scheduling and allocation of staff and resources.

Chair Anderson requested comments:

PUBLIC COMMENT –

- **Sonny Chickering**, ODOT- 644 A Street, Springfield OR 97477: said they support the \$1.5 million request from the city of Coburg to back-fill County matching funds for the I-5 Interchange project and the use of Senate Bill 994 Funds.
- **Warren Weathers**, Mayor, 29 South Alder St, Lowell OR: stated he is in support of St. Vincent de Paul's Housing Partnership and reviewed the history of the First Street Project that includes affordable housing and access to First Street.
- **Sandra Belson**, City of Florence, 250 Hwy 101 Florence OR: They'd like our support from Senate Bill 994 Funds for the Rhododendron Drive/Coast Guard Road Intersection. The city has been working on this scenic route to include bike and pedestrian plans. The intersection is challenged because it does not have a 90 degree angle, causing a safety issue and the Coast Guard not being able to get their vehicles in and out of that intersection, creating a longer emergency response time. The subdivision has donated land to make the intersection more functional, now they need funding.
- **Chuck Spies**, City Administrator, PO Box 490, Lowell 97452: He wants to add the St. Vincent de Paul project to the 2009 CIP Project list with a max of \$325,000 or at the very least, a minimum of \$76,000 to reimburse Lowell for making the road fund whole.

- **Phillip Farrington**, Peacehealth 123 International Way, Springfield OR 97477: requested that Senate Bill 994 provide standard improvements around the Riverbend/Gateway area by "filling in the gaps" where Peacehealth's work extends and where the county's work ended in order to provide multi-use pathways providing connectivity, tying in through the neighborhood, including necessary signage.
- **Anne Williams**, St. Vincent de Paul, PO Box 24608 Eugene, OR: stated their support for the request of \$325,000 to complete the Lowell Housing Project or a minimum of \$75,000. This will have significant impact on gentrification with 20 starter homes to be built by the families, and all homes to open at once. She stated this will increase school enrollment and balance the demographics in Lowell.
- **Ken Vogeney**, Springfield City Engineer-225 5<sup>th</sup> Street, Springfield OR 97477. Ken provided a signed letter by the Mayor in support of both the CIP & Senate Bill 994 lists. There are three projects listed that will greatly benefit the city of Springfield (Hayden Bridge Way Improvements, Laura Street Project, and 31<sup>st</sup> Street Improvements).
- **Rick Ingham**, City Administrator, PO Box 458 Veneta OR 97487: Rick stated he's here to advocate for the CIP to include as a local project, the remainder of Bolton Hill Road to be completed. The RAC has advocated for it during the last CIP including 2/3 of the project and he'd like our support in finishing the remaining 1/3 of the project by adding it to the CIP.
- **Petra Schuetz**, (LCOG) representing the city of Coburg, 91079 N. Willamette St. Coburg OR 97408 Planning Department. They'd like support by replenishing the county's original match of \$1.3 million of the \$2.5 for the I-5 Interchange project. The two primary benefits include the regional employment center of 3,500 employees to be affected, and the second will be funding for phase two.

Anderson closed the public hearing at 7:45 p.m.

- IX. NEXT MEETING – March 19, 2008
- VII. OTHER BUSINESS –  
none.
- VIII. Meeting Adjourned at 7:45 p.m.

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Christy Mosier  
Transcribing Secretary



ROADS ADVISORY COMMITTEE  
February 27, 2008

**MEMBERS PRESENT:** John Anderson, George Goldstein, Jack Radabaugh, Karen Bodner, Tom Poage, Rex Redmon

**MEMBERS ABSENT:** Jody Ogle

**STAFF PRESENT:** Ollie Snowden, Bill Morgan, Celia Barry, Shashi Bajracharya, Howard Schussler,

**OTHER:** Liaison Bobby Green Present

Chair John Anderson called the meeting to order at 5:45 p.m.

- I. **PUBLIC COMMENT** – None
  
- III. **APPROVAL OF MINUTES** –  
**Motion:** Anderson moved to approve the minutes as amended of January 23<sup>rd</sup> 2008. Radabaugh seconded. All present voted in favor and motion carried.
  
- III. **ODOT DRAFT EARMARK POLICY** –  
Barry gave a brief presentation on the draft policy highlighting two key phrases that staff thought would be of concern and invited comments from the RAC. Radabaugh expressed the following: "If ODOT wants local input, but wants this policy, what is the point of all the local processes to provide input; it's contradictory-they should delete the problematic phrases." Commissioner Green agreed, stating the draft policy makes the local processes appear to be just an exercise. In addition, he noted, it flies in the face of the reality of what counties are facing with regard to the loss of Secure Rural Schools funding. He wondered where ODOT thinks local matches will come from if locals cannot use federal earmarks as local matching funds. Snowden noted it appears from the policy that ODOT would expect matching funds to come from local budgets.  
  
**Motion:** Radabaugh moved that the following phrases be stricken from the draft policy; all present voted in favor, motion carried:  
  
*From the last paragraph, page 2 of 3: A local agency that secures earmark funding for a project not on the official OTC Earmark Requests List takes on the role of the project's sponsor. The local agency must provide matching funds and cover any funding shortfalls for the project.*  
  
*From page 3 of 3: Local agency earmarks will not be counted toward local contributions to projects unless the local agency receives prior approval from the ODOT region.*
  
- IV. **ROAD FUND BUDGET UPDATE** –  
Snowden shared an update of the budget process and stated while he doubts we will get a four-year reauthorization for Secural Rural Schools Funding, he is hopeful for a one-year. Snowden explained we will use the \$32 million road fund balance to sustain current levels of service until legislative review to avoid massive layoffs in July with possibility of bringing people back afterwards if funding is received.
  
- V. **CIP REVIEW** –  
Barry summarized the packet provided and reminded the group that tonight's hearing requires no action. Barry reviewed each change she made to the CIP list per the committee's requests at the last meeting. Bodner requested more detail about solar panels for the school flashers and maintenance issues. Barry indicated the county's electrical staffing for traffic control was cut to one person for the entire county and we are currently providing an inadequate level of maintenance. Goldstein indicated the City of Florence uses solar and he would contact Mike Miller at the city to see what he could find out. Anderson requested additional analysis detail about speed flashing and its effectiveness.

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Motion: Radabaugh moved to approve the proposal as-is and to be accompanied by comments made at our meeting tonight. Poage seconded. All present voted in favor.

VIII. PUBLIC HEARING/2009-2013 CAPITAL IMPROVEMENT PROGRAM–

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Barry gave a presentation and reviewed the proposed projects, funding available, and interested parties. Barry stated the Roads Advisory Committee has two purposes to fulfill tonight; the first is to allocate limited financial resources to projects with the greatest return, and the second is to provide the most efficient scheduling and allocation of staff and resources.

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Anderson closed the public hearing at 7:45 p.m.

IX. NEXT MEETING – March 19, 2008

VII. OTHER BUSINESS –  
none.

VIII. Meeting Adjourned at 7:45 p.m.

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Christy Mosier  
Transcribing Secretary



**DRAFT**ROADS ADVISORY COMMITTEE  
March 19, 2008

- MEMBERS PRESENT:** George Goldstein, Karen Bodner, Tom Poage, Rex Redmon, Jody Ogle
- MEMBERS ABSENT:** John Anderson, Jack Radabaugh
- STAFF PRESENT:** Ollie Snowden, Bill Morgan, Celia Barry, Shashi Bajracharya, Howard Schussler, Tanya Heaton
- OTHER:** Liaison Bobby Green not present

Poage called the meeting to order at 5:45 p.m.

- I. **PUBLIC COMMENT** – None
- III. **APPROVAL OF MINUTES** –  
**Motion:** Redmon moved to approve the minutes as is. Bodner seconded. All present voted in favor and motion carried.
- III. **CONNECT OREGON II FUNDING PROGRAM** - Celia Barry  
Barry introduced guests from the applicant pool including Sonny Chickering -ODOT, Ric Ingham - City of Veneta, Shelley Humble – Creswell Hobby Field Airport, and Glen Svendsen – City of Eugene. Barry referred the group to their materials and stated the STIP program needs to go to the board by April 9<sup>th</sup> for delivery to ODOT by April 11. Barry said the Connect Oregon II program is a funding program for non-highway projects and this is the second year of the program. Last year Lane County received \$9 million out of the \$100 million given out state-wide. Barry stated there are three process levels-including a Modal Committee that must make a recommendation, then the Board hears the Modal Committee's recommendation, then hears RAC feedback, then from the Metropolitan Policy Committee, and then the Board makes their recommendation and takes the recommendation to the all-area meeting on April 11<sup>th</sup>. The list of recommendations then goes to another committee representing all regions and all areas and then comes up with a Super List that goes to Oregon Transportation Commission (OTC) for them to vote off. Barry explained the two levels of review-Tier Ranking and Priority Ranking. Bodner asked if this was the first time the committee has heard of this. Barry answered yes; however, there was a first step where the Board provided letters of support for the applicants. Barry made a couple corrections to the match section, and that the grant request must include their 20% match (instead of 25% match), as the money is inclusive of the match. The second correction is Port of Siuslaw should be a Tier 2 instead of Tier 1. Bodner asked why we need to review projects that are not Road Fund related. Barry responded that we are making a recommendation to the OTC on the projects for this funding, aside from Road Fund improvements. Barry reviewed each project and the Model Rankings. Ogle asked what the actual project will be instead of what the service will be in regards to the Depot Transit Access. Svendsen explained the Depot Transit Access Project and said the passenger boarding area is completely undeveloped. Svendsen stated there is a city overmatch that's not represented on the graph itself. Instead of \$102,000 they're actually putting in \$866,000. Bodner asked if there have been studies done to show whether or not people will use this service. Barry responded that this is a vision, and we have not completed a study and the economic development benefit of this project is not clear to us, except in the long-term. Barry continued through the list of projects. Goldstein asked if Siuslaw provided all the information on their project including the ice machine. Barry answered yes they did. Barry handed out the Modal Review Matrix and explained there are many ways to prioritize the list. Goldstein asked if the Creswell Airport Project means airport expansion and if the adjacent property owners are in support of it. Barry said it doesn't directly lead to expansion, but it would allow for it. Shelley Humble said the adjacent owners are aware; businesses around the area are in support of the project. Bodner asked if the revenue from the 180 LTD customers will pay for the Veneta Transit Center. Ingham answered the revenue comes from several places including payroll tax and Federal Funding.



Motion: Ogle recommended a priority list in the order of Creswell, Port of Siuslaw, Veneta Transit Center, Eugene Transit Center, and Union Pacific Rail Road. Motion failed due to lack of a second.

Redmon stated the transit projects would be a better use of money and that the Port of Siuslaw would be further down on his list. Redmon stated he supports transit development first and he recommends Veneta at the top of his, Eugene Transit Center as the second, Creswell as the third, Union Pacific as the fourth, and Port of Siuslaw last just because it doesn't tie into transportation. Barry stated there is a case for fishing and that the port would allow connecting the doc to the roads. Redmon asked if there are any match fund sources on these projects that risk going away if these projects don't happen. Svendsen stated their \$866,000 match wouldn't necessarily be lost, but they'd have to rescale the project. Poage interjected the parties involved have had a lot of time to study and understand these projects.

Amended Motion: Poage moved to approve the list of priorities as- Creswell, Veneta, Eugene, Port of Siuslaw, and Union Pacific Rail Road. Ogle seconded. Goldstein stated the Port of Siuslaw proposal is incomplete and more facts are needed. Goldstein wanted Port of Siuslaw listed as third on the priority list but understood there was not enough information to support his opinion. Poage reviewed the motion on the table. Poage called for a vote for those in favor- all present voted in favor, motion carried.

IV. CAPITAL IMPROVEMENT PROGRAM 2009-20013 - Celia Barry

Barry summarized the updated drafts provided, showing the five-year total as \$27.6 million with projects leveraging a total of \$1.2 million, leaving a net from the road fund of \$24.6 million based on no Secural Rural Schools (SRS) renewal. Senate Bill 994 of \$9.9 million will be spent during the first two years of CIP. Barry reviewed the changes made per the committee's requests from the last meeting. Barry stated List A focuses on preservation while List B focuses on general construction. The Board must adopt the draft prior to knowing about possible SRS reauthorization. If SRS is not reauthorized on a multi-year level, List B items will no longer be on the list. Barry said the Board has to adopt the CIP before they will likely know about SRS funding reauthorization; if reauthorization is received after that, we can go back to the board and ask if they'd like to amend the CIP. Goldstein stated he strongly disagreed with the Coastguard Road ranking. Barry said after the closing of the public comment period on March 13, Sandra Belson stated the Home Owners Association would dedicate Right of Way for support. Barry said this will also help leverage other funds. Goldstein said he doesn't understand how two roads coming into each other at 133 degree angle does not constitute a structural deficiency. Morgan responded that even if the ranking moved from a 5 to a 6, it would still be on List B. Barry added this is a project we will recommend if we receive SRS reauthorization. Bajracharya stated we do not know the structural condition of the road (pavement index). Morgan clarified that this project can have anywhere from 3 to 7 bullets on the prioritization list, but it will still be on List B. Barry reiterated we are asking for a recommendation to the board.

Motion: Ogle moved to approve the list as presented by staff. Redmond seconded the motion. Barry clarified they will change the Florence project ranking to a 5. Poage called for a vote for those in favor- all presented voted in favor, motion carried.

V. STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) – Celia Barry

Barry said since the committee commented on the STIP process in January, ODOT has since returned with a Straw Proposal-a counter proposal to ours. Now we need to respond to the four tasks in their counter proposal per the packets provided. Barry handed out an updated proposal she just received. Barry said the D-STIP projects were taken out in the straw proposal because of the amount of projects and the shortage of funds. Barry said a response is needed by April 30. If we address in today's meeting, the proposal can be submitted to the Board of Commissioners on April 16. We will hear back after an all-area meeting takes place in May. Group discussion ensued. Redmon proposed we wait until after MPC meets since they will do whatever they want. Poage agreed. Barry stated she will not be here at the next meeting but she will prepare the information for the next meeting.

- VIII. FY 08-90 ROAD FUND UPDATE – Ollie Snowden  
Snowden reviewed the packet highlights, as the board wants to make sure each advisory committee gets a chance to look at the appropriate budget before it goes to the budget committee. The reports coming in from Washington look bleak, especially for any multi-year authorization. The Board agreed today to submit a no-renewal budget in May. Snowden said while we are likely to get about \$20 million dollars less in Secural Rural Schools (SRS) funding, its partially off-set by a one-year infusion of \$10 million from ODOT and we will spend down the fund balance to continue to provide the same level of services through 2009 legislative session. The best case scenario is in 2009 the legislature will come through with a package that would replace half of what we are losing from SRS. Secondly, in the discretionary general fund there is not nearly the reserve account to avoid layoffs and the board is likely to hand out a significant number of layoffs in May-up to 230 FTE reductions. Snowden said we will proceed with entrepreneurial work to generate new revenue. Snowden concluded that of the road fund positions will only be cutting 2 FTE positions.
- IX. NEXT MEETING – April 23, 2008
- VII. OTHER BUSINESS –  
Bodner asked to have a brainstorm at our next meeting on ways to generate revenue for bicycle paths. Morgan provided a cost-accounting spreadsheet. Snowden suggested in addition to the brainstorm, Bodner will want to work with her legislator on this topic.
- VIII. Meeting Adjourned at 7:35 p.m.

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Christy Mosier  
Transcribing Secretary



74th OREGON LEGISLATIVE ASSEMBLY--2007 Regular Session

**Enrolled  
Senate Bill 994**

Sponsored by Senator JOHNSON (at the request of Governor Theodore R. Kulongoski)

CHAPTER .....

**AN ACT**

Relating to state financial administration; creating new provisions; amending ORS 291.375, 292.405, 292.410, 292.415, 292.425, 366.772 and 530.110; appropriating money; and declaring an emergency.

**Be It Enacted by the People of the State of Oregon:**

**SECTION 1.** Notwithstanding any other provision of law, the amount of \$2 million is transferred from the Problem Gambling Treatment Fund established by ORS 409.435 to the Administrative Services Economic Development Fund established by ORS 461.540, to be available for the biennium beginning July 1, 2007, for purposes for which moneys in the Administrative Services Economic Development Fund may be used.

**SECTION 2.** (1) Notwithstanding ORS 757.612 (3), an electric company that collects a public purpose charge from its customers and that has in its service area the Oregon Museum of Science and Industry shall transfer \$4.6 million to the State Department of Energy for the purposes described in subsection (3) of this section.

(2) Moneys described in subsection (1) of this section shall be considered to be taken from funds collected by the electric company that remain after the allocation to education service districts described in ORS 757.612 (3)(e) and the allocation to the Housing and Community Services Department described in ORS 757.612 (3)(b)(D) and prior to other allocations described in ORS 757.612 (3).

(3) Moneys transferred to the State Department of Energy under subsection (1) of this section are continuously appropriated to the department so that the department may help the Oregon Museum of Science and Industry with repayment of a loan made through the Small Scale Local Energy Project Loan Program.

**SECTION 3.** Section 2 of this 2007 Act is repealed on June 30, 2009.

**SECTION 4.** Notwithstanding ORS 279A.250 to 279A.290, if the Oregon Department of Administrative Services sells property from the State Capitol that is surplus property because of the State Capitol renovation project, the department shall deposit the net proceeds into the Oregon State Capitol Foundation Fund established by ORS 276.003.

**SECTION 5.** Notwithstanding ORS 401.806 and 401.808, the amount of \$9 million is transferred from the Emergency Communications Account established in ORS 401.806 (1) to the General Fund. Moneys transferred under this section may not come from the Enhanced 9-1-1 Subaccount or from the Enhanced 9-1-1 Equipment Replacement Subaccount.

**SECTION 6.** Notwithstanding any other provision of law, the amount of \$282,473 is transferred from the grant to the small business development centers made by section 3 (7), chapter 795, Oregon Laws 2005, to the Administrative Services Economic Development Fund

established by ORS 481.540, to be used for purposes for which moneys in the fund may be used.

**SECTION 7.** Notwithstanding any other provision of law, not later than January 1, 2008, the amount of \$8.65 million shall be transferred from the State Forestry Department Account established by ORS 526.060 to the Forest Patrol Fund referred to in ORS 298.110 to be available for forest fire protection administration expenses.

**SECTION 8.** ORS 530.110 is amended to read:

**530.110. (1)** All revenues derived from lands acquired without cost to the state, or acquired from counties pursuant to ORS 530.030, shall be paid into the State Treasury and credited to the State Forestry Department Account and shall be used exclusively for the purposes stated in subsection (3) of this section, and in accordance with the following distribution:

(a) Fifteen percent shall be credited to the State Forests Protection Subaccount of the State Forestry Department Account until the amount in such subaccount shall reach \$475,000. Thereafter, the revenues shall be disposed of as stated in paragraphs (b) and (c) of this subsection, unless needed to maintain the \$475,000 level. All moneys in the State Forests Protection Subaccount are appropriated continuously to the State Forester who may use such money under the following priorities:

(A) First, in addition to or in lieu of other moneys available, to pay the cost of protection, as determined under ORS 477.270, for lands acquired under ORS 530.010 to 530.040.

(B) Second, to provide moneys needed for activities authorized by subsection (3) of this section.

(C) From remaining moneys, to pay costs incurred in the suppression of fire originating on or spreading from an operation area, as defined in ORS 477.001, on state-owned forestland acquired under ORS 530.010 to 530.040. The State Forester shall make payments with approval of the State Board of Forestry for such fire suppression costs; except that no payments shall be made for such costs or portion thereof when other parties are responsible under law or contracts for the payment of such costs.

(b) Seventy-five percent of all such revenues remaining after the percentage disposed of as stated in paragraph (a) of this subsection, shall be disposed of as provided in ORS 530.115.

(c) Twenty-five percent of all such revenues remaining after the percentage disposed of as stated in paragraph (a) of this subsection, shall be used for the purposes set out in subsection (3) of this section.

(2) All revenues from lands other than lands designated in subsection (1) of this section, acquired under ORS 530.010 to 530.040, shall be paid into the State Treasury and credited to the State Forestry Department Account and shall be used exclusively for the purposes stated in subsection (3) of this section, and in accordance with the following distribution:

(a) Until each legal subdivision of the lands has been credited with an amount equal to the purchase price thereof, the revenues shall reimburse the State Forestry Department Account. If sufficient revenue to reimburse the State Forestry Department Account is not generated from the purchased parcels within five years from the date of acquisition, the State Forester, with the consent of the affected county, shall deduct all or portions of the unreimbursed purchase costs from the revenue distributed to that county in accordance with ORS 530.115 (1). Thereafter paragraphs (b), (c) and (d) of this subsection apply.

(b) The percentage required under subsection (1)(a) of this section shall be credited to the State Forests Protection Subaccount, thereafter, the revenues shall be disposed of as stated in paragraphs (c) and (d) of this subsection.

(c) Seventy-five percent of all such revenues remaining after paragraphs (a) and (b) of this subsection have been complied with, shall be disposed of as provided in ORS 530.115.

(d) Twenty-five percent of all such revenues remaining after the percentage disposed of as stated in paragraphs (a) and (b) of this subsection, shall be used for the purposes set out in subsection (3) of this section.

(3) Unless otherwise consented to in advance and in writing by the counties from which the state has acquired lands without cost to the state or pursuant to ORS 530.130, the moneys in the State Forestry Department Account derived from those percentages of revenues set out in

subsections (1)(c) and (2)(d) of this section shall be used exclusively for the redemption of Oregon forest development revenue bonds and payment of interest thereon, for the acquisition, development and management of forestlands and for such other purposes as are necessary in carrying out ORS 530.010 to 530.110.

**SECTION 9.** ORS 291.375 is amended to read:

291.375. (1) Prior to the submission of any application for financial assistance or grants from the United States or any agency thereof by or on behalf of any agency of this state, the application must be submitted for legislative review in the following manner:

(a) If the application is to be submitted to the federal government when the Legislative Assembly is in session, the application shall be submitted to the Joint Committee on Ways and Means for review.

(b) If the application is to be submitted to the federal government when the Legislative Assembly is not in session, the application shall be submitted to the Emergency Board or to the interim Joint Committee on Ways and Means for review.

(2) If the legislative agency authorized under subsection (1) of this section to review applications described therein approves the application, it may be submitted to the appropriate federal agency. If the legislative agency disapproves of the application, it shall not be submitted to any federal agency unless it is or can be modified to meet the objections of the legislative agency.

(3) Notwithstanding subsection (1) of this section, the Joint Committee on Ways and Means and the Emergency Board may exempt any state agency from the requirements of this section. Project grants for departmental research, organized activities related to instruction, sponsored research or other sponsored programs carried on within the Department of Higher Education, for which no biennial expenditure limitations have been established, are exempt from the requirements of this section.

(4) The review required by this section is in addition to and not in lieu of the requirements of ORS 293.550.

**SECTION 10.** ORS 292.405 is amended to read:

292.405. (1) The annual salary of the Chief Judge of the Court of Appeals shall be [~~\$98,200~~ for the year beginning July 1, 2001, and ending June 30, 2002, and ~~\$105,200~~ for the year beginning July 1, 2002, and ending June 30, 2003, and] ~~\$122,028~~ for the year beginning July 1, 2007, and ~~\$125,888~~ for each year thereafter.

(2) The annual salary of each other judge of the Court of Appeals shall be [~~\$97,000~~ for the year beginning July 1, 2001, and ending June 30, 2002, and ~~\$102,800~~ for the year beginning July 1, 2002, and ending June 30, 2003, and] ~~\$119,244~~ for the year beginning July 1, 2007, and ~~\$122,820~~ for each year thereafter.

**SECTION 11.** ORS 292.410 is amended to read:

292.410. (1) The annual salary of the Chief Justice of the Supreme Court shall be [~~\$101,500~~ for the year beginning July 1, 2001, and ending June 30, 2002, and ~~\$107,600~~ for the year beginning July 1, 2002, and ending June 30, 2003, and] ~~\$124,812~~ for the year beginning July 1, 2007, and ~~\$128,556~~ for each year thereafter.

(2) The annual salary of each other judge of the Supreme Court shall be [~~\$98,200~~ for the year beginning July 1, 2001, and ending June 30, 2002, and ~~\$105,200~~ for the year beginning July 1, 2002, and ending June 30, 2003, and] ~~\$122,028~~ for the year beginning July 1, 2007, and ~~\$125,888~~ for each year thereafter.

**SECTION 12.** ORS 292.415 is amended to read:

292.415. The annual salary of each judge of a circuit court shall be [~~\$90,400~~ for the year beginning July 1, 2001, and ending June 30, 2002, and ~~\$95,800~~ for the year beginning July 1, 2002, and ending June 30, 2003, and] ~~\$111,132~~ for the year beginning July 1, 2007, and ~~\$114,488~~ for each year thereafter.

**SECTION 13.** ORS 292.425 is amended to read:

292.425. The annual salary of the judge of the Oregon Tax Court shall be [~~\$93,300~~ for the year beginning July 1, 2001, and ending June 30, 2002, and ~~\$98,900~~ for the year beginning July 1, 2002,

and ending June 30, 2003, and] \$114,720 for the year beginning July 1, 2007, and \$118,164 for each year thereafter.

**SECTION 14.** ORS 366.772, as amended by section 20, chapter 618, Oregon Laws 2003, is amended to read:

366.772. (1) Not later than July 31 in each calendar year, the sum of \$500,000 shall be withdrawn from the appropriation specified in ORS 366.762, and the sum of \$250,000 shall be withdrawn from moneys available to the Department of Transportation from the State Highway Fund. The sums withdrawn shall be set up in a separate account to be administered by the Department of Transportation.

(2) Not later than July 31 in each calendar year, the sum of \$750,000 shall be withdrawn from the separate account described in subsection (1) of this section and distributed to counties that had a county road base funding deficit in the prior fiscal year. A county's share of the \$750,000 shall be based on the ratio of the amount of the county's road base funding deficit to the total amount of county road base funding deficits of all counties.

(3) Moneys allocated as provided in this section may be used only for maintenance, repair and improvement of existing roads.

(4) As used in this section:

(a) "Arterial highway" has the meaning given that term in ORS 801.127.

(b) "Collector highway" has the meaning given that term in ORS 801.187.

[(a)] (c) "County road base funding deficit" means the amount of a county's minimum county road base funding minus the amount of that county's dedicated county road funding. A county has a county road base funding deficit only if the amount of the dedicated county road funding is less than the amount of the minimum county road base funding.

[(b)] (d) "Dedicated county road funding" for a county means:

(A) Moneys received from federal forest reserves and apportioned to the county road fund in accordance with ORS 294.060;

(B) State Highway Fund moneys distributed to the county, other than moneys distributed under this section and not including moneys allocated under section 15 of this 2007 Act; and

(C) Federal Highway Administration revenues allocated by formula to the county annually under the federal-aid highway program authorized by 23 U.S.C. chapter 1. These moneys do not include federal funds received by the county through a competitive grant process.

[(c)] (e) "Minimum county road base funding" means [~~\$1 million~~] \$4,500 per mile of county roads that are arterial and collector highways beginning on July 1, [2003] 2008, and thereafter means [~~\$1 million~~] \$4,500 per mile of county roads that are arterial and collector highways as adjusted annually on the basis of the Portland-Salem, OR-WA, Consumer Price Index for All Urban Consumers for All Items, as published by the Bureau of Labor Statistics of the United States Department of Labor.

**SECTION 15.** Notwithstanding ORS 366.739, the Department of Transportation shall distribute moneys to each county no later than November 1, 2008, in the following amounts:

Baker County	\$517,514
Benton County	\$400,000
Clackamas County	\$2,241,837
Clatsop County	\$400,000
Columbia County	\$400,000
Coos County	\$400,000
Crook County	\$1,215,064
Curry County	\$1,624,789
Deschutes County	\$1,230,585
Douglas County	\$7,353,554
Gilliam County	\$751,404
Grant County	\$3,249,760
Harney County	\$1,935,370

Passed by Senate June 24, 2007

.....  
Secretary of Senate

.....  
President of Senate

Passed by House June 27, 2007

.....  
Speaker of House

Received by Governor:

.....M.,....., 2007

Approved:

.....M.,....., 2007

.....  
Governor

Filed in Office of Secretary of State:

.....M.,....., 2007

.....  
Secretary of State



Hood River County	\$867,549
Jackson County	\$2,078,126
Jefferson County	\$400,000
Josephine County	\$697,122
Klamath County	\$5,043,802
Lake County	\$1,816,679
Lane County	\$9,897,402
Lincoln County	\$1,651,353
Linn County	\$3,268,797
Malheur County	\$681,559
Marion County	\$1,232,345
Morrow County	\$490,013
Multnomah County	\$400,000
Polk County	\$400,000
Sherman County	\$761,973
Tillamook County	\$683,590
Umatilla County	\$400,000
Union County	\$400,000
Wallowa County	\$487,299
Wasco County	\$928,268
Washington County	\$406,000
Wheeler County	\$794,260
Yamhill County	\$400,000

**SECTION 16.** (1) If the Secure Rural Schools and Community Self-Determination Act of 2000 (P.L. 106-393) is reauthorized for the federal fiscal year beginning October 1, 2008, each county shall match 10.89 percent of the funds the county receives from the Department of Transportation under section 15 of this 2007 Act.

(2) If the department determines that the federal government has not reauthorized the Secure Rural Schools and Community Self-Determination Act of 2000 or approved another source of funding for the counties for the federal fiscal year beginning October 1, 2008, the Oregon Transportation Commission may determine how the counties may match an amount not to exceed 10.89 percent of the funds the counties receive from the department under section 15 of this 2007 Act.

**SECTION 17.** (1) Prior to selecting transportation projects using funds distributed to the counties by the Department of Transportation pursuant to section 15 of this 2007 Act, each county shall consult with and solicit comments and recommendations from the cities within the county and any appropriate advisory group.

(2) The Association of Oregon Counties shall provide a report to the Joint Committee on Ways and Means of the Seventy-fifth Legislative Assembly no later than April 1, 2008. The report must identify the projects funded with moneys distributed under section 15 of this 2007 Act, the budget for each project and amount of state and local moneys expended on each project, and the start and completion dates for the projects.

**SECTION 18.** Notwithstanding ORS 366.507, the Department of Transportation may decrease the amount of moneys spent on modernization required by ORS 366.507 by 25 percent.

**SECTION 19.** (1) Sections 15 to 17 of this 2007 Act are repealed on June 30, 2009.

(2) Section 18 of this 2007 Act is repealed on June 30, 2011.

**SECTION 20.** Sections 15 to 18 of this 2007 Act become operative July 1, 2008.

**SECTION 21.** This 2007 Act being necessary for the immediate preservation of the public peace, health and safety, an emergency is declared to exist, and this 2007 Act takes effect on its passage.

**BARRY Cella**

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**From:** BIEDA Tony S  
**Sent:** Thursday, November 29, 2007 4:37 PM  
**To:** BARRY Cella  
**Subject:** FW: SB 994 letter

November 28, 2007

The Honorable \_\_\_\_, Mayor  
City of \_\_\_\_

Dear Mayor \_\_\_\_\_:

In keeping with the spirit of collaboration with our city partners on finding preserving and maintaining the area's transportation system, we would like to offer your city an opportunity to recommend projects on county roads in your jurisdiction that could be funded through Lane County's SB 994 allocation. This offer is contingent on the preservation of SB 994 funding in the 2008 Legislative session.

After hearing from county officials during a tour of Southwestern Oregon in spring 2007, the legislature passed SB 994, with a statewide allocation of \$56.2 million, due to the prospective loss of PL 106-393 (federal county payments). The act becomes effective July 1, 2008. The funds are to be distributed by Nov. 1, 2008. Based on historic distribution of federal timber harvest revenue sharing, Lane County's share is about \$10 million.

SB 994 requires the counties to consult with the cities within the county and any appropriate advisory group (i.e., roads advisory committees) prior to finalizing the list of projects. The Association of Oregon Counties is required to report to Joint Committee on Ways and Means no later than April 1, 2009 on the projects.

Other parameters of the SB 994 program:

- The funds are to be used for maintenance, preservation, congestion and safety projects.
- It is not the intent to use these funds for capital equipment or to be put into reserves.
- The required match of the funds provided by the bill can be in the form of dollars, in kind services, materials, or right-of-way.

The parameters of the allocation from the legislature clearly indicate that the funding is to be applied to projects on county roads; it includes county roads that fall within city limits, as well as roads in rural areas. We would like to hear from you about projects on County roads in or near your city, including county roads inside the urban growth boundary that may be annexed into the city in the future, that should be considered for SB 994 funding.

Your recommendations will be considered when the Board develops a list of SB 994 projects next year. We hope to strike an appropriate balance between the needs of our various cities and the rural county roads in deciding which projects to fund.

Please provide your recommendations for projects on the county road system that fall within you city's municipal boundaries by December 14, 2007. We will provide updates on the process as we

move forward.

Regards,

**Faye Stewart, Chair**  
**Lane County Board of Commissioners**

**BARRY Celia**

**From:** SNOWDEN Oliver P  
**Sent:** Thursday, January 03, 2008 11:21 AM  
**To:** 'Jon Oshel'  
**Cc:** MORGAN Bill F; BARRY Celia  
**Subject:** Lane County SB 994 project list.

Jon, here are some projects that could be candidates for SB994 money. This will get you started. I still need to find another \$3M, but this will get you started. My preference would be to just say FY10 Overlays - \$3M, without a list of streets. If this won't work, I will try to get some specific projects to you tomorrow, with a complete list of caveats and qualifiers.

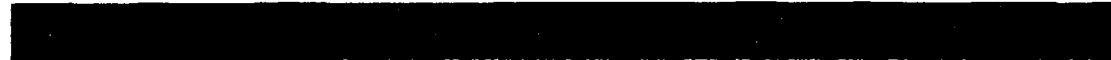
**1. 2009 overlays**



Road Nbr.	Road Name	Begin	End	Total	Width	Estimated Cost
1058-00	Deerhorn Road	0	3.5	3.5	21	\$480,788.00



Road Nbr.	Road Name	Begin	End	Total	Width	Estimated Cost
2400-00	Row River Road	1.384	2.1	0.716	35	\$163,925.81
2531-00	Row River Connector #1	0	0.074	0.074	32	\$15,489.88
2500-00	Mosby Creek Road	1.204	5.52	4.316	26	\$734,042.26



Road Nbr.	Road Name	Begin	End	Total	Width	Estimated Cost
2114-00	Harvey Road	0	0.86	0.86	26	\$146,264.21



Road Nbr.	Road Name	Begin	End	Total	Width	Estimated Cost
3700-0	Clear Lake Road	0	2.93	2.93	40	\$766,644.27
3700-00	Clear Lake Road	5.75	8.391	2.641	42	\$725,577.78

Overlay subtotal \$3,032,732.21

**2. Safety Projects**

Delta Highway @ Beltline Road -- Install advance warning signal and variable reader board	\$100,000
Miscellaneous County Roads -- Install flashing school zone signals	\$300,000

Safety subtotal	\$400,000
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**3. Modernization projects**

Harvey Road, Hillgass to Creswell UGB	\$1,650,000
Bolton Hill Road, Territorial Highway to Dogwood	\$1,750,000

Modernization subtotal	\$3,400,000
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<b>Total so far:</b>	<b>\$6,832,732</b>
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**BARRY Cella**

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**From:** Ron Bradsby [engineering@cottagegrove.org]  
**Sent:** Thursday, December 13, 2007 12:00 PM  
**To:** BARRY Cella  
**Cc:** SISSON Robert (SMTP); MEYERS Richard (SMTP)  
**Subject:** SB 994 letter

Celia,

I was asked to review SB 994 and provide you a list of projects within the City of Cottage Grove urban growth boundary.

The projects are as follows:

1. Silk Creek Bridge at the intersection of Main and "R" Streets – Improve road to bridge transition
2. Main Street West of "R" Street – Slurry Seal or Grind and inlay to preserve wear surface.
3. South 6<sup>th</sup> Street South of Cleveland Avenue – Slurry Seal or Grind & inlay to preserve wear surface.
4. Continue to improve the following county streets by paving gravel streets, continue to preserve wear surface with slurry seal or overlay, reconstruct where necessary and continue to bring streets into compliance to City of Cottage Grove standards so jurisdiction can change,
  - a. Lincoln Avenue from S. 6<sup>th</sup> to S. 10<sup>th</sup>
  - b. South 10<sup>th</sup> Street from Lincoln Avenue north to end
  - c. South 11<sup>th</sup> Street from Johnson Avenue north to end
  - d. South 12<sup>th</sup> Street from Cooper Avenue south to end
  - e. Cooper Avenue from S. 10<sup>th</sup> Street east to end
  - f. Cemetery Road

If you have any questions, please feel free to contact me.

Sincerely,  
Ron Bradsby, PE  
City Engineer

**City of Creswell**  
13 South 1<sup>st</sup> Street, P.O. Box 276 Creswell, OR 97426  
Ph (541) 895-2531 Fax 541) 895-3647

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December 12, 2007

Faye Stewart, Chair  
Lane County Board of Commissioners  
125 East 8<sup>th</sup> Ave  
Eugene, OR 97401

Dear Commissioner Stewart,

This letter is a response to your letter of November 28, 2007 regarding SB 994.

At its regularly scheduled council meeting of December 10, 2007 the Creswell City Council recommended the following road projects for SB 994 funding:

1. Cloverdale and River Drive intersection. This is an angled intersection that needs safety improvements.
2. The current Harvey Road improvement being completed by the County provides for a sidewalk on one side of the road. Since this road will be used by students attending the nearby high school funds could be spent on adding sidewalks on both sides of the road for safety.

The Council thanks you for the opportunity to have input into this process and looks forward working with the Commissioners on these projects.

Respectfully,

Jamon H. Kent  
Acting City Administrator



**City Manager's Office**

December 14, 2007

Faye Stewart, Chair  
Lane County Board of Commissioners  
Public Service Building  
125 East 8<sup>th</sup> Avenue  
Eugene OR 97401

City of Eugene  
777 Pearl St, Rm 105  
Eugene OR 97401  
(541) 682-5010  
(541) 682-5414 FAX  
[www.eugene-or.gov](http://www.eugene-or.gov)

Dear Commissioner Stewart:

We appreciate your offer to recommend county road projects for funding through Lane County's SB 994 allocation. We are very pleased to have this potential opportunity to make these needed improvements, and recognize that the terms of SB 994 preclude the use of funding for operations and maintenance.

Our understanding is that if this funding becomes available, it would be for work on existing roads scheduled for jurisdictional transfer to the City some time during 2008. With this in mind, here are our recommendations:

- < The two segments of River Road (\$700,000)
- < Royal Avenue from Terry to Greenhill (\$400,000)
- < Greenhill Road from Barger to the railroad tracks (\$900,000)

These estimates are approximate as we have done no formal project scoping. Also, as we do not have pavement condition information, we cannot offer additional recommendations on the list of roads to be transferred.

The City of Eugene is willing to work with Lane County on other regional transportation funding solutions, such as a county-wide gas tax and a motor vehicle registration fee increase.

Thank you again for your offer. We look forward to working with you to improve the area's transportation system.

Sincerely,

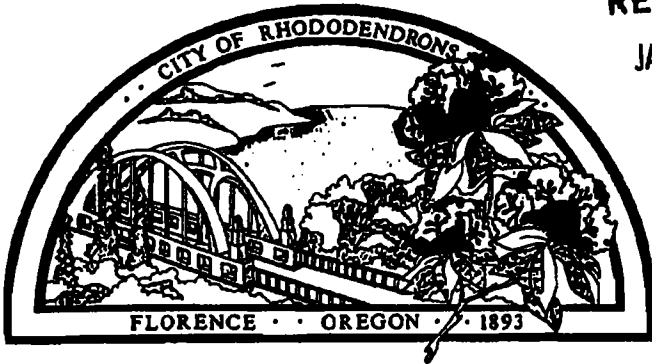
A handwritten signature in black ink, appearing to read "Angel Jones".

Angel Jones, City Manager *pro tem*  
City of Eugene



RECEIVED

JAN 09 2007



*City of Florence*  
 LANE COUNTY  
 BOARD OF COMMISSIONERS

City Manager's Office

250 Highway 101  
Florence, OR 97439-7628

Voice/TDD: (541) 997-3437  
FAX: (541) 997-6814

December 13, 2007

Faye Stewart, Chair  
 Lane County Board of Commissioners  
 125 E. 8<sup>th</sup> Ave  
 Eugene, OR 97401

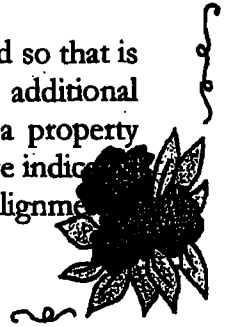
Re: SB 994 Allocation

Dear Commissioner Stewart,

Thank you for giving the City of Florence the opportunity to recommend projects on county roads in your jurisdiction that could be funded through Lane County's SB 994 allocation. We would like to solicit funds for the Coast Guard Road Project, which is a safety improvement project on a Lane County Road that provides ingress/egress to the US Coast guard Station and 28 residential properties.

Coast Guard Road enters into Rhododendron Drive at an acute angle on a curve that results in a limited clear vision area both for vehicles entering onto Rhododendron Drive and those that are traveling south bound on Rhododendron Drive (vehicles traveling south have difficulty seeing vehicles entering the roadway). Improving this intersection would also cut down on emergency response time considerably for the Coast Guard, as when they need to trailer their boat for an response they are not able to turn north onto Rhododendron Drive, they must turn south and make big loop to head to their emergency.

In order to correct the intersection, Coast Guard Road needs to be realigned so that is perpendicular to Rhododendron Drive. This will require acquisition of additional right-of-way. The additional right-of-way could come from common area property that belongs to the homeowners association of Sea Watch Estates, who have indicated that they are willing to work with the public agency in order to correct the alignment.



Attached with our letter is a rough sketch of the intersection improvements. Improvements would include both a dedicated left and right turn lane from Coast Guard Road onto Rhododendron Drive. Improvements on Rhododendron Drive would include a south bound right turn decal lane and possibly a north bound center turn lane. Other improvements would be consistent with the City's Rhododendron Drive Integrated Transportation Plan, which includes curb/gutter and multi use lane on Rhododendron Drive and curb/gutter on Coast Guard Road. The project requires both cut and fill on the roadway section. Approximately 150 tons of asphalt will be required and stormwater improvement will be necessary. The preliminary project cost estimate is \$250,000.

Again, thank you for the opportunity to provide input and if you need anything please do not hesitate to contact me. The citizens of Florence and all those in Lane County thank you for your continued efforts in taking care of our best interests.

Sincerely yours,

A handwritten signature in black ink, appearing to be 'R. Willoughby', written over a circular stamp or mark. A horizontal line extends to the right from the end of the signature.

Robert S. Willoughby  
City Manager



**Sea Watch Homeowners Association**

P.O. Box 741  
Florence, OR 97439

Board of Lane County Commissioners  
125 East 8<sup>th</sup> Ave.  
Eugene OR 97401

April 6, 2008

Dear Commissioners:

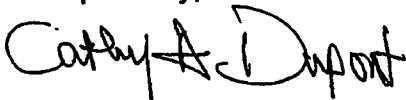
The Board of Directors of Sea Watch Estates in Florence enthusiastically supports the effort to get the dangerous corner of Coast Guard Road and Rhododendron Drive put on the list of county road projects to be worked on in the near future. This intersection has caused many accidents in the last 12 years with injuries and one death.

We also endorse the effort to see if a corner of land on the North West corner of the intersection, which is owned as common property by Sea Watch, can be used in straightening out this intersection. Coast Guard road is the only entrance into the entire community of Sea Watch as well as the U S Coast Guard station.

Please help us in this pursuit.

Thank you for your time and consideration,

Respectfully,



Cathy Dupont, President  
Sea Watch Estates  
541 997 4439  
[Cathy.A.Dupont@gmail.com](mailto:Cathy.A.Dupont@gmail.com)



cc: Shashi Bajracharya, Lane Co. Roads Advisory Commission  
Sandra Belson, City of Florence, Director of Community Development



**BARRY Celia**

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**From:** GOODWIN Len [lgoodwin@ci.springfield.or.us]  
**Sent:** Friday, December 14, 2007 2:20 PM  
**To:** BARRY Celia  
**Cc:** BROWN Dan; BOYATT Tom; TOWERY Jeffrey; GRIMALDI Gino  
**Subject:** SB994 Projects

Celia:

The City intends to submit three projects for consideration by the county as funding opportunities under that portion of the money appropriated to Lane County by Senate Bill 994.

In priority order, those projects are:

1. Improvement to urban standards of Nugget Way, from McVay Highway to 19th Avenue.
2. Improvement to urban standards of 31st Street from the City limits to Yolanda.
3. Improvement to urban standards of the unincorporated portions of Laura Street.

We will get you a more formal request in the next few days.

Thanks,  
Len



PO Box 490 Lowell, OR 97452  
Phone: 541-937-2157 Fax: 541-937-2936  
Email: [city@lowell-or.gov](mailto:city@lowell-or.gov)

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December 4, 2007

Commissioner Faye Stewart  
Chair, Lane County Board of Commissioners  
125 East 8<sup>th</sup> Avenue  
Eugene, OR 97401

Subject: Use of SB 994 Funds, your letter dated November 28, 2007

Dear Commissioner Stewart,

The City has reviewed the condition of the County owned streets within and near the City of Lowell and, given the recent improvements to those streets, sees no need for SB 994 funding for maintenance, preservation and congestion. We do have a problem with pedestrian safety along County owned streets. The biggest problems occur between the Lowell State Parks Recreation Site and the intersection of Marina Vista Drive on North Shore Drive (Pengra Road) and the downtown Lowell area and on Pioneer Street (Jasper Lowell Road) along the causeway to the Covered Bridge Interpretive Center.

The pedestrian safety issue on North Shore Drive could in part be solved by a trail system through the park area which could be funded through non-road funds, but we would still need sidewalks constructed on one or both sides of the street from the Marina Vista intersection to the intersection of Moss Street (Jasper Lowell Road) and North Shore Drive.

Pedestrian safety issues have increased significantly on the causeway across Dexter Lake to the Lowell Covered Bridge since the improvements were constructed to create the Lowell Covered Bridge Interpretive Center. The City of Lowell would request a project be considered to construct a sidewalk on the west side of the causeway from where the sidewalk ends on Pioneer Street (Jasper-Lowell Road) to the Covered Bridge Interpretive Center. If SB 994 funds are not available for this project, the City would certainly support and join with the County in an application for an ODOT Transportation Enhancement Grant to complete this project.

Thank you for the opportunity to comment on possible uses of County SB 994 funds. Please contact me or City Administrator Chuck Spies if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Warren R. Weather".

Warren R. Weather, Mayor

Copy to: Ollie Snowden, Lane County Public Works Director.

**CITY OF SPRINGFIELD, OREGON**

**OFFICE OF THE MAYOR / CITY COUNCIL**



**225 FIFTH STREET  
SPRINGFIELD, OR 97477  
(541) 726-3700  
FAX (541) 726-2363**

January 3, 2008

Hon. Faye Stewart  
Chair,  
Lane County Board of Commissioners  
125 E. 8<sup>th</sup> Avenue  
Eugene, OR 97401

Dear Commissioner Stewart:

Thank you for your letter of November 28, 2007, requesting our recommendations for projects to be funded from appropriations to the County made by the Legislative Assembly under SB 994. We deeply appreciate the County's continuing concern for the quality of the transportation system in the urban areas of Lane County. You have long been a partner with us in preserving the quality of those roads and making them suitable for the ultimate urbanization of the area surrounding our cities.

Earlier, our staff provided Lane County staff with an informal list of projects we believe would be appropriate uses for the money provided by the Legislative Assembly. I wish to confirm that list formally for your consideration. In priority order, our recommendations are as follows:

1. McVay Highway, from the I-5 ramp to the intersection with Franklin Boulevard, should be improved to full urban standards. This project would include road surface improvements, intersection reconstruction, curbs, gutters, and other typical amenities. This project is important to support emerging development proposals for the portion of Glenwood which borders the Willamette River south of the bridges to Springfield. Although the full cost of improvement will be in excess of \$20 million we expect that a substantial portion of that will be funded by developer contributions, with some support from the Glenwood Urban Renewal District. We estimate the total cost of this project at about \$2.5 million.
2. 31<sup>st</sup> Street, between the point where current improvements end, near U Street, and Yolanda Avenue should be upgraded to full urban standards. This project will include road surface improvements, curbs, gutters and typical amenities and associated storm drainage and sanitary sewer improvements. County staff recently requested that the City seek to impose the burden of this improvement as a condition of approval of the Marcola Meadows development. The Springfield Planning Commission ultimately concluded that the full extent of this condition could not be imposed consistent with Dolan requirements. Our staff concur, however, with County staff that this project is desirable to assure the



Hon. Faye Stewart  
January 8, 2008  
Page 2 of 4

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transportation system can fully accommodate the impact of the Marcola Meadows development. We estimate the total cost of this project at about \$1.2 million. Cost sharing arrangements would need to be negotiated, since some portion of the project would be on a City facility.

3. There are several segments of Laura Street which remain under County jurisdiction and unimproved. This street, between Harlow Road and Scotts Glen Drive, is a mix of County and City jurisdiction and of improved and unimproved segments. This project would involve road surface, curbs, gutters and typical amenities in the County segments, and some reconstruction work in City segments to assure smooth transitions. The project also includes associated storm drainage and sanitary sewer improvements. We estimate the cost to bring all of Laura Street to urban standards at \$1 million. Here again, cost sharing arrangements would need to be negotiated. Jurisdictional issues are complex on this street, and we see this project as a vehicle to sort out those issues and end up with the entire street under City jurisdiction.

We believe that, following the completion of these projects it would be appropriate to begin the process of transferring jurisdiction of these segments to the City, so that we could assume responsibility for future maintenance and preservation. Again, my thanks for your continued attention to the street system in our urban fringe. We look forward to working with the County on these projects. Should more information be needed, feel free to contact our staff.

Sincerely yours,

Sidney W. Leiken,  
Mayor

c: Celia Barry  
Dan Brown  
Len Goodwin  
Gino Grimaldi  
Ken Vogeney  
Tom Boyatt

Requesting Jurisdiction	Category	Jurisdiction	Functional Class	Project	Limits	Length (miles)	CIP Status	FY		
LANE COUNTY	Pavement Preservation	LCR		future overlay projects: project list to be generated by April, 2009				08-11		
	Pavement Preservation	LCR		future chip seal projects: project list to be generated by April, 2009				08-11		
	Pavement Preservation	LCR	Minor Collector	Deerhorn Rd-105800 <sup>3</sup>	McKenzie Hwy to Tikki Ln	3.5	Programmed	08-11		
	Pavement Preservation	LCR	Minor Collector	Row River Rd-240000 <sup>1</sup>	Currin Connector to Sears Rd	0.716	Programmed	08-11		
	Pavement Preservation	LCR	Minor Collector	Row River Connector# 1-253100 <sup>1</sup>	Mosby Creek Rd to Row River Rd	0.074	Programmed	08-11		
	Pavement Preservation	LCR	Major Collector	Mosby Creek Rd-250000 <sup>3</sup>	Currin Connector to Blue Mt School Rd	4.316	Programmed	08-11		
	Pavement Preservation	LCR	Minor Collector	Harvey Rd-211400 <sup>1,12</sup>	Irish Ln to Hwy. 99	0.88	Programmed	08-09		
	Pavement Preservation	LCR	Major Collector	Clear Lake Rd-370000 <sup>3</sup>	Hwy 99 to Lakeview Dr	2.93	Programmed	08-11		
	Pavement Preservation	LCR	Major Collector	Clear Lake Rd-370000 <sup>3</sup>	Orchard Park Rd to Territorial Hwy	2.641	Programmed	08-11		
	Pavement Preservation	LCR	Urban Arterial	River Rd <sup>3</sup>	Wedgewood Dr to Azalea Dr	0.439	Programmed	08-10		
	Pavement Preservation	LCR	Urban Arterial	River Rd <sup>3</sup>	Maynard Ave to Merry Ln	0.143	Programmed	08-11		
	Pavement Preservation	LCR	Major Collector	Hayden / Harlow Pavement preservation	Pheasant Blvd to 10th St	1.85	Programmed	08-09		
COTTAGE GROVE	Pavement Preservation	LCR	Major Collector	S 6th St <sup>4</sup>	Cleveland St. to I-5	0.455			Su	
EUGENE	Pavement Preservation	LCR	Urban Major Collector	Royal Ave	Terry St to Green Hill Rd	1		08-11		
	Pavement Preservation	LCR	Major Collector	Green Hill Rd	RR X-ing to Barger Dr	1.941		08-11		
OTHERS	LANE COUNTY	General Construction	LCR	Minor Collector	Harvey Rd 211400 <sup>12</sup>	Scott Ave to UGB	0.565	Programmed	08-09	Improv
	COTTAGE GROVE	General Construction	LCR	Major Collector	Cottage Grove-Lorane Rd (Main St.)	R St/Silk Cr Br Intersection	0.06			Improv
		Safety improvements	LCR	Major Collector	Cottage Grove-Lorane Rd (Main St.)	R St to City Limits	0.298			Add St
		General Construction	LCR	Urban Local	Lincoln Ave	S. 10th to S. 12th	0.103			Urb
		General Construction	LCR	Urban Local	S 10th St	Lincoln to Cooper	0.047			Urb
		General Construction	LCR	Urban Local	S 11th St	Johnson to ECM	0.12			Urb
		General Construction	LCR	Urban Local	S 12th St	Lincoln to Cooper	0.048			Urb
		General Construction	LCR	Urban Local	Cooper Ave	S 10th to ECM	0.12			Urb
		General Construction	LCR	Urban Local	Cemetery Rd		0.04			Urb
	CRESWELL	General Construction	CRE	Urban Minor Collector	Harvey Rd	Scott Ave to UGB	0.565	Programmed	08-09	Side
		General Construction	ODOT/LCR	State Hwy @ Local Rd	Cloverdale Rd @ River Dr.	Intersection				Realign
	COBURG <sup>11</sup>	Intersection Improvement	LCR	Urban Minor Arterial	Pearl St - Roberts Rd	Coburg Industrial Way 0.25 mile East of I-5	0.5			I-5 Cob Pr
	FLORENCE	Safety improvements	LCR/FLO	City Street @ Local Road	Coast Guard Station Rd @ Rhododendron Dr.	Intersection				AC Pav
	LOWELL	Bike and Pedestrian	LCR	Urban Major Collector	Pengra Rd. (N Shore Dr.)	Manna Vista Dr. to Moss St.	0.27			Side
		Safety improvements	LCR	Urban Major Collector	Jasper-Lowell Rd (Pioneer St) <sup>8</sup>	Pioneer St. to Covered Br	0.655			Ped fac
	SPRINGFIELD	General Construction	LAR (Co)	Local Access Road	Nugget Way <sup>7</sup>	McVay Hwy to E 19th Ave.	0.48			To S
		General Construction	LCR	Urban Major Collector	31st St	City limits to Yolanda Ave.	0.096			To S
		General Construction	LCR	Urban Major Collector	Laura St	04 miles N. of Lanesboro to City Limits	0.189			To S
VENETA	General Construction	LCR	Urban Major Collector	Bolton Hill Rd	Dogwood Ln to UGB	0.517			Urb	
Dollar Totals	Preliminary County Pn									
	County Pn									
	All C									
	SB 994									
NOTES	1 SB 994 provided \$9,897,402 to Lane County for county road projects. Per SB 994, ODOT shall distribute funds no later than November 1, 2008, and the Association of Oregon Counties shall pr the budget for each project, the amount of state and local moneys expended on each project, and the start and completion dates.									
	2 Per SB 994, "If the department determines that the federal government has not reauthorized the Secure Rural Schools and Community Self-Determination Act of 2000 or approved another sou Commission may determine how the counties may match an amount not to exceed 10.89 percent of the funds the counties receive . . ."									
	3 These Lane County Pavement Preservation projects have been programmed in the standard CIP 09-13									
	4 Slurry Seal and Chip seal projects are typically performed under Operation and Maintenance Budget									
	5 Pedestrian facilities on local roads are not assigned a plus as it is not warranted on these roads.									
	6 The City originally requested \$700,000 for overlay on the two River Road segments. The County will incorporate these two segments into preservation budget as experimental microsurfacing j									
	7 The City of Springfield requested Nugget Way improvement in their informal project list in the Dec 14, 2007 email. In the Jan 3, 2008 formal list this project has been replaced by McVay Hwy. M									
	8 Preliminary discussion with City Officials indicates that developers may contribute their share. For this document purpose the cost shown is based on 50% contribution assumption. The total									
	9 Project cost and project feasibility are not determined.									
	10 Project selection and prioritization of pavement preservation and rehabilitation is done using the Pavement Management Program based on pavement inspections. No ranking provided.									
	11 City of Coburg requested federal earmark match money to the original level of \$ 2.5million as in the 2007-2011 CIP, up from the existing allocation of \$1.03 million.									
	12 Harvey Road Urban Improvement Project and Harvey Road Preservation Project will be combined into a single package for bid and construction management purpose. The cost \$300,000 sho									

Location	Road Fund Cost	ADT	PCI	5-year Crashes	Prioritization Factors										Promotion level (add the plusses)	List A - No ORS multi-year reauthorization List B - ORS multi-year reauthorization
					Structural Deficiency Improvement	Safety Enhancement	Road Performance Congestion Improvement	Bike/Ped/Alternative Mode Improvement	Degree of User Benefit	Leverages Other Funds & Projects	Plan Consistency	Economic Development	Recreation/Tourism/ Rural Promotion	Maintain/Preserve County Road & Bridge System		
overlay	\$2,700,000				Pavement Management Program priority										NA	List A and B
seal	\$363,000				Pavement Management Program priority										NA	List A and B
overlay	\$480,788	1,000	81		see note 10										NA	List A and B
overlay	\$161,025	5,000	80												NA	List A and B
overlay	\$15,400	1,150	86												NA	List A and B
overlay	\$734,042	2,550	73												NA	List A and B
overlay	\$300,000	1,350	72												NA	List A and B
overlay	\$768,644	8,500	81												NA	List A and B
overlay	\$725,578	1,250	71												NA	List A and B
refacing	\$78,000	11,700	81												NA	List A and B
refacing	\$32,000	21,700	88												NA	List A and B
overlay	\$886,000														STP-U funded. The cost shown is the County's match	
reservation	\$10,000	2750	87		Chp Seal and Slurry Seal projects are excluded from the CIP										No	
overlay	\$400,000	4550	62		+					+				+	4	List A and B
overlay	\$900,000	2750	90							+				+	3	List A and B
Urban Standards	\$1,350,000	2,100	72	1		+	+	+	+	+				+	8	List A and B
ridge transition	\$100,000	500	91		+	+								+	4	No
to both sides	\$400,000	500	91			+		+							3	No
movements	\$300,000	160	89					See Note5						+	1	No
movements	\$180,000	50	90					See Note5						+	1	No
movements	\$360,000	50	90					See Note5						+	1	No
movements	\$185,000	50	90					See Note5						+	1	No
movements	\$350,000	50	89					See Note5						+	1	No
movements	\$165,000	50	98					See Note5						+	1	No
on both sides			73		This project is already included in the County's Harvey Road Improvement project											List A and B
ation to 90 deg.	\$80,000	1100	80	1		+				+				+	4	No
change Project PHASE I	\$1,500,000	13500	52	3		+	+		+	+	+			+	7	No
multi-use - etc.	\$207,408	3650				+			+	+	+			+	5	List B
both sides	\$400,000		96			+		+	+						3	No
Interp. Center	Unknown Note9	2800	63			+		+	+				+		4	No
ld standards	\$1,350,000		7		Local Access Road not prioritized											No
ld standards	\$360,000	1750	89			+	+	+	+					+	6	List B
ld standards	\$1,025,000	5000	55	3	+	+	+	+	+				+	+	8	List B
movements	\$745,000	1000	74			+	+	+	+	Note8	+	+		+	7	List B
on Projects, 2009	\$7,245,467	This is the total of all Lane County proposed preservation projects, including Harvey Road Overlay project. Harvey Road overlay project will be packaged with Harvey Urban Improvement project for B														
ounty Other Project	\$1,350,000	Harvey Urban Road Improvement project has been added back on this list as it is eligible for the SB 994 fund. The amount shown is the net Road Fund.														
of SB 994 Subtotal	\$8,595,467															
reservation Projects	\$1,310,000	This is the total of all Cities requested preservation projects														
ity Others Project	\$7,707,408															
st proposals, Total	\$17,612,875															

a report to the Legislature no later than April 1, 2009, identifying projects funded,  
funding for the counties for the federal fiscal year beginning October 1, 2008, the Oregon Transportation

ts.  
Hwy under State jurisdiction is not eligible for this fund.  
if the project is \$ 1,490,000.

r the preservation project is the updated cost estimate for the overlay project.

SB 994 FUND

LIST A: Projects Proposed to be funded by SB 994, Given No Multi-Year Secure Rural Schools Funding

Requesting Jurisdiction	Category	Jurisdiction	FC	Project	Limits	Length (miles)	Description	Staff Ranking	CIP Status	FY	Comments	SB 994 Cost
LANE COUNTY	Pavement Preservation	LCR	Minor Collector	LCR Pavement Preservation Overlay projects list to be generated by April 2009						08-11 <sup>6</sup>	Recommended	\$2,700,000
	Pavement Preservation	LCR	Minor Collector	LCR Pavement Preservation Overlay projects list to be generated by April 2009						08-11 <sup>6</sup>	Recommended	\$363,000
	Pavement Preservation	LCR	Minor Collector	LCR Pavement Preservation Overlay projects list to be generated by April 2009						08-11 <sup>6</sup>	Recommended	\$481,000
	Pavement Preservation	LCR	Minor Collector	LCR Pavement Preservation Overlay projects list to be generated by April 2009						08-11 <sup>6</sup>	Recommended	\$164,000
	Pavement Preservation	LCR	Minor Collector	LCR Pavement Preservation Overlay projects list to be generated by April 2009						08-11 <sup>6</sup>	Recommended	\$16,000
	Pavement Preservation	LCR	Major Collector	LCR Pavement Preservation Overlay projects list to be generated by April 2009						08-11 <sup>6</sup>	Recommended	\$734,000
	Pavement Preservation	LCR	Minor Collector	LCR Pavement Preservation Overlay projects list to be generated by April 2009						08-11 <sup>6</sup>	Recommended-see note 2	\$300,000
	Pavement Preservation	LCR	Major Collector	LCR Pavement Preservation Overlay projects list to be generated by April 2009						08-11 <sup>6</sup>	Recommended	\$767,000
	Pavement Preservation	LCR	Major Collector	LCR Pavement Preservation Overlay projects list to be generated by April 2009						08-11 <sup>6</sup>	Recommended	\$726,000
	Pavement Preservation	LCR	Major Collector	LCR Pavement Preservation Overlay projects list to be generated by April 2009						08-11 <sup>6</sup>	Recommended-see note 3	\$78,000
	Pavement Preservation	LCR	Major Collector	LCR Pavement Preservation Overlay projects list to be generated by April 2009						08-11 <sup>6</sup>	Recommended-see note 3	\$32,000
	Pavement Preservation	LCR	Major Collector	LCR Pavement Preservation Overlay projects list to be generated by April 2009						08-09	Recommended-see note 4	\$889,000
	Pavement Preservation	LCR	Major Collector	LCR Pavement Preservation Overlay projects list to be generated by April 2009						08-11 <sup>6</sup>	Recommended-see note 3	\$400,000
	Pavement Preservation	LCR	Major Collector	LCR Pavement Preservation Overlay projects list to be generated by April 2009						08-11 <sup>6</sup>	Recommended-see note 3	\$900,000
	OTHER PROJECTS	General Construction	LCR	Minor Collector	LCR Pavement Preservation Overlay projects list to be generated by April 2009						08-09	Recommended-see note 2
NOTES	<p>1 These pavement preservation needs are established by using treatment needs analysis in the Pavement Management Program.</p> <p>2 Harvey Rd Pavement Project \$300,000 (FY08/09) has been packaged with Harvey Rd Urban Improvement Project \$1,350,000 (FY 08/09) and other utilities. Both projects are recommended for SB 994 fund.</p> <p>3 These projects are recommended contingent upon confirmation by Pavement Management Program treatment needs analysis or laboratory analysis.</p> <p>4 The Harlow Rd/Hayden Bridge Rd, Pheasant Blvd to 19th St. Pavement Preservation project is funded partly by federal STPU fund and county match. The county match \$889,000 is eligible for SB 994 fund.</p> <p>5 Specific Calendar year undetermined.</p>											
SB 994 Total												\$9,900,000

**LIST B: Projects Recommended for SB 994 Funding  
Given Multi-Year Secure Rural Schools Funding**

Requesting Jurisdiction	Category	Jurisdiction	FC	Project	Limits	Length (miles)	Description	Staff Ranking	CIP Status	FY	Comments	SB 994 Cost	
PRESERVATION / REHABILITATION	Pavement Preservation	LCR	Minor Collector	Deerhorn Rd-105800	McKenzie Hwy Tikki Ln	3.5	AC Overlay	Note 1	Programmed	08-11 <sup>5</sup>	Recommended	\$335,000	
	Pavement Preservation	LCR	Minor Collector	Row River Rd-240000	Curnin Connector Sears Rd	0.716	AC Overlay	Note 1	Programmed	08-11 <sup>5</sup>	Recommended	\$481,000	
	Pavement Preservation	LCR	Minor Collector	Row River Connector#1-253100	Mosby Ck Rd Row River Rd	0.074	AC Overlay	Note 1	Programmed	08-11 <sup>5</sup>	Recommended	\$16,000	
	Pavement Preservation	LCR	Major Collector	Mosby Creek Rd-250000	Curnin Connector to Blue Mint School Rd	4.316	AC Overlay	Note 1	Programmed	08-11 <sup>5</sup>	Recommended	\$734,000	
	Pavement Preservation	LCR	Minor Collector	Harvey Rd-211400	Inish Ln to Hwy 99	0.77	AC Overlay	Note 1	Programmed	08-09	Recommended-see note 2	\$300,000	
	Pavement Preservation	LCR	Major Collector	Clear Lake Rd-370000	Hwy 99 to Lakeview Dr	2.93	AC Overlay	Note 1	Programmed	08-11 <sup>5</sup>	Recommended	\$767,000	
	Pavement Preservation	LCR	Major Collector	Clear Lake Rd-370000	Onchard Park Rd to Territorial Hwy	2.841	AC Overlay	Note 1	Programmed	08-11 <sup>5</sup>	Recommended	\$726,000	
	Pavement Preservation	LCR	Urban Arterial	River Rd-110000	Wedgewood Dr to Azalea Dr	0.439	microsurfacing	Note 1	Programmed	08-11 <sup>5</sup>	Recommended-see note 3	\$78,000	
	Pavement Preservation	LCR	Urban Arterial	River Rd-110000	Maynard Ave to Merry Ln	0.143	microsurfacing	Note 1	Programmed	08-11 <sup>5</sup>	Recommended-see note 3	\$32,000	
	Pavement Preservation	LCR	Major Collector	Hayden Bridge Wy	Pheasant Blvd to 18th Ave	1.85	AC Overlay	Note 1	Programmed	08-09	Recommended-see note 4	\$689,000	
	Pavement Preservation	LCR	Major Collector	Royal Ave-445500	Terry St to Green Hill Rd	1	AC Overlay	4	Programmed	08-11 <sup>5</sup>	Recommended-see note 3	\$400,000	
	Pavement Preservation	LCR	Major Collector	Green Hill Rd-427000	RR X-ing to Barner Dr	1.941	AC Overlay	3	Programmed	08-11 <sup>5</sup>	Recommended-see note 3	\$900,000	
	Pavement Preservation	General Construction	LCR	Minor Collector	Harvey Rd-211400	Scott Ave to UGB	0.565	Urban Improvement	8	Programmed	08-09	Recommended-see note 2	\$1,350,000
	Pavement Preservation	Safety improvements	LCR/FLO	City Street @ Local Road	Coast Guard Station Rd @ Rhododendron Dr	Intersection		Alignment Improvement, Curb / Gutter	5		09-10	Recommended	\$208,000
	OTHER PROJECTS	General Construction	LOW			Access Road to Assisted Housing					09-10	Recommended	\$250,000
General Construction		LCR	Urban Major Collector	Laura St.-193900	0.04 mile N. of Lindner to City Limits	0.189	To Springfield standards	8		09-10	Recommended	\$1,127,000	
General Construction		LCR	Major Collector	31st St	City Limits to Yolanda Ave	0.096	To Springfield standards	6		09-10	Recommended	\$396,000	
General Construction		LCR	Urban Major Collector	Bolton Hill Rd-406200	Dogwood Ln to UGB	0.517	Urban Improvements	7		09-10	Recommended	\$647,000	
<b>SB 994 Total</b>												<b>\$9,900,000</b>	
NOTES	<p>1 These pavement preservation needs are established by using treatment needs analysis in the Pavement Management Program.</p> <p>2 Harvey Rd Preservation Project \$300,000 (FY08/09) has been packaged with Harvey Rd Urban Improvement Project \$1,350,000 (FY 08/09) and other utilities. Both projects are recommended for SB 994 fund.</p> <p>3 These projects are recommended contingent upon confirmation by Pavement Management Program treatment needs analysis or laboratory analysis.</p> <p>4 The Harlow Rd/Hayden Bridge Rd, Pheasant Blvd to 18th St. Pavement Preservation project is funded partly by federal STPU fund and county match. The county match of \$889,000 is eligible for SB 994 fund.</p> <p>5 Specific Calendar year undetermined.</p>												

**BAJRACHARYA Shashi**

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**From:** Farrington, Phil [PFarrington@peacehealth.org]  
**Sent:** Wednesday, February 13, 2008 4:41 PM  
**To:** BAJRACHARYA Shashi  
**Cc:** BARRY Cella; BOYATT Tom; BROWN Dan; GRIMALDI Gino; GRILE Bill; KNAPEL Carole; Werfelmann, Jim; WESTON Jim (SMTP); WESTON  
**Subject:** Lane County CIP Project Request

Please consider the following remarks and project request as part of Lane County's proposed 2009-2013 Capital Improvements Plan:

With development of the Martin Luther King, Jr. Parkway project, Lane County dropped the planned Trans Plan project to upgrade Game Farm Road South to urban standards between Beltline Road and Harlow Road.

PeaceHealth made significant contributions of right-of-way dedication and financial contributions to realize the MLK Parkway development, and also improved multi-use paths within the RiverBend campus along the frontage of the MLK Parkway and along the east side of Game Farm Road South between Beltline and Mallard Street.

However, there is a need for bicycle and pedestrian connectivity from these paths constructed by PeaceHealth and other existing bicycle and pedestrian systems. Specifically, we request that Lane County add to its 09-13 CIP a project to continue the off-street multi-use pathway along the east side of Game Farm Road South from Mallard Street to Harlow Road. This would provide safe and convenient access for cyclists and pedestrians, linking neighborhoods and regional bicycle and pedestrian transportation facilities - namely, the Pioneer Parkway multi-use path.

Improvement of a multi-use path in this location would be the most economical means of providing connectivity needed between Sacred Heart Medical Center at RiverBend and the regional bike path system fed by the Pioneer Parkway path. While we are cognizant of Lane County's fiscal crisis, the proposed project is still needed for public safety. Absent sidewalks, bike lanes, or any effective refuge from traffic, Game Farm Road South has been the site of more than one pedestrian fatality and a number of injuries.

We also urge Lane County to improve bicycle and pedestrian connectivity - principally through additional directional signage - between the I-5 bicycle bridge under construction and the Mallard Street access to the RiverBend campus.

Thank you for consideration of this request. We look forward to collaborating with City and County partners to make the needed alternative transportation connections.

Regards,

Philip Farrington, AICP  
Director, Land Use Planning & Development  
PeaceHealth Oregon Region  
123 International Way  
Springfield, OR 97477  
(541) 686-3828  
fax (541) 335-2595  
mobile (541) 912-9281  
pfarrington@peacehealth.org <mailto:pfarrington@peacehealth.org>

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**BAJRACHARYA Shashi**

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**From:** SCHUETZ Petra  
**Sent:** Thursday, February 14, 2008 9:59 AM  
**To:** BAJRACHARYA Shashi  
**Subject:** RE: Coburg Pearl St. project?

Shashi-  
I waited all day yesterday for ODOT to submit the cost estimate for the Roberts Rd./Pearl St. intersection. I know they are working on it, but it seems it is too late at this point. However, to cover the original request, Coburg is requesting the following:

County Road name: Pearl Street/I-5 Interchange at Coburg  
Segment (beginning/end point): I-5 Interchange  
Type of improvement (preservation or other) and if modernization, the specific type of improvements sought. (and specify if setback sidewalks or curbside): Modernization (Phase I). Replenish the original Lane County 'over' match to the federal earmark, \$9.2 million, which equaled \$2.5 million (allocated in 2004 and repealed in 2007 by Lane County). This amount is \$1.6 million.

Note: In order for this project to be completed, an additional estimated \$19.5-\$25.0 million will be need in Phase II. According to the STIP criteria definitions, this project is ready for construction.

We truly appreciate you including this request for SB994 funds. Thank you.

Petra Schuetz  
Associate Planner  
99 E Broadway, Suite 400  
Eugene, OR 97401  
541-682-3639  
(fax) 541-682-2635  
pschuetz@lcog.org  
[www.lcog.org](http://www.lcog.org)

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**From:** BARRY Celia  
**Sent:** Thursday, January 10, 2008 5:57 PM  
**To:** SCHUETZ Petra  
**Subject:** RE: Coburg Pearl St. project?

Sounds good. It needs to be project specific, so if you can please provide the following:

County Road name, segment (beginning/end point), type of improvement (preservation or other) and if modernization, the specific type of improvements sought. (and specify if setback sidewalks or curbside).

You can send it directly to me. We need it right away! Thanks.

Celia Barry  
LCPW Transportation Planning  
541.682.6935

**BAJRACHARYA Shashi**

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**From:** MORGAN Bill F  
**Sent:** Wednesday, February 20, 2008 8:44 AM  
**To:** BARRY Celia; BAJRACHARYA Shashi  
**Subject:** FW: Lowell/St Vincent de Paul Affordable Housing Project

**Attachments:** SVDP Project Concept Map.pdf



SVDP Project  
Concept Map.pdf (...)

Ollie mentioned yesterday that this could be handed out at the meeting, and Lowell will very likely be there.....

Bill Morgan, PE  
County Engineer  
Lane County Public Works  
bill.morgan@co.lane.or.us  
(541) 682-6990

-----Original Message-----

From: City Of Lowell [mailto:spiescf@lowell-or.gov]  
Sent: Tuesday, February 19, 2008 6:54 PM  
To: MORGAN Bill F; SNOWDEN Oliver P  
Cc: awilliams@svdp.us  
Subject: Lowell/St Vincent de Paul Affordable Housing Project

Ollie and Bill,

Please submit the following to Roads Advisory Committee for their February 27th Public Hearing on the 2009-2013 CIP.

Dear Road Advisory Committee Members,

The City of Lowell and St Vincent de Paul request the Roads Advisory Committee add a project to the 2009-2013 Lane County Road Fund CIP to assist in road fund eligible public improvements needed for development of an affordable housing project in Lowell. We are requesting a total of \$325,000 for this project which we hope can be constructed in the summer of 2009. This road fund eligible cost estimate was made by Lane County Public Works and we thank them for their assistance in providing cost estimates for our project.

This project proposes to develop a 20 lot sub-division on approximately 4 acres of City land. All 20 lots will be developed through a St Vincent de Paul single family, owner occupied, sweat equity, low and moderate income housing program. This project will also require acquisition of approximately 0.64 acres of excess County right-of-way and approximately 1.2 acres of US Army Corp of Engineers property in order to be able to develop on both sides of the planned public street. A copy of the development conceptual plan is attached.

The City and County have already tentatively agreed upon an appraisal of the fair market value of the land we need to acquire from the County and the fair market value of the removal of a County held deed restriction that the City land can be only used on for Road Fund purposes. The agreed upon value of \$74,900 will be paid by the City/St Vincent de Paul to the County Road fund as unanticipated Road Fund Revenue. Taking this payment from the City to the Road Fund into account, the net contribution the City is requesting from the Road Fund is \$250,100.



Thanks to our congressional delegation, federal legislation has been passed and signed directing the Corps of Engineers to remove two deed restrictions they hold on both the City land and the County land we need to acquire for just administrative costs. The same federal legislation directed the Corps to transfer excess Corps property needed for the project to the City of Lowell at fair market value. We are in the process of coordinating these actions.

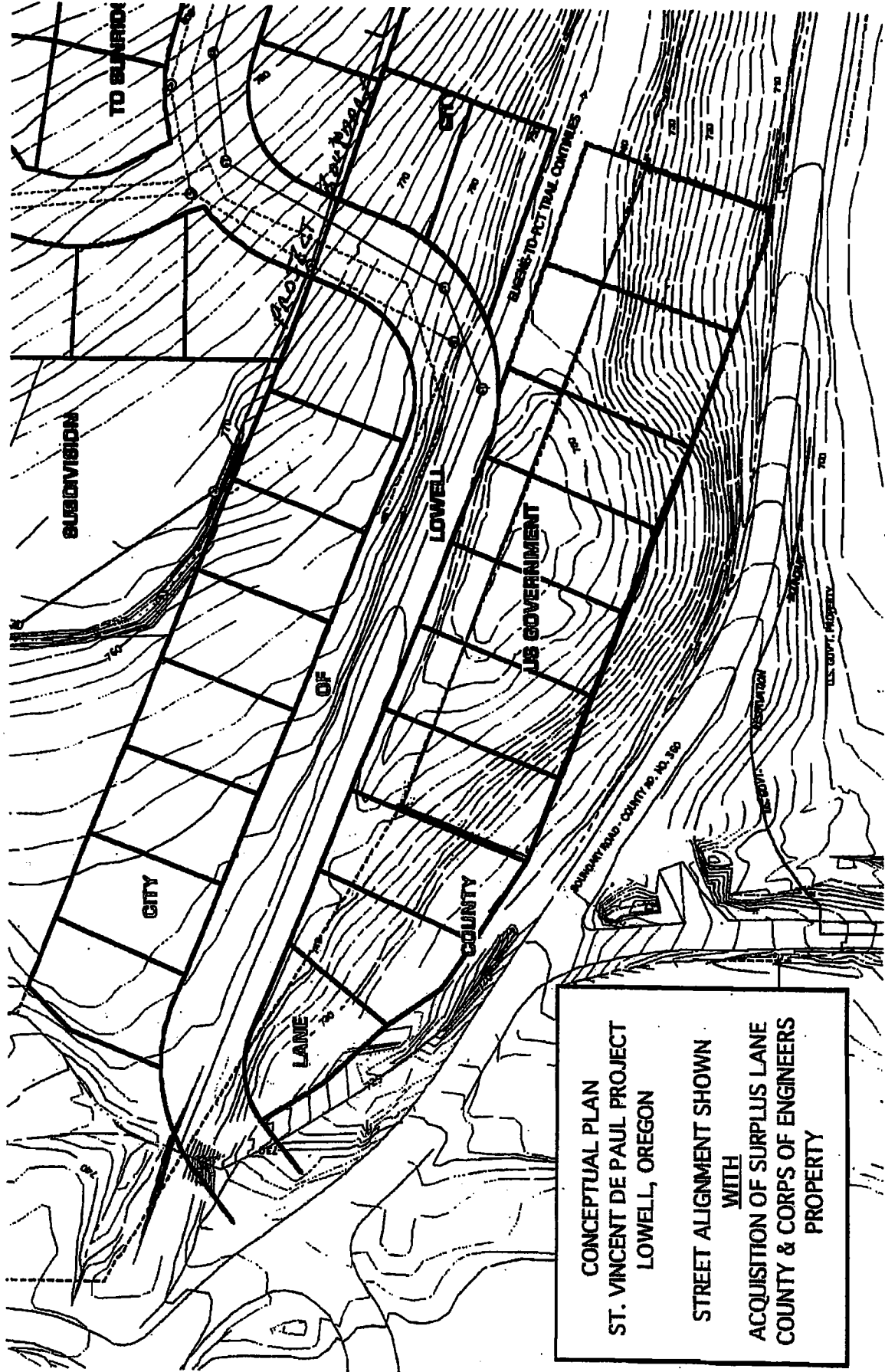
The whole key to making this a viable affordable housing project is to buy down the overall costs so that in the end, qualified and deserving low and moderate income families, after investing some sweat equity, can qualify for a federally guaranteed home loan on the home they help build. To that end, the City of Lowell is contributing land estimated in value at \$230,000. St Vincent de Paul has \$154,000 of HUD funding reserved for the project; however, the \$74,900 that must be paid to the Road Fund must come from out of these funds. The City has submitted a project intake form and been invited to submit an application for a \$225,000 affordable housing off-site improvements CBDG grant through OECCD. Even with this funding assistance, the project can not meet the cost criteria for low and moderate income families to qualify without County Road fund assistance on with the project.

Anne Williams, St Vincent de Paul Housing Program Director, and I will both be at your public hearing on February 27th to further discuss our project, its need for assistance from the County Road Fund and to answer any questions you may have.

Thank you for considering our project for inclusion into the 2009-2013 CIP.

Chuck Spies  
City Administrator

City of Lowell  
PO Box 490  
107 E Third  
Lowell, OR 97452  
PH: (541) 937-2157



**BAJRACHARYA Shashi**

---

**From:** Laurie Klein [lklein2@lane.k12.or.us]  
**Sent:** Tuesday, February 26, 2008 3:44 PM  
**To:** BAJRACHARYA Shashi  
**Subject:** flashing lights at London School

Hi,

We are interested in having flashing lights on London Road to alert drivers of the school and school speed zone. We have many log and gravel trucks that fly by our school because we are out in the country and they are used to traveling at 55 mph on the rest of the road. The staff and parents have been concerned about potential accidents when buses or parents pull out onto London Road as well as a hazard of students being hit crossing the road.

We are a small school but are willing to commit funding equal to 5% of the cost for the lights at London School. I understand that this project has yet to be finalized and that if it is approved it would likely be for the 2009/2010 school year. That would allow me ample time to raise the 5%.

I appreciate the Road Advisory Committee's recommendation to include lights at our school. Thank you for considering the safety of my students.

Sincerely,

Laurie Klein  
Principal

**BAJRACHARYA Shashi**

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**From:** Bob and Cathy Friedman [bobcat2@bmi.net]  
**Sent:** Tuesday, February 26, 2008 3:58 PM  
**To:** BAJRACHARYA Shashi  
**Subject:** SB 994 Allocation for Coast Guard Road

Dear Members, Lane County Roads Advisory Commission,

My name is Robert Friedman, and I live on Sea Watch Place in Florence. I am writing to you today to support Florence's City Manager, Robert Willoughby's request for a project, under SB994 to fix the mouth of Coast Guard Road where it exits onto Rhododendron Drive. (Please reference his letter and illustration to Chairman Faye Stewart, 12/13/07) Coast Guard Road is the only exit for the subdivision of Sea Watch Estates as well as for the U.S. Coast Guard station. Many cars, trucks and Coast Guard vehicles enter and exit this location daily, and currently they have to negotiate a very dangerous intersection. The base commander of the Florence CG station has said that he can not get all of his first responder or Homeland Security equipment to negotiate the turn north onto Rhody Drive. Currently he has to detour over 3 miles to go north.

In the eleven years that I have lived in Sea Watch, many single and multiple vehicle accidents have occurred; some with injuries. We have also had one fatality at that stretch of road. I have also observed a yearly increase in traffic on Rhododendron Drive, making exiting and entering Coast Guard Road a more and more dangerous undertaking.

With two new subdivisions being built north of our location and more in the planning stage, this situation will get worse quickly. The Sea Watch Homeowners Association has previously expressed a willingness to use some of its common property on the northwest corner of this intersection for improving the site, and though I can not speak for the Board at this time, I know that the subject is on the next monthly meeting in March. Previous Boards have been very willing to work with any authority on this project.

I know that your Commission is working on our behalf, and I want to thank you for any consideration you can grant us in this matter,

Sincerely

Robert D. Friedman  
19 Sea Watch Place  
Florence OR 97439  
541 997 4439

**CITY OF SPRINGFIELD, OREGON**

OFFICE OF THE MAYOR / CITY COUNCIL

225 FIFTH STREET  
SPRINGFIELD, OR 97477  
(541) 726-3700  
FAX (541) 726-2363

February 27, 2008

Lane County Roads Advisory Committee  
Attn: CIP 09-13  
Transportation Planning Division  
Public Works Department  
3040 N. Delta Highway  
Eugene, OR 97408-1696**SUBJECT: LANE COUNTY DRAFT 2009-13 CAPITAL IMPROVEMENT  
PROGRAM and SB994 PROJECT PRIORITIZATION**

Thank you for the opportunity to comment on the Draft Lane County 2009-13 Capital Improvement Program (CIP), and the Draft SB994 Project Prioritization List. The City of Springfield recognizes the challenges Lane County faces in back-filling significant federal Timber Receipts funding and maintaining a Capital Improvement Program in the absence of those funds. The City continues to participate in important lobbying efforts to, at a minimum, phase out those monies over a series of fiscal cycles, and appreciates the difficulty faced by the Roads Advisory Committee and Board of County Commissioners in addressing substantial needs with a severely under-funded CIP.

There are several projects in the Draft CIP and the Draft SB994 lists which will improve the transportation system and greatly benefit the citizens of Springfield and the metro area. The following are comments on those projects:

Draft 2009 – 2013 CIP

**Hayden Bridge Rd., Pheasant to 19<sup>th</sup>.** This important major collector provides high volume east/west connectivity in Springfield, as well as across I-5 to Coburg Rd., and is part of the regional network that provides access to the new RiverBend Medical Center, the Gateway Employment District and Downtown. The project leverages previously programmed STP-U dollars at about one half the cost, and ranks very well on the prioritization matrix.

Draft SB994 Projects

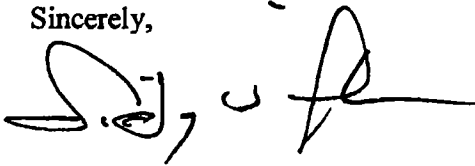
**Laura Street, Scotts Glenn to Lindale.** This project will complete the urban standards improvements on Laura St. between Harlow Rd. and Q St./OR126. The road is currently a patchwork of urban and rural conditions, which are especially challenging for cyclists and pedestrians. Roadway segments slated for improvement also lack a complete storm drainage system, and a quality roadway surface that can be maintained and preserved. Once complete to City urban standards, the remainder of Laura St. can be transferred to the City for ongoing operations, maintenance and preservation. This is a top ranked

project on the Draft SB994 project list, and leverages prior County Community Development Road Improvement Funds that assisted with the realignment of the northern section of Laura to facilitate the roundabout intersection improvement at Hayden Bridge/MLK Jr. Parkway/Pioneer Parkway.

**31<sup>st</sup> Street, Yolanda to Urban Growth Boundary.** This is another leveraged project to complete important upgrades for vehicles, bicycles, and pedestrians. This project includes road surface improvements, curbs, gutters, bike lanes, sidewalks, and associated storm drainage and sanitary sewer improvements. The pending 100 acre Marcola Meadows development will make urban standards improvements to the segment of 31<sup>st</sup> between 'U' Street and the Springfield City limits; this project will continue those improvements to Yolanda Avenue. Cost sharing arrangements would be negotiated with Lane County, since some portion of the project would be on a City facility.

I want to thank County staff and the Roads Advisory Committee for your efforts to work with the cities and rural Lane County to fund road project priorities during this difficult time of revenue uncertainty. I look forward to continuing the dialogue with the County Board and mayors from other cities in the County as we look for long term solutions to our serious road fund issues .

Sincerely,

A handwritten signature in black ink, appearing to read 'S. W. Leiken', with a long horizontal flourish extending to the right.

Sidney W. Leiken  
Mayor of Springfield



# Oregon

Theodore R. Kulongoski, Governor

**Department of Transportation**  
Area Manager/Project Manager  
644 A Street  
Springfield, Oregon 97477  
PHONE: (541) 744-8080  
FAX: (541) 744-8088

FILE CODE:

February 27, 2008

To: Lane County Roads Advisory Committee

From: Sonny Chickering, ODOT Area 5 Manager *SPAC*

Subject: Letter of Support for City of Coburg, SB994 Request  
I-5 / Coburg Interchange Project

The Oregon Dept. of Transportation is pleased to see that Lane County and its Public Works Department are providing an opportunity for local agencies to request SB994 funding for projects within their jurisdictions. This opportunity is in keeping with the County's past practice of sharing its' capital funding when available, and in the best interests of the citizens of Lane County. Well done!

ODOT strongly supports the \$1.5 M request from the City of Coburg to backfill County matching funds for the I-5 / Coburg Interchange project. We recognize the importance of this project to the businesses and employees in the vicinity of the interchange, and recognize the very real improvement to the state interstate system that completion of this project would provide. We agree with the very high ranking shown in the SB994 prioritization matrix, and encourage your committee to strongly consider recommending funding this request to the Board of County Commissioners.

With recent reductions in the 08-11 and 10-13 Statewide Transportation Improvement Programs (STIP), addition of funding to this project is becoming even more critical. Extension of the outside eastbound lane on Pearl St. to the southbound I-5 onramp, and construction of a dedicated westbound right turn lane on Pearl St. at Coburg Industrial way will significantly improve capacity and drop travel times during the morning and evening commutes. Coupled with major signal improvements at Coburg Industrial Way and the realigned Roberts Road, these improvements to Pearl St. would be an excellent investment of the SB994 funds.

Thank you for your serious consideration of the City of Coburg proposal. We look forward to working with the City and Lane County to complete this important project as soon as possible.



**BAJRACHARYA Shashi**

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**From:** Bob and Cathy Friedman [bobcat2@bmi.net]  
**Sent:** Wednesday, February 27, 2008 3:06 PM  
**To:** BAJRACHARYA Shashi  
**Cc:** robert.t.moorhouse@uscg.mil  
**Subject:** additional testimony lane co SB994, Coast Guard Road

Dear Members, Lane Co. Roads Advisory Commission,

I have some additional testimony concerning the Coast Guard Road request on your agenda tonight.

Lt. Commander and Safety Officer for the Coos Bay Command of the U.S. Coast Guard wishes to state that, from an operational standpoint, the Coast Guard would like to see that the intersection of Coast Guard Road and Rhododendron Drive be brought to a 90 degree configuration. The current configuration does not allow for necessary equipment for first responses and Homeland Security measures to make a left turn from Coast Guard Road. Currently, detours must be taken that adversely affects response time.

Lt. Cmmdr. Moorhouse said that a formal written response from the Coast Guard will be forthcoming as soon as possible and will be ready for the Land Count Commissioners meeting next month. For verification this officer can be reached at 541 756 9260 or at [robert.t.moorhouse@uscg.mil](mailto:robert.t.moorhouse@uscg.mil)

Thank you very much for considering this important testimony.

Sincerely,

Robert Friedman  
19 Sea Watch Place  
Florence OR 97439  
541 997 4439  
[bobcat2@bmi.net](mailto:bobcat2@bmi.net)



# PORT OF SIUSLAW

**Serving Western Lane County and The Central Oregon Coast**

*Creating quality jobs and businesses through the development and application of Port facilities, resources, and unique capabilities*

December 4, 2006

Mr. Ollie Snowden  
Lane County Public Works  
3040 North Delta Highway  
Eugene OR 97408

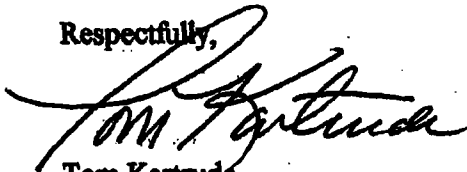
Dear Mr. Snowden:

Last year we started discussions with Lane County and the City of Florence about access to Rhododendron Drive for the Pacific View Industrial Park. We learned quickly that our concept for redeveloping 'Florence Garbage Road' might be more challenging than we anticipated, but it still remained an option. You provided a list of several significant concerns that would need to be addressed.

One of your first concerns was about the Florence TSP. An intersection at 'Florence Garbage Road' was not in the TSP, but the City is presently engaged in a comprehensive transportation planning project for improving that specific section of Rhododendron Drive. The Port has asked the City to include the new intersection in that plan. Assuming that the City will authorize the improvement, the Port is prepared to take responsibility for finding the necessary funding and managing the improvement project.

The enclosed portion of a recent preliminary site plan shows one approach to how the roadway could be extended from the Pacific View Industrial Park to 'Florence Garbage Road'. That illustration may be a good starting point for discussing the alignment of a public road easement across the Lane County property. We realize that an intersection will require changes to both Rhododendron Drive and 'Florence Garbage Road' beyond just the grading and alignment shown, so your comments and ideas will be most appreciated.

Respectfully,



Tom Kartrude  
Port Manager

Enclosure

MARINE MANOR

SUSLAW RIVER

RHODODENDRON DRIVE

PACIFIC VIEW INDUSTRIAL PARK

ANIMAL SHELTER

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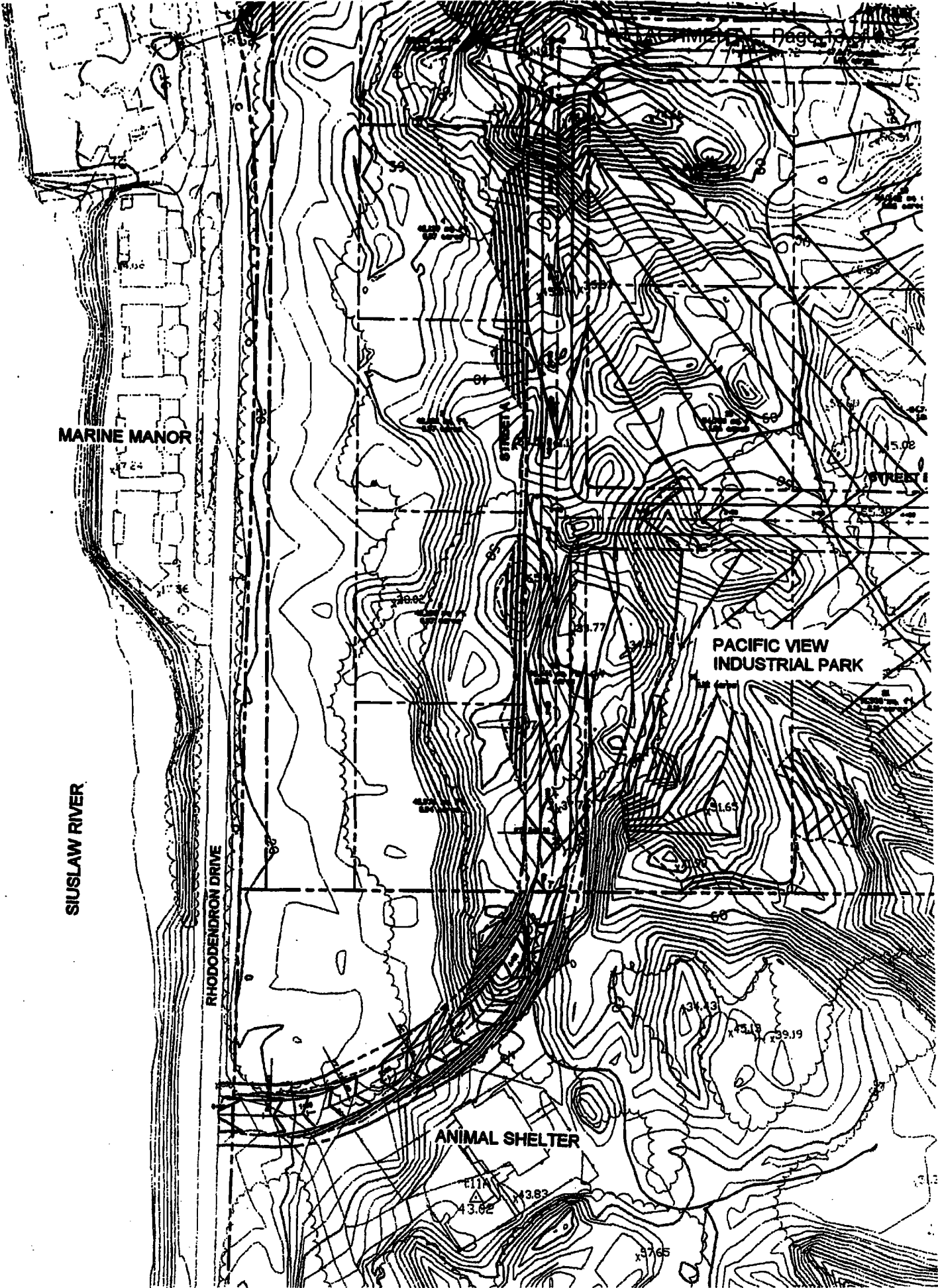
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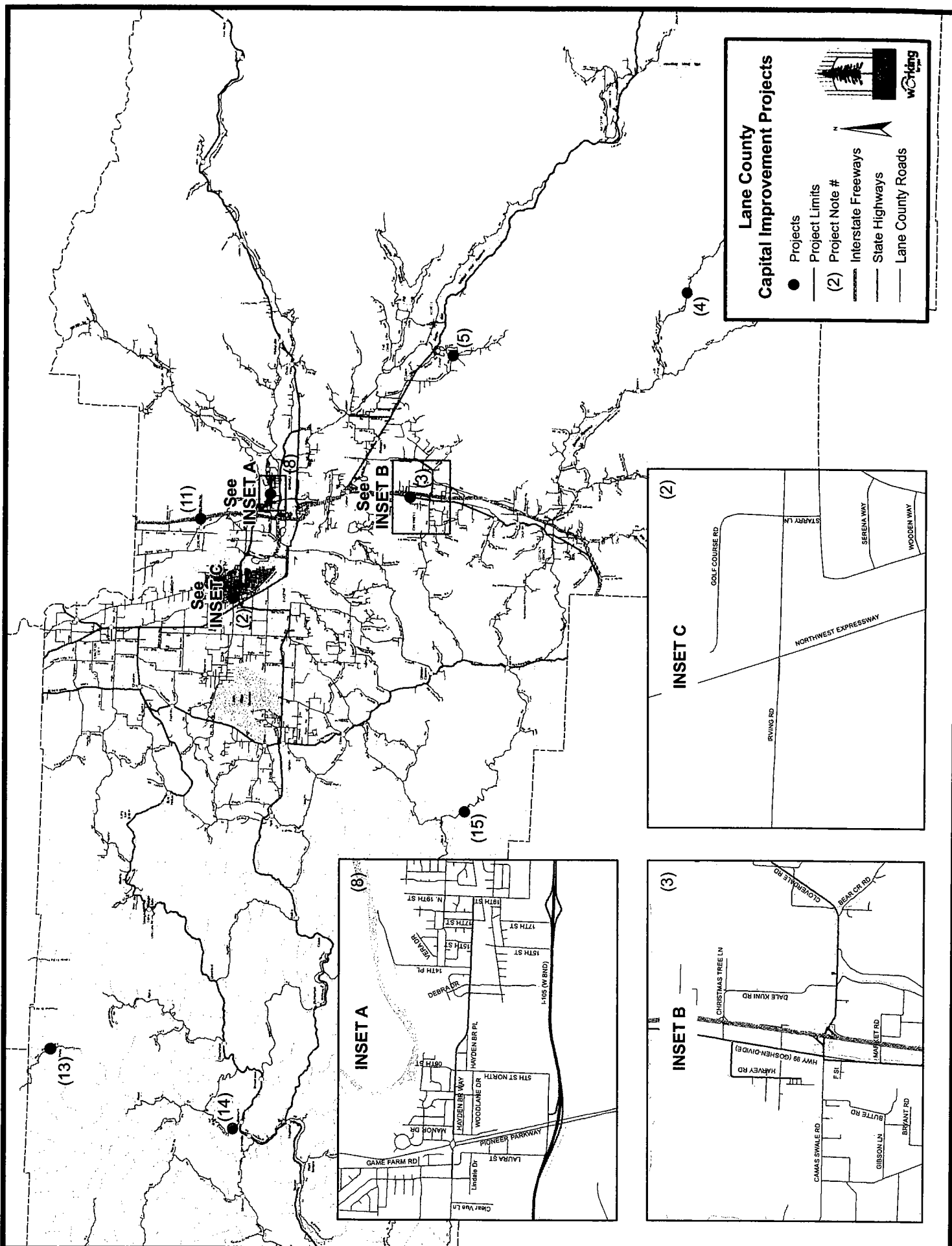
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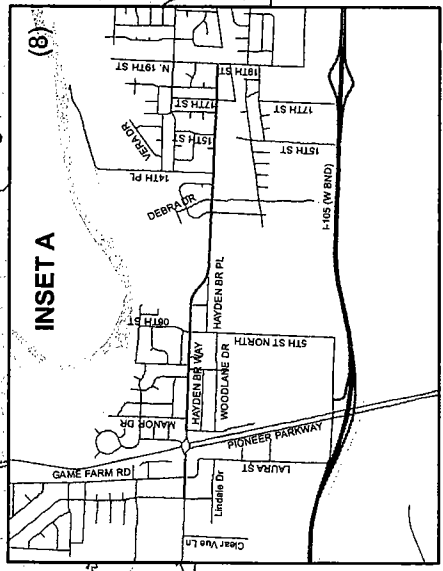
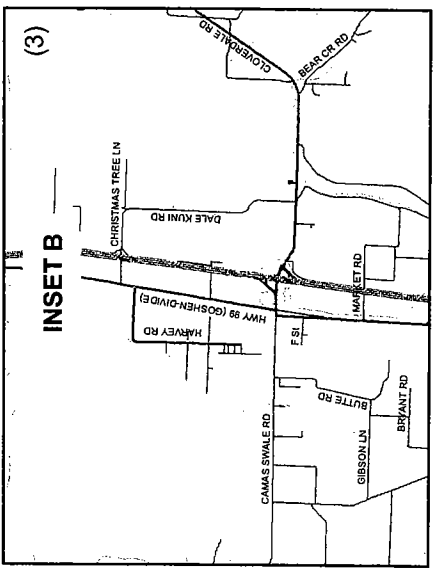
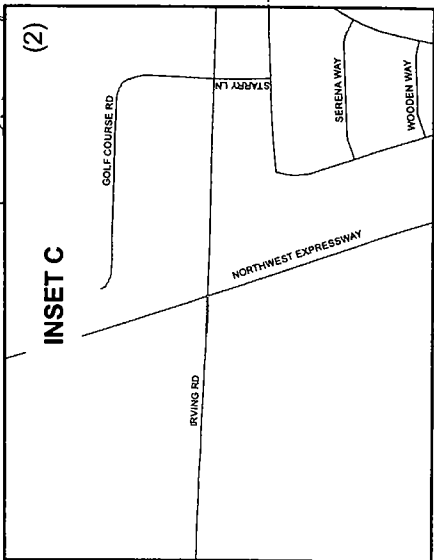
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### Lane County Capital Improvement Projects

- Projects
- Project Limits
- (2) Project Note #
- Interstate Freeways
- State Highways
- Lane County Roads



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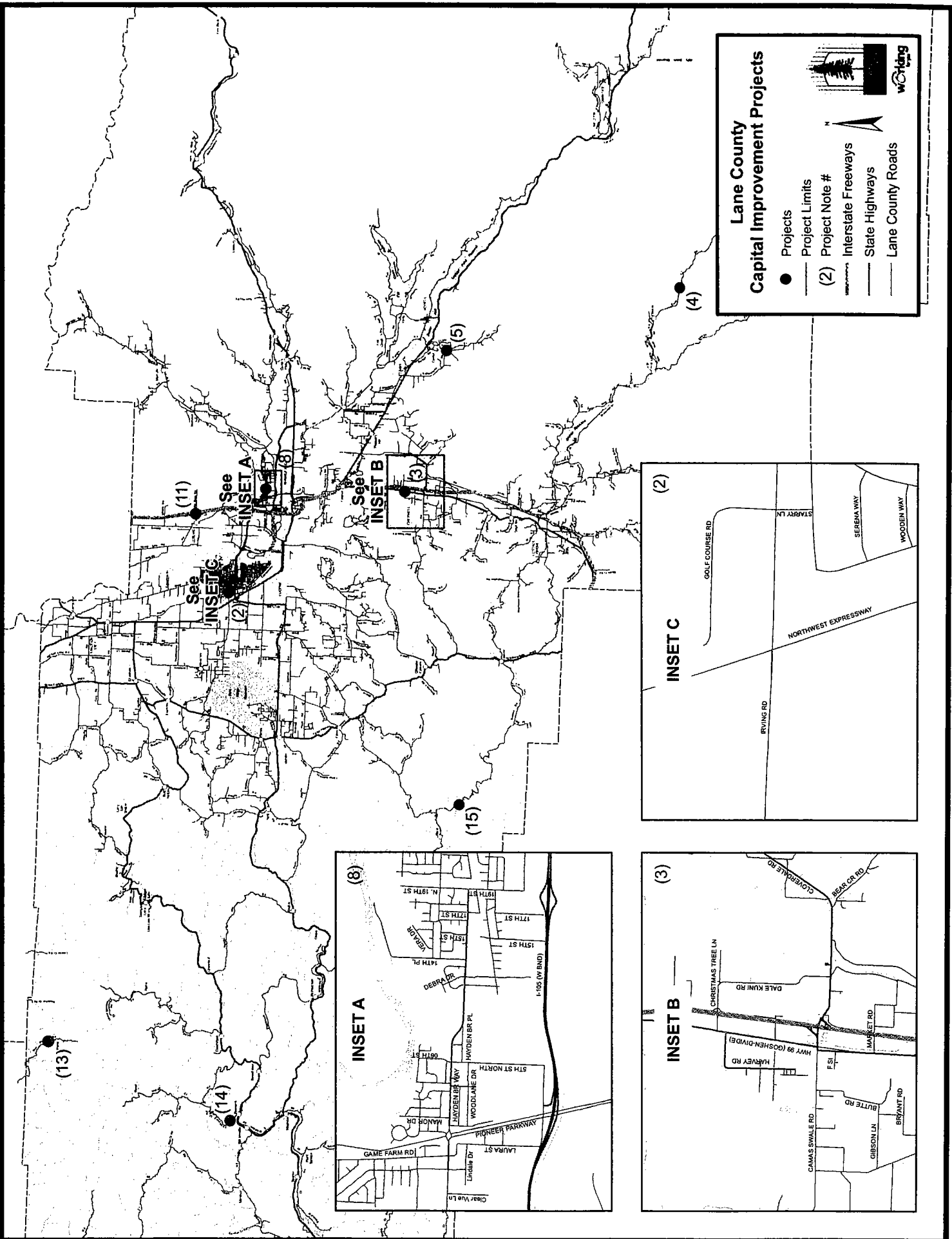
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### Lane County Capital Improvement Projects

- Projects
- Project Limits
- (2) Project Note #
- Interstate Freeways
- State Highways
- Lane County Roads

