

W. 3. E. 5.

Memorandum Date:
Order Date: May 7, 2007

TO: Board of County Commissioners
DEPARTMENT: Public Works
PRESENTED BY: Mike Russell, Senior Engineering Associate
AGENDA ITEM TITLE: IN THE MATTER OF RATIFYING A GRANT APPLICATION OF \$60,000 UNDER THE NATIONAL HISTORIC BRIDGE PRESERVATION PROGRAM FOR LAYNG, NELSON MOUNTAIN, AND PENGRA COVERED BRIDGES

I. MOTION

Move approval of Board Order ratifying a grant application of \$60,000 under the National Historic Covered Bridge Preservation Program for Layng, Nelson Mountain, and Pengra Covered Bridges

II. AGENDA ITEM SUMMARY

Due to short timelines, the Department is asking the Board to review the applications that have already been submitted to ODOT for inclusion in the state submittal of projects under the NHCBP Program.

Lane County reviewed current covered bridge needs and submitted three applications for Layng, Nelson Mountain, and Pengra covered bridges for fumigation work planned for FY 08-09. The projects request NHCBP funds to help defray the costs associated with treating the bridges against insect infestation.

The project cost for each bridge is estimated to be \$20,000 for a total of \$60,000. Federal funds requested amount to \$53,838 or 89.73% of the total project cost. The remaining amount of \$6,162 will be paid for out of the Road Fund.

If one or more grant application is successful, staff is asking the Board to delegate contract signature authority to the County Administrator for the contract that would be forthcoming.

III. BACKGROUND/IMPLICATIONS OF ACTION

A. Board Action and Other History

In the past the Board has expressed the desire to seek grant opportunities to help defray the costs of maintaining covered bridges.

B. Policy Issues

Through adoption of the Lane County Transportation System Plan, the Board has established that maintenance of the road system is a core priority for the use of the Road Fund and Department resources. Any additional revenue that can be generated from grant opportunities frees up the Road Fund for other needs.

C. Board Goals

This action supports the Strategic Plan overall goal to protect the public's assets by maintaining, replacing or upgrading the County's investments in systems and capital infrastructure. (*Lane County Strategic Plan 2001-2005, pg. 13*)

Generally, this action supports Strategic Plan Core Strategy D4 - Pursue intergovernmental revenue and private donations by applying for federal money for the project.

D. Financial and/or Resource Considerations

The County plans to proceed with the necessary fumigation work in FY 08-09. Award of this grant will free up Road Fund resources for other purposes.

E. Analysis

In order to satisfy APM Chapter 1, Section 2A, Issue 1, the following is the list of questions that need to be answered when a Board agenda item relates to approval of a grant or any project or proposal with limited duration funding.

1. What is the match requirement, if any, and how is that to be covered for the duration of the grant?

For this program the match requirement is 10.27% of the total project cost. This amount will come from the Road Fund.

2. Will the grant require expenditures for Material and Services or capital not fully paid for by the grant?

The project will be completed by contract and is expected to be fully reimbursable according to the match split (89.73/10.27)

3. Will the grant funds be fully expended before county funds need to be spent?

Yes. This will be covered under a reimbursement agreement where the Road Fund will be used to reimburse the State for project costs according to the match split (89.73/10.27).

4. How will the administrative work of the grant be covered if the grant funds don't cover it?

Grant funds will cover this activity in proportion to the match split (89.73/10.27).

5. Have grant stakeholders been informed of the grant sunset policy so there is no misunderstanding when the funding ends? Describe plan for service if funding does not continue.

The grant is a one-time, project specific allocation that will need to be completed within the agreed to timeline. There is no expectation that there will be continued funding.

6. What accounting, auditing and evaluation obligations are imposed by the grant conditions?

A final report is required under the grant conditions. The report will include a description of the work completed, financial summary, photo documentation and any historical information about the structure.

7. How will the department cover the accounting, auditing and evaluation obligations? How are the costs for these obligations covered, regardless whether they are in the department submitting the grant or a support service department? Does the department acknowledge that the county will need to cover these costs and it is an appropriate cost incurred by support service departments?

These activities will be managed by Public Works staff utilizing, among other tools, the cost accounting system, Field Engineering staff and Road Maintenance staff. Costs associated with these activities will be covered by the grant according to the match split (89.73/10.27).

8. Are there any restrictions against applying the county full cost indirect charge?

No.

9. Are there unique or unusual conditions that trigger additional county work effort, or liability, i.e., maintenance of effort requirements or supplanting prohibitions or indemnity obligations?

We have not seen what the intergovernmental agreement language is yet, but in dealing with ODOT on other programs we have worked out language for these subjects that has been acceptable to both parties. We anticipate the same to be true for this grant.

10. Grants involving technology issues require Information Services department review and approval prior to submission to the Board to ensure compatibility with existing county systems and development tools.

This is not an IS related project.

11. Information Services department sign-off is required for all agenda items requesting funding for new or enhanced computer applications/systems that will interface with existing county systems/infrastructure.

This is not an IS related project.

f. Alternatives/Options

The Board's options are to approve the motion stated above, to deny the motion, or to take some other course of action.

V. TIMING/IMPLEMENTATION

Upon award of grant, which should be known before December 2008, an interagency agreement will be forthcoming from ODOT. It is anticipated that project construction will commence in 2009.

VI. RECOMMENDATION

Staff is recommending that the Board approve the motion.

VII. FOLLOW-UP

At this point we are awaiting the results of the project selection process to determine if the proposed project application was successful. If awarded, staff will coordinate with ODOT to implement the project and establish the agreement to complete the project.

VII. ATTACHMENTS

- Board Order
- 2008 National Covered Bridge Preservation Program Grant Application for Layng Covered Bridge.
- 2008 National Covered Bridge Preservation Program Grant Application for Nelson Mountain Covered Bridge.
- 2008 National Covered Bridge Preservation Program Grant Application for Pengra Covered Bridge.

IN THE BOARD OF COMMISSIONERS OF LANE COUNTY
STATE OF OREGON

ORDER NO.) IN THE MATTER OF RATIFYING A GRANT
) APPLICATION OF \$60,000 UNDER THE NATIONAL
) HISTORIC BRIDGE PRESERVATION PROGRAM
) FOR LAYNG, NELSON MOUNTAIN, AND PENGRA
) COVERED BRIDGES

WHEREAS, the Board desires to seek out grant opportunities to help defray the costs of maintaining covered bridges, and

WHEREAS, the Board supports the applications prepared by Pubic Works for the 2008 National Historic Covered Bridge Preservation Program for Layng, Nelson Mountain, and Pengra Covered Bridges, and

NOW THEREFORE, BE IT

ORDERED, that the \$20,000 grant applications, one each for Layng, Nelson Mountain, and Pengra Covered Bridges be hereby ratified, it is further

ORDERED, that upon award of a grants, the Board delegates authority to the County Administrator to accept the awards and sign all related documents and agreements.

DATED this _____ day of _____ 2008.

Faye Stewart, Chair
Lane County Board of Commissioners

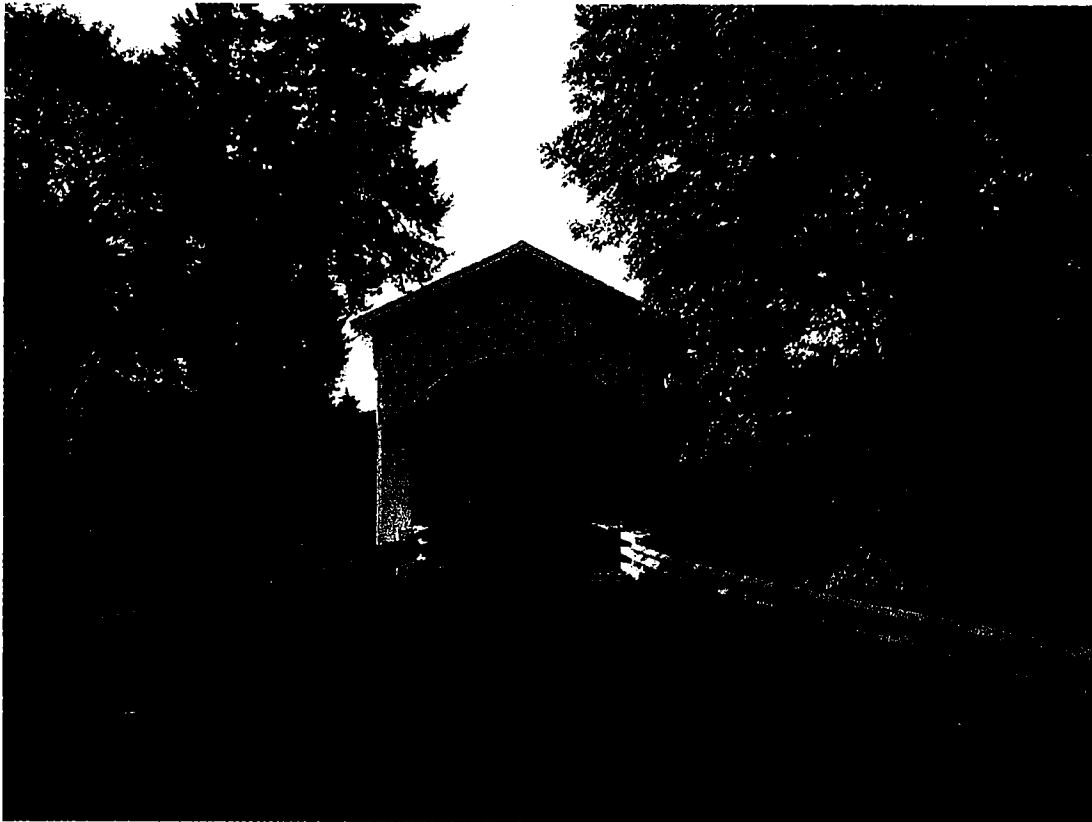
APPROVED AS TO FORM

Date 4-30-08 Lane County

[Signature]

2008
National Historic Covered Bridge Preservation
Program Grant Application

STATE: Oregon
BRIDGE: Mosby Ck (Layng) Covered Bridge
OWNER: Lane County
STATE RANKING:



**2008 APPLICATION
National Historic Covered Bridge Preservation Program**

State OREGON

Priority Ranking: _____

County: Lane

Congressional District/Representative: 1st Congressional District / DeFazio

NBI structure number: 99C04

Year Built: 1926

Bridge Name: Mosby Creek

Location (e.g., county, city, route):

Mile point 0.202 on Lane Road east of Orange Grove

Covered Bridge Owner (Include an address):

Lane County, 3040 N. D. Ha Hwy, Eugene, OR 97408

Is the structure on the National Register of Historic Places? (Yes/No) YES

- If not -

Is the structure eligible for listing on the National Register of Historic Places? YES

What are the qualities that qualify the bridge for the National Register?

Constructed in 1926, this is one of Lane County's oldest covered bridges. Designed with a timber Howe truss.

Structure description (e.g., # of spans, length, width, design type, description of decking, beams/stringers, sides & roof, wood species, wood preservation system in use, historical significance, builder, type of traffic on bridge.)

Single span (90 feet) Howe Truss.

Is a general plan and elevation attached as required? YES

Previous repair work (description, year, etc.)

Restored in 1990.

Provide a description of proposed work including wood preservative system, fire protection, vandalism and arson prevention systems to be used. (Note: Fire Retardant Treatments affect the properties of wood and are also not recommended by AASHTO or the Industry).

[REDACTED]

Does the State have a historic bridge inventory/management plan accepted by the State Historic Preservation Officer (SHPO)? A programmatic agreement for historic bridges with the SHPO, FHWA and the Advisory Council on Historic Preservation (ACHP) may substitute.

[REDACTED] ODOT has an existing historic bridge inventory published in 1994 as *Historic Highway Bridges of Oregon*. ODOT has also developed a *Historic Bridge Restoration Plan* that has been accepted by the Oregon SHPO, Oregon Division of FHWA and ACHP. [REDACTED] Programmatic Agreement that addresses work on historic bridges including covered bridges is also currently under development by ODOT, FHWA, the Oregon SHPO and ACHP.

State if the SHPO has certified that this project is warranted in accordance with the SHPO's State-wide historic preservation plan; how it benefits state-wide preservation efforts; how it enhances cultural tourism or enhances the history/economic development of the community; and other benefits of successful completion of this project.

[REDACTED] SHPO will participate in the review process for this project, which is in accordance with the state-wide historic preservation plan. The NHCBPP benefits state-wide preservation efforts as it will rehabilitate existing historic structures throughout Oregon. Covered bridges are a primary contributor to cultural tourism in many parts of Oregon and this program will contribute to the local economies by preserving these structures that are focal points in their communities, allowing the continuation of heritage tourism. In addition, this program will enhance local history by preserving these significant structures and will ensure the continued existence of Oregon's large collection of historic covered bridges.

Does the local government plan to support the project with funds or other resources? (e.g. donated materials or labor) Indicate amount.

[REDACTED] Lane County will be contributing \$2,054 (10.27%) toward the project from its Road Fund.

When the project is complete, will the bridge meet the current State or AASHTO standards for the roadway classification that it carries? Explain.

[REDACTED] The project will not address structural or geometric deficiencies of the bridge. Fumigation is being performed only to prolong the life of timber elements.

Describe the plan for documentation of the bridge and the work performed.

Historical information regarding most of the bridges will be gathered through various sources including but not limited to Eugene Public Library, Oregon State Bridge Society, and Lane County Public Works Archives.

Photo and diary documentation will be taken in a manner of photos during the project. Financial information on the project will be kept in the department's cost accounting system that tracks labor, equipment, and materials costs.

Upon completion of the project all relevant information will be consolidated and referenced for the final report.

The report will be managed by Mike Russell, Senior Engineering Associate.

Schedule for start of work (month/year): ██████████

Schedule for completion of work (month/year): ██████████

Cost Estimates:

	A FHWA Funds Requested (89.73%)	B Other Sources (10.27%)	A+B (100%)
Preliminary Engineering cost, if requested	\$	\$	\$
Substructure cost of covered span	\$	\$	\$
Superstructure cost of covered span	\$	\$	\$
Cost of fire protection, vandalism and arson prevention	\$	\$	\$
Other costs (Define) - Paint	\$17,946	\$2,054	\$20,000
Total cost of project	\$17,946	\$2,054	\$20,000

Note: Percentages are based on sliding scale participation.

Additional Comments: ██████████

State Department of Transportation Contact Person

Name: Chris Leedham, P.E.
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Local Agency Contact Person (if applicable):

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Agency: Lane County Public Works
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FHWA Division Office Contact Person:

Name: Tim Rogers
Title: Oregon Division Bridge Engineer
Division: Oregon Division Office
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Fax: (503) 399-5838
e-mail: timothy.rogers@fhwa.dot.gov

State Historic Preservation Officer(SHPO)

Name: Roger Roper
Title: Deputy SHPO, Oregon
Office: Oregon Parks & Recreation Department
Ph: (503) 986-0677
Fax: (503) 986-0793
e-mail: roger.roper@state.or.us



2008
National Historic Covered Bridge Preservation
Program Grant Application

STATE: Oregon
BRIDGE: Nelson Mountain Covered Bridge
OWNER: Lane County
STATE RANKING:



2008 APPLICATION
National Historic Covered Bridge Preservation Program

State OREGON

Priority Ranking: _____

County: Lane

Congressional District/Representative: U.S. Congressional District 4/DeFazio

NBI structure number: 39C386

Year Built: 1928

Bridge Name: Nelson Mountain

Location (e.g., county, city, route):

Mile point 0.83 on Nelson Mountain Road east of Mapleton.

Covered Bridge Owner (Include an address):

Lane County, 3040 N. Delta Hwy, Eugene, OR 97408

Is the structure on the National Register of Historic Places? (Yes/No)

YES

- If not -

Is the structure eligible for listing on the National Register of Historic Places?

YES

What are the qualities that qualify the bridge for the National Register?

Constructed in 1928. Located near the old Nelson Forest Service Camp. Designed with a timber Howe truss.

Structure description (e.g., # of spans, length, width, design type, description of decking, beams/stringers, sides & roof, wood species, wood preservation system in use, historical significance, builder, type of traffic on bridge.)

Single span (105 feet) Howe Truss.

Is a general plan and elevation attached as required?

YES

Previous repair work (description, year, etc.)

Rebuilt in 1984.

Provide a description of proposed work including wood preservative system, fire protection, vandalism and arson prevention systems to be used. (Note: Fire Retardant Treatments affect the properties of wood and are also not recommended by AASHTO or the Industry).

Fumigation for detrimental pests.

Does the State have a historic bridge inventory/management plan accepted by the State Historic Preservation Officer (SHPO)? A programmatic agreement for historic bridges with the SHPO, FHWA and the Advisory Council on Historic Preservation (ACHP) may substitute.

ODOT has an existing historic bridge inventory, published in 1989 as Historic Highway Bridges of Oregon. ODOT has also developed a *Historic Bridge Preservation Plan* that has been accepted by the Oregon SHPO, Oregon Division of FHWA and ACHP. A Programmatic Agreement that addresses work on historic bridges (including covered bridges) is also currently under development by ODOT, FHWA, the Oregon SHPO and ACHP.

State if the SHPO has certified that this project is warranted in accordance with the SHPO's State-wide historic preservation plan; how it benefits state-wide preservation efforts; how it enhances cultural tourism or enhances the history/economic development of the community; and other benefits of successful completion of this project.

SHPO will participate in the review process for this project, which is in accordance with the statewide historic preservation plan. The NHCBBP benefits statewide preservation efforts as it will rehabilitate existing historic structures throughout Oregon. Covered bridges are a primary contributor to cultural tourism in many parts of Oregon, and this program will contribute to the local economies by preserving these structures that are focal points in their communities, allowing the continuation of heritage tourism. In addition, this program will enhance local history by preserving these significant structures and will ensure the continued existence of Oregon's large collection of historic covered bridges.

Does the local government plan to support the project with funds or other resources? (e.g. donated materials or labor) Indicate amount.

Lane County will be contributing \$2,054 (10.27%) toward the project from it's Road Fund.

When the project is complete, will the bridge meet the current State or AASHTO standards for the roadway classification that it carries? Explain.

The project will not address structural or geometric deficiencies of the bridge. Fumigation is being performed only to prolong the life of timber elements.

Describe the plan for documentation of the bridge and the work performed.

Historical information regarding Nelson Mountain Covered Bridge will be researched through various sources including, but not limited to, Eugene Public Library, Oregon Covered Bridge Society, and Lane County Public Works archives.

Photo and diary documentation will be taken as a matter of course during the project. Financial reporting can be captured by the Department's cost accounting system that tracks labor, equipment, and materials costs.

Upon completion of the project all relevant information will be consolidated and referenced for the final report.

The report will be managed by Mike Russell, Senior Engineering Associate.

Schedule for start of work (month/year): 5/2009

Schedule for completion of work (month/year): 6/2009

Cost Estimates:

	A FHWA Funds Requested (89.73%)	B Other Sources (10.27%)	A+B (100%)
Preliminary Engineering cost, if requested	\$	\$	\$
Substructure cost of covered span	\$	\$	\$
Superstructure cost of covered span	\$	\$	\$
Cost of fire protection, vandalism and arson prevention	\$	\$	\$
Other costs (Define)			
-Fumigation	\$17,946	\$2,054	\$20,000
Total cost of project	\$17,946	\$2,054	\$20,000

Note: Percentages are based on sliding scale participation.

Additional Comments:

State Department of Transportation Contact Person

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Title: Structural Design Engineer
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e-mail: christopher.r.leedham@odot.state.or.us

Local Agency Contact Person (if applicable):

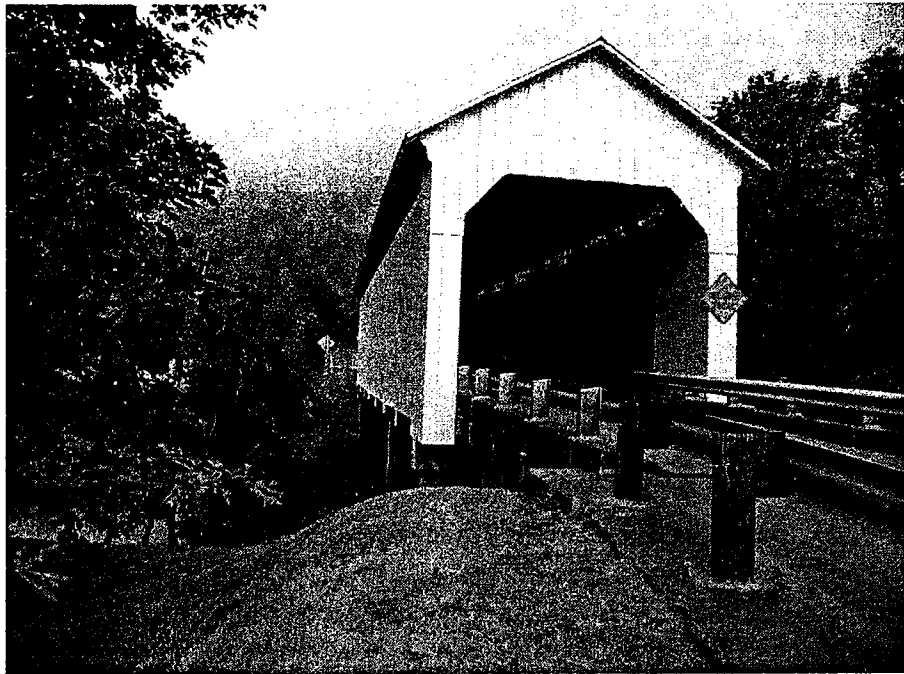
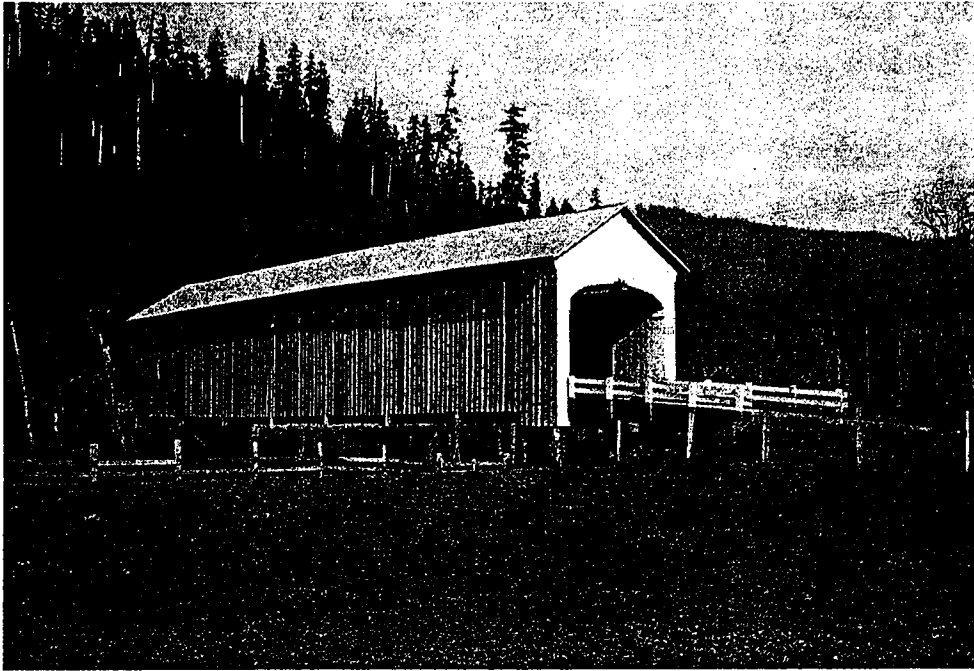
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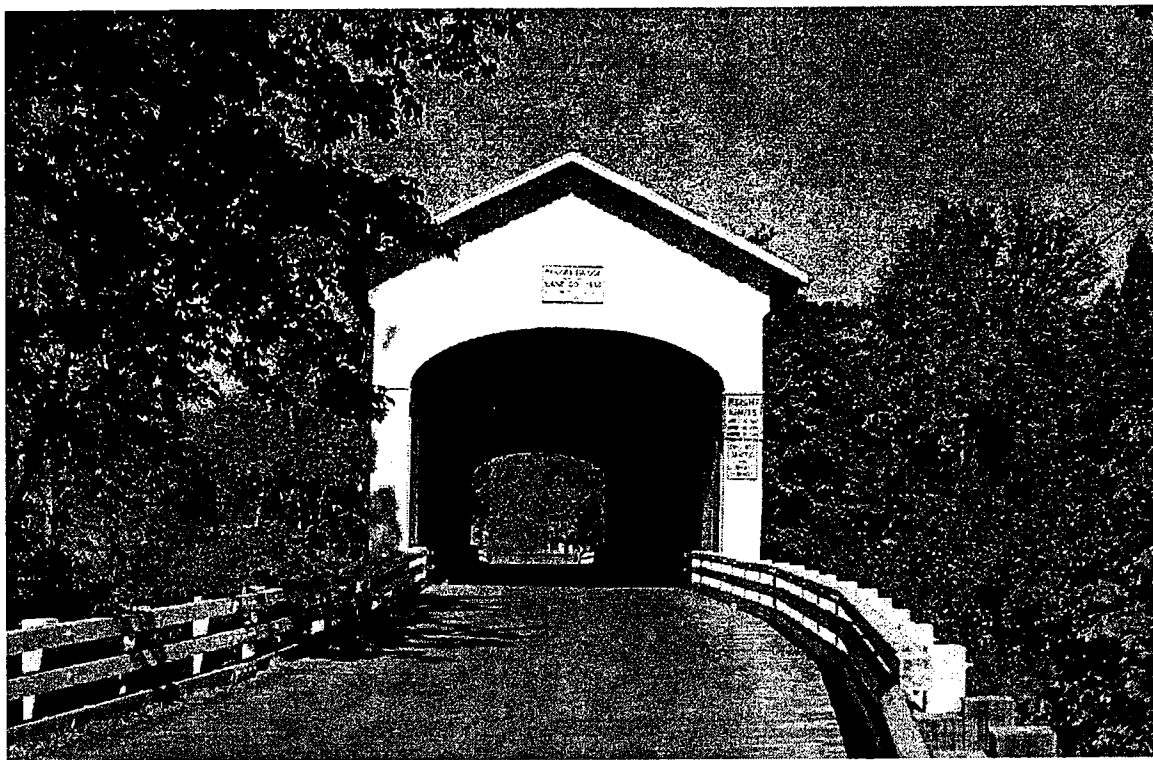
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2008
National Historic Covered Bridge Preservation
Program Grant Application

STATE: Oregon
BRIDGE: Pengra Covered Bridge
OWNER: Lane County
STATE RANKING:



2008 APPLICATION
National Historic Covered Bridge Preservation Program

State OREGON

Priority Ranking: _____

County: Lane

Congressional District/Representative: U.S. Congressional District 4/ DeFazio

NBI structure number: C39004

Year Built: 1938

Bridge Name: Pengra

Location (e.g., county, city, route):

Mile point 0.042 on Place Road off of Jasper-Lowell Road east of Lowell.

Covered Bridge Owner (Include an address):

Lane County, 3040 N. Delta Hwy, Eugene, OR 97408

Is the structure on the National Register of Historic Places? (Yes/No)

YES

- If not -

Is the structure eligible for listing on the National Register of Historic Places?

YES

What are the qualities that qualify the bridge for the National Register?

Constructed in 1938, named for the first General Surveyor of Oregon in 1862, this bridge has the two longest bridge timbers ever cut in Oregon. Measuring 16'x18"x126' the timbers were rough-hewn in the woods and then finished on-site. Designed with a timber Howe truss.

Structure description (e.g., # of spans, length, width, design type, description of decking, beams/stringers, sides & roof, wood species, wood preservation system in use, historical significance, builder, type of traffic on bridge.)

Single span (126 feet) Howe Truss.

Is a general plan and elevation attached as required?

YES

Previous repair work (description, year, etc.)

Restored in 1994.

Provide a description of proposed work including wood preservative system, fire protection, vandalism and arson prevention systems to be used. (Note: Fire Retardant Treatments affect the properties of wood and are also not recommended by AASHTO or the Industry).

Fumigation for detrimental pests.

Does the State have a historic bridge inventory/management plan accepted by the State Historic Preservation Officer (SHPO)? A programmatic agreement for historic bridges with the SHPO, FHWA and the Advisory Council on Historic Preservation (ACHP) may substitute.

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Does the local government plan to support the project with funds or other resources? (e.g. donated materials or labor) Indicate amount.

Lane County will be contributing \$2,054 (10.27%) toward the project from it's Road Fund.

When the project is complete, will the bridge meet the current State or AASHTO standards for the roadway classification that it carries? Explain.

The project will not address structural or geometric deficiencies of the bridge. Fumigation is being performed only to prolong the life of timber elements.

Describe the plan for documentation of the bridge and the work performed.

Historical information regarding Pengra Covered Bridge will be researched through various sources including, but not limited to, Eugene Public Library, Oregon Covered Bridge Society, and Lane County Public Works archives.

Photo and diary documentation will be taken as a matter of course during the project. Financial reporting can be captured by the Department's cost accounting system that tracks labor, equipment, and materials costs.

Upon completion of the project all relevant information will be consolidated and referenced for the final report.

The report will be managed by Mike Russell, Senior Engineering Associate.


Schedule for start of work (month/year): 5/2009

Schedule for completion of work (month/year): 6/2009

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Additional Comments: 

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