

Memorandum Date: April 21, 2008  
Meeting Date: May 7, 2008

W. H. A.

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**TO:** Board of County Commissioners  
**DEPARTMENT:** Public Works  
**PRESENTED BY:** Celia Barry, Transportation Planning  
**AGENDA ITEM TITLE:** PUBLIC HEARING AND ORDER/IN THE MATTER OF ADOPTING THE PUBLIC WORKS FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM (CIP) FOR FY 08/09 - FY 12/13

I. **MOTION**

Move approval of Attachment A, Order and attached Exhibit A, the FY 08/09 - FY 12/13 CIP as recommended by staff and the Roads Advisory Committee (RAC).

II. **AGENDA ITEM SUMMARY**

This is a public hearing on an Order that will adopt the annual update to the five-year Capital Improvement Program (CIP) for the Public Works Department. It contains capital expenditures from the Road Fund for county roads and participation in other agency projects. The draft CIP was reviewed by the Roads Advisory Committee (RAC). After holding a public hearing, the RAC recommended the draft CIP be adopted by the Board as proposed by staff. Action is requested today in preparation for budget adoption in June 2008.

III. **BACKGROUND/IMPLICATIONS OF ACTION**

A. **Board Action and Other History**

**Roads Advisory Committee (RAC)**

In their January 2008 meeting the RAC approved release of the 09-13 CIP draft, holding a public hearing on February 27, 2008. In consideration of testimony and comments by the RAC, staff made adjustments to the CIP and the RAC considered an updated draft at their March 19, 2008 meeting (see Minutes, Attachment B). They recommended approval of the draft now before you.

**Senate Bill (SB 994)- Attachment C**

The 2007 Legislature passed SB 994 to provide a short term partial solution to the financial problems created for Oregon counties as a result of the loss of federal Secure Rural Schools (SRS) funding. Distribution of a one-time allocation to each county from the Oregon Department of Transportation budget is based upon the relative loss of timber receipts. Sections 15-17 of the Bill pertain to this one-time funding. Per Section 15 of the bill, Lane County will receive \$9.9 million. All counties are to receive an allocation, with a minimum of \$400,000 to those with no timber production capacity or loss of federal funds.

The money is scheduled to be distributed no later than November 1, 2008. Section 16 provides that if SRS is reauthorized for the federal fiscal year beginning October 1, 2008, each county shall match a maximum of 10.89 percent of the SB 994 funds received. The match may be provided in dollars, in-kind services, material, or right-of-way.

The bill requires that by April 1, 2009, the Association of Oregon Counties (AOC) shall provide a report to the Joint Committee on Ways and Means identifying projects, the budget for each project, the amount of state and local moneys expended on each project, and the start and completion dates.

The money must be used for 'projects' and the expectation is that it be used on county roads. SB 994 requires counties to consult with cities and advisory committees on project priorities. Accordingly, Board of Commissioners Chair Stewart distributed a letter to all city mayors and Transportation Planning staff followed up with contact to city staff. Attachment D provides an email version of the letter from Mr. Bieda; a list of qualifying County maintenance (overlay) projects; and copies of responses from Cottage Grove, Creswell, Eugene, Florence, and Springfield. A verbal request to staff came from Veneta. The RAC provided comment by making their CIP recommendation as described in this memo.

Staff ranked the city projects using the same considerations historically used for other CIP projects (Attachment E. page 1).

Considering future alternative funding scenarios and uncertain reauthorization of SRS funding, staff then prepared two separate lists of projects (Attachment E, Pages 2-3). List 'A' assumes no multi-year SRS reauthorization and proposes using most of the SB 994 dollars towards routine County pavement preservation and maintenance, consistent with funding priorities outlined in Lane County's adopted Transportation System Plan (TSP). The Harvey Road project is also included because it is nearly ready for bid. List 'B' includes some city-proposed projects based upon county rankings as shown in Attachment E, Page 1. The difference between the two lists is how SB 994 monies are spent in the first two years of the CIP, when SB 994 must be committed, depending on whether a multi-year SRS reauthorization occurs.

In staff's proposal as adopted by the RAC, the draft CIP incorporates the monetary value of SB 994 List 'A' in the preservation line item. Staff and the RAC propose that List B could be considered later in the fiscal year as an amendment to the CIP, should multi-year SRS reauthorization occur.

#### Public Comment

In addition to the city requests for projects to use SB 994 monies on county roads, verbal and written testimony was provided at the hearing and via mail. Attachment F is a copy of the written testimony. The minutes in Attachment B for February 27 provide a record of verbal testimony at the hearing.

#### **B. Policy Issues**

The Lane County Transportation System Plan, Goal 24 provides guidelines on Road Fund uses: Use the County Road Fund effectively by following the priorities established in the 1991 Road Fund Financial Plan (updated 1995). According to this policy, maintenance and preservation of the County Roads and Bridges and providing a safe roadside environment get the first priority (Core Programs). Modernization and improvement of County Roads is the next tier of priority (Enhanced Program). The draft CIP meets this guideline.

#### **C. Board Goals**

The Board is being asked to allocate Road Fund financial resources through the Capital Improvement Program (CIP). Two goals from the Strategic Plan, page 13, are relevant:

- *Contribute to appropriate community development in the areas of transportation and*

*telecommunications infrastructure, housing, growth management, and land development.*

- *Protect the public's assets by maintaining, replacing or upgrading the County's investments in systems and capital infrastructure.*

#### **D. Financial and/or Resource Considerations**

The draft CIP totals \$26.4 million in County Road Fund expenditures and leverages \$1.2 million in funding from other sources. It includes \$9.9 million of SB 994 monies in the first two years as described above in Section III.A., with the remainder coming from Road Fund reserves and a small amount of timber receipts (this amount varies each year and is hard to predict; in recent years it has amounted to no more than \$2 million).

During the first two years of the draft CIP \$1 million is allocated toward a required federal match to the \$9 million earmark for the I-5/Coburg Interchange project. In addition, projects that leverage other significant revenues are included. In the last three years, the CIP is entirely devoted to preservation projects. However, if SRS is not reauthorized, if the 2009 Legislature does not pass a major transportation funding bill, and if the Board of County Commissioners does not enact local option road user fees, projects in the last four years of the CIP will be subject to elimination as part of the Road Fund service priority process in FY 09-10.

#### **E. Analysis**

The draft continues last year's trend of scaling back on the CIP with no new projects added. Continued projects are either committed regional projects, such as the I-5@Coburg Interchange, or those with highly leveraged funding from other sources. Nevertheless, the draft 09-13 CIP can not be implemented without additional funding if SRS is not reauthorized.

The historic financial trend is detailed in the CIP document, Exhibit A to the Order.

The declining CIP trend was the County's response to impending expiration of Secure Rural Schools and Community Self-Determination Act of 2000 (SRS), the major source of revenue for the Road Fund. The SRS expired in 2006, and the prospect of a multi-year reauthorization went from 'uncertain' last year to 'unlikely' at this time. Many worthy CIP programs were eliminated as a result, including contributions to other agencies' projects, the county/city road partnership payments to cities, the Affordable Housing program, and the Community Development and Capital Partnership programs.

As demonstrated by public comments at the RAC hearing and by those likely to be provided at your meeting, cities and individuals have projects that they will request be funded to benefit their communities. The Board must decide whether to fund or partially fund City-requested projects or maintain the emphasis on preservation as in the draft CIP before you.

#### **SB 994**

As noted in Section III.A. above regarding SB 994, the draft CIP reflects county priorities and does not include city SB 994 requests. Staff recommends this approach if no multi-year reauthorization of SRS occurs.

In summary, while staff will continue to follow state legislature activities and pursue opportunities for potential new revenues, the recommended 09-13 CIP emphasizes preservation based upon available financial information. This is in keeping with the Board's priorities as adopted in the County Transportation System Plan, and is a rational and

responsible approach to the County's uncertain financial circumstances. In the future, there is a real possibility that not only general construction, but routine maintenance work, will need to be curtailed.

**IV. Alternatives/Options**

1. Adopt the FY 09-13 CIP as recommended by staff and the Roads Advisory Committee.
2. Adopt the FY 09-13 CIP with amendments.

**V. TIMING/IMPLEMENTATION**

Oregon budget law requires adoption of the CIP at least 30 days prior to adoption of the County budget. The County Budget is scheduled for adoption in June 2008. The Board needs to take action on the CIP at the May 7, 2008 meeting to meet the 30 day requirement. The Board may amend the CIP at any time during the next fiscal year as needed to respond to new budget information or new information related to the federal county payments legislation.

**VI. RECOMMENDATION**

Option 1.

**VI. FOLLOW-UP**

While multi-year funding of SRS appears to be unlikely at this time, if that occurs, then staff will return to the Board to consider whether to fund all or some of the city-requested county road projects on "List B" (page 3 of Attachment E). Staff may also return to the Board regarding other possible CIP amendments during the fiscal year, and on project-specific matters.

**VII. ATTACHMENTS**

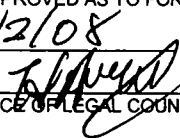
- A. Board Order and Exhibit A
- B. RAC minutes for January, February, and March 2008
- C. SB 994
- D. County Outreach to Cities on SB 994 and Responses
- E. SB 994 Matrices
  1. Project Rankings
  2. List A - Projects Proposed to Be Funded Given No Multi-Year SRS Funding
  3. List B - Projects Proposed to Be Funded Given Multi-Year SRS Funding
- F. Written Testimony Submitted for RAC February 2008 Public Hearing



**ORDERED**, that the cost of such actions and preparations, including any damages, be paid from the County Road Fund or in any manner permitted by law as authorized by the Department of Public Works or as further authorized by the Board of County Commissioners.

**DATED** this \_\_\_\_\_ day of May, 2008.

\_\_\_\_\_  
Faye Stewart, Chair  
Lane County Board of Commissioners

APPROVED AS TO FORM  
Date 5/2/08 Lane County  
  
\_\_\_\_\_  
OFFICE OF LEGAL COUNSEL

**Lane County**  
**Capital Improvement Program**  
**CIP 09-13**

**Lane County, Oregon**

Fiscal Years 2008-2009 through 2012-2013

Produced and distributed by  
Lane County Public Works Department  
May 2008



## ADOPTION

The Roads Advisory Committee recommended adoption of the County Road Fund portion of the FY 2008-09 to 2012-13 Capital Improvement Program on March 19, 2008. The Board of County Commissioners adopted this program on May 7, 2008. The FY 2008-09 project lists for the Engineering, Parks, Support Services and Waste Management Divisions were adopted by the Board of County Commissioners on May 14, 2008.

## BOARD OF COUNTY COMMISSIONERS

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Bobby Green, Sr., Vice Chair, North Eugene  
Peter Sorenson, South Eugene  
Bill Dwyer, Springfield  
Bill Fleenor, West Lane

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George Goldstein, West Lane  
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Jody Ogle, Member-at-Large  
Tom Poage, North Eugene  
Rex Redmon, South Eugene

## PUBLICATION

Capital Improvement Program Report published by  
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## Additional Information

Additional information on specific projects may be found on the Lane County CIP Web Site at <http://www.lanecounty.org/TransPlanning/0913CIP.htm>



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## INTRODUCTION

Lane County currently maintains 1444 miles of roads and 414 bridges. The County keeps them in serviceable conditions through the Public Works Department's two important programs: Operations, Maintenance, & Preservation (OM&P) and the Capital Improvement Program. The programs are planned and executed through the three Divisions of the Department, namely, Transportation Planning, Engineering and Construction Services, and the Road Maintenance Division.

**Operations, Maintenance, & Preservation** includes activities related to maintaining and repairing the road and bridge system, such as, surface and shoulder maintenance, drainage work, vegetation management, guardrail repair, signing, striping, pavement marking, and signal maintenance. Preservation activities such as pavement overlay program and the chip seal program fall under this category. Timely execution of such programs extends the useful life of the pavement.

**Capital Improvement Projects** include widening a facility to add shoulders; bringing urban streets up to standards with bicycle lanes, curbs, and sidewalks; adding capacity; safety improvements; intersection improvements; bringing rural roads and bridges up to standards; and paving gravel roads. Construction of Capital Improvement projects are typically contracted to private firms, but the Engineering and Construction Services Division staff will usually perform associated planning, right-of-way and engineering work. Consultant services are used for bridge design, geotechnical engineering, and environmental studies.

In addition to projects on County maintained facilities, the CIP also includes project specific payments to cities, the State or other quasi-governmental agencies and assisted housing grants to agencies. Significant changes have occurred in this document from past years as budget constraints have eliminated the road partnership payments to cities and eliminated the community development road improvement fund.

The Capital Improvement Program (CIP) is a 5-year plan for capital improvements to Lane County's transportation network. The CIP helps to allocate financial resources to projects that will provide the greatest return in moving people and goods safely and efficiently throughout the County and provides for the efficient scheduling and allocation of staff and other resources. The improvements include modernization of County Urban Roads, major safety improvements to rural roads, and major pavement preservation works. The modernization projects are identified in the County's Transportation System Plan based on a needs analysis.

In the past years, a number of modernization projects identified in previous CIP cycles had to be cut because of declining Road Fund reserves and uncertainty over continuation of the federal "County Payments Legislation". Goal 24, Policy 24-a in the Lane County Transportation System Plan (TSP) gives priority to preservation and maintenance (Core Program) of the County road and bridge system. This CIP continues to prioritize pavement preservation and maintenance.

**ROAD FUND**

The County Road Fund finances both Operations, Maintenance, & Preservation (OM&P) and Capital Improvement Projects. The Road Fund is comprised of revenues from several sources. In the past, approximately one-half of the Road Fund new revenues came from annual payments from the Secure Rural School and Community Self-Determination Act of 2000 (SRS) which sunset in 2006. The bill was extended one more year to 2007. In fiscal year 2006-2007 the County received federal Timber Receipt payment from amounting to \$20.5 million in addition to other regular source funds, such as, \$14.4 million in State Highway User taxes and Fees, \$ 0.6 million in Federal Aid/ Fund Exchange programs, \$1.5 million in investment Earnings, and \$ 0.5 million from other sources. The County received the last SRS payment amounting to 20.60 million in January, 2008.

State Highway Users Fees consist of state motor fuel taxes (currently 24 cents per gallon), state weight-mile taxes for heavy vehicles, motor vehicle registration fees, fines, licenses and other miscellaneous revenues. The fees and taxes collected are distributed to government agencies approximately as follows: 68% state, 20% counties, and 12% cities. The counties' portion is distributed to all counties based on the county's proportion of registered vehicles to the statewide total. The cities portion is split amongst the cities based on the ratio of each city's population to the total statewide population within cities.

National Forest Receipts include revenue from timber sales, mineral leases, special user fees, grazing, agriculture, and land leases and other miscellaneous sources. Federal law requires that 25% of all money received by the federal government from a national forest be paid to the state in which the forest is located. Revenues from the national forests are to be used for the benefit of public schools (25%) and public roads (75%) of the counties in which the forest is located.

In the early 1990s, restrictions on logging reduced timber harvests on national forest lands. This, in turn, created the prospect of significant revenue reductions for counties. In the later years of the decade, Congress enacted legislation that provided a guaranteed minimum payment in the event that actual receipts dropped below a predetermined level. This guarantee was modified and extended under the Secure Rural Schools and Community Self-Determination Act of 2000 (SRS). Now, with the expiration of SRS, the county road maintenance program is likely to face maintenance backlogs into the future.

**Table 1: Secure Rural Schools (SRS) Payments**

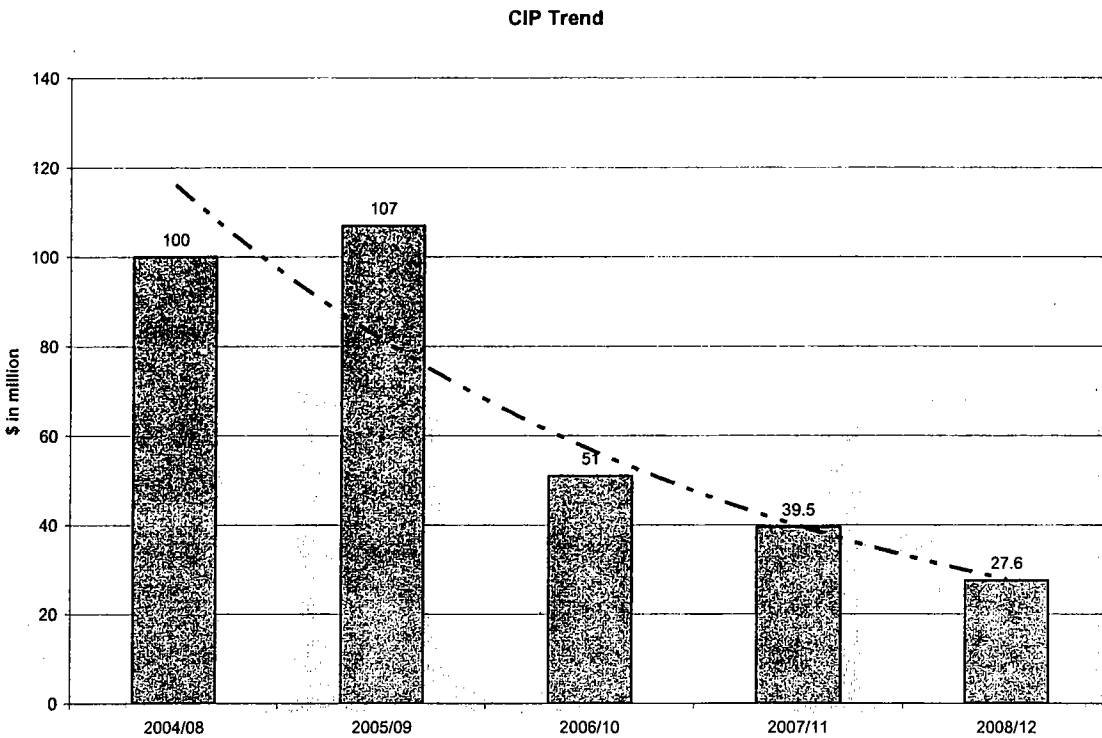
Fiscal Year	Payments	Remarks
02-03	19.39 million	
03-04	19.60 million	
04-05	19.80 million	
05-06	20.03 million	SRS 2000 expired in 06
06-07	20.50 million	One year extended
07-08	20.60 million	Last payment
08-09	0 million	Based upon information to date; status may change

The table above shows the SRS contribution to the County's Road Fund. In the past, steady federal funding had provided Lane County a robust Capital Improvement Program. Figure 1 on

funding is reflected in the chart. This trend will likely continue in the coming CIP cycles with no major General Construction projects.

Senate Bill 994 provided a one-time payment to Counties to offset the loss of federal timber receipt payments. Lane County is to receive \$9,897,402 from the Department of Transportation in November 2008. This fund source has been accounted for in preparation of this CIP.

**Figure 1: CIP Trend**



It is anticipated that no SRS reauthorization will take place before budget adoption for this Fiscal Year. If funding is reauthorized, it will likely be for only one additional year. The result is an annual loss of about \$20,000,000 to the Road Fund, or approximately 50% of the fund.

## OVERVIEW

This CIP is prepared based on the assumption that there will be no Congressional action on efforts to secure federal Secure Rural School payment reauthorization. The total for this CIP is about \$27.67 million. Grant revenues of \$1.2 million reduce the net County CIP cost to about \$26.45 million which is about the same level of funding as the CIP 08-12 adopted in May 2007. This CIP continues to cut back on general construction projects, giving more emphasis to preservation. The table below depicts a comparison of funding from the previous year CIP. The CIP projects shown in this document are categorized as Right of Way, General Construction, Structures, Preservation/Rehabilitation Funds, Safety Improvements, Payments and Matches to Other Agencies, and Fish Passage Projects. The table below compares the funding for each CIP category.

**Table 2: Program Totals by Category**

PROGRAM TOTALS BY CATEGORY	CIP 08-12		CIP 09-13	
	Amount	Percent	Amount	Percent
Right-of-Way Acquisition	735,000	2.3%	10,000	0.04%
General Construction	10,735,000	33.7%	2,500,000	9.04%
Structures	2,244,226	7.1%	267,226	0.96%
Preservation / Rehabilitation	15,600,000	49.0%	22,514,000	81.36%
Safety Improvements	600,000	1.9%	500,000	1.80%
<i>Subtotal –County Projects</i>	<i>29,914,226</i>	<i>94%</i>	<i>25,791,26</i>	<i>93.20%</i>
Payments to other Government Agencies	1,030,000	3.2%	1,030,000	3.72%
Fish Passage Projects	225,000	0.7%	850,000	3.08%
Road for Assisted Housing Projects	638,700	2.0%		0%
<i>Subtotal-Payments &amp; Special projects</i>	<i>1,893,926</i>	<i>6%</i>	<i>1,880,000</i>	<i>6.8%</i>
<b>Total</b>	<b>31,807,926</b>	<b>100%</b>	<b>27,671,226</b>	<b>100%</b>

Two major funding differences are noticeable in the above table. The General Construction Category has been drastically reduced while the Pavement Preservation and Rehabilitation category allocation has been increased. The increased funding level in pavement preservation also reflects from rising material and labor costs.

There is no allocation for Roads for the Assisted Housing Project category. In the prior annual CIP adoption process, the Board discussed Assisted Housing funding, on March 14, 2007, and directed staff to follow through on funding commitments for the three projects listed for FY 07-08 in CIP 08-12. Payments to Other Agencies have been continued at the previous year's level of \$1,030,000. This expense is a required match for a federal earmark, for the I-5 at Coburg Interchange project. The County is able to continue to replace priority fish passage culverts by leveraging funds from other agencies.

## PROGRAM CATEGORIES

### General Construction

This program category lists the major road construction projects planned for the City and County road system. Projects normally entail modernization by complete reconstruction or significant improvements to the existing roadway.

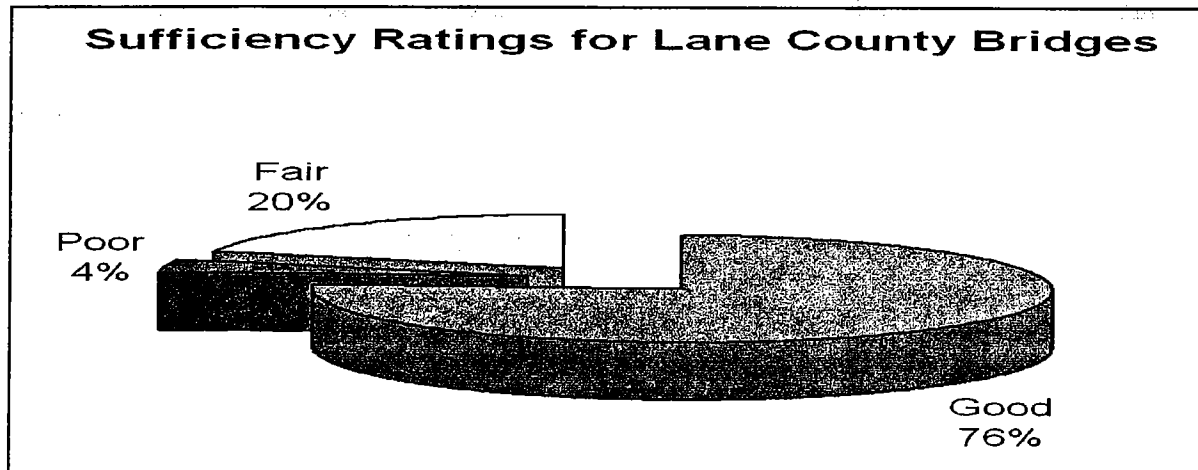
Projects in this category are typically selected from projects listed in the County Transportation System Plan (TSP) or city planning documents. The TSP identifies improvement projects based solely on a needs analysis. The CIP is then used to prioritize the projects. Additional project not identified in the TSP may also be added based upon new information and Board priorities. Projects within the Eugene-Springfield metropolitan area are specified in the Eugene-Springfield Metropolitan Area Transportation Plan (TransPlan). Projects outside the metropolitan area usually involve Lane County's 787 miles of collector and arterial roads. Many of these roads do not meet modern geometric standards, have insufficient pavement structure for current traffic, or have hazardous locations.

For projects in the first year of the program, cost estimates are based on preliminary construction quantities since sufficient design work is not available to produce detailed estimates. The balance of the projects have been estimated based on per-mile unit costs, which range from \$1,000,000 to \$1,500,000 for rural reconstruction projects, and from \$2,500,000 to \$3,500,000 for urban reconstruction projects depending on road width, drainage costs, and other project specific features. The Harvey Road Improvement project is the only project under this category in this CIP. The project has moved past the design stage and will be ready for bid in July 2008.

**Structures**

Lane County owns 414 bridges that are open to vehicular traffic. The pie chart below shows the conditions of Lane County Bridges. About 4% percent of the total bridges have been rated as poor. The CIP will continue to target those bridges with poor sufficiency ratings which are structurally or functionally inadequate. However, it will not address seismic deficiencies in the remaining bridges.

**Figure 2: Lane County Bridge Conditions**



**Table 3: Bridge Statistics**

Bridge Construction Type	Quantity	Restricted Weight or Width
Concrete	4	
Continuous Concrete	29	6
Steel	3	1
Continuous Steel	1	
Pre-stressed Concrete	355	10
Continuous Pre-stressed Concrete	6	1
Wood	16	12
Total	414	30

The Oregon Transportation Investment Act of 2003 (OTIA III) and the Federal Highway Bridge Program (HBP) are programs that have funded replacement and rehabilitation of bridges in Lane County. The OTIA III funding provides full replacement cost while the HBP funding requires a 10 percent local match. It is important to note that OTIA and HBP funding is often lower than actual repair or replacement costs. Three bridge projects on London Rd are currently funded through OTIA III. The OTIA III funded projects started construction in FY 07/08, hence they are not shown in this CIP. There are two bridge repair projects, Parvin and Brice Creek Bridges, shown in this category. Both bridges are funded through HBP.

### **Preservation and Rehabilitation**

Lane County maintains 1444 miles of roads. The Pavement Rehabilitation section of the CIP has been allocated at \$4,500,000 which is programmed annually for pavement overlay and rehabilitation. The annual allocation of the fund has been increased from \$3,000,000 to \$4,500,000 to address rising material and labor costs. This category also includes bridge rehabilitation and preservation funds for Lane County's modern bridges and our historic wooden covered bridges.

The anticipated loss of SRS payment has led the County to explore other funding sources for pavement preservation and rehabilitation. This CIP includes federal Surface Transportation Program monies for rehabilitation of Harlow / Hayden Bridge Road.

### **Safety Improvements**

Safety improvement projects are intended to address problems at spot locations that do not require large reconstruction projects. Staff will recommend projects as they are identified and studied. Generally, these projects will have low cost, small size, limited impact on adjacent properties, and relative ease of implementation. Partnering and other leveraged funding sources continue to be an important element in developing Safety Improvement Projects. The Irving Road Railroad Crossing Improvement project uses STP-U funds in partnership with ODOT Rail.

School Zone Speed Limit Flashers have been identified as a safety improvement program area under this category. A \$200,000 line item has been allocated for this program area. Signs will be installed that state, "School, 20 mph when Flashing". The purpose of the flashing light is to alert drivers that there is a changed condition when the light is flashing, i.e., that school is open and children are present. The County Traffic Engineer will prioritize schools for installation of flashers based upon location, traffic volume, and traffic speeds.



**Payments and Matches to Other Agencies**

This category includes payments of various kinds to other agencies. Because of declining funding available to the CIP, this category only contains one project for the 5 year CIP period. The required local match of \$1,030,000 is shown for the \$9,000,000 federal earmark for the Interstate-5/Coburg Interchange project.

**Fish Passage Projects**

The Oregon Department of Fish and Wildlife (ODFW) has identified nearly 300 culverts under Lane County roads that the Department believes impede Coho or Chinook salmon passage. The establishment of this fund is intended to replace culverts that are low or medium priorities from a road perspective, but are high priorities from an ODFW or resource agency perspective. We have completed over 48 culverts since 2000 and continue to replace priority culverts in cooperation with Lane County Watershed Councils.

The CIP lists three Fish Passage projects which leverage outside funding sources such as federal Title II funds and Oregon Watershed Enhancement Board grants.

## CIP PROCESS

### **1. Draft CIP prepared by Staff**

The CIP process begins each fall with a staff evaluation of the previously adopted CIP program. Normally, projects in the first fiscal year of the program will have been completed or are under construction by this time. Funds for these projects are encumbered by construction contracts and need not be repeated in the program. Staff uses tools like the Project Prioritization Matrix and the Safety Priority Index System (SPIS) for selecting projects for inclusion in CIP.

Like previous CIPs, the FY 09-13 CIP that was adopted in May 2008 was developed using a priority system developed by staff. The Project Prioritization Matrix was developed which enabled staff to compare the relative merits of project candidates. Each project was rated on 11 different prioritization factors (e.g. safety, user benefit, funding leverage etc.), and this was used to help identify the highest benefit projects for inclusion in the CIP.

**Prioritization Matrix:** The prioritization factors are used to compare the relative merit of individual projects. Each factor in which the proposed project would provide a benefit was marked with a plus (+) or a double-plus (++), with a double-plus symbol indicating a strong benefit for that respective factor. These ratings are used to help identify the highest benefit projects for inclusion in the CIP. The eleven prioritization factors are defined as follows:

**Structural Deficiency Improvement:** This priority rates if the project fixes an existing road or bridge structural problem. The road's Pavement Condition Index (PCI) can be consulted. Projects that repair road slides, address load posted roads/bridges, or significantly improve the pavement and driving surface should receive a higher rating. Bridges are typically not replaced in County projects unless there is a structural deficiency.

**Safety Enhancement:** In overall terms, improving the safety of the transportation system will result in less accidents and the elimination of roadside hazards. The number of reported crashes in a 5-year period of time can be consulted, along with the physical appearance of the roadside.

**Road Performance/Congestion Improvement:** Improvements under this priority would address items like peak hour congestion, roadway alignment/curvature, signal timing and other enhancements that improve overall road performance and level of service.

**Bike/Ped/Alternative Mode Improvement:** This measures a project's inclusion of bicycle lanes, sidewalks, pathways, paved shoulders or improvements to the dedicated transit system, balanced with the need/probable use.

**Degree of User Benefit:** This factor rates the overall cost to public benefit of the project, or "bang for the buck." In general, projects that are more urban will rate higher because of higher traffic volumes, thus there are more road users benefiting from the road improvements compared to a typical rural project.

**Leverages Other Funds & Projects:** Is there a local, federal, or state match for this project? Does the project also help leverage funding for another associated project? This factor includes consideration of a wide array of potential benefits and linkages to proposed projects, such as local funding, bundling a project with other projects, and jurisdictional transfer.

Plan Consistency: Is the project included in the Lane County TSP, the Eugene/Springfield TransPlan, State Planning Documents, or local city TSP's? Does it comply with adopted transportation planning policies?

Economic Development: To what degree does this project specifically promote economic development by supporting local communities and infrastructure?

Recreation/Tourism/Rural Promotion: Does the project support Lane County recreation and tourism by providing new or enhanced infrastructure to area facilities? Also, does the project support the rural community livability component of Lane County?

Maintain/Preserve County Road & Bridge System: Does the project maintain the physical integrity and function of the County road and bridge network through the application of design standards?

Public Support/Readiness: Is the project achievable by the fiscal year listed in the CIP? More importantly, was the project requested and demonstrated by public support versus by agency staff? Are design concepts already approved, and are environmental milestones already completed?

To further provide project level information to the general public and decision-makers, individual project information sheets were created. These individual project sheets show an image of the existing road, a vicinity map, provide available data, and describe the problem and proposed solution. The project sheets also describe the funding category and status of the project, along with how they are rated based on the eleven prioritization factors. The information sheets for projects and other related documents to the CIP are available on the Lane County CIP website at: <http://www.lanecounty.org/TransPlanning/0913CIP.htm>

This CIP cycle went through another set of analysis and processes due to the inclusion of the SB 994 funding. SB 994 provides one-time "reallocation" of State Transportation dollars in an effort to help Counties impacted by the loss of SRS. The SB 994 bill has language that requires counties to consult with cities while programming the funds. The County consulted with Lane County Cities for project prioritization and solicited City projects for consideration in the CIP. Most of the Lane County Cities participated in the process by proposing projects in their Cities. The projects were evaluated and analyzed by staff using the same prioritization tool. Staff submitted a recommendation to the Roads Advisory Committee (RAC) for its recommendation to the Board of County Commissioners (BCC). Staff recommended two alternatives to the RAC. Alternative List A was recommended for using all of SB 994 monies for pavement preservation and rehabilitation including funding for the Harvey Road improvement project in the first two years of the CIP cycle. Alternative List B was the extended List A which included some of the Cities proposed urban improvement projects which are ranked high in the County's perspective. This Alternative List B will be used in the event of a multi-year SRS authorization. The BCC can adopt this list using the Addition /Deletion provision of the CIP process.

## **2. Roads Advisory Committee Public Hearing and Recommendation to the Board**

The Roads Advisory Committee (RAC) held a CIP public hearing on February 27, 2008. Prior to the hearing, staff handed out a list of potential projects including Cities' proposed projects. Agency officials testified at the public hearing. The RAC and the Board have had subsequent discussions about which projects should be included in a reduced program, and how the SB 994 fund should be

spent. The RAC did not recommend any new urban improvement projects except Harvey Road because it is nearly ready for bid.

### **3. Board of County Commissioners Public Hearing and Adoption**

On May 7, 2008, the Board of County Commissioners held a public hearing on the draft CIP as recommended by the Roads Advisory Committee. The Board considered public testimony and adopted a final version of the 09-13 CIP on the same date.

### **4. Additions/Deletions to the CIP**

Projects may be added or deleted at any point in the process described above. Changes proposed by the public, County staff and the Roads Advisory Committee are advisory to the Board of Commissioners. The Board has final approval authority for the CIP and expenditure of County Road Funds. The Board may also modify the CIP by adoption of a Board Order during the year as necessary. In general, projects are added to the fourth or fifth year of the program. Most projects take four years from initiation of preliminary engineering work to construction. Addition of projects into the first three years of the program will usually require delay of other projects.

REF

**Location Map  
Lane County Projects  
CIP 09-13**



## PROJECT NOTES AND MAP KEY NUMBERS<sup>#</sup>

**(2) Irving Road at NW Expressway and UP Railroad Crossing (Safety Improvement Project)**- An application for Federal ODOT Rail "Section 130" funds (approximately \$886,000) has been made by ODOT staff. Lane County has approval of \$237,000 in metro area Surface Transportation Program (STP) funds. County contribution of \$300,000 is shown in the CIP as a safety improvement. Total construction cost is estimated at \$1,250,000.

**(3) Harvey Road Urban Improvement Project (General Construction)**- This project was adopted by the BCC in the CIP 08-12. The project has moved past the design stage. The project is expected to be open for bid in July, 2008. The cost shown includes the preservation project cost \$300,000 (AC Overlay, UGB to Hwy 99) and outside resources \$850,000. The outside resources constitute \$300,000 towards City match money and \$550,000 towards utilities and water line construction. This amount is accounted for as revenue.

**(4) Brice Creek Bridge Repair (Structures)**- The Brice Creek Bridge at mp 3.31 is funded with Highway Bridge Program (HBP) funds. These funds require a 10.27% local match. The local match is shown in the CIP. Total project cost is estimated at \$1,791,000.

**(5) Parvin Covered Bridge Repair (Structures)**- Parvin Covered Bridge has recently been approved for Highway Bridge Program (HBP) funding. These funds require a 10.27% local match. The local match is shown in the CIP. Total project cost is estimated at \$811,000.

**(7) Harvey Road, UGB to Hwy 99, Overlay Project (Pavement Preservation)**-Harvey Road Preservation Project \$300,000 (FY 08/09) has been packaged with the Harvey Road Urban Improvement Project (FY 08/09) for bid and construction management. Map key (3).

**(8) Harlow Road/Hayden Bridge Rd Overlay Project (Pavement Preservation)**-Lane County has approval for metro area STP funds for the Harlow / Hayden Bridge Road, Pheasant Blvd. to 19th, Pavement Preservation project. 10.27% local match (\$83,000) for an ODOT contract and additional county work (\$806,000) is shown in the CIP. Total project cost is \$1,615,000.

**(11) I-5 / Coburg Interchange Project (Payment and Matches to Other Agencies)**- The Lane County contribution of \$1,030,000 is the required local match for a \$9,000,000 federal earmark for the project. ODOT has programmed approximately \$40,000,000 total for this interchange improvement. ODOT anticipates phasing this project.

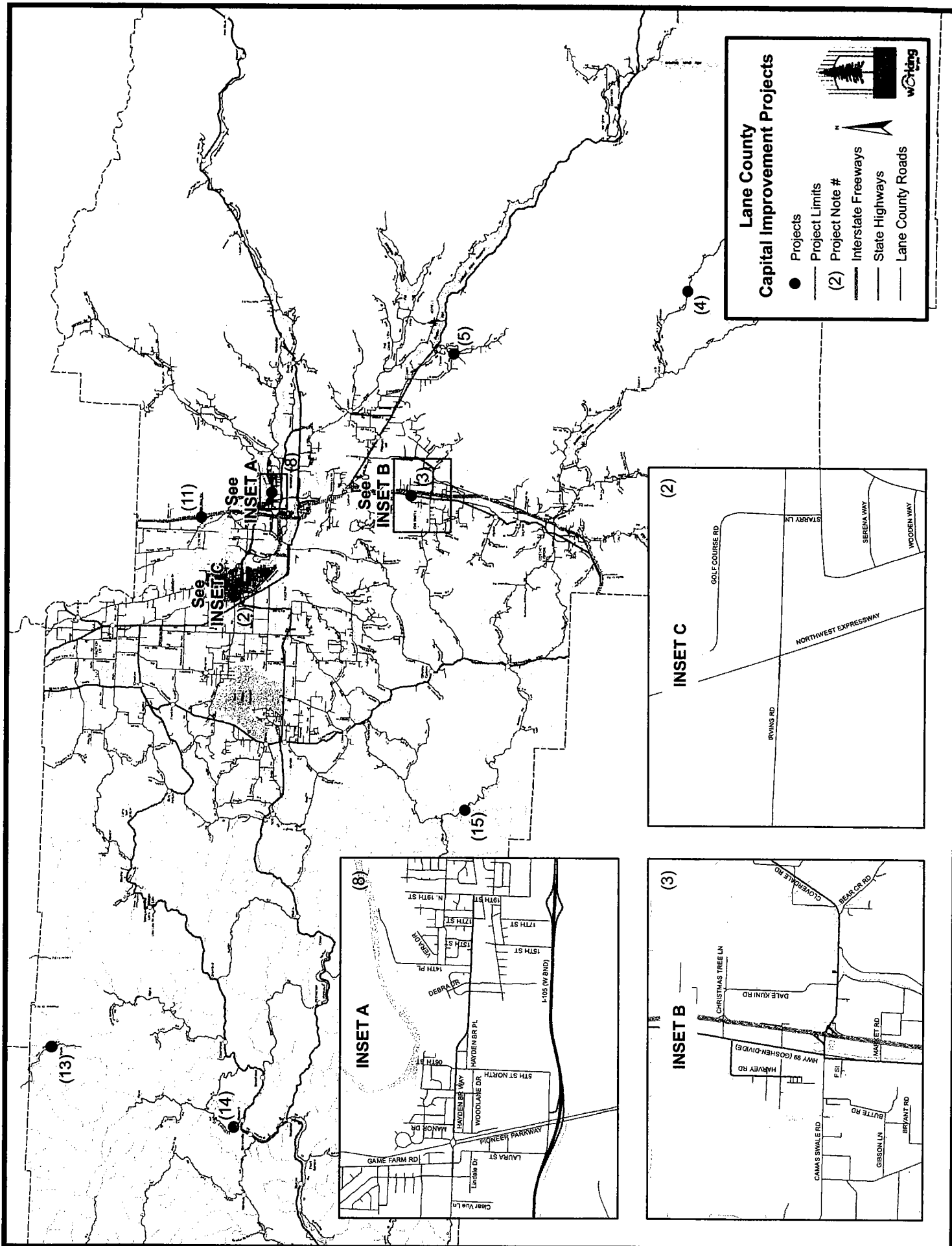
**(13) Culvert Replacement Project on Five Rivers Rd (Fish Passage Projects)**- Amount shown is construction cost estimate. US Forest Service has secured funding for design services amounting to \$75,000 only. The culvert will be installed by county forces. County staff costs are not reimbursed and are not shown in the cost estimate.

**(14) Culvert Replacement Project on Thompson Ck Rd (Fish Passage Projects)**- \$80,000 from OWEB and the remainder from Road Fund.

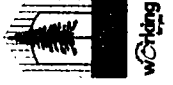
**(15) Culvert Replacement Project on Siuslaw Rd (Fish Passage Projects)** - This culvert replacement is partially funded by BLM Title II funds. Amount shown is construction cost estimate of which \$209,300 will be reimbursed and the remainder will be covered by Road Fund.

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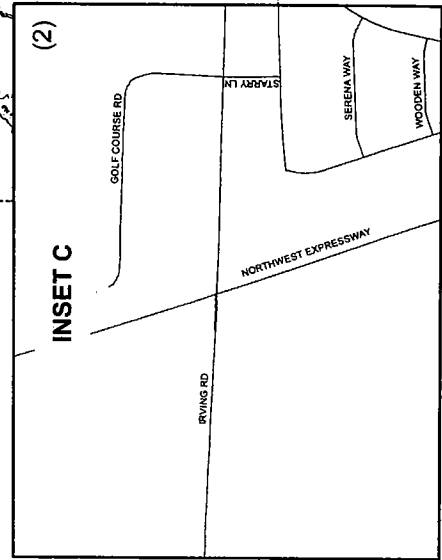
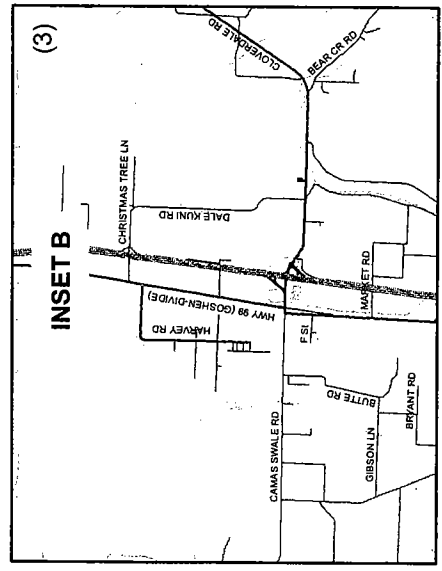
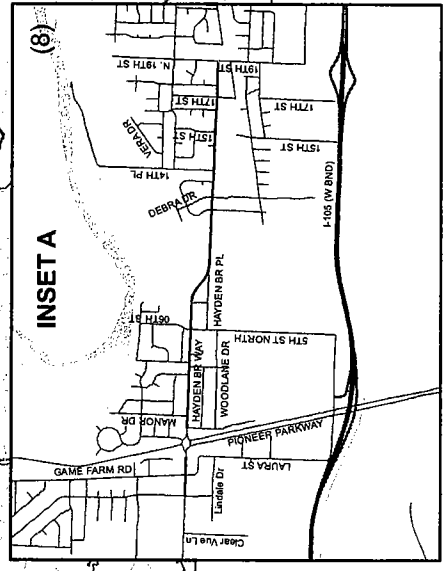
<sup>#</sup> Project notes in bold numbers are shown in Map.



### Lane County Capital Improvement Projects



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

# **Summary Tables**



REIT

Table 4: Annual Totals by Category

CATEGORY	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5 YR Total
<b>ANNUAL TOTALS BY CATEGORY</b>						
RIGHT OF WAY (see page 22)	\$10,000					\$10,000
GENERAL CONSTRUCTION (see page 22)	\$2,500,000					\$2,500,000
STRUCTURES (see page 23)	\$183,936	\$83,290				\$267,226
PRESERVATION/REHABILITATION FUNDS (see page 23)	\$4,514,000	\$4,500,000	\$4,500,000	\$4,500,000	\$4,500,000	\$22,514,000
SAFETY IMPROVEMENTS (see page 24)	\$500,000					\$500,000
<b>SUBTOTAL COUNTY PROJECTS</b>	<b>\$7,707,936</b>	<b>\$4,583,290</b>	<b>\$4,500,000</b>	<b>\$4,500,000</b>	<b>\$4,500,000</b>	<b>\$25,791,226</b>
<b>PAYMENTS AND MATCHES TO OTHER AGENCIES (page 24)</b>	<b>\$1,030,000</b>					<b>\$1,030,000</b>
<b>FISH PASSAGE PROJECTS (see page 25)</b>	<b>\$575,000</b>	<b>\$275,000</b>				<b>\$850,000</b>
<b>SUBTOTAL-PAYMENTS &amp; SPECIAL PROJECTS</b>	<b>\$1,605,000</b>	<b>\$275,000</b>				<b>\$1,880,000</b>
<b>Annual CIP</b>	<b>\$9,312,936</b>	<b>\$4,858,290</b>	<b>\$4,500,000</b>	<b>\$4,500,000</b>	<b>\$4,500,000</b>	<b>\$27,671,226</b>
<b>Project Specific Revenue / Grants (see page 26)</b>	<b>\$1,139,300</b>	<b>\$75,000</b>				<b>\$1,214,300</b>
<b>Net County CIP Cost</b>	<b>\$8,173,636</b>	<b>\$4,783,290</b>	<b>\$4,500,000</b>	<b>\$4,500,000</b>	<b>\$4,500,000</b>	<b>\$26,456,926</b>

This March 11, 2008 draft of the FY 08/09 through FY 12/13 Lane County Capital Improvement Program has been prepared in anticipation of loss of federal Secure Rural Schools Act revenue of about \$20,000,000.

Table 5: Right-of-Way Acquisition

CATEGORY	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5 YR Total
RIGHT OF WAY <sup>1</sup>						
Irving Road at NW Expressway and UP Railroad Crossing <sup>2</sup>	\$10,000					\$10,000
TOTAL	\$10,000					\$10,000

Table 6: General Construction

CATEGORY	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5 YR Total
GENERAL CONSTRUCTION						
Harvey Road, Scott Ave. to UGB <sup>**3</sup>	\$2,500,000					\$2,500,000
TOTAL	\$2,500,000					\$2,500,000

<sup>1</sup> Right-of-way costs are approximate and based on anticipated right-of-way impacts that are not defined in the early stages of project development. These Costs are subject to change as design concepts are defined.

<sup>2</sup> An application for Federal ODOT Rail "Section 130" funds (approximately \$886,000) has been made by ODOT staff. Lane County has approval of \$237,000 in metro area Surface Transportation Program (STP) funds. County contribution of \$300,000 is shown in the CIP as a safety improvement. Total construction cost is estimated at \$1,250,000.

<sup>3</sup> Harvey Road Urban Improvement Project was adopted by the BCC in the CIP 08-12. The project has moved past the design stage. The project is expected to be open for bid in July, 2008. The cost shown includes the preservation project cost \$300,000 (AC Overlay, UGB to Hwy 99) and outside resources \$850,000. The outside resources constitute \$300,000 towards City match money and \$550,000 towards utilities and water line construction. This amount is accounted for as revenue.

\*\* indicates projects funded using the SB 994 fund source.

Table 7: Structures

CATEGORY	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5 YR Total
STRUCTURES						
Brice Creek, mp 3.31 (HBP) (10.27% local match shown) <sup>4</sup>	\$183,936					\$183,936
Parvin Covered Bridge(HBP) (10.27% local match shown) <sup>5</sup>		\$83,290				\$83,290
TOTAL	\$183,936	\$83,290				\$267,226

Table 8: Preservation and Rehabilitation Fund

CATEGORY	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5 YR Total
PRESERVATION/REHABILITATION FUNDS						
Overlays and Pavement Rehabilitation <sup>6 7</sup>	\$3,000,000	\$4,500,000	\$4,500,000	\$4,500,000	\$4,500,000	\$21,000,000
Harlow / Hayden Bridge Road, Pheasant Blvd to 19th St, Pavement Preservation (STP) <sup>8</sup>	\$889,000					\$889,000
Bridge Rehabilitation and Preservation	\$300,000					\$300,000
Covered Bridge Rehabilitation <sup>9</sup>	\$325,000					\$325,000
TOTAL	\$4,514,000	\$4,500,000	\$4,500,000	\$4,500,000	\$4,500,000	\$22,514,000

Table 9: Safety Improvements

<sup>4</sup> The Brice Creek Bridge at mp 3.31 is funded with Highway Bridge Program (HBP) funds. These funds require a 10.27% local match. The local match is shown in the CIP. Total project cost is estimated at \$1,791,000.

<sup>5</sup> Parvin Covered Bridge has recently been approved for Highway Bridge Program (HBP) funding. These funds require a 10.27% local match. The local match is shown in the CIP. Total project cost is estimated at \$811,000.

<sup>6</sup> These funds are programmed by County staff to respond to current pavement condition information and are needed to meet the priority of preserving and maintaining the existing road system.

<sup>7</sup> Harvey Road Preservation Project \$300,000 (FY 08/09) has been packaged with the Harvey Road Urban Improvement Project (FY 08/09) for bid and construction management.

<sup>8</sup> indicates projects funded using the SB 994 fund source.

<sup>9</sup> Lane County has approval for metro area STP funds for the Harlow / Hayden Bridge Road Pheasant Blvd. to 19th, Pavement Preservation project. 10.27% local match (\$83,000) for an ODOT contract and additional county work (\$806,000) is shown in the CIP. Total project cost is \$1,615,000.

<sup>9</sup> These funds are programmed by County staff to respond to repair and maintenance needs on covered bridges such as re-roofing, painting, and minor repairs.

CATEGORY	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5 YR Total
<b>SAFETY IMPROVEMENTS</b>						
School Zone Speed Limit Flashers <sup>10</sup>	\$200,000					\$200,000
Irving Road at NW Expressway and UP Railroad Crossing. (Estimated county cost shown) <sup>11</sup>	\$300,000					\$300,000
<b>TOTAL</b>	<b>\$500,000</b>					<b>\$500,000</b>

Table 10: Payment and Matches to Other Agencies

CATEGORY	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5 YR Total
<b>PAYMENTS AND MATCHES TO OTHER AGENCIES</b>						
I-5/Coburg Interchange (Local Match) <sup>12</sup>	\$1,030,000					\$1,030,000
<b>TOTAL</b>	<b>\$1,030,000</b>					<b>\$1,030,000</b>

<sup>10</sup> This school zone safety fund is allocated for installation of School Speed Limit Flashers at locations where speed is higher than 35 mph.

<sup>11</sup> An application for Federal ODOT Rail "Section 130" funds (approximately \$886,000) will be made by ODOT staff. Lane County has approval of \$237,000 in metro area Surface Transportation Program (STP) funds. County contribution of \$300,000 is shown in the CIP. Total construction cost is estimated at 1,250,000.

<sup>12</sup> The Lane County contribution of \$1,030,000 is the required local match for a \$9,000,000 federal earmark for the project. ODOT has programmed approximately \$40,000,000 total for this interchange improvement. ODOT anticipates phasing this project.

Table 11: Fish Passage Projects

CATEGORY	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5 YR Total
<b>FISH PASSAGE PROJECTS</b>						
Fish Passage Project Fund <sup>13</sup>	\$50,000					\$50,000
Five Rivers Rd, mp 3.9 <sup>14</sup>		\$275,000				\$275,000
Thompson Creek Fish Culvert (OWEB) <sup>15</sup>	\$275,000					\$275,000
Siuslaw Road(Holland Ck), mp 29.1 (BLM Title II) <sup>16</sup>	\$250,000					\$250,000
<b>TOTAL</b>	<b>\$575,000</b>	<b>\$275,000</b>				<b>\$850,000</b>

<sup>13</sup> This allocation in the Fish Passage Fund represents a set aside amount that can be anticipated for future projects and allows Public Works and partner agencies to plan for and/or request funds as projects become imminent.

<sup>14</sup> Five Rivers Rd. Amount shown is construction cost estimate. US Forest Service has secured funding for design services amounting to \$75,000 only. The culvert will be installed by county forces. County staff costs are not reimbursed and are not shown in the cost estimate.

<sup>15</sup> Thompson Ck Rd. \$80,000 from OWEB and the remainder from Road Fund

<sup>16</sup> Siuslaw Rd. This culvert replacement is partially funded by BLM Title II funds. Amount shown is construction cost estimate of which \$209,300 will be reimbursed and the remainder will be covered by Road Fund.

Table 12: Revenues by Projects

CATEGORY	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	5 YR Total
REVENUE						
Harvey Road, Scott Ave. to UGB <sup>17</sup>	\$850,000					\$850,000
Five Rivers Rd, mp 3.9 (Title II 100 % construction reimbursement)		\$75,000				\$75,000
Thomson Creek Fish Culvert (Title II 100 % construction reimbursement)	\$80,000					\$80,000
Siuslaw Road, mp 29.1 (OWEB Grant 100% construction reimbursement)	\$209,300					\$209,300
<b>TOTAL</b>	<b>\$1,139,300</b>	<b>\$75,000</b>				<b>\$1,214,300</b>

<sup>17</sup> Harvey Road Urban Improvement Project was adopted by the BCC in the CIP 08-12. The project has moved past the design stage. The project is expected to be open for bid in July, 2008. The cost shown includes the perseveration project cost \$300,000 (AC Overlay, UGB to Hwy 99) and outside resources \$850,000. The outside resources constitute \$300,000 towards City match money and \$550,000 towards utilities and water line construction. This amount is accounted for as revenue.

# Project Information

## Project List by Category

Additional information about individual projects may be viewed on the  
Lane County CIP website at:

<http://www.lanecounty.org/TransPlanning/0913CIP.htm>





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RII

## Abbreviations

- Bridge #..... State Bridge Number assigned to structure to identify ownership.
- Condition Rating..... The condition rating indicates the general condition of a bridge based on a scale from 0 to 9, with 9 representing a bridge in new condition. The AR represents "As Repaired" and OM represents "Original Member". The AR rating is not indicative of a permanent measure of repair but in the operational condition of a bridge.  
AR / OM
- FC ..... Functional Classification
- FY ..... Fiscal Year (e.g., if the FY listed is 2008, then it represents fiscal year 2007-08).
- Length ..... Total length of bridge.
- MP ..... Milepost
- NA ..... Not Applicable or Not Available at time of printing.
- Project #..... County's cost accounting number for project.
- R/W..... Right-of-Way
- Road #..... Number assigned to each road by the Public Works Department for maintenance purposes. Maintenance road numbers are not legal road numbers.
- Substructure..... Supporting part of a structure; the foundation.  
Types  
A..... Abutment  
B..... Backwall  
C..... Cap  
CN..... Concrete  
F..... Footing  
P..... Pile  
Po..... Post  
PR..... Pier  
S..... Steel  
W..... Wood
- Superstructure..... Structure above the foundation:  
Types  
AR..... Arch  
BC..... Box Culvert  
BX..... Box Beam  
C/S..... Concrete/Steel  
CH..... Channels  
CN..... Concrete (cast in place)  
CNS..... Concrete Slab  
DT..... Deck Truss  
G..... Girder  
GL..... Glu-Lam  
PCN..... Prestressed Concrete  
PT..... Pony Truss  
S..... Steel  
ST..... Steel Truss  
T..... T-Beams  
W/S..... Wood/Steel  
WD..... Wood  
WDC..... Wood Covered Truss  
WLS..... Wood Long Stringer
- SR ..... Sufficiency Rating - calculated by the State Bridge Maintenance Section. This rating indicates bridge functional obsolescence and public use in addition to its structural adequacy and safety.
- TRS..... Township, Range, Section. Location of bridge (includes sequence letter if more than one bridge per section).
- Width..... Total width of the bridge usable to vehicles and pedestrians (rounded to nearest foot).

**GENERAL CONSTRUCTION**

**HARVEY ROAD,**

Hillegas to UGB

Project #: 2114-1  
 Category: GENERAL CONSTRUCTION  
 Scope: Improve to urban standards (City Standards)

Road #: 2114-00  
 MP: 1.38 to 0.89  
 FC: Urban Collector

Justification: An unimproved County Collector road inside City Limits. Recent growth inside the City increased demand on this road. This improvement provides safe access to the school on Nieblock Ave. Sidewalks and bike lanes needed. Local matching dollars from the City is available and City will take over jurisdiction upon completion of the project. The project is ready for construction. SB 994 fund is eligible for this project. Total estimated construction cost is \$2.5 million. The right-of-way work is expected to be complete in FY 08.

	<u>FY</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>
Cost:		1,650,000				
R/W:		100,000				
TOTAL:		1,750,000				

**STRUCTURES**

**BRICE CREEK ROAD**

Mile Post 3.31  
 Project # 2470-5

Category: STRUCTURES

Scope: Replace structure with new bridge meeting current standards. Project has been awarded HBP funding. 10.27% local match shown.

Justification: The bridge has cracks in its concrete girders resulting in reduced shear capacity.

Road #: 247000  
 MP: 3.31  
 FC: Rural Minor Collector

	<u>FY</u>	<u>08-09</u>	<u>09-10</u>	<u>10-11</u>	<u>11/12</u>	<u>12/13</u>
Cost:		183,936				
R/W:						
TOTAL:		183,936				

**PARVIN COVERED BRIDGE**

Mile Post 0.775

Project #: 6122-1B  
 Category: STRUCTURES  
 Scope: Repair and replace bridge components

Road #: 612200  
 MP: 0.775  
 FC: Rural Local

Justification: This covered bridge is in need of repair. As identified and reported in the Bridge Inspection Report the project proposes to repair and replace some of the deficient structural members. The project is using HBP fund. The amount shown is a local match of 10.27%. Total project cost is estimated at \$811,000.

	<u>FY</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>
Cost:			83,290			
R/W:						
TOTAL:			83,290			

**PRESERVATION/REHABILITATION FUNDS**

**PRESERVATION/REHABILITATION FUND**

Category: PRESERVATION/REHABILITATION FUNDS  
 Scope: Fund for asphalt overlays to selected roads within the County road network.  
 Justification: An asphalt overlay is intended to extend the life of a pavement surface when the surface condition of a road is at a point in its deterioration curve (non-linear) that proves to be economically prudent. Without this preservation effort, roads deteriorate to a point where only reconstruction efforts are suitable, requiring a substantial increase in capital costs.

<u>FY</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>
Cost:	3,000,000	4,500,000	4,500,000	4,500,000	4,500,000
R/W:					
TOTAL:	3,000,000	4,500,000	4,500,000	4,500,000	4,500,000

NOTE: Although pavement overlay work is considered a preservation effort, it is done by contract and comes from the capital budget. Pavement overlays should not be confused with blade patching (repairs to pavement surface in spot locations by County Forces) or chip sealing that are Operations, Maintenance & Preservation (OM&P) expenditures.

**HARLOW RD / HAYDEN BRIDGE RD PAVEMENT PRESERVATION**

road # 1526 and 1635

Pheasant Blvd to 19<sup>th</sup> Street

Category: PRESERVATION/REHABILITATION FUNDS  
 Scope: Asphalt overlay project using metro area federal funds (STP). The revised scope includes a section of Harlow Road. The cost shown is county's match to STP-U. Total project cost is estimated at \$1,615,000.  
 Justification: The annual pavement inspection indicated a need for an overlay on this road. A site investigation revealed more work is needed than previously estimated. The pavement required rehabilitation on some sections. Without this preservation effort, roads deteriorate to a point where only reconstruction efforts are suitable, requiring a substantial increase in capital costs.

<u>FY</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>
Cost:	889,000				
R/W:					
TOTAL:	889,000				

**BRIDGE REHABILITATION AND PRESERVATION**

Category: PRESERVATION/REHABILITATION FUNDS  
 Scope: Fund to cover contract services for bridge rehabilitation and replacement.  
 Justification: There is a need to have a fund available to meet unexpected structural needs. This money comes out of the Preservation/Rehabilitation Fund.

<u>FY</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>
Cost:	300,000				
R/W:					
TOTAL:	300,000				

**COVERED BRIDGE REHABILITATION**

Category: **PRESERVATION/REHABILITATION FUNDS**  
 Scope: Fund to cover contract services for the maintenance of Lane County's in-service covered bridges.  
 Justification: These wooden bridges require frequent maintenance in order to preserve Lane County's heritage. Money comes out of the Preservation/Rehabilitation Fund.

FY	<u>08-09</u>	<u>09-10</u>	<u>10-11</u>	<u>11/12</u>	<u>12/13</u>
Cost:	325,000				
R/W:					
TOTAL:	325,000				

**SAFETY IMPROVEMENTS**

**SCHOOL ZONE SPEED LIMIT FLASHERS**

Category: **SAFETY IMPROVEMENTS**  
 Scope: Fund for installation of speed limit flashers on County Roads where speed is more than 35 mph  
 Justification: State Law requires school areas must be posted for 20 mph. Drivers tend to forget about the changed speed condition in school areas. These flashers will alert the drivers of the speed limit and helps in enforcement.

FY	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>
Cost:	200,000				
R/W:					
Total:	200,000				

**IRVING ROAD AT NW EXPRESSWAY AND U.P. RAILROAD CROSSING**

Irving Road MP 1.25 to 1.49 road # 326800  
 Project #: 3268-3 FC: Urban Minor Arterial

Category: **SAFETY IMPROVEMENTS**  
 Scope: Improve safety conditions at railroad crossing including upgraded rail crossing protection, improved traffic signal clearance operation, and the addition of bicycle lanes and sidewalks adjacent to the crossing. An application for Federal ODOT Rail "section 130" funds will be made. Lane county is proposing to provide up to \$300,000 toward the project  
 Justification: ODOT Rail has prioritized this location for improvement. There was a recent train/vehicle crash at this multiple track location, resulting in fatalities.

FY	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>
Cost:	300,000				
R/W:					
TOTAL:	300,000				

**PAYMENTS AND MATCHES TO OTHER AGENCIES  
I-5/COBURG INTERCHANGE LOCAL MATCH**

Category: PAYMENTS TO OTHER AGENCIES

Scope: Provide 10.27% local match for a federal earmark of \$9,000,000 for interchange improvements. ODOT has programmed \$22,700,000 for the project.

Justification: Leverages federal and ODOT funds for improvements at this interchange serving employment center in Coburg.

<u>FY</u>	<u>08-09</u>	<u>09-10</u>	<u>10-11</u>	<u>11/12</u>	<u>12/13</u>
Cost:	1,030,000				
R/W:					
TOTAL:	1,030,000				

**FISH PASSAGE PROJECTS**

**FISH PASSAGE PROJECTS**

Category: FISH PASSAGE PROJECTS

Scope: Fund to expedite replacement of resource agency identified high priority fish passages.

Justification: The Oregon Department of Fish and Wildlife (ODFW) has identified nearly 300 culverts under Lane County roads that the Department believes impede Coho or Chinook salmon passage at some stage in their lifecycle. The establishment of this fund is intended to dedicate Road Fund resources to replace culverts that are low or medium priorities from a road perspective, but are high priorities from an ODFW or resource agency perspective.

<u>FY</u>	<u>08-09</u>	<u>09-10</u>	<u>10-11</u>	<u>11/12</u>	<u>12/13</u>
Cost:	50,000				
R/W:					
TOTAL:	50,000				

**FIVE RIVERS ROAD**

mp 3.9

Road #: 514100

MP: 3.9

Category: FISH PASSAGE PROJECTS

FC: Rural Local

Scope: Culvert Replacement Title II 100% construction reimbursement. Total construction cost estimated to be \$75,000.

Justification:

<u>FY</u>	<u>08-09</u>	<u>09-10</u>	<u>10-11</u>	<u>11/12</u>	<u>12/13</u>
Cost:		75,000			
R/W:					
TOTAL:		75,000			

**THOMSON CREEK ROAD**

Road #:

MP:

Category: FISH PASSAGE PROJECTS

FC: Rural Minor Collector

Scope: Culvert Replacement (Title II fund). Total construction cost estimated to be \$80,000.

Justification:

<u>FY</u>	<u>07-08</u>	<u>08-09</u>	<u>09-10</u>	<u>10/11</u>	<u>11/12</u>
Cost:	80,000				
R/W:					
TOTAL:	80,000				

**SIUSLAW ROAD**

mp 29.1

Road #: 535800

MP: 29.1

Category: FISH PASSAGE PROJECTS

FC: Rural Major Collector

Scope: Culvert Replacement OWEB Grant 100% construction reimbursement. Total construction cost estimated to be \$ 209,300.

Justification:

<u>FY</u>	<u>07-08</u>	<u>08-09</u>	<u>09-10</u>	<u>10/11</u>	<u>11/12</u>
Cost:	209,300				
R/W:					
TOTAL:	209,300				

# Status of Previously Adopted Projects

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## Status of Previous Projects FY 2006-2007

<i>Category</i>	<i>Approved CIP Amount (\$)</i>	<i>Year to Date (\$)</i>	<i>Status</i>
<b>STRUCTURES</b>			
London Road, mp 8.73 (OTIA III)	896,000		Moved to FY 07/08
London Road, mp 11.25 (OTIA III)	782,000		Moved to FY 07/08
London Road, mp 13.01 (OTIA III)	783,000		Moved to FY 07/08
<b>TOTAL STRUCTURES</b>	<b>2,461,000</b>		

<b>GENERAL CONSTRUCTION</b>			
Bob Straub Parkway, S. 57 <sup>th</sup> to Jasper Rd.	5,700,000		Moved to FY 07/08
Bob Straub Environmental Mitigation	385,000		Moved to FY 07/08
<b>TOTAL GENERAL CONSTRUCTION</b>	<b>6,085,000</b>		

<b>PAVEMENT FUND</b>			
Overlays and Pavement Rehabilitation	3,000,000	3,000,000	completed
Marcola Road Overlay	1,100,000	1,121,481	Work completed
<b>TOTAL PAVEMENT FUND</b>	<b>4,100,000</b>	<b>4,121,481</b>	

<b>SAFETY IMPROVEMENTS</b>			
Safety Improvement Fund	300,000		Moved to 08/09
<b>TOTAL SAFETY IMPROVEMENTS</b>	<b>0</b>		

<b>PAYMENTS TO OTHER GOVERNMENT AGENCIES</b>			
County City Road Partnership Payment	2,500,000	2,500,000	100% paid
OTIA III Pass-through Payments to Cities	500,000	430,112	Paid in full
<b>TOTAL</b>	<b>3,000,000</b>	<b>2,930,112</b>	

<b>CULVERT REPLACEMENT FOR FISH PASSAGE</b>			
Nelson Mountain Road (Knapp Creek) mp 5.8-5.9	50,000		removed
<b>TOTAL SAFETY IMPROVEMENTS</b>	<b>50,000</b>		

<b>ROADS FOR ASSISTED HOUSING PROJECTS</b>			
Assisted Housing Fund	75,000		Dropped
Heather Glen	150,000		Moved to 07/08
<b>TOTAL ASSISTED HOUSING</b>	<b>225,000</b>		

## Status of Previous Projects FY 2007-2008

<i>Category</i>	<i>Approved CIP Amount (\$)</i>	<i>Year to Date (\$)</i>	<i>Status</i>
<b>STRUCTURES</b>			
London Road, mp 8.73 (OTIA III)	252,000		Construction started
London Road, mp 11.25 (OTIA III)	225,000		Construction started
London Road, mp 13.01 (OTIA III)	1,500,000		Construction started
<b>TOTAL STRUCTURES</b>	<b>1,977,000</b>	<b>944,217</b>	50% work complete

<b>GENERAL CONSTRUCTION</b>			
Bob Straub Parkway, S. 57 <sup>th</sup> to Jasper Rd.	5,700,000	2,955,355	50% work completed
Bob Straub Environmental Mitigation	385,000	385,000	Work in progress
Bolton Hill Rd, Territorial Hwy to South of Dogwood	1,750,000		Bid open in April 08
Harvey Road, Hillegas to UGB	1,650,000		Moved to 08/09
<b>TOTAL GENERAL CONSTRUCTION</b>	<b>9,485,000</b>	<b>3,340,355</b>	

<b>PAVEMENT FUND</b>			
Overlays and Pavement Rehabilitation	2,915,000	2,915,000	completed
Hayden Bridge Rd, Shady Ln to 19 <sup>th</sup> St	85,000		Moved to 08/09 with a revised scope
<b>TOTAL PAVEMENT FUND</b>	<b>4,100,000</b>	<b>2,915,000</b>	

<b>SAFETY IMPROVEMENTS</b>			
Irving Road at NW Expressway and Up Railroad Crossing	300,000		Moved to 08/09
<b>TOTAL SAFETY IMPROVEMENTS</b>	<b>300,000</b>		

<b>PAYMENTS TO OTHER GOVERNMENT AGENCIES</b>			
I-5 /Coburg Interchange (Local Match)	1,030,000		Moved to 08/09
<b>TOTAL PAYMENTS TO OTHER GOVERNMENT AGENCIES</b>	<b>1,030,000</b>		

<b>CULVERT REPLACEMENT FOR FISH PASSAGE</b>			
Five River Rd, mp 3.9	75,000		Moved to 09/10 with a revised scope
Siuslaw Road, mp 29.1	50,000		Moved to 08/09 with a revised scope
Nelson Mountain Road (Knapp Creek) mp 5.8-5.9	50,000		Deleted, replaced with new project
<b>TOTAL SAFETY IMPROVEMENTS</b>	<b>175,000</b>		

<b>ROADS FOR ASSISTED HOUSING PROJECTS</b>			
Prairie View Affordable Housing	213,700	1,800	Work in progress
Heather Glen	150,000		Bid opening in April 08
Westtown at 8 <sup>th</sup>	275,000	275,000	Paid in full
<b>TOTAL ASSISTED HOUSING</b>	<b>638,000</b>	<b>276,800</b>	

LANE COUNTY, OREGON

# PUBLIC IMPROVEMENT PROJECTS

Public Works capital improvement contracts scheduled for FY 08-09.  
As per Public Improvements & Related Contracts, ORS Section 279C.305

## ROAD FUND

### STREET & HIGHWAY CAPITAL IMPROVEMENTS

General Construction

Harvey Rd., Scott Ave. to UGB	\$2,500,000	Contractor
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Preservation/Rehabilitation Funds

Overlays and Pavement Rehabilitation	\$3,000,000	Contractor
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Covered Bridge Rehabilitation	\$325,000	Contractor
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Structures

Brice Creek, mp 3.31	\$1,791,000	Contractor
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Safety Improvement Projects

School Zone Speed Limit Flashers	\$200,000	Contractor
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## SOLID WASTE FUND

Final Closure of Phase 3 – Short Mtn. Landfill	\$2,344,660	Contractor
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## PARKS FUND

Armitage Park Campground	\$1,000,000	Contractor
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LANE COUNTY, OREGON

**PUBLIC IMPROVEMENT PROJECTS**

Public Works capital improvement contracts scheduled for FY 08-09.  
As per Public Improvements & Related Contracts, ORS Section 279C.305

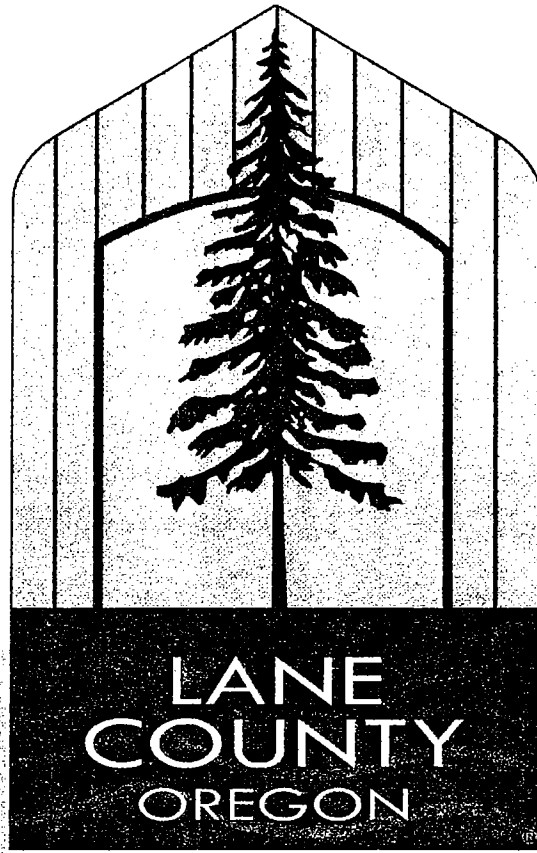
**ROAD FUND**

**STREET & HIGHWAY CAPITAL IMPROVEMENTS**

<u>General Construction</u>		
Harvey Rd., Scott Ave. to UGB	\$2,500,000	Contractor
<u>Preservation/Rehabilitation Funds</u>		
Overlays and Pavement Rehabilitation	\$3,000,000	Contractor
Covered Bridge Rehabilitation	\$325,000	Contractor
<u>Structures</u>		
Brice Creek, mp 3.31	\$1,791,000	Contractor
<u>Safety Improvement Projects</u>		
School Zone Speed Limit Flashers	\$200,000	Contractor

**SOLID WASTE FUND**

Final Closure of Phase 3 – Short Mtn. Landfill	\$2,344,660	Contractor
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Lane County Public Works Department  
3040 North Delta Highway  
Eugene OR 97408-1696

**ROADS ADVISORY COMMITTEE  
January 23, 2008**

**MEMBERS PRESENT:** John Anderson, George Goldstein, Jack Radabaugh, Karen Bodner, Tom Poage, Jody Ogle.

**MEMBERS ABSENT:** Rex Redmon

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

**OTHER:** Tom Boyatt, City of Spfd. present, Sonny Chickering ODOT area 5 present; Liaison Bobby Green not present.

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

- I. **PUBLIC COMMENT** – None
  
- II. **ELECTION OF CHAIR & VICE CHAIR** –  
Motion: Poage nominated Anderson for Chair. Radabaugh seconded. All present voted in favor and motion carried.  
  
Motion: Poage nominated Radabaugh for Vice-Chair. Ogle seconded. All present voted in favor and motion carried.
  
- III. **APPROVAL OF MINUTES** –  
Motion: Anderson moved to approve the minutes as amended of November 28<sup>th</sup>. Poage seconded. All present voted in favor and motion carried.
  
- III. **SENATE BILL 994** –  
 Barry summarized the informational packets provided and reviewed sections 15 through 17 of the bill showing a short-term partial solution to the financial problems created by the loss of Secural Rural School Funding. Barry said monies are allocated to all counties in Oregon with Lane County receiving the most due to relative timber production capacity, showing 9.9 million to be received. Snowden commented on speculations with regard to county, state, and ODOT funding strategies. Snowden stated in one month we will know if we have the solution or not. Barry stated money is to be distributed by Nov. 1, 2008 and if SRS is re-authorized, then each county shall match a max of 10.89% of the funds received. Additionally, the bill must be used for projects. We must come up with a report for the legislature on how we are spending the money and when, which needs to be done by April 1, 2009. The bill also requires that the county consult with cities. The packets provided show the letter to cities from Chair Faye Stewart along with the cities response letters. Barry said we received requests back from Cottage Grove, Creswell, Eugene, Florence, Lowell, and Springfield, a verbal request from Veneta, and this afternoon from Coburg. Barry explained we plan to take the requests from the cities and incorporate into the CIP process and have them available for the committee's consideration as well as the Board's. General discussion ensued regarding how the funds will be allocated to projects.
  
- IV. **DRAFT CAPITAL IMPROVEMENT PROGRAM** –  
 Barry referred the group to the draft CIP program and stated the committee is being asked tonight to allow us to release this to the public for a hearing on February 27<sup>th</sup>. Barry summarized the five-year CIP program and process and stated it's renewed every year and described the process. Proposed CIP funding went from \$32 million last year to just \$26 million. Barry reviewed the project details in the packets provided. After general group discussion, Barry agreed to look further into the possible electronic sign for Delta Highway and bring back more information including costs/sharing and solar possibilities. Anderson would also like information on school zone speed indicator flashers. Snowden restated that the group is only being asked to make this list of projects public, and the costs and details of each item can be deliberated in March. Snowden stated the River Road overlays should actually be for micro surfacing and if we do them as SB994 projects, we will probably do them out of

the operating budget for road maintenance. Barry summarized section B/Senate Bill 994 component showing priorities. Radabaugh asked how this CIP list of projects will be advertised to the public. Barry stated standard letters/emails go to the cities and an interested parties list, as well as notices in the Register Guard and other local papers. Bajracharya stated we do a notice/display ad of about 3x5" in most newspapers. Bodner asked why we don't do free PSA advertising on television. Barry stated we will check into this option. Barry agreed to provide at the next meeting, the county overlays combined with the city SB 994 project proposals on one list.

Motion: Poage moved to approve release of the CIP draft with the changes discussed. Ogle seconded. All present voted in favor and motion carried.

V. ODOT STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) –

Barry reviewed the STIP program process and described the tasks that ODOT has set out for us to meet within certain timelines. Barry explained the strategy of proposing 150% of what we are likely to get in the STIP cycle. Boyatt shared Springfield's thoughts on their projects. Snowden summarized the list of Region 2 Large Projects/Attachment E to the Board of Commissioners packet enclosed with the STIP materials, and stated the committee should decide if they support the Large Project priorities and list, or if the committee wants to change that list and move projects around. Barry reviewed the process including MPC will hold their meeting on Jan. 29 and the BCC will hold a hearing so they can get back to ODOT on Feb. 25<sup>th</sup>; therefore, the committee needs to make their recommendation on priorities tonight. General discussion ensued. Barry summarized group feedback and stated we will notify the board that the committee accepted Task 3 Items as prioritized and listed in the Region 2 Large Project Priorities and other Large Projects List,

Motion: Anderson moved to accept approve list. All present voted in favor and motion carried.

VI. FY 08/09 BUDGET PROCESS –

Snowden said we are preparing three budgets and DeFazio is continuing to work for the multi-year reauthorization to be attached to a spending bill, but is not optimistic, and it appears the most likely will be a one-year extension attached to the Iraq war spending bill that is likely to occur in late March/early April. Budget proposals are due prior to that. Staff is working on priority setting process for road funds. Snowden believed we have a big enough fund balance to bridge from the end of this fiscal year through the 2009 legislative session to see whether the legislation would provide any funding for the road fund; if they do, it might mitigate some of the cuts. If they don't, there will need to be major cuts for Lane County road programs.

VIII. 2008 GOALS (NEW WORKING FORMAT) –

The group reviewed the revised format to be submitted to County Administration, upon approval.

Motion: Anderson moved to approve the list. Goldstein abstained. Remaining members present voted in favor and motion carried.

IX. NEXT MEETING – February 27<sup>th</sup>, 2008

VII. OTHER BUSINESS –  
none.

VIII. Meeting Adjourned at 7:55 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.