LANE COUNTY
ROAD & BRIDGE PROJECTS

FY2020/2021 – FY2025/2026

TRANSPORTATION ADVISORY COMMITTEE

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Jim Torrey, North Eugene

Christi Thompson, West Lane

Kevin Woodworth, Member-at-large

PUBLICATION

Peggy Keppler, County Engineer/Engineering & Construction Services Manager

Sasha Vartanian, Transportation Planning Supervisor

Danielle Stanka, Engineering Associate

ONLINE PUBLICATION

This publication is available on the Lane County Transportation Planning website at:
https://lanecounty.org/cms/one.aspx?portalId=3585881&pageId=4213801

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LIST OF ACRONYMS

This document contains the following list of acronyms:

AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act
ARTS	All Roads Transportation Safety
BCC	Board of County Commissioners
CIP	Capital Improvement Plan
FAST	Fixing America's Surface Transportation
FLAP	Federal Lands Access Program
FHWA	Federal Highway Administration
FY	Fiscal Year
HB	House Bill
LCPW	Lane County Public Works
LHBP	Local Highway Bridge Program
MPO	Central Lane Metropolitan Planning Organization
NBIS	National Bridge Inventory System
NHCBP	National Historic Covered Bridge Preservation
ODOT	Oregon Department of Transportation
ORS	Oregon Revised Statutes
PCI	Pavement Condition Index
PMP	Pavement Management Program
SB	Senate Bill
SFLP	State-Funded Local Project
STBGP	Surface Transportation Block Grant Program
STP-U	Surface Transportation Program-Urban (for Metro Area)
TrAC	Transportation Advisory Committee
TSP	Transportation System Plan
WFLHD	Western Federal Lands Highway Division

I. EXECUTIVE SUMMARY

Lane County's transportation system is essential to meeting the needs of the community by connecting people to jobs, health care, education, social services, recreation, and supporting the economy.

In order to meet the needs of the community, Lane County Public Works *focuses on strategic infrastructure maintenance and investments that have the highest return for safety, vibrant communities, and long-term environmental benefit.*

This document's focus is on Lane County Public Works road and bridge capital projects and:

- Reviews the existing inventory of Lane County roads and bridges;
- Reports on the delivery of the past year's programmed road and bridge capital projects (FY2020/2021);
- Describes the funding of road and bridge capital projects;
- Explains the relationship of road and bridge capital projects to existing transportation plans;
- Documents how road and bridge projects are prioritized for inclusion in the Lane County Capital Improvement Plan (LC-CIP);
- And summarizes the road and bridge capital projects programmed for the next five-year planning period (FY2021/2022-2026/2027).

The Lane County Capital Improvement Plan (LC-CIP) supersedes the former Road & Bridge CIP, which is now obsolete.

Prior to the LC-CIP, Public Works prepared a biennial Road & Bridge CIP. The Road & Bridge CIP was a five-year planning document identifying potential transportation projects that might be publicly bid for construction during the five-year planning period.

WE RESPONSIBLY MANAGE AVAILABLE RESOURCES TO DELIVER VITAL, COMMUNITY-CENTERED SERVICES WITH PASSION, DRIVE, AND FOCUS.

Lane County Mission Statement

Lane County maintains 1,472 miles of public roadway and 429 public bridges.

Accomplishments for FY2020/2021 include:

- ✓ 7 projects completed
- ✓ 4.7 miles of road resurfacing
- ✓ 10.6 miles of slurry seal surfacing
- ✓ 644.8 linear feet of new sidewalk
- ✓ 74 ADA compliant sidewalk ramps
- ✓ 23 pedestrian signals upgraded

Each year unforeseen circumstances can disrupt productivity resulting in delayed or cancelled projects. In 2020, Lane County's project delivery was impacted by the COVID-19 pandemic as well as the severe wildfire season. This contributed to the following:

- ↓ 6 projects were delayed
- ↓ $6,102,604 funds expended of $17,270,514 originally estimated for FY2020/2021

Lane County Public Works leverages available funding in order to maximize road and bridge infrastructure investments. Below is a summary of how road and bridge projects are funded:

- ➢ $4,250,000 of Road Funds is dedicated annually to road and bridge capital projects;
- ➢ $707,024 of outside funds for construction in FY2020/2021

Limited funding creates the need to prioritize projects and make strategic investments. Lane County's Transportation System Plan (TSP) identifies needs throughout Lane County's multi-modal transportation system and defines guiding principles, a framework for system design, and mechanisms for implementation.

The TSP assists the decision-making processes for future projects. Other plans that also assist in identifying needs and developing projects include:

- Lane County Transportation Safety Action Plan
- Lane County ADA Transition Plan for Public Rights-of-Way
- Lane County Bicycle Master Plan (in development)

The prioritization hierarchy includes metrics for staff to monitor progress towards meeting the goals in the tsp and associated plans. Evaluating the road and bridge capital projects delivered in the past year is a necessary step in building a complete picture of the progress made.

A primary role of the Transportation Advisory Committee (TrAC) is to select road and bridge projects for inclusion in the LC-CIP and future LC-CIPs. A project prioritization hierarchy using TSP guiding principles and framework for system design help guide the project selection process. The prioritization hierarchy is first used by staff to develop a draft road and bridge projects list for review and input by the TrAC. Once the TrAC holds a public hearing and makes a recommendation to approve the 5-year capital projects list, it is incorporated into the LC-CIP review and approval process with the Board of County Commissioners.

Lane County's allocation for the next five-year planning period (FY2021/2022 – 2025/2026) for road and bridge projects is approximately $45.4 million:

- $20,331,000 of Road Funds for the next five-year period
- $25,049,313 of outside revenue for the next five-year period

As in the preceding LC-CIP, the road and bridge projects for the LC-CIP FY2021/2022 – 2025/2026 allocates a significant percentage of the Road Fund toward pavement preservation and preventative maintenance.

II. INTRODUCTION

Per Lane Manual, the capital improvement program requires periodic updates to allocate limited financial resources to the projects that provide the greatest benefit for improving the safety and effectiveness of how people—and the multiple modes they use—travel throughout Lane County. The LC-CIP is a five-year plan that identifies projects, their funding sources, and the estimated schedule for project delivery and completion.

Updates to the road and bridge projects in the LC-CIP take place on an annual basis. The process begins with an inventory and assessment of Lane County's road system to identify the condition of existing infrastructure. An annual pavement assessment provides staff with the data they need to identify what road sections require more than routine maintenance and may be candidates for larger infrastructure projects. All County-owned bridges are inspected biennially under the Oregon Department of Transportation's (ODOT) bridge inspection program. Lane County is informed of bridges that need maintenance and repairs through this inspection process.

Routine maintenance and repair to the road and bridge system includes surface and shoulder maintenance, drainage improvements, vegetation management, guardrail repair, signing, striping, pavement marking, and signal maintenance.

Improvements beyond routine maintenance and repair often become capital infrastructure projects. Examples of major improvements include adding new pavement to sections of road, repairing sections of failing roadway, seismically retrofitting bridges and upgrading culverts, adding new bike lanes and shoulders, and adding new and improved sidewalks and ADA ramps. Projects are categorized into five buckets of capital investments for road and bridge projects:

- Pavement Preservation
- Bridges & Structures
- Right-of-Way
- Infrastructure Safety Improvements
- General Construction

The funds identified for the road and bridge projects in the LC-CIP must also align with Lane County Public Works' annual budget. Additionally, the road and bridge projects and funds identified in the LC-CIP are reference guides for the future administration of project contracts and are resources for potential grant applications.

To ensure transparency and accountability, Lane Manual requires public involvement as part of the planning process for the LC-CIP. The road and bridge projects in the LC-CIP provide information about locally significant, relevant construction projects that respond to Lane County and the community's needs and priorities as they evolve. The road and bridge projects in the LC-CIP build on coordination between Public Works' divisions, and input from the TrAC and members of the public. Additionally, the project list reflects the past planning efforts that identify transportation needs and include: the Lane County Transportation System Plan (TSP), the Transportation Safety Action Plan (TSAP), the Lane County ADA Transition Plan for Public Rights-of-Way, and the Lane County Bicycle Master Plan (in progress).

The TrAC plays a major role in selection of road and bridge projects for the LC-CIP and future LC-CIPs by developing a project prioritization hierarchy. This hierarchy prioritizes Maintenance and Preservation as the top tier; Safety as the second tier, followed in the third tier by Economic Vitality, Natural Environment, Equity and Accessibility, Mobility, Connectivity, Active Transportation and Public Health.

III. EXISTING ROAD AND BRIDGE INFRASTRUCTURE

Lane County currently maintains 1,471 miles of public roadway and 429 public bridges. Fifty-four percent (55%) of Lane County's road network is comprised of collector and arterial roads. These roads carry more vehicular traffic and freight than local roads. Accordingly, they require more frequent maintenance.

Lane County reports to the Oregon Department of Transportation (ODOT) on the condition of paved, federal-aid roads that it owns. Federal-aid roads are those that serve businesses and commerce and exclude roads that are primarily used for local trips (e.g., Local Roads and Rural Minor Collectors). ODOT also reports on the condition of Lane County bridges in the National Bridge Inventory, which are bridges longer than 20 feet and open to the public for motor vehicle traffic. The pavement and bridge conditions have slightly decreased from the previous reporting period. In particular, 10 bridges were moved from "Good" to "Fair."

TABLE 1. PAVEMENT AND BRIDGE CONDITIONS - 2021

Good	Fair	Poor
440 miles of roadway pavement*	48 miles of roadway pavement*	1 miles of roadway pavement*
101 bridges	302 bridges	7 bridges

**Federal-Aid Roads*

ROADS

As shown Tables 2 and 3, approximately 186 miles (12%) of the County's roadways are classified as urban roads. Of these urban roadway miles, approximately 37 miles are located within city limits. Maintaining urban roads is best completed by urban agencies. Lane County is actively pursuing cities to take jurisdiction of County Roads within their urban growth boundaries (UGBs).

Of equal importance are rural classified County roads. The design of these roads must account for the wide array of uses they accommodate to ensure safety. These roads are often associated with higher speeds and can have features (e.g., curves, hills) that compromise safety. Like urban roads, rural roads provide routes to residents' homes and provide connectivity between homes and commercial areas. Rural roads offer unique opportunities for recreation and can serve as direct links to national forests within Lane County. Approximately 200 of Lane County's roadway miles access federal lands, which serve logging and recreational purposes.

Lane County continually assesses the pavement condition of its roads. The process involves visually inspecting pavement for cracks, ruts, and deformations. The data is entered into pavement management software program that formulates a Pavement Condition Index (PCI) number on a scale of 0 to 100 to characterize the road. A PCI closer to 100 indicates higher quality pavement. In most cases, the Pavement Condition Index (PCI) guides maintenance treatments and prioritizes maintenance scheduling.

TABLE 2. ROAD INVENTORY

Functional Classification	Total Miles	Percent	Pavement Type		
			AC	OIL MAT	GRAVEL
Rural Local	537.63	37%	195.57	251.98	90.08
Rural Minor Collector	363.52	25%	202.02	93.10	68.40
Rural Major Collector	145.73	10%	134.58	11.15	-
Rural Major Collector (FASC)	180.52	12%	180.52	-	-
Rural Minor Arterial	57.79	4%	57.79	-	-
Urban Local	116.96	8%	107.24	9.11	0.61
Urban Minor Collector	15.61	1%	15.61	-	-
Urban Minor Arterial	20.66	1%	20.66	-	-
Urban Principal Arterial	0.74	0%	0.74	-	-
Urban Major Collector	32.10	2%	31.46	0.65	-
Totals	**1471.26**	**100%**	**946.17**	**365.99**	**159.10**

TABLE 3. COUNTY ROADS WITHIN CITY LIMITS

LOCATION	TOTAL Miles	PAVEMENT TYPE		
		AC	OIL MAT	GRAVEL
Outside City	1433.88	911.654	363.26	158.96
Coburg	1.95	1.95	-	-
Cottage Grove	0.17	0.17	0.00	-
Creswell	0.95	0.68	0.27	-
Dunes City	4.56	3.14	1.28	0.13
Eugene	10.59	10.56	0.04	-
Florence	2.96	2.45	0.51	-
Junction City	3.74	3.67	0.07	-
Lowell	2.51	2.51	-	-
Oakridge	2.44	2.17	0.27	-
Springfield	2.55	2.26	0.29	-
Veneta	2.07	2.07	-	-
Westfir	2.89	2.89	-	-
TOTAL	**1471.26**	**946.17**	**365.99**	**159.10**

BRIDGES

All 429 County-owned bridges are inspected periodically under ODOT's bridge inspection program, which uses the National Bridge Inventory System (NBIS). The NBIS informs local agencies about bridges that need maintenance attention. The NBIS overall physical condition of a bridge is expressed in terms of a "sufficiency rating" on a percentage scale of 0 to 100. A sufficiency rating of 50 or less is considered "poor." Poorly-rated bridges are candidates for bridge replacement or rehabilitation and are weight-limited or closed. Bridges with a "fair" rating (51 to 80) may receive preventative maintenance with minor repairs.

TABLE 4. BRIDGE INVENTORY

Bridge Material/Construction	Quantity	Restricted Weight/Width	Closed
Concrete	8	3	0
Continuous Concrete	29	6	0
Steel	3	1	0
Continuous Steel	1		0
Pre-Stressed Concrete	367	4	0
Continuous Pre-Stressed Concrete	6	1	0
Wood/Timber	15	15	0
Total	**429**	**30**	**0**

LOCAL ACCESS ROADS

Local Access Roads (LARs) are roads that were dedicated to the public, but never accepted by the County as a County Road. The County is frequently asked to make improvements to LARs. Under Oregon law, the County has jurisdiction over safety and use of LARs, but maintenance responsibility falls exclusively on the property owners who benefit from the LAR. Many of these LARs are in need of significant maintenance and repair, yet, Oregon law allows County funds only in emergency situations. Currently, there are 530 individual LARs in Lane County that total 121 miles in length.

IV. FY2020/2021 REPORT

Lane County completed 7 projects during the FY2020/2021 construction cycle. These projects included 4.7 miles of road surfacing; 10.6 miles of slurry seal surfacing; and 645 lineal feet of sidewalk. The number of ADA ramps and pedestrian signal improvements are based on data obtained from 2020 ADA Annual Report, which summarizes the previous fiscal year's construction projects. There were 74 ADA ramps and 23 pedestrian signals upgraded in FY2019/2020.

Table 5 summarizes the key performance measures associated with the transportation prioritization hierarchy and the TSP guiding principles and framework for system design that the hierarchy is based off of. The table provides a comparison between 2020 and 2019. The type of projects built in a given year and their funding sources vary significantly and impact many of the performance measures. It is notable that the total dollars of construction contracts awarded is nearly double in 2019 compared to 2020.

Table 6 below lists the projects included in the LC-CIP Fiscal Years 2020-2024. Note the form # corresponds to the project forms number listed in the LC-CIP FY 2021-2025 report. Projects programmed for FY2020/2021 have a cost estimate in the column titled *FY 20/21 CIP Estimate*. If the project was constructed in FY2020/2021 there is a cost estimate included in the column titled *Final Construction Estimate*. The status of all projects listed is documented in the column titled *Comments*.

TABLE 5. KEY PERFORMANCE MEASURES

Lane County Road & Bridge Project Prioritization Goals	Lane County Key Performance Measures	2020	2019
Maintenance and Preservation	Percent of pavement miles in "fair or better" condition	**93.44%**	96.70%
	Percent of bridges in "good" condition	**61.65%**	63.20%
	Percent of bridges in "fair" condition	**32.52%**	31.48%
Safety	Number of fatalities* (2019)	**14**	7
	Number of serious injuries* (2019)	**34**	37
	Dollars spent on safety infrastructure (e.g. guardrail, rumble strips etc.)	**$625,850**	$903,400
	Number of non-motorized fatalities and non-motorized serious injuries* (2019)	**1**	2
Active Transportation & Public Health / Connectivity	Percent of County miles with bike facilities in "fair or better" condition	**99%**	100%
	Percent of compliant ADA Ramps***	**14.46%**	14.46%
	Dollars spent on bike and pedestrian facilities**	**$1,874,663**	$2,625,120
Economic Vitality	Total dollars of construction contracts awarded	**$8,892,195**	$16,968,486
	Total dollar amount awarded to DBEs	**$0**	$85,500
	Dollars of outside funds	**$707,024**	$10,381,026
Equity & Accessibility	Number of ADA Ramps upgraded (2020 Annual Report***)	**74**	133
	Number pedestrian signals upgraded***	**23**	3
Natural Environment	Percent of projects where green infrastructure was used	**27.20%**	15.38%
	Percent of projects where sustainable paving techniques are incorporated	**18.18%**	30.80%
Mobility	Percent of pavement miles in "fair or better" condition of collectors and arterials	**96.20%**	98.70%

*Data is obtained from the latest ODOT report 2019

**Data is obtained from FY 2019-2020 Bike/Ped Expense Report

***Data is obtained from 2020 ADA Annual Report that summarizes FY2019/2020 projects

TABLE 6: SUMMARY OF PLANNED ROAD & BRIDGE IMPROVEMENTS FY2020/2021 REPORT

Capital Improvement Plan Fiscal Years 2021-2025 Summary of Planned Road & Bridge Improvements FY2020/2021						
Form #	**Project Name**	**Contract #**	**Funding Source**	**FY 20/21 CIP Estimate**	**Final Construction Estimate**	**Comments**
S24	ADA Upgrade Project		Road Fund			See S45 below for this year's ADA upgrade work. ADA Transition Plan promotes a minimum of $250,000/year in ADA upgrades.
S25	Bailey Hill Road Overlay		none			Project unfunded and moved to pre-planning list.
S26	Beaver Hunsaker Short Term Safety Improvements	20/21-	Highway Improvement Safety Project	$695,165	$34,686*	*$34,686 was striping work completed in FY20/21. Bids for completing remaining construction were opened 5/11/2021. Project was awarded to Wildish Const. for $542,980.00. Construction to be completed by 10/1/2021.
S27	Bob Straub Parkway (MP 0-0.425)					Project unfunded and moved to pre-planning list.
S28	Bridge Deck Repair Project					Programmed for FY23/24
S29	Canary Rd Bridge #39C573					Programmed for FY22/23
S30	Clear Lake Road Overlay	19/20-10	Road Fund / Fund Exchange	$1,770,980	$468,093	Completed.
S31	Cloverdale Road Overlay		none			Project unfunded and moved to pre-planning list.
S32	Coburg Road MP 4.836-6.601		STIP			Programmed for FY22/23
S33	CG-Lorane Rd Imp. MP 0.820-12.654					Re-programmed for FY25/26
S34	E King Road Realignment	-	Road Fund	$236,250		This year's work is design and environmental permitting only. Project is unfunded and included in pre-planning list. Outside funding has been requested.
S35	Gilham Road Sidewalk & Safety Improvements		STIP / CMAQ	$576,155		This year's work is design and environmental permitting only. Construction programmed for completion in FY22/23
S36	Hamm Road Overlay MP 2.0-4.36					Re-programmed for FY24/25
S37	Howard Elementary & Colin Kelly Middle Schools Pedestrian Safety		STIP / CMAQ	$207,122		This year's work is design and environmental permitting only. Bidding has been moved to spring 2022 with construction scheduled for completion 12/31/2022.
S38	Junction City SRTS		none			SRTS Funded failed, this project moved to pre-planning status.
S39	Kitson Springs Rd Slide Repair		FLAP			Programmed for FY23/24
S40	LC Signing & Guardrail		STIP			Project currently in Design phase, Construction programmed for FY23/24
S41	Laura Street Urban Upgrades		STIP			Construction programmed for FY24/25
S42	Local Roadway Departures	20/21-05	State Funded Local Project	$681,395		Bids for completing construction were opened 3/30/2021. Project was awarded to Apply-A-Line for $386,340.85 (cost includes Sears Rd, S64 below). Construction to be completed by 10/31/2021.
S43	Lorane Highway Overlay (MP 1.9-4.5)	19/20-09	Road Fund / Fund Exchange	$2,227,435	$1,181,250	Completed.
S44	Lorane Highway Overlay MP 4.5-7.8					Re-programmed for FY23/24

S45	Lowell Pedestrian Improvements	19/20-07	Road Fund	$ 337,500	$241,075	Project was split into 2 phases. This first phase is completed and includes 14 ADA compliant ramps and 1 pedestrian signal. Costs of this phase are the eligible match funds for Phase 2 (Lundy Elem School) improvements funded with SRTS being constructed summer 2022.
S46	Marcola Road Bridge 001229		Road Funds	$400,000	$278,679	Design phase FY20/21 completed, construction scheduled for FY21/22 has been postponed due to funding shortage. Outside funding has been requested.
S47	Mercer Lake Road		Road Funds	$1,295,000		Pre-qualified bidders were asked to submit bids by July 9, 2021. Since this project was originally planned for 2 FY's and now being constructed in FY2021/2022, the total budgeted amount is now $1.8M for FY21/22.
S48	Nelson Mountain Rd Slide Repair	n/a	Road Funds			Project completed by Road Maintenance staff.
S49	No. Game Farm Rd MP 0.59-1.69		STIP			Programmed for FY22/23
S50	OR 200: MP 30.8 Slide Repair		none			Project is unfunded and moved to pre-planning status. Outside funding has been requested.
S51	Paiute, Winebago, & Indian Streets					Programmed for FY22/23
S52	Phase 1 - OR200 - Territorial Stony Point Realignment	19/20-15 and 19/20-14	Road Sub-fund 226 and Road Fund Reserves	$4,476,380	$2,280,078	Project 19/20-15 Stony Point H-Pile/Tie-back Wall completed ($862,885.12). Project 19/20-14 Stony Point Realignment 35% complete ($1,407,725.70).
S53	Phase 2 - OR200 - Gillespie Corners Reconstruction		Road Fund	$130,000		Environmental Consultant work, Construction programmed for FY21/22 has been postponed until additional other funding becomes available.
S54	Phase 3 - PR200 - MP 32.43-34.					Programmed for bidding in FY22/23, construction to be completed by 10/15/2024.
S55	Phase 4 - OR200- MP35.34-37.77					Programmed for FY24/25
S56	Prairie Road Storm Pipe Replacement	19/20-11	Road Fund	$400,000	$386,776	Completed.
S57	River Road Overlay		Road Fund / Fund Exchange			Project to be constructed in two phases. The first phase FY21/22 and the final phase FY22/23. Bids for the 1st phase were opened 4/6/21, low bid was $942,212.72 from Wildish Const.
S58	Riverview Avenue Culvert & Overlay					Construction conflicts with waterline cannot be resolved, project removed from CIP.
S59	Row River Bridge #14964B					Project is unfunded and removed from CIP.
S60	Row River Bridge #14965A					Project is unfunded and removed from CIP.
S61	Row River Road Deep Culverts		Federal Lands Access Program	$1,496,109		Construction delayed to summer 2021. WFLHD approved an additional $240,000 funding.
S62	Row River Road Reconstruct					Project is unfunded and moved to pre-planning status.
S63	Row River Trail Crossings	19/20-12	Road Fund	$313,828	$226,710	Completed.
S64	Sears Road Fix Object Removal	20/21-05	State Funded Local Project	$110,000	$8,000	To date we have spent $8,000 to remove 6 trees along roadway. Work was combined with project S42 above, bids were opened and awarded to Apply-A-Line. Sears Rd estimated costs $37,930 work to be completed by 10/31/2021.
S65	Sharp's Creek Bridge Repairs	19/20-13	Road Fund	$256,500	$180,856	Completed.
S66	Slurry Seal Projects	19/20-06	Road Fund / Eugene	$729,000	$532,880	Completed.
S67	Spring Blvd Bridge #39C151 Deck					Project removed from CIP, during the development we research staff found that this bridge was transferred to City of Eugene in 2006.

S68	Sweet Creek Bridge Repair	19/20-05	Road Fund	$578,500	$283,520	Completed.
S69	Territorial Hwy: Suttle Rd Intersection					Project is unfunded and moved to pre-planning status.
S70	Undefined Bridge Consultant Services			$175,000		
S71	Undefined Bridges & Structures			$1,771		
S72	Undefined Infrastructure Safety Improvements			$102,889		
S73	Undefined Paving			$48,535		
S74	Undefined Other Professional Services			$25,000		
	Totals			**$17,270,514**	**$6,102,604**	

V. FUNDING

OVERVIEW

Much of the land in Lane County is federally-owned forest land. Historically, timber harvests on federal lands generated revenue (aka Federal Timber receipts) for Lane County. Timber receipts were heavily relied on to fund Lane County transportation projects and maintenance. Timber harvests on federal forest lands and associated revenues declined significantly in the early 1990s. To address this decline, Congress enacted legislation that provided a guaranteed minimum payment if revenues dropped below a predetermined level. The Secure Rural Schools and Community Self-Determination Act of 2000 (SRS) modified and extended this guarantee until 2006. When the SRS expired in 2006, there were several extensions to the payment plan. Lane County responded to the diminishing SRS funding trend by aggressively scaling back its road and bridge capital construction projects and emphasized maintenance, rehabilitation, and safety projects as the highest priorities. Today, SRS funding is no longer an ongoing funding source for the road and bridge infrastructure projects in the LC-CIP.

Federal revenue from Timber Receipts or SRS was the primary source of revenue to the Road Fund. Beginning in FY 10/11 the State Highway Fund became the primary source of revenue for the Road Fund. Oregon HB2001, passed in 2009, modified the fee structure for transportation-related taxes and increased fees (January 2010 and 2011) to offset declining federal funding to state, county and city agencies. HB2001 and the recovery from the Great Recession had a significant impact for Lane County.

State highway user fees consist of

- state motor fuel taxes,
- 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 local government agencies after debt servicing based upon applicable ORS sections. The approximate distributions are as follows:

- 50% to state,
- 30% to counties, and
- 20% to cities.

The County portion is distributed to all counties based on the ratio of registered vehicles to the statewide total.

State revenue did not provide the same level of operating revenue compared with the combination of SRS and State Highway revenue. Oregon HB2017 provided a partial solution to the loss of SRS funding and limited revenues from the State Highway Fund. The original revenue estimates for this Bill were much higher than the actuals have been. In addition, the COVID-19 Pandemic has impacted revenue gains.

OTHER FUNDING SOURCES

Lane County aggressively seeks grant funding for planning, project development, design, and construction.

As an ODOT-Certified Local Agency, Lane County is able to deliver federally-funded public improvements. Also, as a certified agency, Lane County can deliver federally funded project for non-certified agencies. All staff and projects are reimbursed to the County under “Certified on Behalf of” (COBO) agreements. The Local Agency Certification strengthens the County’s ability to compete for grant monies and improves efficiency in project delivery.

The County receives federal funds through several federal aid programs created under federal legislation such as.. The Oregon Department of Transportation administers most of the federal funding through the State Transportation Improvement Program, Local Highway Bridge Program (LHBP), the National Historic Covered Bridge Preservation (NHCBP) program, and the Federal Lands Access Program. The majority of these federal programs require a non-federal dollar match, typically 10.27% of the total project cost.

VI. RELATIONSHIP TO OTHER PLANNING EFFORTS

TRANSPORTATION SYSTEM PLAN

In addition to meeting a state planning requirement, the Lane County Transportation System Plan (TSP) identifies existing needs throughout Lane County's multi-modal transportation network and by defining guiding principles, a framework for system design, and mechanisms for implementation, the TSP provides valuable direction when guiding the decision-making processes for future transportation projects.

As part of an existing needs evaluation, the TSP also identifies the function, capacity, and location of facilities, as well as planning-level costs for projects to serve the community over a 20-year period. Staff consults the TSP project list for potential projects every LC-CIP update. An update to the Lane County TSP was most recently adopted in December 2017.

While the TSP prioritizes longer-term projects, the County may advance any of the projects identified in the TSP into the LC-CIP as opportunities arise and as guided by the TSP's goals and policies. Page 17 of the TSP states that its goals and policies: "will guide Lane County in future transportation decisions, such as formulating the Capital Improvement Program…" The policies adopted as part of the 2017 TSP as they relate to the LC-CIP's planned projects include:

- Ensure safety is a top priority in making decisions for the Capital Improvement Program and for transportation facility operations, maintenance, and repair (Policy 1-b).
- Align County departments, external safety groups, and other public agencies toward common transportation safety goals (Policy 1-c).
- Realize the economic benefits that walking, biking, public transportation, and other active transportation investments can provide to Lane County (Policy 2-b).
- Recognize the importance of resource-related uses such as agriculture and forestry to the local economy, and the need to maintain a transportation system that provides opportunities for the harvesting and marketing of agriculture and forest products (Policy 2-c).
- Support strategies in the Oregon Sustainable Transportation Initiative (OSTI) to encourage the reduction of greenhouse gases (GHG) such as building infrastructure that facilitates and supports bicycling or walking, supporting increased public transportation services, deploying intelligent transportation systems, and planning for efficient freight traffic movement (Policy 3-a).
- Provide a multi-modal transportation system that is accessible to all users, improves access to basic needs (e.g., education, employment, food, housing, and medical care) and complies with the American with Disabilities Act (ADA) (Policy 4-b).
- Maintain and improve roads consistent with their functional classification. Reclassify roads as appropriate to reflect function and use. Make access decisions in a manner consistent with the functional classification of the roadway (Policy 5-a).
- Provide an adequate motor vehicle system that serves commercial vehicle/truck traffic to and from the land uses they serve, including freight access to the regional transportation network (Policy 5-b).
- Consider opportunities to purchase land for extensions of right-of-way where connectivity is needed (Policy 6-b).

The 2017 TSP is designed to better-prepare Lane County for funding opportunities by identifying projects that align with state and federal resource allocation patterns (e.g., federal access lands, freight routes, emergency lifeline routes, systemic corridor and hot-spot safety treatments, safe routes to schools, and multi-modal amenities).

LANE COUNTY TRANSPORTATION SAFETY ACTION PLAN

On July 18, 2017, Lane County adopted its first Transportation Safety Action Plan (TSAP). In 2015, the Central Lane Metropolitan Planning Organization (MPO) and Lane County began an innovative planning process to address the growing need to prioritize safety throughout our transportation system. That partnership, which involved several months of analyzing crash data and engaging with stakeholders, resulted in a deeper understanding of the complex safety problem and also a broader knowledge of multi-disciplinary solutions. In Lane County, roadway fatalities are the leading cause of death for ages 1 to 24. Lane County led Oregon counties in traffic fatalities in 2014 (with 45 deaths) and 2015 (with 57 deaths). While most traffic is in the cities, most fatalities were in rural areas, outside city limits.

The TSAP identifies the negative effects of safety, provides solutions to address safety, and details actions that are consistent with a planning framework that follows three approaches: engineering, education, and enforcement. Several projects in the LC-

CIP contain scopes of work that will implement proven countermeasures (rumble strips, guardrails, and signage) known to effectively reduce fatal and severe-injury collisions.

To meet the target goal of zero-deaths on Lane County roads, Lane County will track different metrics for each LC-CIP project. Safety infrastructure will be tracked including: the length of guardrail, the length of rumble strips, and the amount of chevrons or other curve warning signs.

ADA TRANSITION PLAN

The Americans with Disabilities Act of 1990 requires cities and counties to maintain a "Transition Plan" that documents how they will ensure that existing and future pedestrian facilities within the public right-of-way are accessible for all. Lane County is committed to providing safe and equal access for persons with disabilities in our community. In accordance with Title II of the Americans with Disabilities Act (ADA), Lane County Public Works has created the Lane County ADA Transition Plan for Public Rights-of-Way. This document provides a plan on how Lane County Public Works will remove accessibility barriers from pedestrian facilities that are within the county public right-of-way, including curb ramps, street crossings, and pedestrian-activated traffic signal systems. Lane County Public Works' goal in implementing this transition plan is to become fully ADA compliant with its facilities by providing barrier-free pedestrian accessibility in public rights of way by 2055.

BICYCLE MASTER PLAN

Lane County is currently working on developing its Bicycle Master Plan. The Bicycle Master Plan will layout the framework for developing a comprehensive bicycle network throughout rural Lane County connecting key locations and integrating multimodal networks throughout incorporated cities.

ROAD MAINTENANCE AUDIT 2017

In the years leading up to the audit of 2017, the necessity of a thorough review of Lane County road and bridge assets, the county's most valuable assets, was identified by staff and approved by the Board of County Commissioners. The intent of the audit was to verify current road and bridge asset conditions, review historical expenditures, and evaluate the capacity to maintain infrastructure assets moving forward. At the time of the audit, it was recognized that, as a whole system, Lane County roads and bridges were in good condition. Simultaneously, it was observed that funding had decreased significantly in years prior and posed threats to the health of the infrastructure system in several ways: declining funds for preventative maintenance and capital improvement projects, insufficient quantity of full time staff, and long-term asset management planning.

In the years that followed the audit, steps toward improving the planning process have been taken in the form of adding a full time employee to the role of Road Maintenance Planner, identifying and building out of a third party Asset Management software, and further developing long term maintenance planning for road, bridge, and stormwater assets.

Furthering the depth of planning, and, as the entity responsible for monitoring the condition of the aforementioned infrastructure assets, Road Maintenance staff work closely with the Engineering and Constructions Services staff to provide both objective (data driven) and subjective (experiential analysis) input on projects that fall outside the scope of maintenance activities.

VII. SELECTION AND PRIORITIZATION

In the fall of each year road and bridge projects are prioritized for the LC-CIP using metrics from the previously adopted LC-CIP. Staff closely review the road and bridge projects planned for the first two fiscal years of the program in the draft LC-CIP to ensure the highest priority work is included and resources are available to complete the work. The estimated construction costs and schedules of projects may require adjustment to the LC-CIP to reflect current financial conditions. The projects within the LC-CIP timeframe that will be completed or will be under construction by the end of the fiscal year are removed from the LC-CIP list. Projects in the following years are moved up accordingly in the schedule for execution. Staff then evaluate the progress of projects in the latter years of the program and adjust the program as needed to reflect updated schedules, project conditions, costs, and other identified needs in the Lane County road system. This evaluation includes coordination with the Road Maintenance Division to ensure that maintenance and preservation needs of the County road system are being met. If additional funding is available through external sources, staff may add new projects to the set of recommendations.

Staff continually references the project prioritization hierarchy when drafting a proposed recommendation for road and bridge project programming in the LC-CIP. This hierarchy, developed by the Transportation Advisory Committee (TrAC), prioritizes Maintenance and Preservation as the top tier; Safety as the second tier, and Goal 1 of the Guiding Principles listed in the TSP; and is followed in the third tier by the TSP Guiding Principle and System Design Goals 2 through 7, Economic Vitality, Natural Environment, Equity and Accessibility, Mobility, Connectivity, Active Transportation and Public Health.

PUBLIC PARTICIPATION

Public participation is essential to the road and bridge project selection process and its completion. The public can participate in the process by directly contacting staff and by providing written or verbal testimony during public comment or public hearings at the TrAC meetings, or directly to the Board of County Commissioners (BCC). Public notices are published for each public hearing held by the TrAC and can be found on the TrAC's website: https://lanecounty.org/government/county_departments/public_works/engineering_and_construction_services/transportation_engineering_services/transportation_planning/transportation_advisory_committee. Information about the LC-CIP and associated documents are posted for review on the Capital Projects page of the Lane County Budget and Finance website: www.lanecounty.org/government/budget_and_finance. The public's involvement in the project planning process also occurred during the development and adoption of the TSP, which many LC-CIP projects originate from.

TRANSPORTATION ADVISORY COMMITTEE ACTION

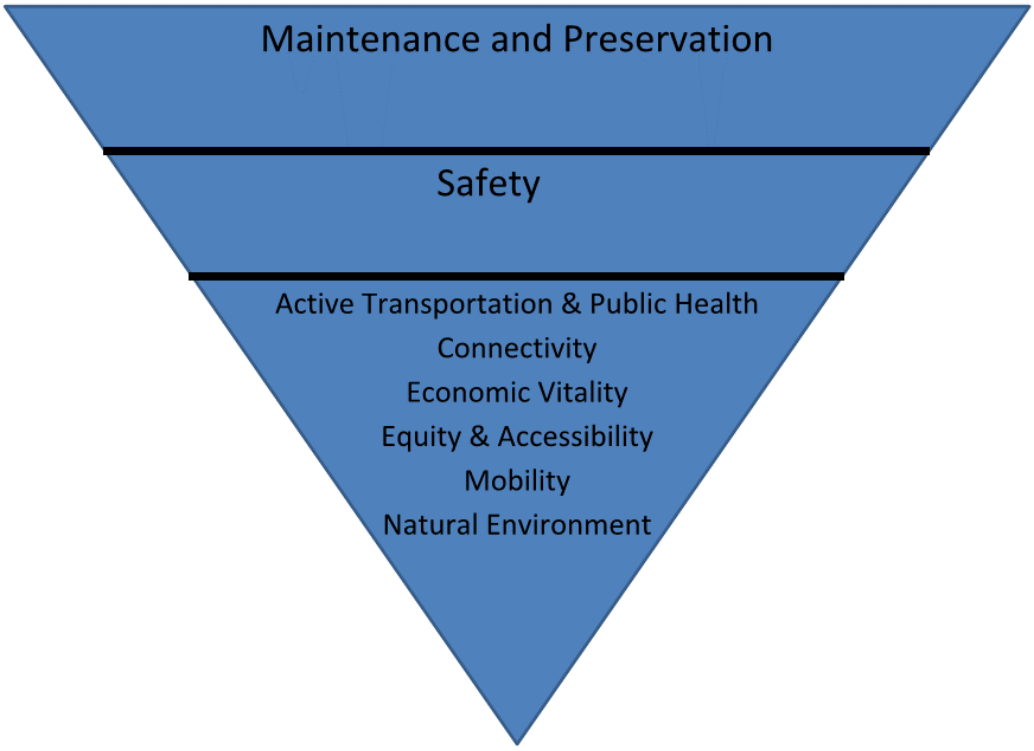
The TrAC has the important role of promoting public participation regarding Lane County's transportation system, including providing input on and participating in the development of the road and bridge projects for the LC-CIP. The TrAC is a committee comprised of volunteer citizens appointed by the BCC. Typically, the TrAC engages in the review process for the road and bridge project list between January and September.

At the January meeting, the TrAC is presented with a set of recommended road and bridge projects for consideration based on the staff evaluation described above. This list represents the future five years of projects to be programed in the LC-CIP. The TrAC provides initial feedback to staff and may recommend additional projects. Staff continues to provide updates to the TrAC about the proposed project list at the TrAC's bi-monthly meetings. At the September meeting, the TrAC hold a public hearing on the road and bridge projects and make a recommendation to the Board of County Commissioners to include the list in the LC-CIP.

The TrAC may prioritize projects based on public input and other considerations. During the process, staff provides as much information as possible about a proposed project to inform the TrAC's decisions. In January 2020, the TrAC developed the project prioritization hierarchy process (shown below). This new process helps the TrAC to focus on projects with Maintenance and Preservation and Safety as the top priorities.

The current plan FY 2021 project list reflects the limited budget projections and focuses primarily on the top tier of the prioritization hierarchy, Maintenance and Preservation.

FIGURE 1: PRIORITIZATION HIERARCHY



LANE COUNTY BOARD OF COUNTY COMMISSIONERS

Following the TrAC's public hearing and recommendation, projects are forwarded into the Draft LC-CIP. The Lane County Board of County Commissioners (BCC) receives the draft LC-CIP annually in December. The BCC is asked to review the Draft LC-CIP and provide direction and comments on the proposed draft or process to finalize the LC-CIP development through the budget process.

The process to finalize the LC-CIP development through the budget process includes: verifying project costs and updating the project list to which can be constructed in the upcoming fiscal year with the proposed budget. Final Budget Adoption occurs in mid-June and the final LC-CIP is presented to the BCC for adoption in July.

VIII. PROJECT CATEGORIES AND PROJECTS FOR FY2021/2022 - FY2025/2026

The road and bridge projects adopted as part of the LC-CIP are anticipated to be constructed as Lane County administered public improvement contracts. Improvements fall within one or more of the project categories described below. For project tracking purposes and for greater detail about each project, Tables 9 through 15 identify the timing and funding needs, Table 16 identifies anticipated revenues, Table 17 documents Territorial Highway Improvement Projects, Table 18 lists Certified on Behalf of (COBOs) projects, and Table 19 lists projects that are currently unfunded.

PAVEMENT PRESERVATION

Projects assigned to this program category emphasize pavement preservation and road rehabilitation. Paving funds allocate resources toward annual overlay, slurry seal, and mill and fill pavement treatments to extend the life of the road structure.

Data collected annually from field road rating activity establish a Pavement Condition Index (PCI) for asphalt roads. The PCI rating is used to select the best road maintenance treatments to keep the road system in good repair. Lane County uses Street Saver, which is a computer-based pavement management program, to determine the best treatment option and prioritize annual pavement preservation projects over the planning period.

BRIDGES & STRUCTURES

Bridges & Structures category projects are generally localized. Within this category, bridges are identified for rehabilitation and replacement as well as for seismic upgrade improvement. With the completion of ODOT's transfer of Territorial Highway, Lane County now owns and maintains 429 bridges. Other types of localized structural improvements include culvert replacement, retaining walls, and toe walls. Bridges & Structures is divided into three subcategories: **(1)** Bridge Rehabilitation & Preservation; **(2)** Covered Bridge Preservation; and, **(3)** Culverts:

1. The **Bridge Rehabilitation & Preservation** subcategory responds to the maintenance and preservation needs of County bridges. Bridge rehabilitation projects can be significant in scope and generally involve a large capital investment. LCPW uses the statewide bridge inspection program, which assesses bridge conditions and recommends repair, maintenance, and rehabilitation to extend the life of the bridge, to establish priorities for bridge rehabilitation and preservation.
2. The **Covered Bridge Preservation** subcategory dedicates a portion of the Road Fund toward the preservation of fourteen covered bridges in the County. Covered bridges must compete for funding with other bridge needs, yet the historical significance of Lane County's covered bridges warrants dedicating funds to Covered Bridge Preservation.
3. The **Culverts** subcategory responds to the maintenance and replacement of culverts under the County road system. Culverts with openings that span more than 20 feet are registered in the bridge system, and some culverts are sized to provide fish passage. In 2016, there were nearly 300 ODFW-identified culverts under Lane County roads believed to impede Coho or Chinook salmon passage. This subcategory does not include culverts under driveway approaches.

RIGHT-OF-WAY ACQUISITION

This program category provides cost estimates for projects that may require right-of-way acquisition. While General Enhancement Construction projects often involve widening the right-of-way, preservation and safety projects may include ADA sidewalk ramp construction that will require right of way acquisitions. Maintenance projects may also require construction easements or additional right-of-way. Cost estimates associated with right-of-way acquisition are preliminary and are subject to change based on the final design of each project and individual acquisitions. County acquisitions are based on appraisals of the land and improvements to be acquired for the project and any associated compensable damages. Right-of-way work is highly regulated and lengthens project schedules. It is typically programmed in the fiscal year preceding the construction.

INFRASTRUCTURE SAFETY IMPROVEMENTS

Infrastructure safety improvement projects address important localized problems that may not require major reconstruction. Infrastructure safety improvements include rumble strips, clear zone improvements such as fixed object removals, improved signage, and other traffic safety design measures as identified in the 2017 Lane County TSAP. County funds dedicated toward these projects may be local matches for external funding applications. Staff recommend projects for this category based on studies of each location.

Infrastructure Safety is divided into two sub-categories Bicycle/Pedestrian and Transportation Safety Actions. The Bicycle/Pedestrian subcategory facilitates the development of effective bicycle and pedestrian facilities within the

transportation system. Pedestrian and bicycle elements include bike lanes, sidewalks, and shoulder improvements for bicycle and pedestrian use. The Transportation Safety Actions subcategory facilitates the implementation of the TSAP.

GENERAL CONSTRUCTION

This program category lists major road enhancement construction projects identified in the TSP or require replacing the road structure. Such projects typically entail modernization and capacity enhancements by complete reconstruction or significant improvements to the existing roadway.

CONSULTANTS, COBOS, AND CONTRACT WORK

This program category allocates funding toward contracting specialized consultants services needed to complete the design and construct projects. It also recognizes work that Lane County is performing and coordinating as a Locally Certified Agency (Certified on Behalf of) for agencies that are not Locally Certified to deliver projects on behalf of ODOT.

FY 2021/2022 – 2025/2026 ROAD AND BRIDGE PROJECTS

Lane County's allocation for the FY2021/2022 – FY2025/2026 road and bridge projects is $45,380,313. Figure 2 shows the allocation of funding by project category for this LC-CIP cycle. Table 7 compares the funding allocation between the previous LC-CIP and the current LC-CIP by project category. The amounts shown account for the entire estimate of project costs, which include Road Fund dollars and external revenue sources. Tables 9 and 16 specify the amounts of external funding for each project category and project.

FIGURE 2: FY2021/2022 – FY2025/2026 FUNDING ALLOCATION BY PROJECT CATEGORY

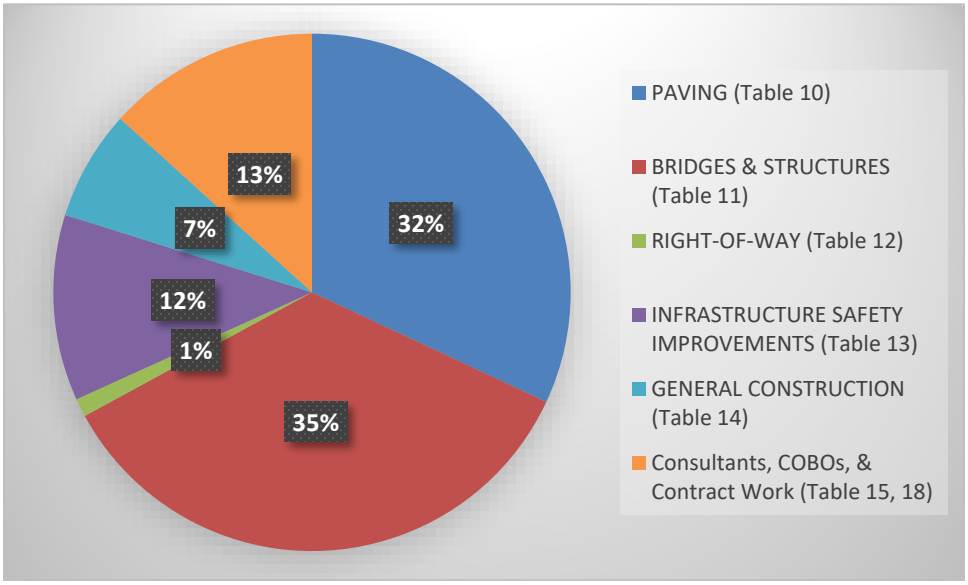


TABLE 7: PROGRAM TOTALS BY CATEGORY

PROGRAM TOTALS BY CATEGORY	FY 20/21-24/25 CIP		FY 21/22-25/26 CIP	
	Amount	Percent	Amount	Percent
Paving	$16,554,982	45%	$14,947,983	32%
Bridges & Structures	$5,591,436	15%	$15,768,312	36%
Right-of-Way	$672,979	2%	$521,212	1%
Infrastructure Safety Improvements	$6,071,420	17%	$4,190,053	12%
General Construction	$4,351,889	12%	$3,121,153	7%
Consultants, COBOs, & Contract Work	$3,276,776	9%	$5,229,807	12%
TOTAL	**$36,519,482**	**100%**	**$43,778,525**	**100%**

FY2021/2022 – FY2025/2026 FUNDING PROJECTION

As in the preceding LC-CIP, this LC-CIP allocates a significant percentage of the Road Fund toward pavement preservation and preventative maintenance. Projects in the Brides & Structures category, instead of the Paving category, account for the largest percentage of total dollars. This is because staff submitted multiple applications for the Local Highway Bridge Program run through ODOT. The funding has not been guaranteed for these projects, but revenue is projected in Table 16.

This LC-CIP will establish a baseline of work each year involving, a target of: $2.25M for pavement overlays, $250K for slurry seals; $1M for bridges and structures, $500K for safety improvements, and $250k for ADA compliance improvements. This totals an annual Road Fund budget of $4.25M. FY2021 shows a lower amount because the Marcola Bridge Project ($919,000) was reprogrammed for FY2022. As seen in Table 9, amounts are higher due to anticipated non-Road Fund revenues.

The anticipated external revenue shown in Table 16 for this LC-CIP update cycle is testament to this ability. Revenues for this LC-CIP cycle consist of various federal and state sources that total $25,049,313. The summary tables for FY2021/2022-FY2025/2026 show detailed listings of each project, their estimated costs, and associated revenues as applicable to selected projects. There is not enough Road Fund dollars to construct all identified project needs. Projects where funding is not identified have been moved to Table 19. Staff will work on the design for these projects and research outside funding opportunities. Until funding is available, these projects will not be constructed.

TERRITORIAL HIGHWAY

HB 2017 included provisions to transfer some of ODOT's jurisdiction to local agencies. Territorial Highway ("Territorial") was one of those facilities. Territorial Highway is a predominant north-south connection through Lane County, once known as the path of the historic Applegate Trail used by pioneers.

Territorial is an asset to the community and its surrounding land uses, which provide critical economic opportunities. Lane County's ability to respond to local needs by assuming ownership of Territorial will increase substantially. Territorial is also a popular bicycle route and serves as a key transportation link to forests, farms, wineries, and rural communities.

Acquiring County jurisdiction of Territorial Highway is an exciting opportunity and yet, a heavy financial constraint for Lane County. Territorial is 42 miles long and requires significant rehabilitation work. The maintenance responsibilities and financial offset of costs were phased as defined in the Jurisdictional Transfer Agreement (JTA) #828 which was signed and approved in 2018. Funds from the jurisdictional transfer are being placed in a sub-fund of the Road Fund. The following chart describes the ODOT agreement and Lane County's actions following the agreement:

TABLE 8: TERRITORIAL HIGHWAY JURISDICTIONAL TRANSFER AGREEMENT

ODOT Fiscal Year	Lane County
October 1, 2017-September 30, 2018	Prepared, signed and approved JTA #828
October 1, 2018-September 30, 2019	1. Jurisdiction of Territorial Hwy MP 2.03 to 42.08 was transferred from ODOT to Lane County. 2. Received $5,000,000 for the transfer of Territorial Highway. 3. Received $1,000,000 (2018-2021 Statewide Transportation Improvement Program (STIP) funds) to design roadway improvements between Gillespie Corners and the community of Lorane. 4. Received $1,372,341.32 (2018-2021 STIP funds) to design and construct to landslide areas at MP 30.8 and 34.9. 5. Accepted maintenance responsibility of the roadway from MP 32.06 to 42.08 (Gillespie Corners to southern boundary of Lane County). 6. Allocated the $5,000,000 towards general maintenance needs and the $2,327,341.32 was towards designing and constructing road improvements between Gillespie Corners and the community of Lorane.
October 1, 2021-September 30, 2022	1. To receive $20,000,000 for the transfer of Territorial Highway. 2. Lane County will accept maintenance responsibility of the roadway from MP 2.03 to 19.49 (northern boundary of Lane County to Highway 126 at Veneta). 3. Anticipates Territorial Highway Stony Point landslide area (MP34.82-35.34) will be stabilized and reconstructed. In 2020, the landslide stabilization and road realignment were bid under two contracts. The first contract, 19/20-15 OR200: Territorial Highway Stony Point Soldier Pile, was awarded to Marcum & Sons for $851,248 and was completed November 2020. The second contract, 19/20-14 OR200: Territorial Highway Stony Point Realignment, was awarded to Morrel Construction for $4,244,986 and is scheduled for completion September 2021. 4. Anticipates allocating the $20,000,000 towards the construction of remaining road improvements between Gillespie Corners and community of Lorane.
October 1, 2023-September 30, 2024	1. To receive $5,000,000 for the transfer of Territorial Highway. 2. Lane County will accept maintenance responsibility of the road from MP 19.49 to 32.06 (Highway 126 at Veneta to Gillespie Corners). 3. Anticipates allocating the $5,000,000 towards general maintenance needs.
TBD	1. Anticipate Territorial Hwy Phase 3 will receive $5,0000,000 as a Federal Transportation Earmark project 2. Applications for Hazard Mitigation Grant Program funding have been submitted for raising and widening the bridges in Phase 2

Territorial Highway is functionally classified as a Rural Major Collector. It carries approximately 1,600 vehicles each day and accommodates a high volume of trucks. According to 2017 traffic counts truck traffic accounts for 17% of trips between the Gillespie Corners to the Lorane section of the highway. Typical truck volumes on County roads range from 2% to 5% of total traffic.

Highway features compromising safety include narrow width, hairpin curves that limit sight distance, uneven pavement due to continuous shifts in soil, and steep grades that lack barriers and guardrails. These combined factors create conflicts between freight users and recreational cyclists, which was tragically confirmed in 2006 by the death of an experienced cyclist when a logging truck passed her on this narrow stretch of road. Due largely to the road's geometric condition, the truck driver was found not at fault. Between January 1, 2009 and December 31, 2018, there were 61 crashes on this segment of Territorial, including 37 non-fatal injury (59 persons) and 24 property damage only crashes. Despite the $32.37M included in the transfer, additional funding is needed to fully correct the deficiencies on Territorial Highway.

Over the past three years, staff have refined the design and cost estimates to construct the five mile section of Territorial Highway between Gillespie Corners and the community of Lorane. The preferred design solution for Gillespie Corners to Lorane emerged from public workshops that occurred in the summer and fall of 2014 as part of the Territorial Highway Corridor Plan. All but less than a mile of this section is 20 feet wide. The American Association of State Highway and Transportation Officials (AASHTO) standard for Territorial's design speed is 55 miles per hour. The existing right-of-way of the 5.7-mile segment of Territorial is insufficient to meet this requirement. A robust public involvement process to determine the best design solution

generated additional funds of $100,000 from private donations and over 60 letters of support to move forward with construction.

The preferred design generally follows the existing roadway alignment. The design concept includes widening the pavement surface to two 11-foot travel lanes with 6-foot shoulders on each side. The preferred design also includes softening sharp curves and using a 35-mph design speed. A technical report[a] for Territorial (2016) identified improvements for this segment of highway, including: erosion control, bank stabilization, excavation, culvert work, stormwater management, base and surface improvements, guardrail installation, and signage. The report identified a preliminary design but noted the need for additional funding to finalize the design.

Preliminary cost estimates for reconstruction of this 5.7-mile segment is provided in Table 16. Lane County has dedicated $5.4M towards stabilizing and realigning Stony Point (MP34.82 to 35.34). Construction began in 2020 and will continue over the next 5 years.

JURISDICTIONAL TRANSFERS

Lane County has 37 miles of roads within city limits. As the density within the UGBs increase and the mobility needs change, the infrastructure of the road needs to change as well. The most appropriate jurisdiction to make sure infrastructure investments meet these needs is the corresponding city. Lane County has allocated $2M towards working with partner cities to identify roads that are ripe for jurisdictional transfer. The funding will be allocated to partner agencies when roads have been selected and the transfer is finalized. The amount of funding will vary by road based on the current pavement condition and infrastructure needs.

TABLE 9: ANNUAL EXPENSES BY CATEGORY

CATEGORY	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	5-YR TOTAL
PAVING (Table 9)						
Identified Overlay & Rehabilitation Paving Projects	$1,800,000	$3,330,000	$2,040,000	$2,947,000	$1,800,000	$10,117,000
Slurry Seals (Roads Identified Annually)	$250,000	$250,000	$250,000	$250,000	$250,000	$1,000,000
Unidentified Paving Funding Available	$7,384	$88,192	$110,000	$982,791	$150,000	$1,330,983
Total Paving	**$2,057,384**	**$3,668,192**	**$2,400,000**	**$4,179,791**	**$2,200,000**	**$14,505,367**
BRIDGES & STRUCTURES (Table 10)						
Bridge Preservation & Rehabilitation	$0	$0	$325,000	$415,000	$11,477,000	$12,217,000
Covered Bridge Preservation	$675,000	$0	$0	$405,000	$0	$1,080,000
Seismic Rehabilitation & Retrofit	$0	$919,000	$0	$0	$0	$919,000
Culverts	$375,000	$350,000	$0	$0	$0	$725,000
Unidentified Bridges & Structures Funding Available	$112,250	$31,000	$650,000	$180,000	$16,312	$989,562
Total Bridges & Structures	**$1,162,250**	**$1,300,000**	**$975,000**	**$1,000,000**	**$11,493,312**	**$15,930,562**
RIGHT-OF-WAY (Table 11)						
Identified Right of Way Needs	$0	$0	$200,000	$314,000	$0	$514,000
Unidentified Right of Way Funding Available	$0	$0	$4,460	$2,752	$0	$7,212
Total Right-of-Way	**$0**	**$0**	**$204,460**	**$316,752**	**$0**	**$521,212**
INFRASTRUCTURE SAFETY IMPROVEMENTS (Table 12)						
Pedestrian/Bicycle Improvements	$1,465,588	$1,357,000	$250,000	$250,000	$250,000	$3,572,588
Transportation Safety Actions	$0	$0	$1,016,100	$0	$0	$1,016,100
Unidentified Infrastructure Safety Improvement Funding Available	$116,566	$21,311	$45,647	$250,000	$250,000	$683,524
Total Infrastructure Safety Improvements	**$1,582,154**	**$1,378,311**	**$1,311,747**	**$500,000**	**$500,000**	**$5,272,212**
GENERAL CONSTRUCTION (Table 13)						
Identified General Construction Projects	$0	$0	$3,101,889	$0	$0	$3,101,889
Unidentified General Construction Funding Available	$0	$0	$19,264	$0	$0	$19,264
Total General Construction	**$0**	**$0**	**$3,121,153**	**$0**	**$0**	**$3,121,153**
CONSULTANTS (Table 14)						
Identified Consulting Services - Engineering	$425,000	$100,000	$100,000	$0	$0	$625,000
Unidentified Consulting Services - Engineering	$100,000	$0	$50,000	$150,000	$150,000	$450,000
Identified Consulting Services - Bridges	$0	$0	$0	$2,759,000	$0	$2,759,000
Unidentified Consulting Services - Bridges	$75,000	$0	$100,000	$181,651	$100,000	$456,651
Consultants, COBOs, & Contract Work (Table 14, 17)						
COBO Consultants & Contract Work	$450,000	$1,289,156	$0	$0	$0	$1,739,156
Total Consultants and COBO Work	**$1,050,000**	**$1,389,156**	**$250,000**	**$3,090,651**	**$250,000**	**$6,029,807**
ANNUAL CIP	**$5,851,788**	**$7,735,659**	**$8,262,360**	**$9,087,193**	**$14,443,312**	**$45,380,313**
Total Revenues- (see Table 15)	$2,520,788	$3,485,659	$4,012,360	$4,837,193	$10,193,312	$25,049,313
NET COUNTY CIP COST	**$3,331,000**	**$4,250,000**	**$4,250,000**	**$4,250,000**	**$4,250,000**	**$20,331,000**
TERRITORIAL HIGHWAY IMPROVEMENTS (Table 16)						
Total Territorial Highway Improvements	**$0**	**$10,000,000**	**$0**	**$10,000,000**	**$0**	**$20,000,000**

TABLE 10: PAVEMENT PRESERVATION

PROJECT	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	5-YR TOTAL
Project Specific Paving*						
Coburg Rd & N Game Farm Rd, MP 4.84 - 6.60 and MP 0.59 - 1.69, Pavement Preservation		$2,100,000				$2,100,000
Cottage Grove - Lorane Road MP 5.0-12.654					$1,800,000	$1,800,000
Hamm Road MP 2.000-4.360				$462,000		$462,000
Laura Street Urban Upgrade				$2,485,000		$2,485,000
Lorane Highway Overlay: MP 4.458 to MP 7.78			$2,040,000			$2,040,000
Paiute, Winnebago, Indian		$230,000				$230,000
River Road UGB to Junction City	$1,800,000	$1,000,000				$1,000,000
Slurry Seal Projects**	$250,000	$250,000	$250,000	$250,000	$250,000	$1,000,000
Unidentified Paving Funds Available for New Projects***	$7,384	$88,192	$110,000	$982,791	$150,000	$11,117,000
TOTAL PAVING	**$2,057,384**	**$3,668,192**	**$2,400,000**	**$4,179,791**	**$2,200,000**	**$22,234,000**

TABLE 11: BRIDGES & STRUCTURES

PROJECT	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	5-YR TOTAL
Bridge Preservation & Rehabilitation						
Big Fall Creek Rd-Big Fall Creek Reservoir Bridge #39C636 (MP 7.55) Deck Seal			$325,000			$325,000
Crow Rd-Sprencer Creek O'flow Bridge #39C31A (MP 5.04) Section Loss Repairs				$145,000		$145,000
Dahlin Rd-Mercer Lake Bridge #39C564 (MP 0.04) Section Loss Repairs					$974,000	$974,000
King Rd W, Belknap Bridge #39C123 (MP)					$932,000	$932,000
Kitson Springs Rd-Salt Creek Bridge #39C627 Replacement (MP 0.268)					$5,226,000	$5,226,000
Maple Creek Rd-Maple Creek Bridge #39C566 (MP 0.59) Section Loss Repairs					$305,000	$305,000
Marlow Rd-Coyote Creek Bridge #39C204 (MP 0.008) Section Loss Repairs				$110,000		$110,000
Pine Grove Rd-Spencer Creek Bridge #39425 (MP 1.75) Section Loss Repairs				$110,000		$110,000
Sher Khan Rd-Camas Swale Bridge #14790 (MP 0.21) Section Loss Repairs				$50,000		$50,000
S Canary Rd Fiddle Creek Bridge #15149A (MP 5.729) Section Loss Repairs					$2,750,000	$2,750,000
S Canary Rd O'flow Bridge #39C573 (MP 0.43) Section Loss Repairs					$738,000	$738,000
Templeton Rd Bear Creek Bridge #39C371 (MP 0.98) Section Loss Repairs					$552,000	$552,000
Covered Bridge Preservation & Rehabilitation						
Goodpasture Rd Covered Bridge #39C118 Roof / Deck Repair	$675,000					$675,000
Old Mill Rd-Office Covered Bridge #39C650 Painting				$405,000		$405,000
Seismic Rehabilitation & Retrofit						$0
Marcola Bridge		$919,000				$919,000
Culverts						$0
Five Rivers (2) Culvert Replacements (MP 1.52 & 4.63)	$375,000					$375,000
Big Creek Rd Fish Culvert		$350,000				$350,000
Unidentified Bridges & Structures Funding Available for New Projects* **	$112,250	$31,000	$650,000	$180,000	$16,312	$989,562
TOTAL BRIDGES & STRUCTURES	**$1,162,250**	**$1,300,000**	**$975,000**	**$1,000,000**	**$11,493,312**	**$15,930,562**

TABLE 12: RIGHT-OF-WAY ACQUISITION

PROJECT	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	5-YR TOTAL
Howard Elementary & Colin Kelly Middle Schools (STP-U)						$0
Dahlin Rd-Mercer Lake Bridge #39C564 (MP 0.04) Section Loss Repairs				$19,000		$19,000
Kitson Springs Rd-Salt Creek Bridge #39C627 Replacement (MP 0.268)				$122,000		$122,000
Row River Deep Culverts						$0
Gilham Road Sidewalk & Safety Improvements (KN21385, STBG, Match $22,055)						$0
Laura Street Urban Upgrade			$200,000			$200,000
Maple Creek Rd-Maple Creek Bridge #39C566 (MP 0.59) Section Loss Repairs				$29,000		$29,000
Beaver Hunsaker						$0
South 28th						$0
S Canary Rd Fiddle Creek Bridge #15149A (MP 5.729) Section Loss Repairs				$63,000		$63,000
S Canary Rd O'flow Bridge #39C573 (MP 0.43) Section Loss Repairs				$52,000		$52,000
Templeton Rd Bear Creek Bridge #39C371 (MP 0.98) Section Loss Repairs				$29,000		$29,000
Unidentified Right of Way funding available for new projects			$4,460	$2,752		$7,212
TOTAL RIGHT-OF-WAY	**$0**	**$0**	**$204,460**	**$316,752**	**$0**	**$521,212**

TABLE 13: INFRASTRUCTURE SAFETY IMPROVEMENTS

PROJECT	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	5-YR TOTAL
Project Specific Bicycle/Pedestrian Improvements						
ADA Upgrades			$250,000	$250,000	$250,000	$750,000
Gilham Road Sidewalk & Safety Improvements (KN21385) CMAQ & STBG		$1,107,000				$1,107,000
Howard Elementary & Colin Kelly Middle Schools	$720,295					$720,295
Lowell Pedestrian Improvements	$745,293					$745,293
Maxwell ADA Upgrades		$250,000				$250,000
Traffic Calming Pilot Project (site tbd)			$100,000			$100,000
Project Specific Transportation Safety Actions						
Lane County Signing Improvements & Guardrail Installation			$1,016,100			$1,016,100
Unidentified Infrastructure Safety Improvement Funding Available for New Projects	$116,566	$21,311	$45,647	$250,000	$250,000	$683,524
TOTAL INFRASTRUCTURE SAFETY IMPROVEMENTS	**$1,582,154**	**$1,378,311**	**$1,411,747**	**$500,000**	**$500,000**	**$5,372,212**

TABLE 14: GENERAL CONSTRUCTION

PROJECT	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	5-YR TOTAL
Kitson Springs Rd Slide Repair			$3,101,889			$3,101,889
Unidentified General Construction Funding Available for New Projects* **	$0	$0	$19,264	$0	$0	$19,264
TOTAL GENERAL CONSTRUCTION*	**$0**	**$0**	**$3,121,153**	**$0**		**$3,121,153**

TABLE 15: CONSULTANTS

PROJECT	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	5-YR TOTAL
Engineering Services 522190						
Geotech Services (BB&A)						$0
Geotech Services (Western States Soil)						$0
East King Rd (NEPA)	$100,000	$100,000				$200,000
Design/Archy Consulting						$0
Cloverdale Road Overlay			$100,000			$100,000
Kitson Springs Rd Slide Repair	$325,000					$325,000
Unidentified Other Professional Services	$100,000	$0	$50,000	$150,000	$150,000	$350,000
Bridge Engineering Services 522509						
Dahlin Rd-Mercer Lake Bridge #39C564 (MP 0.04) Section Loss Repairs				$213,000		$213,000
King Rd W, Belknap Bridge #39C123 (MP)				$290,000		$290,000
Kitson Springs Rd-Salt Creek Bridge #39C627 Replacement (MP 0.268)				$795,000		$795,000
Maple Creek Rd-Maple Creek Bridge #39C566 (MP 0.59) Section Loss Repairs				$206,000		$206,000
S Canary Rd Fiddle Creek Bridge #15149A (MP 5.729) Section Loss Repairs				$727,000		$727,000
S Canary Rd O'flow Bridge #39C573 (MP 0.43) Section Loss Repairs				$179,000		$179,000
Templeton Rd Bear Creek Bridge #39C371 (MP 0.98) Section Loss Repairs				$349,000		$349,000
Unidentified Bridge Consultant Services	$75,000	$0	$100,000	$181,651	$100,000	$381,651
Total Consultant Services	**$600,000**	**$100,000**	**$250,000**	**$3,090,651**	**$250,000**	**$4,115,651**

TABLE 16: PROJECT SPECIFIC REVENUES

PROJECT	FY 21-22	FY 22-23	FY 23-24	FY24-25 Consultants	FY 24-25	FY 25-26	5-YR TOTAL
Anticipated One-time funds							$0
Annual ODOT Fund Exchange (453115)							$0
Big Creek Rd Fish Culvert		$300,000					$300,000
Dahlin Rd-Mercer Lake Bridge #39C564 (MP 0.04) Section Loss Repairs				$176,125	$17,049	$858,970	$1,052,144
Five Rivers Culvert Replacement (MP 1.52)	$225,000						$225,000
Gilham Road Sidewalk & Safety Improvements (STBG & CMAQ)		$978,311					$978,311
Goodpasture Covered Bridge Roof / Deck Repair	$506,250						$506,250
Howard Elementary & Colin Kelly Middle Schools (STP-U)	$451,861						$451,861
King Rd W, Belknap Bridge #39C123 (MP)				$245,217		$821,284	$1,066,501
Kitson Springs Rd MP2.5-2.75 Slide Repair (FLAP Funds	$157,384		$2,921,153				$3,078,537
Kitson Springs Rd-Salt Creek Bridge #39C627 Replacement (MP 0.268)				$683,354	$109,471	$4,674,290	$5,467,114
LC Signing Implementation & Guardrail Safety Improvements			$911,747				$911,747
Laura Street Urban Upgrade			$179,460		$2,214,791		$2,394,251
Lowell Pedestrian Improvements SRTS	$730,293						
Maple Creek Rd-Maple Creek Bridge #39C566 (MP 0.59) Section Loss Repairs				$169,844	$26,022	$258,677	$454,542
N Game Farm Road MP 0.590-1.690 and Coburg Road MP 4.836-6.601		$918,192					$918,192
So. 28th Dust Mitigation	$250,000	$1,289,156					$1,539,156
S Canary Rd Fiddle Creek Bridge #15149A (MP 5.729) Section Loss Repairs				$622,337	$56,530	$2,452,575	$3,131,442
S Canary Rd O'flow Bridge #39C573 (MP 0.43) Section Loss Repairs				$145,617	$46,660	$647,207	$839,484
Templeton Rd Bear Creek Bridge #39C371 (MP 0.98) Section Loss Repairs				$298,158	$26,022	$480,310	$804,489
Veneta-Elmira Multi-use parth	$200,000						$200,000
TOTAL REVENUES	**$2,520,788**	**$3,485,659**	**$4,012,360**		**$4,837,193**	**$10,193,312**	**$24,319,020**

TABLE 17: TERRITORIAL HIGHWAY IMPROVEMENTS

PROJECT	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	5-YR TOTAL
OR 200: MP 34.9 Slide Repair (completion 2021)						$0
OR 200: MP 30.8 Slide Repair unfunded						$0
OR 200: Raise & Widen Bridges #4057A & #4058 unfunded						$0
Territorial Highway: Gillespie Corners to Hamm Road (TSP #141b)		$10,000,000				$10,000,000
Territorial Highway: Hamm Road to Lorane (TSP #141c)				$10,000,000		$10,000,000
Territorial Highway/Suttle Road Intersection Improvements (TSP #144e) $750,000 unfunded						$0
Ferguson Road Roundabout						
High Pass Road Roundabout						
Multi-use path Veneta/Elmira						
deferred Territorial Hwy MP 2.03 - MP 42.08, excluding Gillespie Corners to Lorane						
Surface Treatment Preparation Costs (RMD)						
Nine Fish Culverts						
TOTAL TERRITORIAL HIGHWAY IMPROVEMENTS		**$10,000,000**	**$0**	**$10,000,000**		**$20,000,000**

TABLE 18: CERTIFIED ON BEHALF OF (COBO) AGREEMENTS

PROJECT	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	5-YR TOTAL
Construction Contracts 522524						
Springfield - So. 28th Street Dust Mitigation (CMAQ) Construction Contract		$1,289,156				$1,289,156
TOTAL COBO Construction 522525	$0	$1,289,156	$0	$0	$0	$1,289,156
Engineering Consultant Services 522190						
Springfield - So. 28th Street Dust Mitigation (CMAQ) Consultants	$250,000					$250,000
Springfield - Glenwood Riverfront Path Consultants	$0	$0				$0
Veneta - Veneta/Elmira Multi-use Path Consultants	$200,000					$200,000
TOTAL COBO Construction 522525	$450,000	$0	$0	$0	$0	$450,000
TOTAL COBO AGREEMENTS	**$450,000**	**$1,289,156**	**$0**	**$0**	**$0**	**$1,739,156**

TABLE 19: UNFUNDED PROJECTS

PROJECT						5-YR TOTAL
Bailey Hill Road (Eugene to Lorane Hwy)				$2,200,000		$2,200,000
Bob Straub Parkway MP 0.000-0.425	$1,200,000					$1,200,000
Cloverdale Road from OR 58 to Hendricks Road (TSP #25)				$1,300,000		$1,300,000
E. King Road Realignment			$2,500,000			$2,500,000
Junction City SRTS project		$1,295,460				$1,295,460
Row River Road Reconstruct: Cottage Grove UGB to Shoreview Drive (TSP #124b)		$1,200,000	$2,100,000			$3,300,000
Culvert (3) Upsizing to Support Post Holiday Farm Fire Debris Flows		$2,230,000				$2,230,000
Goodpasture Rd MP 4.9 Culvert Upsizing		$365,000				$365,000
Row River Bridges Seismic Upgrades		$1,500,000				$1,500,000
	$1,200,000	**$6,590,460**	**$4,600,000**	**$3,500,000**	**$0**	**$11,795,460**

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