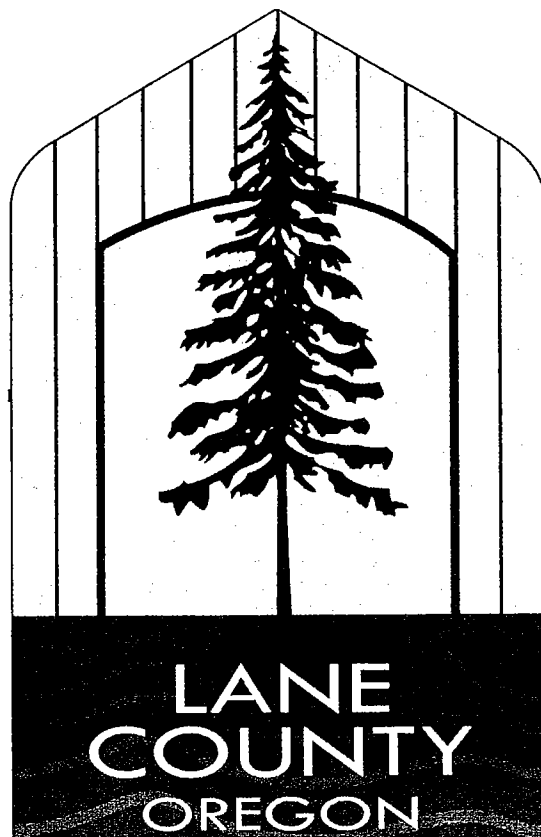

Public Improvement Projects FY 07/08

NOTE; TO BE ADDED AFTER SEPARATE BOARD ACTION

The Public Improvements

of all Public Works capital



Lane County Public Works Department
3040 North Delta Highway
Eugene OR 97408-1696



MEMORANDUM

TO: Roads Advisory Committee
FROM: Tom Stinchfield, Transportation Planning Engineer
DATE: January 31, 2007
SUBJECT: 08-12 DRAFT Capital Improvement Program (CIP)

Recommended Action: Release the January 31, 2007 draft 08-12 Capital Improvement Program for public review and set the Roads Advisory Committee public hearing on the draft CIP for February 28, 2007.

Overview of Financial Situation for the CIP

As you know from previous briefings by the Public Works Director, the Lane County Road Fund faces major uncertainties due to lack of congressional action to renew, extend, or replace the Secure Rural Schools and Community Self-Determination Act of 2000. This legislation has expired and the last payment of timber receipts to the Road Fund has been made. Without subsequent action, Lane County timber receipts will drop by approximately \$18 million next fiscal year. This creates extremely difficult budget issues for Lane County. One of these is the Capital Improvement Program.

Staff have prepared a draft 08-12 CIP that largely continues funding for projects included in the 07-11 CIP adopted by the Board of Commissioners in May 2006. We have included a note on the document which states:

This January 31, 2007 draft of the FY 07/08 through FY 11/12 Lane County Capital Improvement Program assumes reauthorization or extension of the Secure Rural Schools Act, or similar legislation to continue the payment of timber receipts to the Lane County Road Fund at current levels. It also assumes there will be action on this legislation prior to adoption of the CIP by the Board of Commissioners in May, 2007. If there is no resolution of the timber receipts issue by then for FY 07/08, then this program will be substantially reduced in scope.

Our recommendation at this time is to release this draft "status quo" program for public hearing in February according to the normal schedule. After the close of the public record, staff will revisit the financial situation with the Roads Advisory Committee (RAC) at your March meeting. If there has been no action in Congress, staff will be recommending a severely scaled back CIP. It appears that this will force cancellation of all funding for modernization projects in the General Construction category. We will

prioritize preservation of pavements and bridges and also for projects with significant outside funding.

Summary of Draft CIP

The 08-12 draft CIP once again reflects a projected decrease in funding for the five-year program compared to historic levels. As an overview, the 5-year total CIP program has decreased from \$107 million in the 05-09 CIP, \$59 million in the 06-10 CIP, and \$48 million in the 07-11 CIP adopted in 2006. The draft 08-12 CIP recommended for release today totals about \$39 million in projects, with a net cost to the county of \$34.6 million.

The following is a summary of the funded projects in each category in this draft and some comments on changes from last year. Last year, the staff went through a process of beginning with a blank program and repopulating the project lists through a priority setting process. The priorities established last year have been carried forward with only a few modifications that will be described below. We have updated the priority matrix and project information sheets to reflect the current situation.

General Construction

There are six general construction projects totaling \$15.7 million in this category. The largest, Bob Straub Parkway, has been carried forward from FY 06/07 because of delays in approval of required permits for the project. The other five projects are all urban standards projects on county roads in cities (Eugene, Veneta, Creswell, and Junction City). Most of these include substantial local match from cities.

Structures

The structures, or bridge, category contains two bridge replacements and three rehabilitation projects. The three OTIA III bridge projects are funded 100% by the OTIA program. Two of these have been scaled back from replacement to rehabilitation. One of the Highway Bridge Repair and Replacement (HBRR) program bridges, Sharps Creek, mp 8.72, has been re-analyzed and determined to be ineligible for replacement funds. Lane County is proposing to substitute a rehabilitation project for Parvin Covered Bridge in the HBRR program. This proposal has not been approved. The HBRR program requires a 10.27% local match.

Preservation/Rehabilitation Funds

Pavement preservation is proposed again to be funded at \$3,000,000 per year for the CIP period. In addition, Lane County has applied for federal metropolitan area Surface Transportation Program Urban (STP-U) funds for an overlay project on Hayden Bridge Road. This funding has not been approved, but the funding decision will be made by the Metropolitan Policy Committee(MPC) prior to adoption of the CIP. County cost is shown and the total project cost is described in the footnotes. We have again allocated \$300,000 in the second year of the program for both Bridge and Covered Bridge Rehabilitation needs yet to be identified.

Safety Improvements

\$300,000 has been allocated in the second year of the program for safety projects yet to be identified. The only funded project in this category is the Irving Rd at Northwest Expressway and UP Railroad crossing project. Lane County has recently applied for metro area STP-U funds for this project to supplement the expected ODOT Rail grant for this project. This draft CIP deletes the placeholder safety and operations project at Delta/Beltline, funded last year at \$1,100,000. No specific project has been identified that can move forward so staff is recommending returning these funds to the Road Fund reserve.

Payments and Matches to Other Agencies

The I-5/Coburg Interchange project is the sole project funded in this category at \$2,500,000. It was originally intended to match a federal earmark of about \$10,000,000. Since that time, the project estimate has risen to \$20,000,000. Recent work by ODOT staff indicates the cost estimate may rise substantially again. This may cause reconsideration of the viability of this project. As you may recall, the County City Partnership payments were shown in this category at \$2,500,000 in 06/07 reflecting the final year of intergovernmental agreements on this program. Absent new action by the Board to authorize new agreements, this program has been terminated. Similarly, agreements sharing OTIA III maintenance payments have been terminated and are not shown in the CIP.

Fish Passage Projects

Three projects are shown in this category. They involve a variety of funding sources and construction strategies. They involve watershed grants (OWEB) and Title II funding participation. County forces typically do associated road work with these culvert replacements. For some projects, county force costs are donated to the project. For others, these costs may be reimbursed.

Roads for Assisted Housing Projects

Allocations to this fund by previous Board action are shown in the Assisted Housing Fund. Specific project allocations are also shown. The Heather Glen project in Veneta was previously funded in FY 06/07 and has been moved to FY 07/08 because staff expects a bid award after July 1, 2007. In August, the Board approved the Prairie View project in Eugene at \$213,700 for FY 07/08.

Prioritization Matrix

Last year's 07-11 CIP used prioritization factors in identifying key merits for each potential project. The prioritization factors were 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.

Attachment 1 shows the list of road projects and their ratings. The projects that have been committed to the program, either through significant strides already completed or

through leveraging of other projects or funding, are listed at the top of the spreadsheet and highlighted. The remaining projects are below this and sorted, highest to lowest, by the number of plus symbols they received by staff members. Projects that are unfunded are shown on the "Projects for Development" list. To help understand the reasoning behind the project ratings, the eleven prioritization factors are further explained in the attachment.

We did not show prioritization rankings for the numerous bridge replacement and repair projects in the proposed CIP. This is due to the fact that bridges are not nominated for repair or replacement unless they have a significant structural problem. In most of the cases in Lane County, the bridges that are being listed in the CIP are funded through OTIA III or HBRR sources.

Project Information Sheets

Attachment 2 to this memo contains more detailed information regarding the projects considered for inclusion in the draft CIP. These individual project sheets show an image of the existing road, 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.

ATTACHMENTS:

Draft 08-12 CIP Summary Tables

Attachment 1 – 08-12 Draft CIP Project Prioritization Matrix

Attachment 2 – Project Information Sheets

FY 08-12 Draft CIP

CATEGORY	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	5 YR Total
ANNUAL TOTALS BY CATEGORY						
RIGHT OF WAY	\$ 415,000	\$ 100,000	\$ 500,000	\$ -	\$ -	\$ 1,015,000
GENERAL CONSTRUCTION	\$ 9,485,000	\$ 1,250,000	\$ 5,000,000	\$ -	\$ -	\$ 15,735,000
STRUCTURES	\$ 1,977,000	\$ 267,225	\$ -	\$ -	\$ -	\$ 2,244,225
PRESERVATION/REHABILITATION FUNDS	\$ 3,000,000	\$ 3,600,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 15,600,000
SAFETY IMPROVEMENTS	\$ 300,000	\$ 300,000	\$ -	\$ -	\$ -	\$ 600,000
<u>SUBTOTAL COUNTY PROJECTS</u>	<u>\$ 15,177,000</u>	<u>\$ 5,517,225</u>	<u>\$ 8,500,000</u>	<u>\$ 3,000,000</u>	<u>\$ 3,000,000</u>	<u>\$ 35,194,225</u>
PAYMENTS AND MATCHES TO OTHER AGENCIES	\$ -	\$ 2,500,000	\$ -	\$ -	\$ -	\$ 2,500,000
FISH PASSAGE PROJECTS	\$ 175,000	\$ 50,000	\$ -	\$ -	\$ -	\$ 225,000
ROADS FOR ASSISTED HOUSING PROJECTS	\$ 475,000	\$ 250,000	\$ -	\$ 250,000	\$ -	\$ 975,000
<u>SUBTOTAL-PAYMENTS & SPECIAL PROJECTS</u>	<u>\$ 650,000</u>	<u>\$ 2,800,000</u>	<u>\$ -</u>	<u>\$ 250,000</u>	<u>\$ -</u>	<u>\$ 3,700,000</u>
Annual CIP	\$ 15,827,000	\$ 8,317,225	\$ 8,500,000	\$ 3,250,000	\$ 3,000,000	\$ 38,894,225
Project Specific Revenue / Grants	\$ 2,962,000	\$ 1,350,000	\$ -	\$ -	\$ -	\$ 4,312,000
Net County CIP Cost	\$ 12,865,000	\$ 6,967,225	\$ 8,500,000	\$ 3,250,000	\$ 3,000,000	\$ 34,582,225

NOTE: This January 31, 2007 draft of the FY 07/08 through FY 11/12 Lane County Capital Improvement Program assumes reauthorization or extension of the Secure Rural Schools Act, or similar legislation to continue the payment of timber receipts to the Lane County Road Fund at current levels. It also assumes there will be action on this legislation prior to adoption of the CIP by the Board of Commissioners in May, 2007. If there is no resolution of the timber receipts issue by then for FY 07-08, then this program will be substantially reduced in scope.

FY 08-12 Draft CIP

CATEGORY	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12
RIGHT OF WAY ¹					
Beaver Street/Hunsaker Lane ²			\$ 300,000		
Bob Straub Parkway, South 57th to Jasper Rd	\$ 140,000				
Bolton Hill Road, Territorial to Dogwood Ln ¹⁵	\$ 175,000				
Harvey Road, Hillegas to UGB ³	\$ 100,000				
High Pass Road ⁴			\$ 200,000		
Irving Road at NW Expressway and UP Railroad Crossing ¹⁰					
Prairie Road, Bailey Ln to High Pass Rd ⁶		\$ 100,000			
TOTAL	\$ 415,000	\$ 100,000	\$ 500,000	\$ -	\$ -

CATEGORY	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12
GENERAL CONSTRUCTION					
Beaver Street/Hunsaker Lane ²			\$ 3,000,000		
Bob Straub Parkway, South 57th to Jasper Rd	\$ 5,700,000				
Bob Straub Parkway, Environmental Mitigation ⁵	\$ 385,000				
Bolton Hill Road, Territorial to Dogwood Ln ¹⁵	\$ 1,750,000				
Harvey Road, Hillegas to UGB ³	\$ 1,650,000				
High Pass Road ⁴			\$ 2,000,000		
Prairie Road, Bailey Ln to High Pass Rd Total cost shown. 100% reimbursement ⁶		\$ 1,250,000			
TOTAL	\$ 9,485,000	\$ 1,250,000	\$ 5,000,000	\$ -	\$ -

CATEGORY	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12
STRUCTURES					
Brice Creek, mp 3.31 (HBRR) (10.27% local match shown) ⁷		\$ 183,936			
London Road, mp 8.73 (OTIA III Rehabilitation) (Total cost shown. 100% reimbursement) ²¹	\$ 252,000				
London Road, mp 11.25 (OTIA III Rehabilitation) (Total cost shown. 100% reimbursement) ²¹	\$ 225,000				
London Road, mp 13.01 (OTIA III Replacement) (Total cost shown. 100% reimbursement) ²¹	\$ 1,500,000				
Parvin Covered Bridge(HBRR application not yet approved) (10.27% local match shown) ²⁰		\$ 83,290			
TOTAL	\$ 1,977,000	\$ 267,225	\$ -	\$ -	\$ -

FY 08-12 Draft CIP

CATEGORY	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12
PRESERVATION/REHABILITATION FUNDS					
Overlays and Pavement Rehabilitation ⁸	\$ 2,915,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000
Hayden Bridge Rd, Shadylane to 19th, Pavement Preservation (STP) ¹⁶	\$ 85,000				
Bridge Rehabilitation and Preservation		\$ 300,000			
Covered Bridge Rehabilitation	\$ -	\$ 300,000	\$ -	\$ -	
TOTAL	\$ 3,000,000	\$ 3,600,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000

CATEGORY	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12
SAFETY IMPROVEMENTS					
Safety Fund ⁹		\$ 300,000			
Irving Road at NW Expressway and UP Railroad Crossing. (Estimated county cost shown. Rail and STP Grants Requested) ¹⁰	\$ 300,000				
TOTAL	\$ 300,000	\$ 300,000	\$ -	\$ -	\$ -

CATEGORY	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12
PAYMENTS AND MATCHES TO OTHER AGENCIES					
I-5/Coburg Interchange ¹¹		\$ 2,500,000			
TOTAL	\$ -	\$ 2,500,000	\$ -	\$ -	\$ -

CATEGORY	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12
FISH PASSAGE PROJECTS					
Fish Passage Project Fund ¹²	\$ -	\$ 50,000			
reimbursement) ¹⁷	\$ 75,000				
Nelson Mountain Road (Knapp Creek) mp 5.8 - 5.9 (OWEB)	\$ 50,000				
Siuslaw Road, mp 29.1 (OWEB Grant 100% construction reimbursement) ¹⁸	\$ 50,000				
TOTAL	\$ 175,000	\$ 50,000	\$ -	\$ -	\$ -

CATEGORY	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12
ROADS FOR ASSISTED HOUSING					
Assisted Housing Fund ¹³	\$ 111,300	\$ 250,000	\$ -	\$ 250,000	\$ -
Heather Glen Assisted Housing Project (Veneta) ¹⁴	\$ 150,000				
Prairie View Affordable Housing in Eugene (Unthank Road) ¹⁹	\$ 213,700				
TOTAL	\$ 475,000	\$ 250,000	\$ -	\$ 250,000	\$ -

PROJECTS FOR DEVELOPMENT

CATEGORY
PAYMENTS AND MATCHES TO OTHER AGENCIES
- Delta/Beltline Interchange Match
GENERAL CONSTRUCTION
- Green Hill Road - Royal Ave. to Clear Lake Rd.
- Laura Street - Scotts Glen to Lindale
- Royal Avenue - Terry St. to Green Hill Rd.
- Wilkes Drive - River Rd. to River Loop #1
STRUCTURES
- Deadwood Cov. Bridge Roofing - Deadwood Lp Rd MP 0.307
- Wendling Covered Bridge Roofing - Wendling Rd MP 3.535

Attachment 1: 08-12
Draft CIP Project Prioritization Matrix

	Category	Project	Limits	FY	Description	Length (miles)	Est. Cost	Func. Class	ADT	PCI	5-year Crashes	Prioritization Factors											Prioritization level (add the plusses)
												Structural Deficiency Improvement	Safety Enhancement	Road Performance/ Congestion Improvement	Bike/Ped/Alternative Mode Improvement	Degree of User Benefit	Leverages Other Funds & Projects	Plan Consistency	Economic Development	Recreation/Tourism/ Rural Promotion	Maintain/Preserve County Road & Bridge System	Public Support/Readiness	
"Committed" Projects	Payments	I-5/Coburg Interchange		2008-09	County participation in Interchange improvements		\$2,500,000	Interstate	13,500	N/A	3		++	++		++	+	+	+				9
	GC	Bob Straub Parkway	S. 57th St. to Jasper Rd.	2006-07	Construction of a new arterial between the Eugene-Springfield Hwy. and the Springfield-Creswell Hwy.	1.93	\$5,712,000	Minor Arterial	NA	NA	NA		+	++	+	++	++	+	+			+	11
	Structures	Brice Creek Road	MP 3.31	2008-09	Replace structure. HBRR project with 11% match.		\$1,791,457	Minor Collector	Due the importance of bridges to the County infrastructure and the existence of committed funding these projects have been separated from other project categories for inclusion in the Draft CIP.														
	Structures	London Road	MP 8.73	2007-08	Rehabilitate structure with OTIA III 100% funding		\$252,000	Major Collector															
	Structures	London Road	MP 11.25	2007-08	Rehabilitate structure with OTIA III 100% funding		\$225,000	Major Collector															
	Structures	London Road	MP 13.01	2007-08	Replace structure with OTIA III 100% funding		\$1,750,000	Major Collector															
	Safety	Irving Railroad Crossing	At Northwest Expressway	2007-08	Safety improvements	0.15	\$1,500,000	Minor Arterial	8,000	90	3		++	+		++	++	+			+	++	11
Projects Funded in Draft CIP	GC	Prairie Road	Bailey Lane to High Pass Rd	2008-09	Upgrade to urban standards	0.5	\$1,250,000	Major Collector	1,150	90	5		+	+	+	+	++	+			+	+	9
	GC	Bolton Hill Road	Territorial Hwy. to Dogwood Ln.	2007-08	Upgrade to urban standards	0.653	\$1,750,000	Major Collector	1,550	74	1		+	+	+	+	+	+			+	+	8
	GC	Harvey Road	Hillegas to UGB	2007-08	Upgrade to urban standards	0.5	\$1,571,000	Minor Collector	2,100	73	1		+	+	+	+	+	+			+	+	8
	GC	High Pass Road	Hwy. 99 to Oaklea Dr.	2009-10	Upgrade to urban standards	0.859	\$2,488,000	Major Collector	3,700	66	2		+	+	+	+	+	+			+	+	8
	GC	Beaver Street/Hunsaker Lane	Division Ave. to River Rd.	2009-10	Upgrade to 2-lane urban facility	1.141	\$3,000,000	Minor Collector	6,800	90	3		+	+	+	+		+			+	+	7
Projects for Development (unfunded, but prioritized)	Safety	Delta/Beltline Interchange Operations	To Be Determined	2008-09	County contribution for safety and Transportation System Management Improvements	0.3	\$1,100,000	Principal Arterial	32,900	70			++	+		+	+	+			+		7
	Payments	Delta/Beltline Interchange Match		N/A	Modernization Match		Unknown	Principal Arterial	32,900				+	+		++	+	+					6
	GC	Green Hill Road	Royal Ave. to Clear Lake Rd.	N/A	Addition of shoulders, curb and gutter, or combination thereof	2.254	\$4,400,000	Minor Arterial	4,650	89	12		+		+	+		+		+	+		6
	GC	Laura Street	Scotts Glen to Lindale		Upgrade to urban standards	0.3	\$900,000	Major Collector	5,000	55	3	+	+	+	+	+		+					6
	GC	Royal Avenue	Terry St. to Green Hill Rd.	N/A	Upgrade to urban standards	1	\$2,750,000	Major Collector	3,700	62	6	+	+		+			+	+		+		6
	GC	Wilkes Drive	River Rd. to River Loop #1	N/A	Upgrade to 2 to 3-lane urban facility	0.932	\$3,000,000	Major Collector	4,050	85	1		+		+	+		+	+		+		6
	Structures	Deadwood Covered Bridge Roofing	Deadwood Lp Rd MP 0.307	2010-11	Covered bridge re-roofing.		\$100,000	Local	Prioritization of bridges is determined through technical analysis performed in conjunction with annual inspections. The bridges listed represent Lane County's next bridge priorities from that analysis.														
	Structures	Parvin Covered Bridge	Parvin Rd MP 0.775	2010-11	Covered bridge structural repair.		\$500,000	Local															
	Structures	Wendling Covered Bridge Roofing	Wendling Rd MP 3.535	2010-11	Covered bridge re-foofing.		\$100,000	Local															

Beaver Street/Hunsaker Lane- Project #3320-2

Division Ave. to River Rd. MP 0.0 to 1.141

Estimated Cost: \$3,000,000

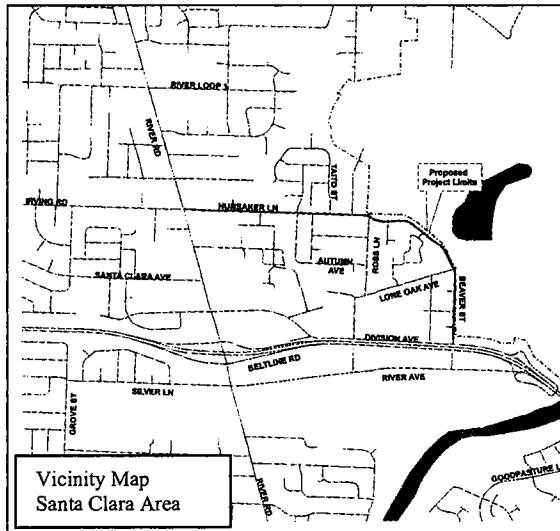


PRELIMINARY PROJECT SCOPE: Upgrade to 2-lane urban facility.

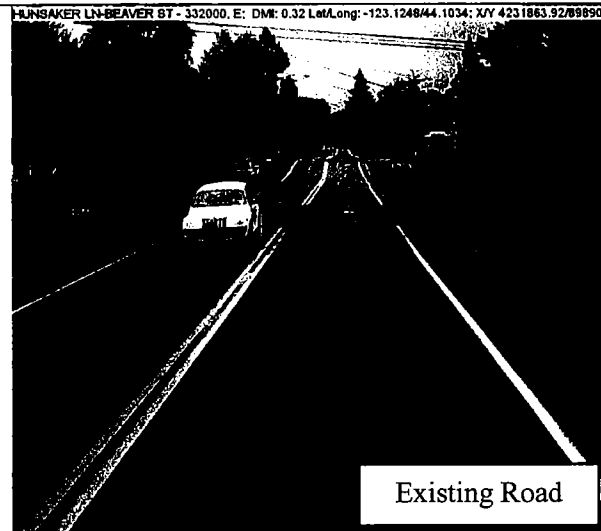
*Average Daily Traffic

**Pavement Condition Index (1-100)

	ADT* (year)	PCI**	Avg. Width (ft.)	Reported Crashes (5 yr)	Functional Class
Existing Conditions	6,800 (1999)	90	28	3	Urban Minor Collector



Vicinity Map
Santa Clara Area



Existing Road

Define the Problem: The road experiences heavy traffic volumes during peak periods, providing access to residential neighborhoods and used by many residents as a connection between Division Avenue and River Road in the Santa Clara area. Existing road has no bike or pedestrian facilities.

Proposed Solution: Upgrade to urban standards with 2 travel lanes, curb, gutter, sidewalk, and bike lanes. Consider turn lanes at River Road and at Division Avenue.

Project Status: First adopted in the 03-07 CIP. Dropped in 06-10 CIP due to reprioritization. Adopted again in 07-11 CIP in FY 09/10. Identified as project #527 in TransPlan and project #48 in the Lane County TSP.

Project Category: General Construction

Submitted By: Lane County Public Works

Roadway Jurisdiction: Lane County

Beaver Street/Hunsaker Lane- Project #3320-2

Division Ave. to River Rd. MP 0.0 to 1.141

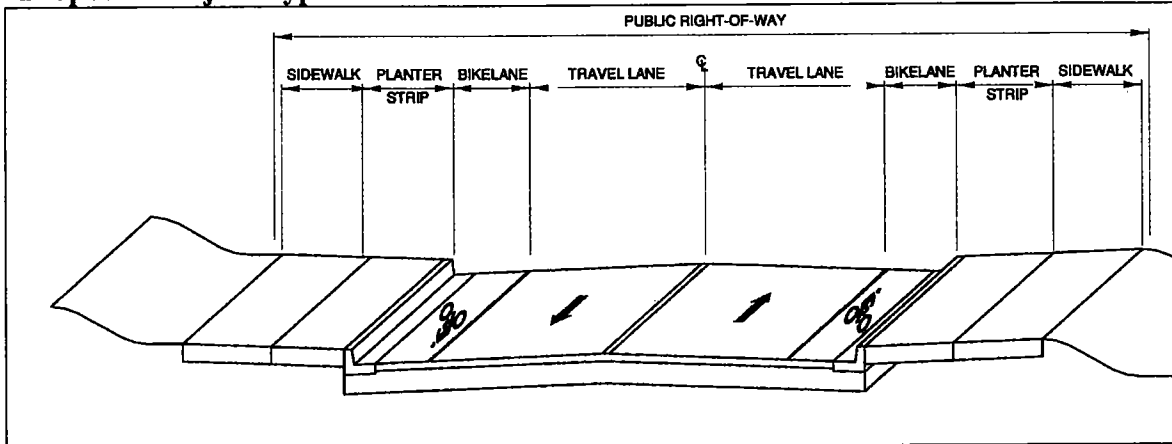
Estimated Cost: \$3,000,000



Project Cost Details

Construction	R/W	Structures	Other	Total
\$3,000,000	\$300,000	NA	NA	\$3,300,000

Proposed Project Typical Section



Note: The proposed typical section is an estimate and is subject to change during the project development process.

Prioritization Factors											
Project	Structural Deficiency Improvement	Safety Enhancement	Road Performance/Congestion Improvement	Bike/Ped/Alternative Mode Improvement	Degree of User Benefit	Leverages Other Funds & Projects	Plan Consistency	Economic Development	Recreation/Tourism/Rural Promotion	Maintain/Preserve County Road & Bridge System	Public Support/Readiness
Beaver St./Hunsaker Ln.		+	+	+	+		+			+	+
											Prioritization Score (add the pluses)
											7

Bob Straub Parkway - Project #1994-2

S. 57th to Jasper Rd.

Estimated Cost: \$5,700,000

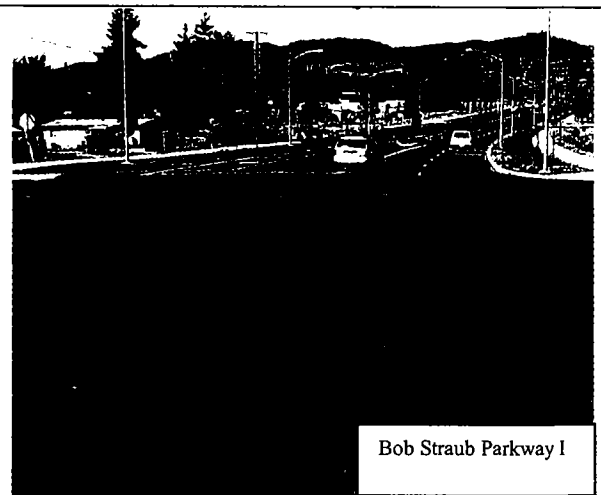
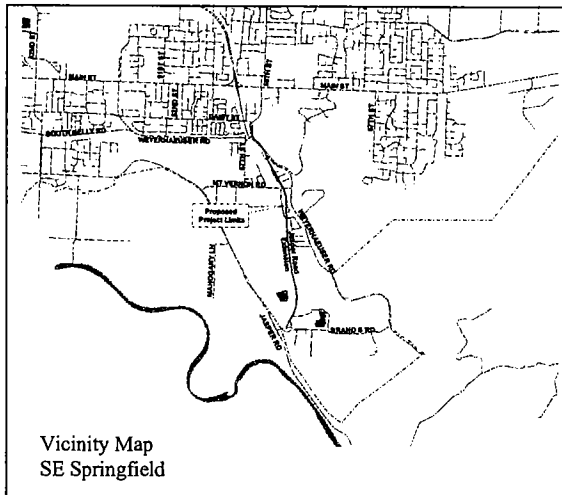


PRELIMINARY PROJECT SCOPE: Construction of a new arterial road.

*Average Daily Traffic

**Pavement Condition Index (1-100)

	ADT* (year)	PCI**	Avg. Width (ft.)	Reported Crashes (5 yr)	Functional Class
Existing Conditions	NA	NA	NA	NA	Urban Minor Arterial



Define the Problem: Currently, through traffic must go through the local street network. A portion of the extension was completed in 2004.

Proposed Solution: Construct new arterial between the Eugene-Springfield Highway and the Springfield-Creswell Highway. The new road will be a limited access expressway between Main Street and Jasper Road, providing access to the Natron area for new development and removing traffic from S. 57th Street.

Project Status: Originally adopted in 97-01 CIP. Scheduled in the 07-11 CIP in FY 06/07. Continue scheduling in the 08-12 CIP. Project delays require listing in FY 07/08. This is a “committed” project. TransPlan project #66. Lane County TSP project #55.

Project Category: General Construction

Submitted By: Lane County Public Works

Roadway Jurisdiction: Lane County

Bob Straub Parkway - Project #1994-2

S. 57th to Jasper Rd.

Estimated Cost: \$5,700,000

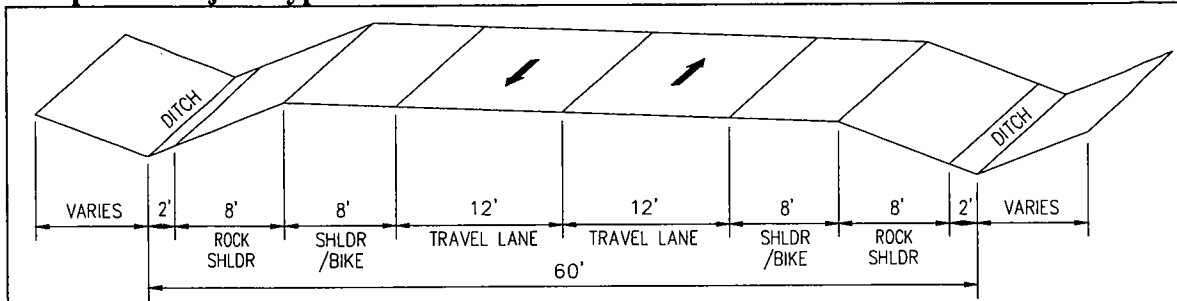


Project Cost Details

<i>Construction</i>	<i>R/W</i>	<i>Structures</i>	<i>Other</i>	<i>Total</i>
\$5,700,000	\$140,000	NA	\$385,000	\$6,225,000

Note: The total project cost includes \$385,000 for Environmental Mitigations works.

Proposed Project Typical Section



Typical section will vary, including a two-lane rural cross-section and two-lanes with a center turn lane at intersections.

Note: The proposed typical section is an estimate and is subject to change during the project development process.

Prioritization Factors											
Project	Structural Deficiency Improvement	Safety Enhancement	Road Performance/Congestion Improvement	Bike/Ped/Alternative Mode Improvement	Degree of User Benefit	Leverages Other Funds & Projects	Plan Consistency	Economic Development	Recreation/Tourism/Rural Promotion	Maintain/Preserve County Road & Bridge System	Public Support/Readiness
Jasper Road Extension		+	++	+	++	++	+	+			+
											Prioritization Level (add the plusses)
											11

Bolton Hill Road - Project # 4062-2

Territorial Hwy to Dogwood Ln MP 0.00 to MP 0.65

Estimated Cost: \$1,750,000

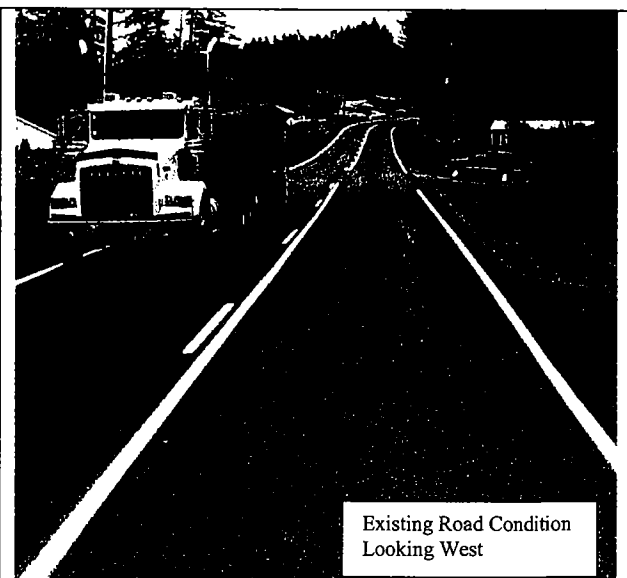
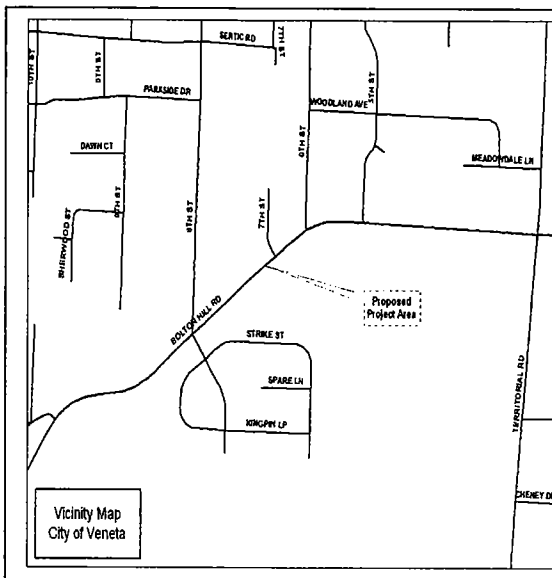


PRELIMINARY PROJECT SCOPE: Provide curbs, gutters, and bike lanes. Widen the developed section to a 3-lane road to include a Two-Way-Turn-Lane.

	ADT* (year)	PCI**	Avg. Width (ft.)	Reported Crashes (5 yr)	Functional Class
Existing Conditions	1550(2006)	74	26	1	Urban Major Collector

*Average Daily Traffic

**Pavement Condition Index (1-100)



Define the Problem: Relatively narrow road width for a Major Collector Urban Road inside the City of Veneta UGB; built to rural standards. The area is urbanized and growing fast.

Proposed Solution: The proposal is to upgrade the existing road to urban standards with curbs, gutters, sidewalks and bike lanes providing alternative modes of transportation.

Project Status: Adopted in the 06-11 CIP for FY 08/09. Moved the project to FY 07/08 in this CIP.

Project Category: General Construction

Submitted By: Lane County Public Works

Roadway Jurisdiction: Lane County and Oregon Department of Transportation

Bolton Hill Road - Project # 4062-2

Territorial Hwy to Dogwood Ln MP 0.00 to MP 0.65

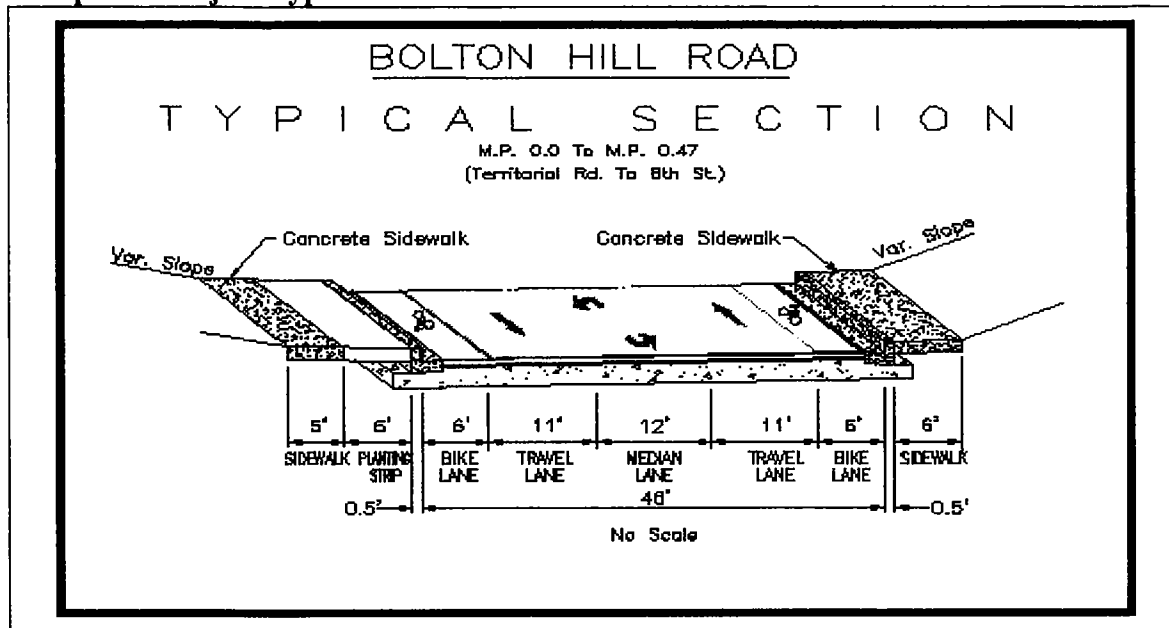
Estimated Cost: \$1,750,000



Project Cost Details

Construction	R/W	Structures	Other	Total
\$1,750,000	\$175,000	0	0	\$1,925,000

Proposed Project Typical Section



Note: Two basic types of typical sections proposed for 3-lane and 2-lane roadways. MP 0.47 to MP 0.65 is proposed for two lanes.

Prioritization Factors											
Project	Structural Deficiency Improvement	Safety Enhancement	Road Performance/Congestion Improvement	Bike/Ped/Alternative Mode Improvement	Degree of User Benefit	Leverages Other Funds & Projects	Plan Consistency	Economic Development	Recreation/Tourism/Rural Promotion	Maintain/Preserve County Road & Bridge System	Public Support/Readiness
Bolton Hill Road		+	+	+	+	+	+			+	+
											Prioritization Level (add the pluses)
											8

Harvey Road - Project #2114-1

Scott Avenue to N of West Lane

Estimated Cost: \$ 1,650,000

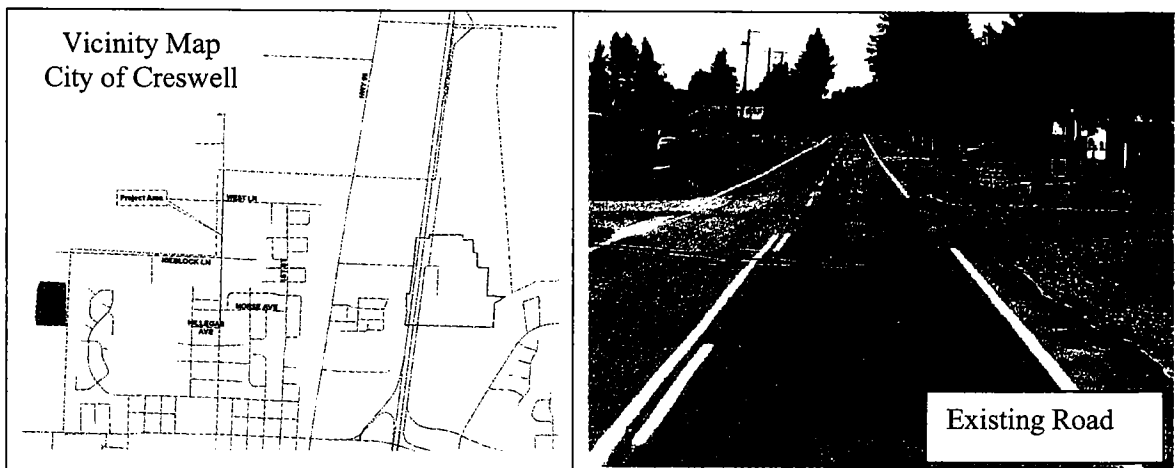


PRELIMINARY PROJECT SCOPE: Improve to urban standards.

	ADT* (year)	PCI**	Avg. Width (ft.)	Reported Crashes (5 yr)	Functional Class
Existing Conditions	2100 (2000)	72	26	2	Urban Major Collector

*Average Daily Traffic

**Pavement Condition Index (1-100)



Define the Problem: Relatively narrow road new developments inside the UGB of City of Creswell. School children safety at Nieblock Ln

Proposed Solution: Upgrade to County urban standards with curbs, gutters, sidewalks and bike lanes. Turn lanes are proposed at Nieblock Ln

Project Status: Adopted in 07/08 in 07-11 CIP. No change proposed for 08-12 CIP.

Project Category: General Construction

Submitted By: Lane County Public Works

Roadway Jurisdiction: Lane County

Harvey Road - Project #2114-1

Scott Avenue to N of West Lane

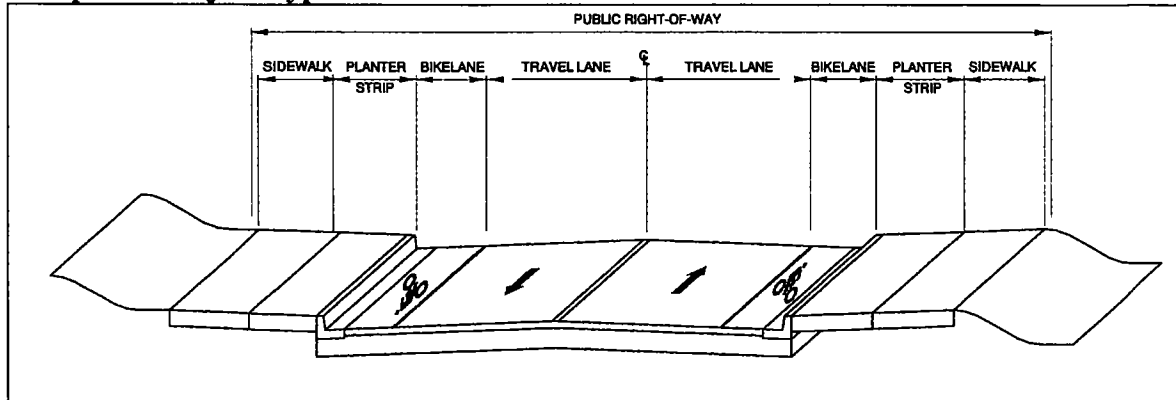
Estimated Cost: \$ 1,650,000



Project Cost Details

<i>Construction</i>	<i>R/W</i>	<i>Structures</i>	<i>Other</i>	<i>Total</i>
\$1,650,000	\$100,000	0	0	\$1,750,000

Proposed Project Typical Section



Note: The proposed typical section is an estimate and is subject to change during the project development process.

Prioritization Factors											
Project	Structural Deficiency Improvement	Safety Enhancement	Road Performance/Congestion Improvement	Bike/Ped/Alternative Mode Improvement	Degree of User Benefit	Leverages Other Funds & Projects	Plan Consistency	Economic Development	Recreation/Tourism/Rural Promotion	Maintain/Preserve County Road & Bridge System	Public Support/Readiness
Harvey Road		+	+	+	+	+	+			+	+
											Prioritization Level (add the plusses)
											8

High Pass Road - Project #3455-4

Hwy. 99 to Oaklea Dr. MP 0.0 to 0.859

Estimated Cost: \$2,000,000

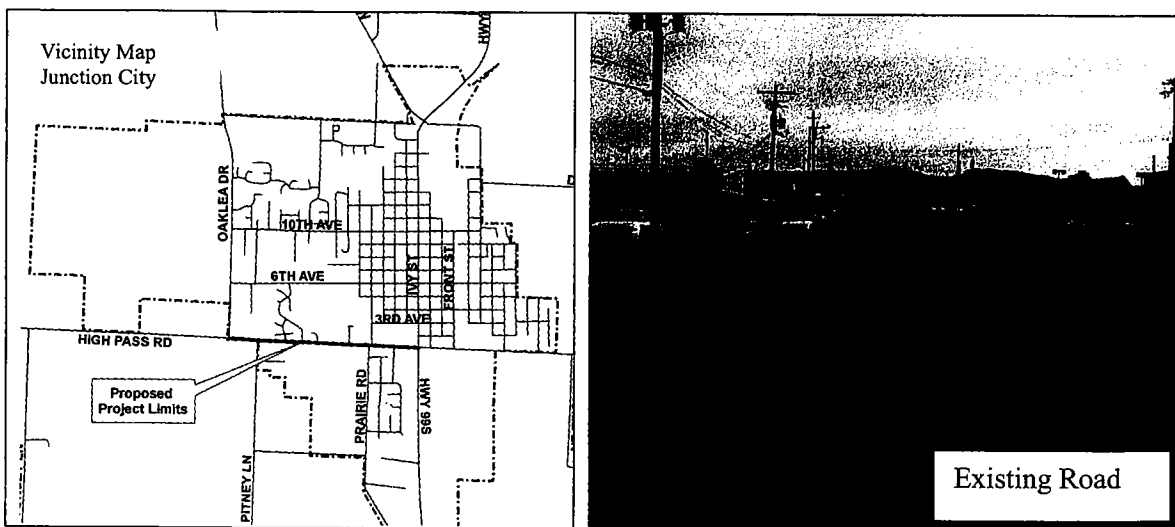


PRELIMINARY PROJECT SCOPE: Improve to urban standards.

	ADT* (year)	PCI**	Avg. Width (ft.)	Reported Crashes (5 yr)	Functional Class
Existing Conditions	3,700 (2001)	66	24	2	Urban Major Collector

*Average Daily Traffic

**Pavement Condition Index (1-100)



Define the Problem: Relatively narrow road built to rural standards inside the UGB of the City of Junction City. New developments are anticipated.

Proposed Solution: Upgrade to County urban standards with curbs, gutters, sidewalks, and bike lanes. Turn lanes needs and locations to be determined.

Project Status: Originally adopted in 05-09 CIP. Scheduled in the 07-11 CIP in FY 08/09. Identified in Junction City TSP as project #5 and in Lane County TSP as project #24.

Project Category: General Construction

Submitted By: Lane County Public Works

Roadway Jurisdiction: Lane County

High Pass Road - Project #3455-4

Hwy. 99 to Oaklea Dr. MP 0.0 to 0.859

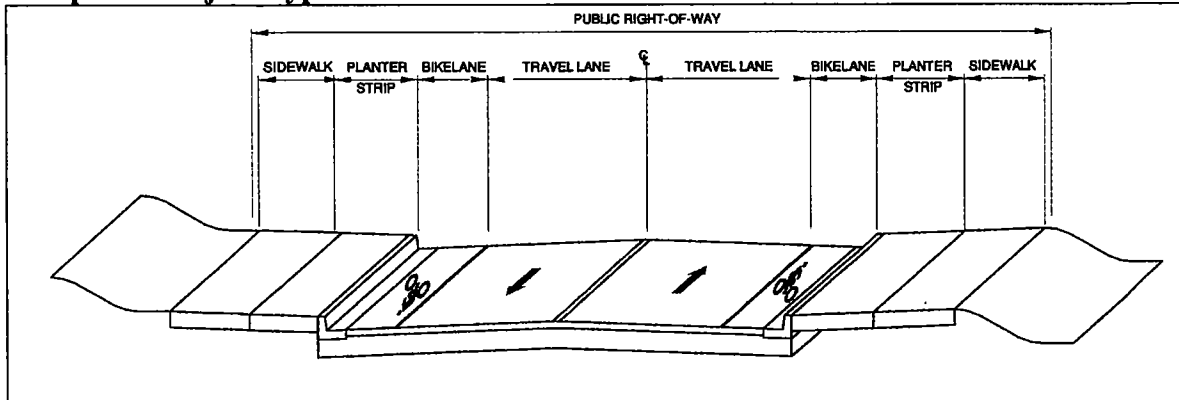
Estimated Cost: \$2,000,000



Project Cost Details

<i>Construction</i>	<i>R/W</i>	<i>Structures</i>	<i>Other</i>	<i>Total</i>
\$2,000,000	\$200,000	NA		\$2,200,000

Proposed Project Typical Section



Note: The proposed typical section is an estimate and is subject to change during the project development process.

Prioritization Factors												
Project	Structural Deficiency Improvement	Safety Enhancement	Road Performance/Congestion Improvement	Bike/Ped/Alternative Mode Improvement	Degree of User Benefit	Leverages Other Funds & Projects	Plan Consistency	Economic Development	Recreation/Tourism/Rural Promotion	Maintain/Preserve County Road & Bridge System	Public Support/Readiness	Prioritization Level (add the plusses)
High Pass Road		+	+	+	+	+	+			+	+	8

I-5/Coburg Interchange - Project #0899-9

I-5 at Pearl St.

Estimated Cost: \$2,500,000

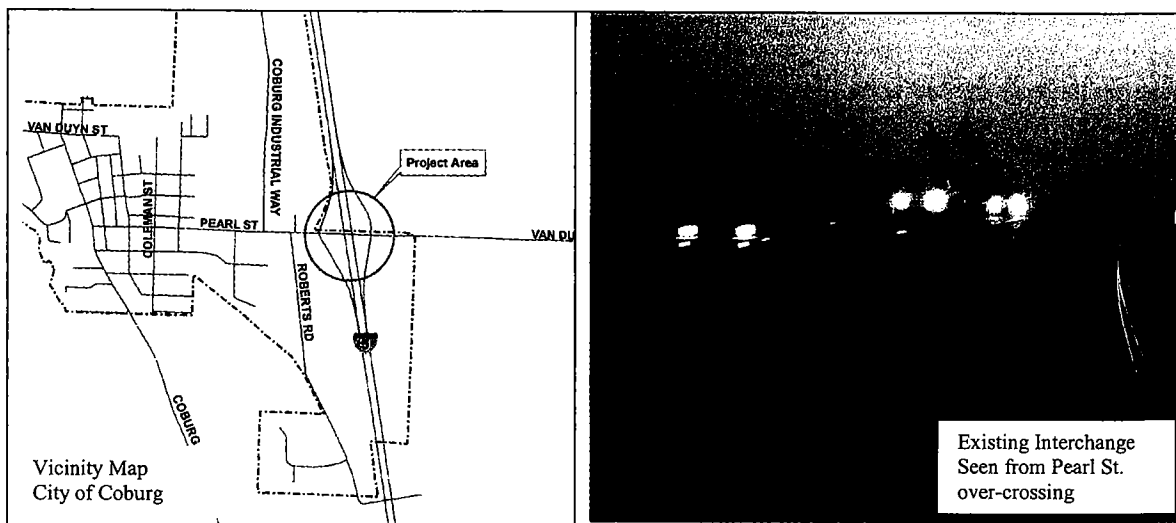


PRELIMINARY PROJECT SCOPE: Modernization of interchange.

	ADT* (year)	PCI**	Avg. Width (ft.)	Reported Crashes (5 yr)	Functional Class
Existing Conditions	13,500 on Pearl St. (2001)			3	Interstate/Minor Arterial

*Average Daily Traffic

**Pavement Condition Index (1-100)



Define the Problem: Interchange is not adequate to accommodate peak hour traffic volumes generated by large industrial employers in Coburg.

Proposed Solution: Upgrade interchange to modern geometric and safety standards in accordance with the Coburg Interchange Refinement Plan.

Project Status: Originally adopted in 05-09 CIP. Scheduled in the 07-11 CIP in FY 08/09. This is a "committed" project. Total project cost could be \$20 million or more. The programmed \$2.5 million of County funds is a 20% match for requested federal earmark funds of \$10 million. \$13 million in federal funds has been appropriated. The project is identified in the Coburg TSP.

Project Category: Payments to Other Government Agencies

Submitted By: City of Coburg

Roadway Jurisdiction: Oregon Department of Transportation

I-5/Coburg Interchange - Project #0899-9

I-5 at Pearl St.

Estimated Cost: \$2,500,000



Project Cost Details

<i>Construction</i>	<i>R/W</i>	<i>Structures</i>	<i>Other</i>	<i>Total</i>
0	0	0	\$2,500,000	\$2,500,000

Proposed Project Typical Section

See the Coburg Interchange Refinement Plan.

Note: The proposed typical section is an estimate and is subject to change during the project development process.

Prioritization Factors												
Project	Structural Deficiency Improvement	Safety Enhancement	Road Performance/Congestion Improvement	Bike/Ped/Alternative Mode Improvement	Degree of User Benefit	Leverages Other Funds & Projects	Plan Consistency	Economic Development	Recreation/Tourism/Rural Promotion	Maintain/Preserve County Road & Bridge System	Public Support/Readiness	Prioritization Level (add the pluses)
I-5/Coburg Interchange		++	++		++	+	+	+				9

Irving Railroad Crossing - Project # 3268-3

Mile Post 2.040

Estimated Cost: \$300,000

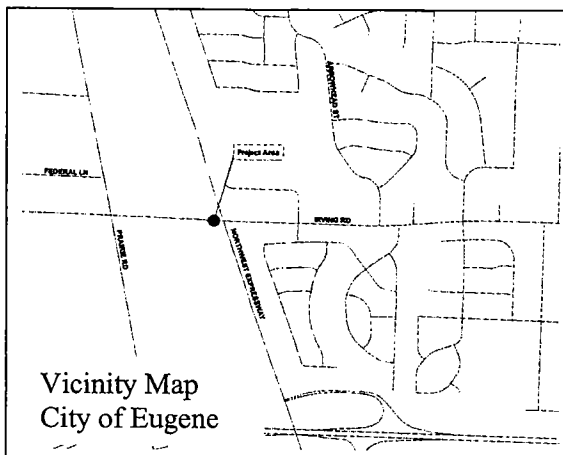


PRELIMINARY PROJECT SCOPE: Construct Railroad Crossing to ODOT Rail standard.

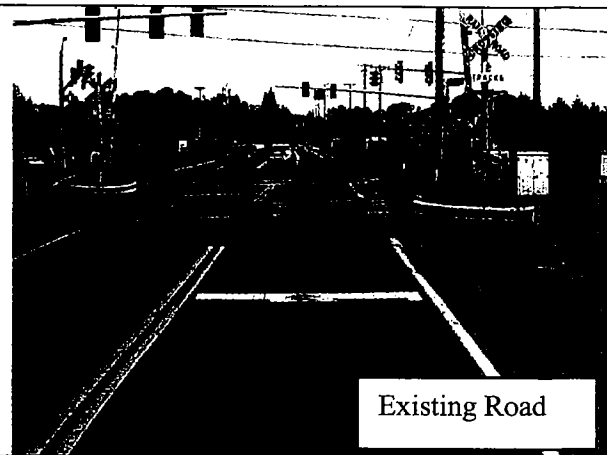
	ADT* (year)	PCI**	Avg. Width (ft.)	Reported Crashes (5 yr)	Functional Class
Existing Conditions	8000 (2001)	90	44	3	Urban Minor Arterial

*Average Daily Traffic

**Pavement Condition Index (1-100)



Vicinity Map
City of Eugene



Existing Road

Define the Problem: Unsafe railroad crossing (3 accidents at this intersection, including 1 fatal in the last 5 years) for a high traffic volume. Substandard gate and railroad signal system needed to be replaced. Past improvement to Irving Road stopped short of this intersection/crossing. There is no accommodation for bicyclists or pedestrians.

Proposed Solution: Reconstruct this railroad crossing and upgrade urban standards. Complete urban improvements on Irving Rd.

Project Status: Project adopted in FY 07/08 of the 07-11 CIP.

Project Category: Safety Improvements

Submitted By: Lane County Public Works\ODOT Rail

Roadway Jurisdiction: Lane County

Irving Railroad Crossing - Project # 3268-3

Mile Post 2.040

Estimated Cost: \$300,000



Project Cost Details

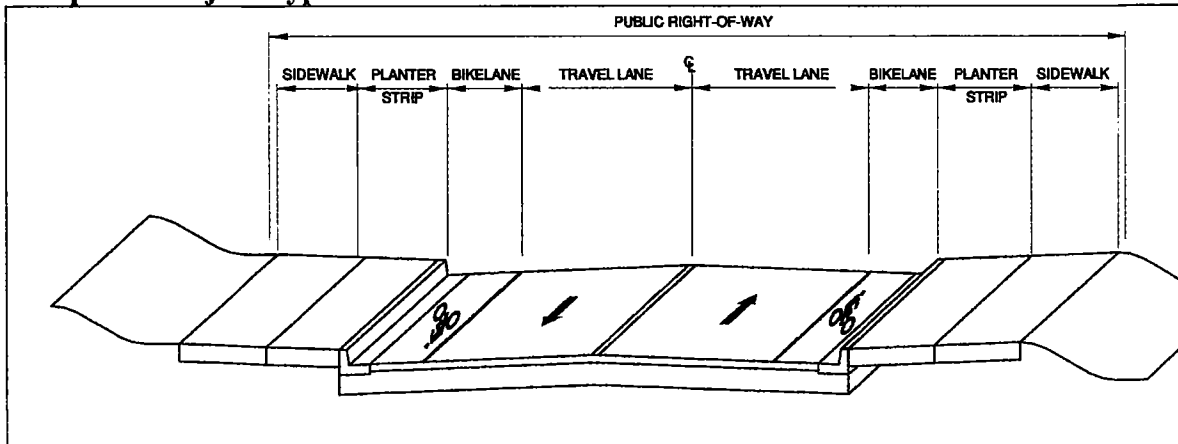
<i>Construction</i>	<i>R/W</i>	<i>Structures</i>	<i>Others</i>	<i>Total</i>
\$300,000	0	0	\$950,000	\$1,250,000

Note: Others cost \$950,000 includes railway track works and gate controls.

Leveraged Funds

An application for Federal ODOT Rail "Section 130" funds has been submitted. This fund can be used to pay for the construction of any improvements related to the crossing within 250 feet of the crossing. Another application for STP-U funds has also been submitted to complete the unfinished section of the past urban improvement project. Estimated county cost shown.

Proposed Project Typical Section



Note: The proposed typical section is an estimate and is subject to change during the project development process.

Prioritization Factors												
Project	Structural Deficiency Improvement	Safety Enhancement	Road Performance/Congestion Improvement	Bike/Ped/Alternative Mode Improvement	Degree of User Benefit	Leverages Other Funds & Projects	Plan Consistency	Economic Development	Recreation/Tourism/Rural Promotion	Maintain/Preserve County Road & Bridge System	Public Support/Readiness	Prioritization Level (adding the plusses)
Irving Railroad Crossing		++	+		++	++	+			+	++	11

Prairie Road - Project #3470-3

Bailey Lane to High Pass Road MP 8.746 to 9.250

Estimated Cost: \$ 1,250,000 – City Funded

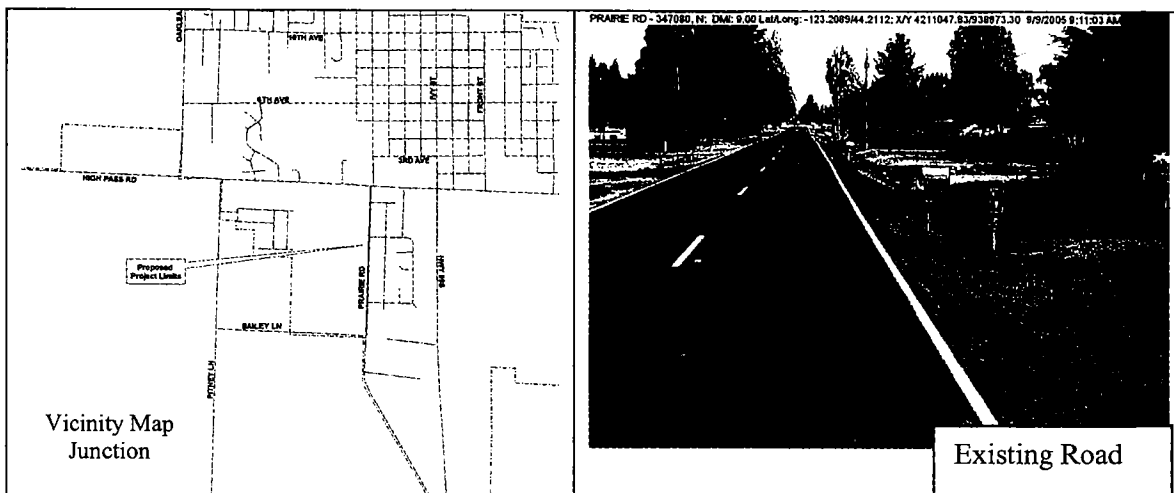


PRELIMINARY PROJECT SCOPE: Improve to urban standards.

	ADT* (year)	PCI**	Avg. Width (ft.)	Reported Crashes (5 yr)	Functional Class
Existing Conditions	1150 (2001)	96	22	5	Rural Major Collector

*Average Daily Traffic

**Pavement Condition Index (1-100)



Define the Problem: Relatively narrow urban road inside the UGB of Junction City where new development is anticipated. City of Junction City wants road improved to urban standards.	Proposed Solution: Upgrade to City urban standards with curbs, gutters, sidewalks and bike lanes. Turn lanes need and locations to be determined. City accepts jurisdiction. County provides engineering services.
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Project Status: Adopted for FY 08/09 in 07-11 CIP. No change proposed for 08-12 CIP.

Project Category: General Construction

Submitted By: Lane County Public Works

Roadway Jurisdiction: Lane County

Prairie Road - Project #3470-3

Bailey Lane to High Pass Road MP 8.746 to 9.250

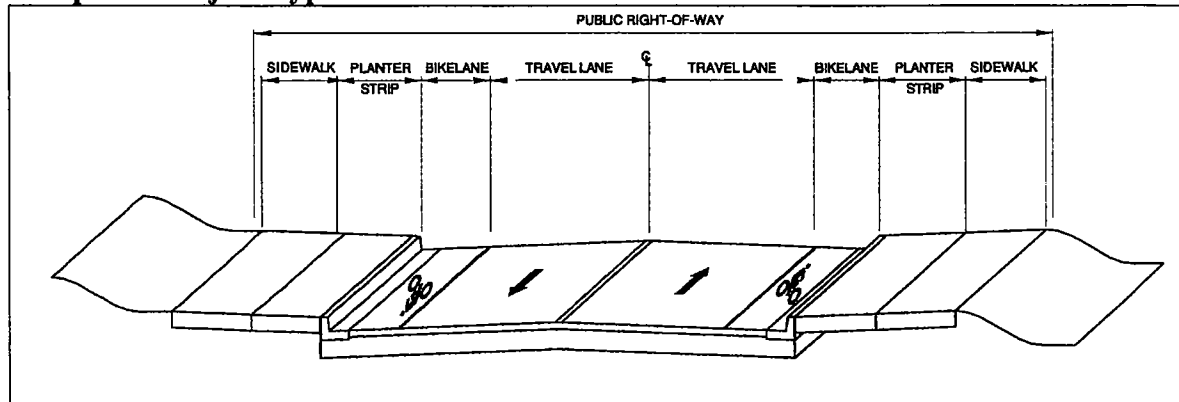
Estimated Cost: \$ 1,250,000 – City Funded



Project Cost Details

<i>Construction</i>	<i>R/W</i>	<i>Structures</i>	<i>Other</i>	<i>Total</i>
\$1,250,000	\$100,000	0	0	\$1,350,000

Proposed Project Typical Section



Note: The proposed typical section is an estimate and is subject to change during the project development process.

Prioritization Factors												
Project	Structural Deficiency Improvement	Safety Enhancement	Road Performance/Congestion Improvement	Bike/Ped/Alternative Mode Improvement	Degree of User Benefit	Leverages Other Funds & Projects	Plan Consistency	Economic Development	Recreation/Tourism/Rural Promotion	Maintain/Preserve County Road & Bridge System	Public Support/Readiness	Prioritization Level (add the pluses)
Prairie Road		+	+	+	+	++	+			+	+	9



MEMORANDUM

TO: Roads Advisory Committee
FROM: Tom Stinchfield, Transportation Planning Engineer
DATE: February 21, 2007
SUBJECT: Update on FY 07/08 Budget and Impact on the draft FY 08-12 Capital Improvement Program (CIP)

The draft FY 08-12 Capital Improvement Program (CIP) released for public review at the January 31, 2007 RAC meeting is based on the budget (Budget #1) that was previously submitted by the Public Works Department. As noted on the CIP summary tables, this draft CIP assumed full reauthorization of the Secure Rural Schools legislation. Since that time, county staff have begun to prepare a second budget (Budget #2) that assumes no congressional action on Secure Rural Schools and, therefore, a \$20,000,000 reduction in federal timber receipt revenue to the Lane County Road Fund. Staff will submit "Budget #2" to County Administration on Wednesday, February 28, the date of the public hearing.

Budget #2 is based on a set of Road Fund Service Priorities that have been drafted by the Public Works Management Team (Public Works Director, PW Division Managers, and administrative staff). These Service Priorities assume no large capital projects that are not primarily funded by grants or other sources. The budget process will include a process where the County Administrator or the Board, can "add back" services or capital projects to Budget #2 through use of Road Fund Reserves. We expect the Road Fund Reserve to be about \$34 million at the end of FY 06/07, although some of the funds are encumbered through Intergovernmental Agreements.

Following the public hearing on February 28, 2007, we will ask the RAC to discuss the projects that have been deleted by staff from the 2/21/07 version of the draft CIP in response to Budget #2. If the committee has recommendations on priorities for eventual "add backs" to the CIP, we are asking for this recommendation after the public hearing.

At your March RAC meeting, staff will update the committee on the budget situation and may ask the committee for a recommendation on the draft CIP prepared for Budget #1. Although this two budget scenario is somewhat confusing, the RAC will be in its traditional role of recommending priorities for competing projects to the Board.

For these reasons, we are mailing you a revised draft CIP that has significant reductions in funding levels. The projects retained in the revised draft CIP are consistent with the Budget #2 proposal and are based on the following set of priorities:

- Retain Preservation Funds (Pavement, Bridge, Covered Bridge)
- Retain Safety Fund
- Retain highly leveraged projects (OTIA III bridges (100%), HBP (89.73%), and Irving Rail (about 80%), Prairie Rd (100 %), Fish Passage Projects (leverage varies, but inexpensive)

We have separated the proposed project deletions for Budget #2 from the CIP into two groups:

1. A list of FY 07/08 projects that have been removed from the draft CIP because they are not funded in the Budget #2 scenario. The list (see Attachment 1) contains all the General Construction projects in FY 07/08 and the Assisted Housing projects in FY 07/08. Each one of these will be discussed briefly below. Please note that the costs shown are net costs to the county that include construction, right-of-way, and contributions from agencies.

Bob Straub Parkway, S 57th to Jasper Rd \$6,025,000

This new arterial has been in project development since a stakeholder's process began in the late 1990's. The Board approved the design concept in 1998. Since that time, staff has worked to develop the alignment, work with the City of Springfield and property owners on dedication of right-of-way for the project, and applying for permits and approvals of various kinds (environmental permits, land use permits, rail crossing permits, and ODOT permits). Environmental permits and ODOT approval are still unresolved issues. ODOT Region 2 staff is promoting a jurisdictional transfer of about 7 miles of the Springfield/Creswell Highway as part of an agreement to let the project proceed. We think all environmental permits will be issued soon. ODOT issues are the last remaining.

Bolton Hill Road, Territorial to Dogwood \$1,565,000

This project was added to the CIP last year at the request of the City of Veneta. They have committed to providing \$360,000 in city matching funds and have agreed to take jurisdiction of the road after construction. The RAC held a public hearing last month and will receive an update at the February meeting.

Harvey Road, Hillegas to UGB \$1,450,000

The City of Creswell and the Creswell School District requested this project be funded last year and it was added to the CIP at that time. The city has committed to providing \$300,000 in matching funds and also to take jurisdiction over the road within the city after construction. They have annexed and requested surrender over most of the project area. Harvey Road and Nieblock Road provide access to the Creswell High School and Middle School.

Heather Glen Assisted Housing (Veneta) \$150,000

The Board approved this project in the 07-11 CIP in FY 06/07. Project delays led the funds to be reprogrammed in FY 07/08.

Prairie View Assisted Housing (Eugene) \$213,700

The Board approved this project in August, 2006 by Order 06-8-15-10 and modified the adopted 07-11 CIP by adding these funds to FY 07/08. The funds would be used for road fund eligible expenses for Unthank Road.

Assisted Housing Fund (FY 07/08 Unallocated) \$111,300

2. A list of projects in FY 08/09 and beyond that are not funded by grants or other outside funds. Staff is recommending these projects be deleted from the draft CIP. No staff work has been done on them and no matching funds or grants have been identified.

Beaver Street/Hunsaker Lane	\$3,300,000
High Pass Road	\$2,200,000
Assisted Housing Fund	\$250,000 (FY 08/09 and FY 10/11)

3. The revised CIP also contains an update to the I-5/Coburg Interchange project. No action on this project is required at this time, but the information below is provided as information. Here is some background information for the committee.

I-5/Coburg Interchange \$2,500,000

Lane County originally proposed these funds as a 20% match of a \$12,500,000 project. Since that time, a federal earmark of \$9,000,000 was obtained through United Front lobbying efforts in Congress. The required match now is 10.27% or about \$1,000,000. The cost estimate has increased to \$20,700,000. ODOT has found additional funding to fund the total project. Lane County moved the funds to FY 08/09 to match the construction year of 2009 in the Statewide Transportation Improvement Program (STIP). Last fall, ODOT staff sent a draft Intergovernmental Agreement to the county which would require Lane County's funds to be sent to a holding fund in Salem once the IGA is signed. Lane County moved funds from reserves to the 06/07 budget year in December as part of Supplemental Budget #1 (approved by Order 06-12-13-1). This budget action means that the I-5/Coburg Interchange project has effectively been moved to FY 06/07 and does not need to be shown in the draft FY 08-12 CIP. However, due to the current budget situation, the Board may review the project and decide whether to commit the funds as provided in the FY 06/07 budget.

All of the projects in FY 07/08 have had funds committed by Lane County at different points in the past. Assuming Budget #2 will be implemented, difficult choices will have to be made concerning which of these commitments can be completed.

Requested Action:

Make a recommendation to the County Administrator on priorities to “add back” projects to FY 07/08 Budget #2 if funds are available.

Attachments:

Attachment 1 List of Deleted Projects from the January 31, 2007 draft CIP
February 21, 2007 Revised Draft FY 08-12 Capital Improvement Program

Attachment 1 Project Reduction Packages

Revised February 27, 2007

	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12
FY 07/08 Reduction Candidate Projects					
Bob Straub Parkway, South 57th to Jasper Rd	\$ 140,000				
Bob Straub Parkway, South 57th to Jasper Rd	\$ 5,700,000				
Bob Straub Parkway, Environmental Mitigation ⁹	\$ 385,000				
Bob Straub City Contribution	\$ (200,000)				
Bolton Hill Road, Territorial to Dogwood Ln ¹⁰	\$ 175,000				
Bolton Hill Road, Territorial to Dogwood Ln ¹⁰	\$ 1,750,000				
Bolton Hill Road, City Contribution	\$ (360,000)				
Harvey Road, Hillegas to UGB ³	\$ 100,000				
Harvey Road, Hillegas to UGB ³	\$ 1,650,000				
Harvey Road City Contribution	\$ (300,000)				
Assisted Housing Fund	\$ 111,300				
Heather Glen Assisted Housing Project (Veneta)	\$ 150,000				
Prairie View Affordable Housing in Eugene (Unthank Road)	\$ 213,700				
Westown at 8th in Eugene	\$ 275,000	Note: Previously budgeted in 05/06 . IGA not signed.			
Subtotal	\$ 9,790,000				
FY 08/09 and beyond. Project Reductions					
Beaver Street/Hunsaker Lane ²			\$ 300,000		
Beaver Street/Hunsaker Lane ²			\$ 3,000,000		
High Pass Road ⁴			\$ 200,000		
High Pass Road ⁴			\$ 2,000,000		
Assisted Housing Fund ¹³		\$ 250,000	\$ -	\$ 250,000	\$ -
I-5/Coburg Interchange		\$ 1,500,000	Note: Reduce from \$2.5 to \$1.0 million and move to 07/08		
Subtotal		\$ 1,750,000	\$ 5,500,000	\$ 250,000	\$ -

February 21, 2007 Revised Draft FY 08-12 Capital Improvement Program

CATEGORY	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	5 YR Total
ANNUAL TOTALS BY CATEGORY						
RIGHT OF WAY	\$ 10,000	\$ 100,000	\$ -	\$ -	\$ -	\$ 110,000
GENERAL CONSTRUCTION	\$ -	\$ 1,250,000	\$ -	\$ -	\$ -	\$ 1,250,000
STRUCTURES	\$ 1,977,000	\$ 267,225	\$ -	\$ -	\$ -	\$ 2,244,225
PRESERVATION/REHABILITATION FUNDS	\$ 3,000,000	\$ 3,600,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 15,600,000
SAFETY IMPROVEMENTS	\$ 300,000	\$ 300,000	\$ -	\$ -	\$ -	\$ 600,000
<u>SUBTOTAL COUNTY PROJECTS</u>	<u>\$ 5,287,000</u>	<u>\$ 5,517,225</u>	<u>\$ 3,000,000</u>	<u>\$ 3,000,000</u>	<u>\$ 3,000,000</u>	<u>\$ 19,804,225</u>
PAYMENTS AND MATCHES TO OTHER AGENCIES	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FISH PASSAGE PROJECTS	\$ 175,000	\$ 50,000	\$ -	\$ -	\$ -	\$ 225,000
ROADS FOR ASSISTED HOUSING PROJECTS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<u>SUBTOTAL-PAYMENTS & SPECIAL PROJECTS</u>	<u>\$ 175,000</u>	<u>\$ 50,000</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 225,000</u>
Annual CIP	\$ 5,462,000	\$ 5,567,225	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 20,029,225
Project Specific Revenue / Grants	\$ 2,102,000	\$ 1,350,000	\$ -	\$ -	\$ -	\$ 3,452,000
Net County CIP Cost	\$ 3,360,000	\$ 4,217,225	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 16,577,225

NOTE: This February 21, 2007 draft of the FY 07/08 through FY 11/12 Lane County Capital Improvement Program has been revised in anticipation of loss of federal Secure Rural Schools Act revenues of about \$20,000,000. A Project Reduction Cut List is attached to the program. The Roads Advisory Committee and interested parties are asked to prioritize the list of 07/08 projects so that "add backs" to the CIP can be considered through use of Road Fund Reserves. All of the projects in FY 08/09 and beyond are assumed to be permanent cuts.

February 21, 2007 Revised Draft FY 08-12 Capital Improvement Program

CATEGORY	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12
RIGHT OF WAY ¹					
Irving Road at NW Expressway and UP Railroad Crossing ¹⁰	\$ 10,000				
Prairie Road, Bailey Ln to High Pass Rd ⁶		\$ 100,000			
TOTAL	\$ 10,000	\$ 100,000	\$ -	\$ -	\$ -

CATEGORY	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12
GENERAL CONSTRUCTION					
Prairie Road, Bailey Ln to High Pass Rd Total cost shown. 100% reimbursement ⁶		\$ 1,250,000			
TOTAL	\$ -	\$ 1,250,000	\$ -	\$ -	\$ -

CATEGORY	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12
STRUCTURES					
Brice Creek, mp 3.31 (HBRR) (10.27% local match shown) ⁷		\$ 183,936			
London Road, mp 8.73 (OTIA III Rehabilitation) (Total cost shown. 100% reimbursement) ²¹	\$ 252,000				
London Road, mp 11.25 (OTIA III Rehabilitation) (Total cost shown. 100% reimbursement) ²¹	\$ 225,000				
London Road, mp 13.01 (OTIA III Replacement) (Total cost shown. 100% reimbursement) ²¹	\$ 1,500,000				
Parvin Covered Bridge(HBRR application not yet approved) (10.27% local match shown) ²⁰		\$ 83,290			
TOTAL	\$ 1,977,000	\$ 267,225	\$ -	\$ -	\$ -

February 21, 2007 Revised Draft FY 08-12 Capital Improvement Program

CATEGORY	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12
PRESERVATION/REHABILITATION FUNDS					
Overlays and Pavement Rehabilitation ⁸	\$ 2,915,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000
Hayden Bridge Rd, Shadylane to 19th, Pavement Preservation (STP) ¹⁶	\$ 85,000				
Bridge Rehabilitation and Preservation		\$ 300,000			
Covered Bridge Rehabilitation	\$ -	\$ 300,000	\$ -	\$ -	
TOTAL	\$ 3,000,000	\$ 3,600,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000

CATEGORY	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12
SAFETY IMPROVEMENTS					
Safety Fund ⁹		\$ 300,000			
Irving Road at NW Expressway and UP Railroad Crossing. (Estimated county cost shown. Rail and STP Grants Requested) ¹⁰	\$ 300,000				
TOTAL	\$ 300,000	\$ 300,000	\$ -	\$ -	\$ -

CATEGORY	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12
PAYMENTS AND MATCHES TO OTHER AGENCIES					
TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -

CATEGORY	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12
FISH PASSAGE PROJECTS					
Fish Passage Project Fund ¹²	\$ -	\$ 50,000			
Five Rivers Rd, mp 3.9 (Title II 100 % construction reimbursement) ¹⁷	\$ 75,000				
Nelson Mountain Road (Knapp Creek) mp 5.8 - 5.9 (OWEB)	\$ 50,000				
Siuslaw Road, mp 29.1 (OWEB Grant 100% construction reimbursement) ¹⁸	\$ 50,000				
TOTAL	\$ 175,000	\$ 50,000	\$ -	\$ -	\$ -

CATEGORY	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12
ROADS FOR ASSISTED HOUSING					
Assisted Housing Fund ¹³					
TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -

ROADS ADVISORY COMMITTEE

February 28, 2007
Training Room 3
5:45 pm

MEMBERS PRESENT: John Anderson, George Goldstein, Pete Maury, Jody Ogle, Tom Poage, Jack Radabaugh, Rex Redmon

STAFF PRESENT: Ollie Snowden, Sonny Chickering, Tom Stinchfield, Bill Morgan, Mike Russell, Mike Pattle, Howard Schussler, Shashi Bajaracharya, Celia Barry, Vonnie Rainwater

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

I. APPROVAL OF MINUTES

Regarding the Minutes of the January 31, 2007 meeting, Anderson stated that under III. Election of Chair and Vice-Chair he didn't make the motion to elect Radabaugh Vice-Chair. Ogle stated that she made the motion.

Motion: Ogle moved to approve the Minutes of January 31, 2007, as amended above. Maury seconded. All present voted in favor and motion carried.

II. ROAD FUND SERVICE PRIORITIES AND FY 07/08 BUDGET PROCESS

Snowden distributed a spreadsheet showing the Road Fund priorities. The County is waiting on Congress to make a decision regarding the Secure Rural Schools Act funding and hope that a decision is made by March so staff knows which budget to proceed with. The County just received their last check of about \$20.5 million under the current program. Snowden indicated that some states feel Oregon gets too much money and they want the distribution changed. He reviewed different scenarios being considered at the Congressional level.

Snowden stated that staff is trying to figure out how to cut \$20 million from the Road Fund. Staff reviewed the County's Strategic Plan in determining a priority for the services and which services to cut. The first priority will be no partnership with other agencies, thus no County/City Road Partnerships. The last payment to the cities under the CCRP will be sent next month.

Snowden stated that staff will be asking the Committee if they want to comment on the Bob Straub Parkway later in the agenda.

Snowden reviewed the list of prioritized services. If the County Administrator approves the list, it will be forwarded to the Budget Committee. He stated if Congress reauthorizes the Secure Rural Schools funding at 100%, there would not be enough money to fund all the projects, thus eliminating 15.70 FTE. Since road maintenance positions will be eliminated, the Inmate Work Crew Program will have to be eliminated as well as 3 FTE in the Weighmasters program. The Department will continue to provide maintenance and preservation on the collector and arterial system and maintenance of bridges but there will be a significant reduction in maintenance of the County's local roads. We will continue to stripe roads, address storm events, and fix plugged culverts, but won't do surface maintenance or drainage work. Over time the roads will fall apart. Staff will be recommending to the Board of Commissioners to continue road maintenance activities through the end of September then reduce local road maintenance and use the Road Fund Reserves. Staff hasn't been able to identify a single revenue source to backfill the \$20 million reduction.

Snowden stated that there is also a problem in the Parks Division. Parks has received \$900,000 in Car Rental Tax, which is 40% of their revenue. The County Management Team recommended that the CRT be redirected to the General Fund and Parks would get \$400,000 in Transient Room Tax. The recommendation is to close some of the parks and day use areas and eliminate half of the Parks FTE.

Goldstein asked if private contracts will be used to fill gaps. Snowden stated that there is no money to pay for contracts and can't contract out bargaining unit work without notifying the union.

Ogle asked if there is anything on other revenue sources for Parks. Snowden stated that not by June 30, but hope during the next fiscal year. Staff is discussing fee increases and other fee options with Finance & Audit Committee, i.e. storm drainage fee, utility fee, local option gas tax, timber harvest fee. Snowden added regarding the gas tax that staff will need to talk to the cities whether a new tax or would be on top of existing city tax. He indicated that there are some measures in the Legislature to increase the State Gas Tax. Finance & Audit has already approved some fee increases, i.e. Surveyors filing fees.

III. BOLTON HILL ROAD PROJECT STATUS REPORT

Pattle distributed a status report memo based on the public hearing held on the Bolton Hill Road project. Staff met with the City of Veneta and considered the concerns expressed. Veneta staff met with their City Council and agreed to reduce the project to two lanes and sign the intergovernmental agreement. Staff may consider holding another public meeting.

Goldstein stated he had some questions/concerns about the project but they may be premature at this point: 1) meeting AASHTO standards for egress/ingress for residents, 2) present drainage ditch – feels a hydrology study is needed, 3) expanding road – no storm drain system integrated into the road. He stated he was concerned about safety and hydrology. Poage stated that staff is just trying to get input from the public at this point. The storm system hasn't been designed yet so it's premature.

Anderson asked if this project is proposed for reduction. Snowden stated, yes, in Budget #2.

Poage suggested not holding another meeting; feels we've gotten enough input.

Motion: Poage moved to approve the design concept and not put the project off. Ogle seconded. VOTE: 6-0, Radabaugh abstained.

Ogle stated that she liked the changes in design based on comments.

Motion: Radabaugh moved to amend previous motion and put the project off. Motion failed for lack of a second.

IV. METRO PLANNING ORGANIZATION CITIZEN ADVISORY COMMITTEE REPORT

Anderson reported that Redmon is no longer on the committee as his term was recently up. The Committee had scheduled a special meeting on the "peak oil" issue for February, but it was canceled for lack of a quorum.

Meeting recessed until public hearing at 6:30 p.m.

VII. PUBLIC HEARING – FIVE-YEAR PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM (CIP)
FY 07/08-FY 11/12

Anderson reconvened the meeting.

Anderson stated that written comments on the Capital Improvement Program can be submitted until 5:00 pm, March 9, 2007. He asked people making oral testimony to limit their comments to three minutes.

Snowden explained the role of the Roads Advisory Committee indicating this is a difficult year for the County and is a different process from what we've done in the past. He stated that the major fund source – Secure Rural Schools – is in jeopardy. He explained the difference in funding for Road Fund and General Fund from Secure Rural Schools. Each year the Road Fund gets about \$40 million in revenue from two main sources; 50% of the revenue comes from Secure Rural Schools; the other revenue is from State Highway Fund comprised of motor fuel taxes and weight-mile taxes on heavy trucks and registration fees. Since Congress still hasn't made a decision on future funding of Secure Rural Schools and the County has to have a balanced budget approved by June 30th, the Department is submitting a budget to the County Administrator tomorrow that shows a \$20 million reduction in revenue. If that budget goes through, we will be eliminating nearly all the projects that are currently listed in the CIP that the Committee released in January. We are proposing to the Board that the only projects to stay on track are construction, if we don't get Secure Rural Schools reauthorized, that are highly leveraged, i.e. match money. Staff will be going to the Board of Commissioners on March 14 to discuss some of the service cuts being proposed; the big one being we would reduce significantly the amount of maintenance and preservation activities we do on local roads, which is about half of our system. Staff will be asking the Board for direction on four projects at the March 14 meeting – Bob Straub Parkway and the three assisted housing projects. If the Board wants to proceed with these projects, we will have to take money from the Road Fund balance, which is currently about \$30 million, and use it to pay for those projects. Our budget is also suggesting to the Board that we use some of that fund balance to continue with maintenance services that we would have otherwise had to cut. After the public hearing, we will be asking the Roads Advisory Committee whether they want to make a recommendation to the Board on at least those four projects. The Committee will come back at their March meeting to deliberate on the other projects in the CIP, but if there is no Secure Rural Schools money, most of those projects will not be built.

Stinchfield provided a summary of the program released in January, which had about \$38 million projects listed with a net to the County of about \$34.5 million. Since that time, the budget process has required us to prepare a second budget which resulted in a second version of the CIP, which is dated February 21, 2007. Most of the general construction projects in the program are scheduled to be eliminated in Budget #2, basically cutting the program in half. That reduction includes about \$9.5 million in general construction projects. Two changes have been made to Attachment 1 (revised February 27, 2007): 1) modified proposal for I-5/Coburg Interchange in reducing funding from \$2.5 million to \$1 million. The reason is the project includes a \$9 million federal earmark and \$1 million is the minimum match required for that project. 2) Assisted Housing Program – draft program listed Heather Glen, Prairie View, but since learned that the West Town project is going to be a budget issue too because the agreements haven't been signed and the budget process requires us to discuss all projects that are not yet committed with IGAs during this upcoming budget process. We expect the Board and the Committee to decide whether the Assisted Housing projects are going to be funded or not. The remaining \$17 million in the CIP in Budget #2 scenario has about \$2.2 million in structures/bridges that are mostly funded at the 100% level, a few are funded at the 80% level. There's \$15.6 million in pavement preservation and bridge preservation, and \$600,000 in safety projects. There are a few minor projects, i.e. fish culverts that are in the CIP too but don't involve very much money. Stinchfield

indicated that the exercise for tonight will be for the Committee and the public to discuss the projects on this list and which ones might be prioritized for funding through the Road Fund balance or not. We will be interested in hearing about any new project ideas, but the reality is that it will be difficult to add new projects to the program this year.

Anderson asked if there are any declarations of conflicts of interest.

Anderson stated that he has one. He's involved in a family business in Coburg near the Coburg Interchange so consequently he will abstain from any discussion regarding that project.

Anderson opened the public hearing at 6:54 p.m.

1. Tom Boyatt, City of Springfield, 225 5th St., Springfield, spoke on behalf of the Mayor and read a letter from the Mayor. I am happy to have this opportunity to comment on the proposed Capital Improvement Program for fiscal years 2008-2012, prepared by Lane County staff. I am sorry that I am unable to attend your meeting this evening in person. The City of Springfield and Lane County have long been partners in developing the infrastructure which is essential to the continued growth of Springfield and to the convenience of rural residents in the adjacent areas. The City deeply appreciates not only the support for major capital projects such as Sports Way, Phase I of the Bob Straub Parkway, and the recently completed Martin Luther King, Jr. Parkway, but also the continuing support for our local preservation activities through the County/City Road Partnership. We recognize the severe challenges the County faces with the potential loss of federal funding. It is regrettable that continuation of the Partnership program no longer appears possible. We are heartened, however, that the proposed CIP continues support for Phase II of the Bob Straub Parkway. This is a vital component to the development of the Jasper/Natron area, and we urge you to recommend that it remain part of the CIP, as we urge you to recommend the entire CIP, as presented, for favorable consideration by the Board of County Commissioners. The City has vigorously advocated for the reauthorization of Secure Rural Schools funding, and will continue to work with the County to find stable sources of revenue to permit the County to maintain the development of infrastructure to serve all of our citizens.

2. Leo Stapleton, 89839 Ben Bunch Rd., Florence, stated the Committee has a tough decision coming up. He urged maintaining the existing road structure first. If there's any money leftover, then go ahead and build some of these projects. When the Committee was first started, there was lots of money until the timber revenue was reduced.

3. Stephanie Jennings, 99 W. 10th Ave., Eugene, representing the Housing Policy Board. The Housing Policy Board was formed by Lane County, City of Springfield, and City of Eugene and there is elected representatives from each jurisdiction on the Board. One of the primary roles of the Housing Policy Board is to offer a coordinated mechanism for committing local resources for affordable housing projects. The Road Funds are a critical piece as these funds are used to fund road improvements that cannot be funded through other housing subsidies that are available. The Housing Policy Board reviews these proposals and forwards recommendations to the appropriate bodies for final decision. Once the funding is approved, the developers are then positioned to go outside the community to get highly competitive state resources, federal resources and debt and equity subsidies that make up the lion share of these projects. It's important to recognize that the very small amount of local subsidies leverages millions of dollars from outside the community to support these projects. There are three affordable housing projects impacted by the decision that are on the list – West Town, Prairie View, and Heather Glen. The Housing Policy Board requests that the County honor the Commissioners' previous commitments to these projects. The projects' developers, Metropolitan Affordable Housing, and St. Vincent dePaul have dedicated significant financial resources based on the local commitments that have already been made to make these projects move forward. West Town is fully funded and currently under construction with the expectation of completion by year end. This project has negotiated a series of challenges and cost increases over the past year that really don't leave any room for additional loss of funding, and any additional loss of funding will jeopardize completion of this project. Loss of dedicated Road Funds will also create significant

challenges for Heather Glen and Prairie View. These projects will add over 200 affordable homes to Lane County. The Housing Policy Board asks the County to honor its commitment so these projects can be completed as planned.

4. Paul Alliguie, 43103 Deerhorn Rd., Springfield, representing the homeowners of the unpaved section of Deerhorn Road, which is approximately 2.2 miles. Does the proposed budget reflect the maintenance of roads? The property owners received a letter from Mike Russell indicating that this 2.2 mile section will get chip sealed, which is acceptable to the Deerhorn residents. He asked if this project will be affected. Chickering replied that this project is listed on the County force matrix and is not contracted out. There are two components to that. At one time the request included widening and some sight distance improvements. The chip seal will be covered under our preservation program and it depends whether that segment is a local road or a collector road. If it's a local road, it will be on the cut list. If it's a collector road, a chip seal could still be funded according to these priorities. If we get Secure Rural Schools funds, then this project would still be on the list. If we don't, then it will depend on the road classification for the chip seal. The widening and curve realignments are definitely off the list.

5. Mark Shrives, City of Creswell Administrator, 13 S. 1st St., Creswell, commented on the Harvey Road project. This improvement will meet the increasing traffic demands by new development in the area but will also address the safety of school children who walk or bike across Harvey Road in route to the elementary, middle and high schools. Before this project was included in the CIP, there was a lot of staff coordination between the City, County, and Creswell School District discussing the need for the project and how best to achieve it. Once it was included as a project, the City and County has moved forward with surveying and initial design work, ongoing staff meetings, and open house for community input and development of the intergovernmental agreement for the project. He submitted a letter for the record and read the second paragraph. The IGA was reviewed by the Creswell City Council at a City Council work session on February 26, 2007. The City Council has authorized me to release this letter as an acknowledgement of their agreement in principle to the IGA. It is expected the City Council will formally adopt the IGA at the March 12, 2007 City Council meeting. In preparing your recommendations to the Board of Commissioners, the City of Creswell asks that if the County receives the Secure Rural Schools funds and Budget #1 is adopted, then keep Harvey Road project in that budget and move the project forward. If the funds are not received and Budget #2 is recommended, then the City of Creswell asks that Harvey Road project be placed at the top of the add back list if County reserves are used to fund any of the road construction projects. In addition to the \$300,000 match the City has provided for the project, we're also discussing the possibility of providing additional funding in order to extend the project approximately three more blocks into the city limits and partnering with the County to get the most value for both County and City dollars.

6. Tim Demanett, 450 Scott St. (PO Box 765), Creswell, Creswell City Councilor and Chairman of the Public Safety Committee for Creswell, added on to Mr. Shrives' comments regarding the Harvey Road project. Since he spoke to the Committee last time, about 200 homes have been added on Harvey Road and with that come the addition of elementary school children and high school children. It is a narrow road, speed limits come into factor there, there is no walk pattern, and the shoulder width is narrow. If Budget #1 is not approved and the Secure Rural Schools money is not there, he urged that the project still stay on the burner and not drop off the stove.

7. Richard Herman, 1430 Pearl St., Eugene, representing Metropolitan Affordable Housing, asked the Committee to recommend adding back the West Town and Prairie View projects, both critical projects to add to affordable housing. Not providing the funding really puts the projects – West Town and Prairie View – in jeopardy as well as having a significant negative impact on the organization. Regarding West Town, which is our most critical and most immediate problem, we believe we did have a firm commitment binding agreement for Road Funds for West Town and we proceeded with making significant investments for building the project. We broke ground in December and to date we have spent nearly \$2.5 million. I can't emphasize enough the current street configuration just isn't going to work. We have a live/work concept, which is going to be

unique to help solve the problem of commercial space not being in demand downtown. That's going to require some parking at the street and the current street configuration doesn't provide that or any access for loading/unloading for residents. There also isn't a pedestrian-friendly atmosphere to the street to encourage people to do business on the street. Believing we had a binding commitment, we designed the building as a live/work unit with this new street design and are concerned with the ability to market those live/work units without having a new street design. With the endorsement of the Housing Policy Board and the Lane County Commissioners support, we made presentations to financial partners, who also made the investments. The appraisals we had and the market studies that were done all identified the street as a significant negative problem and having the new street was part of their appraisal and ultimately our ability to get financing. He stated he will also provide written testimony and talk about Prairie View. On Prairie View we spent about \$100,000 so far on that project. On both West Town and Prairie View, Metro is at risk if these projects don't proceed. He requests that the Committee recommend to the Commissioners that both of these projects be added back.

8. Tim Brooker, 24796 Sertic Rd., Veneta, Mayor of Veneta, asked the Committee to leave the Bolton Hill Road improvement project in the CIP. It's an important road for the City. Territorial Sports Field is adjacent to Bolton Hill Road so there are a number of children and families who use the road for access to the Territorial Sports Fields. There are lots of children who come from other communities to play soccer and other sports at those fields. It is important for the safety of those families and children that use those sports fields that this road project continues. Traffic comes down Bolton Hill Road from the Crow area and there is a lot of truck traffic generally at unsafe speeds. It would be much safer to have a finished street than the current street configuration. There's a great deal of logging truck traffic and it's very important for the City that this project stay on the CIP. The City is committed to matching dollars to continue this project.

9. David Seybert, 87014 Muirland Dr., Veneta, inquired about the maintenance and/or improvements for the unpaved section of Cantrell Road. He's a daily bicycle commuter and the only viable route from Veneta to West Eugene otherwise it's riding on the shoulder of Hwy. 126, which is not a very secure place to be riding in the dark and in the rain this time of year. The other alternative is Petzold Road. Cantrell floods quite frequently which requires extra gravel and constant regrading. There's been some ditching done in the last season which has improved matters quite a bit. How will maintenance/improvement of Cantrell Road be impacted based on the budget cuts? He expressed hope that the current maintenance will continue or least do some continued ditching or even chip sealing. Chickering replied that Cantrell Road is not currently in the CIP, but we are aware of the structural condition of the road and the flooding that occurs. It's very difficult to put a hard surface on that because the water infiltrates the road base and makes it soft, which would entail a very expensive project. Seybert asked if there was consideration to use a finer grade of gravel. Chickering stated he will talk to Darrell Randall, Zone Supervisor, about the grade of rock being used.

10. Ric Ingham, Veneta City Administrator, 88184 8th St., Veneta, commented on the needs for Bolton Hill Road project. That's a project that has been on and off the County's CIP for the past 4-6 years. It is a road that has been on the residents and most of the outlying residents' radar screen for a number of years. The Territorial Sports Park is the largest complex in western Lane County. There are kids who come there from Crow, Noti, Walton, Veneta, Elmira area and as far away as Alvadore. They practice there in the spring, summer and fall. There are tournaments held there that hold 8-10 softball games at a given time. It's a narrow, two-lane road. It carries a fair amount of traffic from the Vaughn Mill, so sometimes there are very large plywood or lumber trucks, as well as logging traffic on that road. It is an issue of high concern from a public safety improvement standpoint. The City is willing to contribute up to \$360,000 towards the project, a large amount of their capital budget. The City will also take over jurisdiction ownership of the road and relieve the County of operational and maintenance costs in the long-run if the road can be brought up to City standards. The City is in the final stages to sign the intergovernmental agreement.

11. Hanz Scholz, 87432 Halderson Rd., Veneta, commented on Cantrell Road and stated that he has commuted by bicycle on that road for the last seven years. He thanked staff for the small improvements that were made last summer with the ditching. It's friendly for riding bicycles but it hasn't stopped the stolen cars and deer carcasses from ending up on that road. I know they stopped the ditching due to the special plants they're growing. That's all a moot point as the 4-wheel drivers have demolished that ditch in the last 3 weeks and urged the ditching to continue. The culvert installed across the middle has really helped and feels a few more culverts further up would make a huge difference as far as flooding.

12. S. Kelly Crane, 87428 Halderson Rd., Veneta, commented on Cantrell Road. After hearing people talk tonight about projects that involve safety for kids getting to their sports events, that is a big priority far bigger than her concerns about a gravel road. I heard people talking about affordable housing projects that could be affected; far more important than her concerns about a gravel road. She heard cities offer to match money for road projects, so two for one, you can't beat that. She also addressed what the gentleman from Florence brought up earlier in regards to maintaining the roads that you already are servicing. Cantrell Road requires a lot of maintenance with the flooding that happens. The gravel is dumped on it and requires grading after every big rain. She suggested looking at the cost of that over time and considering for your money sometimes doing things that cost a little more in the front ends up paying off in the long run. She expressed concern on what she encounters driving that road. She used to drive an all-wheel drive car on that road and you get one tire that blows out and you're replacing four as she's done many times. She stated that she has a teenage son who is driving and to have him go up and go onto Central Road to go to Eugene via Hwy. 126 is a very narrow straight run with little shoulder room. Her husband had a car tire blow out on that road and pulled over late at night and had a Sheriff Deputy stop and tell him that if he saw cars coming to hit the ditch so he wouldn't get hit. There's no room to pull off of that road; it's a very dangerous area. For the future, she would like to see consideration to pave the road.

13. Terry McDonald, St. Vincent dePaul Director, 3063 Whitbeck Blvd., Eugene, urged support for the Heather Glen affordable housing project in Veneta. The trouble with affordable housing projects is there are very few opportunities to get these projects funded. Outside the Eugene/Springfield metro area over the last 15 years, there has only been a couple of these types of projects funded; one of them was in Cottage Grove and one in Florence. This project really needs to have the opportunity for these Road Funds otherwise it's very difficult to get these projects to move forward, and it's very difficult for communities like Veneta to get affordable housing. The competition for the matching funds is fierce and without the balance of the Road Funds coming in, the opportunity will just go away. In recognizing the financial situation you're facing today, clearly the opportunity to have one of these affordable housing projects located in the rural area probably would not happen.

Anderson stated again that written comments can be submitted until 5:00 p.m., March 9, 2007.

Anderson closed the public hearing at 7:30 p.m.

Snowden stated that staff will be discussing service reductions with the Board of Commissioners on March 14 and will specifically ask for direction on the three assisted-housing projects and Bob Straub Parkway. If the Board wants to talk about Bolton Hill Road and Harvey Road, they can, but until we don't have Secure Rural Schools staff will continue working on a design for Bolton Hill and Harvey Roads. The Board will make a decision at the budget process in May. Those first four projects we can't wait until May to get direction from the Board because all four of them are scheduled to go to construction this year. We're not scheduling the session on March 14 as a public hearing, but the Board always starts each meeting with a 9:00 a.m. Public Comment. If anyone wants to support any of these projects, they can do so under Public Comment then. Commissioner Green won't be attending the Board meeting in the morning, so this discussion will take place in the afternoon. You can speak under Public Comment at 9:00 a.m. or send written comments to the Board.

VIII. RECOMMENDATIONS TO COUNTY ADMINISTRATOR ON REDUCED CIP FOR FY 07/08 BUDGET #2

Anderson asked if the Committee would like to discuss the projects individually or as a group. Radabaugh suggested taking them as a group.

Ogle commented on the Bob Straub Parkway memo and stated that it appears there are some issues that haven't been resolved yet, i.e. environmental issues pending. Chickering stated that we're waiting for the environmental permit, which is supposed to be in the mail. We have the bulk of the environmental permits, but we're still waiting for the Corps of Engineers. Snowden stated that if we don't build this project, we have to give \$1 million to the State because of a 1979 agreement. We still are trying to resolve some ODOT issues. At the Board meeting we will be asking for a 2-part decision: 1) Do you want to continue working on the project? If the answer is yes, then we need authorization and agreement from the Board to accept jurisdictional transfer proposal that ODOT has offered. Redmon asked what the funding breakdown is of the project, is there Springfield money matched? Chickering stated that they put up \$375,000 for rail relocation and assisted in getting property owners south of Mt. Vernon to dedicate property, and will be giving system development credits to property owners who dedicated right-of-way for the project. Redmon asked if any of the money is time sensitive. Snowden replied that the money is probably not time sensitive, but if the project is not built this summer, it probably won't be built.

Poage stated that you look at Bolton Hill Road and there are the sports fields there and that's a need, and you look at the housing projects and that's a real need. He expressed concern extending a road for development with Bob Straub Parkway. Snowden stated that the County originally got involved in this project because we were doing the S. 57th Street project and had proposed a 3-lane road on S. 57th Street and a neighbor complained about all the cut-through traffic and they were successful in convincing the Board to do a 2-lane road on S. 57th and in return the Board agreed to pursue the by-pass now called Bob Straub Parkway.

Motion: Radabaugh moved to recommend to the Board of Commissioners proceeding with the Bob Straub Parkway and the three assisted-housing projects. Motion failed for lack of a second.

Redmon commented on the assisted-housing projects that one of them is under construction and the others have matching funds that make them important.

Motion: Redmon moved to recommend to the Board of Commissioners proceeding with the three assisted-housing projects, and not proceeding with the Bob Straub Parkway. Ogle seconded. VOTE: 6-1, Radabaugh opposed.

Radabaugh commented on the massive work spent on the Bob Straub Parkway justifies continuing with the project.

Ogle stated she feels the Bolton Hill Road and Harvey Road warrant consideration and should be given a high priority depending if Secure Rural Schools funding comes through.

Anderson stated that we can always prioritize projects if funding becomes available to add projects back in.

Snowden stated that staff needs a recommendation now on the four projects (Bob Straub Parkway and three assisted-housing projects) if the Committee wants to make a recommendation. The other projects can be discussed at the next meeting.

Redmon stated that his previous motion recommended pulling Bob Straub Parkway out of the recommended roads to the Board because it doesn't have matching funds waiting and the intent

was to push the three assisted-housing projects through because there is leveraged money there and a time constraint. We may have to pay ODOT \$1 million if it isn't built. He feels the project will be built if the Secure Rural Schools funding comes through. We essentially have no money and we're digging into the reserves and we need to reprioritize everything especially towards maintenance.

Snowden stated that if projects didn't have a signed intergovernmental agreement, then they were on the table for discussion.

Motion: Ogle moved that of the three projects – Bob Straub Parkway, Bolton Hill Road, and Harvey Road, they be put down until Secure Rural Schools funding becomes available and recommends they be prioritized in the following order: 1) Bolton Hill Road, 2) Harvey Road, 3) Bob Straub Parkway when funds become available.

Amended Motion: Ogle amended the above motion to recommend that the three projects – Bob Straub Parkway, Bolton Hill Road, and Harvey Road be unfunded and that Bolton Hill Road and Harvey Road be placed at the top of the priority list if funds become available. Redmon seconded. All voted in favor and motion carried.

Poage suggested that the Committee make a statement regarding the Bob Straub Parkway and why they feel it is less important.

Motion: Redmon moved that the Bob Straub Parkway is not a wise use of the money at this particular time due to the uncertainty, and the other projects addressing safety concerns at schools and parks are more important than facilitating development that should be able to pay for their own roads. Ogle seconded. All present voted in favor and motion carried.

Regarding the Coburg/I-5 Interchange, Snowden stated that staff is recommending that \$1.5 million be removed from the project because it isn't needed to match the Federal earmark.

IX. NEXT MEETING

Snowden stated that the March meeting falls during Spring Break and asked if the Committee wants to change the meeting date. The Committee decided to meet March 21.

Meeting adjourned at 8:00 p.m.

Vonnie Rainwater
Recording Secretary

MEMORANDUM

March 21, 2007

To: Roads Advisory Committee

From: Tom Stinchfield, Transportation Planning Engineer

Subject: FY 08-12 Draft Capital Improvement Program (CIP)

The public comment period for the draft CIP closed on Friday, March 9th. We did not receive any further written comments after the hearing on February 28, 2007. We have enclosed for your information copies of all written testimony on the draft CIP. This, along with the February 28, 2007 minutes, will constitute the public hearing record.

We are recommending a delay in further action on the CIP program until your April meeting. We hope that there will be definite action in Congress by that time. The most likely action appears to be a one-year extension of current funding levels for the Road Fund. This proposal is contained in a House Emergency Spending bill. Until passed by both houses of Congress and signed by the President, uncertainties continue over this proposal.

Attachments

Written testimony on FY 08-12 Draft CIP

CITY OF SPRINGFIELD, OREGON

OFFICE OF THE MAYOR / CITY COUNCIL

SPRINGFIELD



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

February 28, 2007

John Anderson,
Chair,
Lane County Roads Advisory Committee
3040 North Delta Highway
Eugene, OR 97408-1696

Re: Lane County Capital Improvement Program (FY 2008-2012)

Dear Mr. Anderson:

I am happy to have this opportunity to comment on the proposed Capital Improvement Program for Fiscal Years 2008-2012, prepared by Lane County staff. I am sorry that I am unable to attend your meeting this evening in person.

The City of Springfield and Lane County have long been partners in developing the infrastructure which is essential to the continued growth of Springfield and to the convenience of rural residents in the adjacent areas. The City deeply appreciates not only the support for major capital projects such as Sports Way, Phase I of the Bob Straub Parkway, and the recently completed Martin Luther King, Jr. Parkway, but also the continuing support for our local preservation activities through the County/City Road Partnership.

We recognize the severe challenges the County faces with the potential loss of federal funding. It is regrettable that continuation of the Partnership program no longer appears possible. We are heartened, however, that the proposed CIP continues support for Phase II of the Bob Straub Parkway. This is a vital component to the development of the Jasper/Natron area, and we urge you to recommend that it remain part of the CIP, as we urge you to recommend the entire CIP, as presented, for favorable consideration by the Board of County Commissioners.

The City has vigorously advocated for the reauthorization of Secure Rural Schools funding, and will continue to work with the County to find stable sources of revenue to permit the County to maintain the development of infrastructure to serve all of our citizens.

Sidney W. Leiken,

Mayor,
City of Springfield



February 28, 2007

Lane County Roads Advisory Committee
Lane County Public Works
Transportation Planning
3040 North Delta Highway
Eugene, OR 97408-1696

Intergovernmental Agreement (IGA) for Harvey Road CIP Project (Project #2114-1)

Dear Road Advisory Members,

For approximately the last 18 months, the City of Creswell staff has been working with the County Public Works staff in the development of the Harvey Road CIP Project (Project #2114-1). That coordination has included surveying, initial design work on the project, ongoing staff meetings, an Open House designed for community member input and the development of an intergovernmental agreement for the project.

This IGA was reviewed by the Creswell City Council at a City Council work session on February 26, 2007. The City Council has authorized me to release this letter as an acknowledgement of their agreement in principle to the IGA. It is expected the City Council will formally adopt the IGA at the March 12, 2007 City Council meeting.

Thank you for your continued support of this project.

Sincerely,

Mark Shives
City Administrator
City of Creswell



MEMORANDUM

April 25, 2007

To: Roads Advisory Committee

From: Tom Stinchfield, Transportation Planning Engineer

Subject: FY 08-12 Draft Capital Improvement Program (CIP)

As we stated last month, the public comment period for the draft CIP closed on Friday, March 9th. We have previously given you copies of the written materials submitted at the hearing. This, along with the February 28, 2007 minutes, will constitute the public hearing record and will be provided to the Board in its entirety.

There has been activity in Congress concerning county payments legislation, but no final resolution of the issue. Our intergovernmental relations staff continues to be somewhat optimistic a compromise will be reached on the Iraq spending bill that will include continuation of the county payments legislation. The most likely thing is that there will be a one-year extension at the current funding level and then a four-year step down plan as proposed by Senator Wyden. There is still plenty of uncertainty, including changes in the formulas reducing the share of the money for Oregon, Washington, and California that could have an impact on revenue for those specific states beyond the stepping down of the overall funding level for the total program.

Requested Action: Forward a recommendation on the draft CIP to the Board of Commissioners for their consideration at their public hearing.

So, we are asking for a recommendation from the committee at this meeting. Our plan is to delay the Board hearing on the CIP until May 16, 2007. This is the last practical date to hold the hearing so that we can adopt the CIP 30 days in advance of the main County budget.

April 25, 2007 Revision to the draft CIP

Attached is the staff recommendation for the draft CIP to be forwarded to the Board. The committee may agree with this recommendation or forward a different recommendation to the Board. Here is a summary of the changes made

to the February 21, 2007 version of the draft CIP that was discussed at the public hearing.

1. Based on the Board discussion and direction at their March 14, 2007 work session, the following projects are in funded status and will go to contract as soon as possible. All of these projects have been previously funded, but are again listed in the draft CIP in FY 07-08 as a contingency in case the contracts are not awarded before July 1, 2007.

Bob Straub Parkway	\$6,085,000
Heather Glen Affordable Housing (Veneta)	\$150,000
Prairie View Affordable Housing (Eugene)	\$213,700
Westown at 8 th (Eugene)	\$275,000

Note: The unallocated funds in the Assisted Housing Fund have not been added back to the program (FY 07-08 \$111,300; FY 08-09 \$250,000; FY 10-11 \$250,000)

2. The I-5/Coburg Interchange county match has been reduced to the minimum level of \$1,030,000 to match the federal earmark of \$9,000,000 for the project and moved to FY 07-08.

3. Bolton Hill Road (\$1,750,000) and Harvey Road (\$1,650,000) have been tentatively added back to FY 07-08 with notes that say funding is contingent on federal legislation to continue county payments to the county Road Fund. This is consistent with the Board direction on March 14, 2007.

Attachments

Revised 4/25/07 draft FY 08-12 Draft CIP

April 25, 2007 Revised Draft FY 08-12 Capital Improvement Program

CATEGORY	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	5 YR Total
ANNUAL TOTALS BY CATEGORY						
RIGHT OF WAY	\$ 635,000	\$ 100,000	\$ -	\$ -	\$ -	\$ 735,000
GENERAL CONSTRUCTION	\$ 9,485,000	\$ 1,250,000	\$ -	\$ -	\$ -	\$ 10,735,000
STRUCTURES	\$ 1,977,000	\$ 267,226	\$ -	\$ -	\$ -	\$ 2,244,226
PRESERVATION/REHABILITATION FUNDS	\$ 3,000,000	\$ 3,600,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 15,600,000
SAFETY IMPROVEMENTS	\$ 300,000	\$ 300,000	\$ -	\$ -	\$ -	\$ 600,000
<u>SUBTOTAL COUNTY PROJECTS</u>	<u>\$ 15,397,000</u>	<u>\$ 5,517,226</u>	<u>\$ 3,000,000</u>	<u>\$ 3,000,000</u>	<u>\$ 3,000,000</u>	<u>\$ 29,914,226</u>
PAYMENTS AND MATCHES TO OTHER AGENCIES	\$ 1,030,000	\$ -	\$ -	\$ -	\$ -	\$ 1,030,000
FISH PASSAGE PROJECTS	\$ 175,000	\$ 50,000	\$ -	\$ -	\$ -	\$ 225,000
ROADS FOR ASSISTED HOUSING PROJECTS	\$ 638,700	\$ -	\$ -	\$ -	\$ -	\$ 638,700
<u>SUBTOTAL-PAYMENTS & SPECIAL PROJECTS</u>	<u>\$ 1,843,700</u>	<u>\$ 50,000</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 1,893,700</u>
Annual CIP	\$ 17,240,700	\$ 5,567,226	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 31,807,926
Project Specific Revenue / Grants	\$ 2,762,000	\$ 1,350,000	\$ -	\$ -	\$ -	\$ 4,112,000
Net County CIP Cost	\$ 14,478,700	\$ 4,217,226	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 27,695,926

NOTE: This April 25, 2007 draft of the FY 07/08 through FY 11/12 Lane County Capital Improvement Program has been reduced in size due to uncertainty about the potential loss of federal Secure Rural Schools Act revenues. It contains several projects that are contingent upon Congressional action to continue federal payments to the Lane County Road Fund. This draft CIP was recommended to the Board of Commissioners by the Roads Advisory Committee at their April 25, 2007 meeting.

April 25, 2007 Revised Draft FY 08-12 Capital Improvement Program

CATEGORY	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12
RIGHT OF WAY ¹					
Bob Straub Parkway, S 57th to Jasper Rd ⁴	\$ 350,000				
Bolton Hill Rd, Territorial to south of Dogwood (contingent upon federal legislation) ¹⁸	\$ 175,000				
Harvey Road, Hillegas to UGB (contingent upon federal legislation) ¹⁷	\$ 100,000				
Irving Road at NW Expressway and UP Railroad Crossing ²	\$ 10,000				
Prairie Road, Bailey Ln to High Pass Rd ³		\$ 100,000			
TOTAL	\$ 635,000	\$ 100,000	\$ -	\$ -	\$ -

CATEGORY	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12
GENERAL CONSTRUCTION					
Bob Straub Parkway, S 57th to Jasper Rd ⁴	\$ 5,700,000				
Bob Straub Parkway Environmental Mitigation ⁴	\$ 385,000				
Bolton Hill Rd, Territorial to south of Dogwood (contingent upon federal legislation) ¹⁸	\$ 1,750,000				
Harvey Road, Hillegas to UGB (contingent upon federal legislation) ¹⁷	\$ 1,650,000				
Prairie Road, Bailey Ln to High Pass Rd Total cost shown. 100% reimbursement ³		\$ 1,250,000			
TOTAL	\$ 9,485,000	\$ 1,250,000	\$ -	\$ -	\$ -

CATEGORY	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12
STRUCTURES					
Brice Creek, mp 3.31 (HBP) (10.27% local match shown) ⁵		\$ 183,936			
London Road, mp 8.73 (OTIA III Rehabilitation) (Construction cost shown. 100% reimbursement) ⁶	\$ 252,000				
London Road, mp 11.25 (OTIA III Rehabilitation) (Construction cost shown. 100% reimbursement) ⁶	\$ 225,000				
London Road, mp 13.01 (OTIA III Replacement) (Construction cost shown. 100% reimbursement) ⁶	\$ 1,500,000				
Parvin Covered Bridge(HBP) (10.27% local match shown) ⁷		\$ 83,290			
TOTAL	\$ 1,977,000	\$ 267,226	\$ -	\$ -	\$ -

April 25, 2007 Revised Draft FY 08-12 Capital Improvement Program

CATEGORY	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12
PRESERVATION/REHABILITATION FUNDS					
Overlays and Pavement Rehabilitation ⁸	\$ 2,915,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000
Hayden Bridge Rd, Shadylane to 19th, Pavement Preservation (STP) ¹⁶	\$ 85,000				
Bridge Rehabilitation and Preservation		\$ 300,000			
Covered Bridge Rehabilitation	\$ -	\$ 300,000	\$ -	\$ -	
TOTAL	\$ 3,000,000	\$ 3,600,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000

CATEGORY	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12
SAFETY IMPROVEMENTS					
Safety Fund ⁹		\$ 300,000			
Irving Road at NW Expressway and UP Railroad Crossing. (Estimated county cost shown) ²	\$ 300,000				
TOTAL	\$ 300,000	\$ 300,000	\$ -	\$ -	\$ -

CATEGORY	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12
PAYMENTS AND MATCHES TO OTHER AGENCIES					
I-5/Coburg Interchange (Local Match) ¹⁰	\$ 1,030,000				
TOTAL	\$ 1,030,000	\$ -	\$ -	\$ -	\$ -

CATEGORY	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12
FISH PASSAGE PROJECTS					
Fish Passage Project Fund ¹¹	\$ -	\$ 50,000			
Five Rivers Rd, mp 3.9 (Title II 100 % construction reimbursement) ¹⁹	\$ 75,000				
Nelson Mountain Road (Knapp Creek) mp 5.8 - 5.9 (OWEB)	\$ 50,000				
Siuslaw Road, mp 29.1 (OWEB Grant 100% construction reimbursement) ²⁰	\$ 50,000				
TOTAL	\$ 175,000	\$ 50,000	\$ -	\$ -	\$ -

CATEGORY	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12
ROADS FOR ASSISTED HOUSING					
Assisted Housing Fund ¹²	\$ -	\$ -	\$ -	\$ -	\$ -
Heather Glen Affordable Housing (Veneta) ¹³	\$ 150,000				
Prairie View Affordable Housing(Unthank Rd, Eugene) ¹⁴	\$ 213,700				
Westtown at 8th (Eugene) ¹⁵	\$ 275,000				
TOTAL	\$ 638,700	\$ -	\$ -	\$ -	\$ -

NOTES

- 1) 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 refined.
- 2) 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.
- 3) Total construction and right-of-way costs will be funded by Junction City. The city has accepted jurisdiction of this section of road. Lane County will provide design and construction engineering services at no cost to the city.
- 4) Bob Straub Parkway is funded in FY 06-07 in the current CIP and is expected to go to contract in June 2007. It has been listed again in FY 07-08 as a contingency in case the contract is awarded after July 1, 2007.
- 5) 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.
- 6) These three OTIA III bridge projects on London Road will be contracted by Lane County. Total estimated construction costs are shown and will be reimbursed up to the original grant amount.
- 7) 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.
- 8) 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.
- 9) Safety Improvements Fund. Staff will recommend projects as locations are studied and identified. These projects improve safety conditions and generally have low cost, small size, limited impact on adjacent properties, and relative ease of implementation.
- 10) 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 \$20,000,000 total for this interchange improvement.
- 11) 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.
- 12) The Board discussed the Assisted Housing projects on March 14, 2007 and directed staff to follow through on funding commitments for the three projects listed below in FY 07-08. Unallocated funds in FY 07-08 and future year allocations have been removed from the CIP.
- 13) St. Vincent De Paul is in the process of developing Heather Glen, an affordable housing project. \$150,000 of Road Fund eligible improvements were funded in 06-07. This project is expected to go to contract in early 07-08 so the funds have been shown in the 07-08 year.

- 14) Prairie View Affordable Housing project was approved by the Board in August, 2006. The project has been listed again in this document in FY 07-08 as a contingency in case the contract is awarded after July 1, 2007.
- 15) Westown at 8th was funded previously in FY 05-06. The project has been delayed and the county funds have not been expended. In March, the Board directed staff to follow through on this existing commitment. The project has been listed in FY 07-08 as a contingency in case the funds are expended after July 1, 2007.
- 16) Lane County has approval for metro area STP funds for the Hayden Bridge Road, Shadylane to 19th, Pavement Preservation project. 10.27% local match for an ODOT contract is shown in the CIP. Total project cost is \$810,000.
- 17) The Harvey Road project has been identified as a high priority for funding in the event that federal funds are restored in the Road Fund in FY 07-08. It is listed in this draft CIP based on the expectation that Congress will act before the CIP is adopted by the Board of Commissioners. If not, the project will likely be removed from the program by the Board. The City of Creswell has identified local matching dollars (\$300,000) on Harvey Road including development contributions. The project scope may be expanded on Harvey Rd to include additional city street to the south of Hillegas. The agreement with the city will state that the added if funds are available from the original \$1,650,000 amount. If not, the City will pay for all additional project extensions. City will take over jurisdiction of the road at the completion of the project.
- 18) The Bolton Hill Road project has been identified as a high priority for funding in the event that federal funds are restored in the Road Fund in FY 07-08. It is listed in this draft CIP based on the expectation that Congress will act before the CIP is adopted by the Board of Commissioners. If not, the project will likely be removed from the program by the Board. The city of Veneta has identified \$360,000 in city matching funds for Bolton Hill Road. The project limits may be extended approximately 400 feet south of Dogwood to connect with adjacent city subdivision construction. The city will also take jurisdiction of the roadway upon completion of the project as a city street.
- 19) Five Rivers Rd. This culvert replacement is funded by Title II funds. Amount shown is construction cost estimate which will be reimbursed 100%. The culvert will be installed by county forces. County staff costs are not reimbursed and are not shown in the cost estimate.
- 20) Siuslaw Rd. This culvert replacement is funded by OWEB funds. Amount shown is construction cost estimate which will be reimbursed 100%. The culvert will be installed by county forces. County staff costs are not reimbursed and are not shown in the cost estimate.

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ROADS ADVISORY COMMITTEE April 25, 2007

MEMBERS PRESENT: John Anderson, George Goldstein, Pete Maury, Jody Ogle, Tom Poage, Jack Radabaugh

MEMBERS ABSENT: Rex Redmond

STAFF PRESENT: Ollie Snowden, Sonny Chickering, Bill Morgan, Tom Stinchfield, Mike Russell, Shashi Bajracharya, Debby Woodruff, Caroline Manewal

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

I. PUBLIC COMMENT – None.

II. APPROVAL OF MINUTES

Motion: Radabaugh moved to approve the Minutes of March 21, 2007 as submitted. Maury seconded. All present voted in favor, motion carried.

III. HIGHWAY 99 (Junction City) CITIZEN ADVISORY COMMITTEE REPORT – No report.

IV. METRO PLANNING ORGANIZATION CITIZEN ADVISORY COMMITTEE REPORT

Anderson reported they are working on a brochure which will be an information guide as to how projects start and how citizens can become involved. The MPO Committee is also looking for more members, as they were created to be a 15 member committee and they currently only have 8 members.

V. MEMBER RESIGNATION

Maury announced his resignation from the Committee, adding that he has enjoyed working with everyone. He said Lane County Public Works is one of the better run organizations that he has had the opportunity to work with, especially considering the scope and the size of the operation. Maury added that he has always been proud to be a part of it.

VI. COMMITTEE COMMUNICATIONS

Goldstein asked what the protocol was for Committee members to communicate amongst themselves outside of the regular meetings. Radabaugh suggested staff could generate a list of members' e-mail addresses. Discussion. Committee consensus was for staff to do this.

Snowden explained the Board is looking at changing the way members are appointed to County advisory committees. His understanding is they would like to have all committees consist of 7 members. For the first 5 members, each Commissioner would appoint one member and the member would not have to be from that Commissioner's district. Snowden stated he is unclear on exactly how the remaining 2 members would be appointed.

Snowden noted, for now, staff will notify County Administration that Maury's at-large position is vacant. Unless staff receives different direction, he expects they will use the current process of advertising the vacancy, accepting applications, having RAC review the applications and forward a recommendation to the Board, and having the Board make the final decision.

VII. FY 08/12 DRAFT CAPITAL IMPROVEMENT PROGRAM UPDATE

Stinchfield explained the most recent update from AOC (Association of Oregon Counties) regarding the Secure Rural Schools (SRS) Act funding does not look good; there is even a question now as to whether the one year extension will be included in the Iraq spending bill. Stinchfield noted the Committee will now need to make their recommendations regarding the CIP without knowing the outcome of Congressional action on the SRS. The Board will be holding their CIP hearing, probably without Congressional action also, on May 16.

Road Fund Status Report - Snowden offered to show the Committee the PowerPoint presentation he will be giving to the Budget Committee tomorrow night, noting it could be helpful for their discussion on the CIP. Presentation information included:

- Road Fund has 5 revenue sources and SRS provides approximately 49% of the total.
- Road Fund revenue sources are – SRS (20.5M), State Highway Fund (15.7M), Federal Aid (0.7M), Investment Earnings (1.0M), and Other (4.0M).
- Without reauthorization of SRS, we go back to the historic formula of payments based on the actual harvest in Federal forests within Lane County; could be approx. 2.0M.
- Main trend for the last several years is our expenses are increasing faster than revenues, especially as materials costs have had substantial increases while revenue stayed flat; this has created a declining fund balance.

Snowden explained the Department had been directed to prepare 2 budgets. Budget #2 assumes no reauthorization of SRS and would result in approximately an 8 million dollar reduction (includes reduction of about 53 full time, Road Fund related positions) and would rely on drawing the reserve down to preserve basic services until we know what Congress does with SRS. Snowden showed slides demonstrating different scenarios with expenditures and revenues. He noted we need to preserve a contingency fund to cover unplanned emergencies e.g. slide repair, added, we need to get to the point that we don't drop below an \$8-10M reserve. Snowden concluded that with Budget #2, even though we have made very substantial cuts, we are only half way to where we need to be if we lose SRS entirely; we need additional State and local revenue immediately to prevent further service reductions in FY 08/09; and there is no single revenue source out there to replace SRS. New revenues will need to come from a variety of sources.

Snowden continued by explaining that Budget #3 had assumed a continuation of SRS with the Wyden Amendment, which would have bought us 2-3 years of relative stability during which time we could look for new revenue sources. It is his understanding the Wyden Amendment is no longer on the table.

Snowden stated the issue before the RAC is to decide what to do with the CIP. He reminded members that the Board had directed staff to put back the Bob Straub Parkway and the 3 Affordable Housing projects, and to continue working on Harvey Road and Bolton Hill Road projects, but the Board would want to review the last two at a later date. Snowden recommended that RAC leave Harvey Road and Bolton Hill Road as active projects and direct Engineering staff to continue working on them. Stinchfield added the Board had also reduced the I-5/Coburg Interchange County match to the minimum level to match the Federal earmark amount. Stinchfield noted RAC may make a different recommendation than what staff is doing and both recommendations will be forwarded to the Board; that his Board Agenda packet for the CIP will include the February 28, 2007 and April 25, 2007 RAC Minutes as attachments.

Radabaugh asked for clarification on the staff recommendation for Bob Straub Parkway. Stinchfield explained the project has had a long development process, we're almost ready to go to bid, and staff thinks the project should be completed.

Ogle asked for clarification as to why we would continue the process when we're short on money, and it could possibly be picked up later with SDC's (System Development Charges) as the area develops.

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Poage stated you need the road before you can develop. He noted he would like to say "here is the Bob Straub Parkway; it is a loan to the city of Springfield, and have the City pay the County back from their SDC's." Chickering noted the SCD credits on this project are already promised to the property owners in exchange for them dedicating the right-of-way.

Stinchfield said staff had also received direction from the Board to proceed with the jurisdictional transfer negotiations with ODOT regarding the section of Jasper Road that is being bypassed (42nd Street to the Jasper bridge).

Poage expressed concern over public perception regarding what citizens are reading in the paper about the budget shortfall vs. the citizens seeing us spending money on road projects. He feels it is just not a good move politically.

Ogle noted her preference would be to see Bolton Hill Road and Harvey Road projects take precedence over the Bob Straub Parkway, which was RAC's recommendation to the Board in February 2007.

Radabaugh stated the Bob Straub Parkway has been in the CIPs as far back as he can remember and it is long overdue; and now that we're almost on top of it, this is not one of the projects to back away from. He noted he likes the idea of adding additional user costs to these projects if possible, e.g. some new kinds of taxes. He reiterated it is time to finish this project up.

Goldstein mentioned toll roads as a revenue source. Stinchfield noted ODOT is beginning to look at that option. Snowden explained that what they have found back East is that tolling is a good way to cover the cost of maintenance and preservation, but it's not a system-wide fund solution.

MOTION: Poage moved to support staff's memo/recommendation regarding the CIP, with two additional comments: 1) RAC encourages funding for the Harvey Road and Bolton Hill Road projects have a higher priority, and 2) that the RAC discussion on CIP priorities in the February 28, 2007 Minutes be attached/highlighted in the materials going to the Board. Ogle seconded. Discussion. Radabaugh noted he wanted it very clear in the minutes that he strongly supports the completion of the Bob Straub Parkway. VOTE: All present voted in favor and motion carried.

VIII. REVENUE GENERATING ISSUES

System Development Charges – Stinchfield explained this item is on the agenda in order for him to gather input on what the RAC had in mind regarding SDC's. Stinchfield noted he will be working with Bajracharya on SDC's, they have discussed this with the Finance and Audit Committee, and the general direction from there was to proceed with the rural SDC's first. This is the one the County can implement by Board order without needing agreements with other agencies. We are also beginning to see some Measure 37 subdivision activity so it would be good to get that in place. Stinchfield said there are some obvious issues with urban SDC's, including IGA's with cities; and it also has the same political complications as the local gas tax.

Local Gas Tax – Stinchfield noted Commissioner Stewart has been discussing implementing a County-wide gas tax, along with lowering or eliminating the city gas taxes that are currently in place.

Vehicle Registration Fees – There are also discussions that if the Legislature takes action to allow motor vehicle registration fees to be implemented by coordinates, there could possibly be a funding package developed that creates a bigger pie, if everyone can agree on how to share it.

With that introduction, Stinchfield asked for input from the Committee. Anderson used the Bolton Hill Road project as an example and explained that one of their ideas was that it would eventually carry traffic to future subdivision developments; that Veneta's SDC's could be used to pay the County back over a 10 year period. This keeps the County out of the SDC business, but

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essentially says "if the County builds a road for you and you're going to benefit from it, then you need to pay us back." Cities already have the ways and means to collect these charges.

Poage stated his reasoning behind putting this on the agenda was that the County is losing Federal funds and his goal is to keep pushing staff to continue thinking on new revenue sources.

Snowden noted that the rural SDC's are one of the things the County can move forward on fairly quickly. In looking at urban SDC's and County-wide gas tax or vehicle registration fees, then you need to have regional discussions/negotiations about how to put a package together that would get buy-in from the majority of the cities. He added Commissioner Stewart wants to see those discussions start.

Radabaugh suggested working on more city/County cooperation regarding services in order to build a bigger, broader tax base more accepted by everyone. Goldstein noted there is a natural schism between rural and urban areas. There was discussion about gas tax. Ogle noted she would prefer a gas tax over a vehicle registration fee because with a gas tax, individuals can choose to drive less, but a registration fee would hit the lower income people who still need to have a car. Anderson noted we need to be careful not to do something that would discourage growth. Stinchfield said staff would continue to bring revenue proposals to RAC as they develop them.

IX. NEXT MEETING – May 23, 2007.

X. OTHER BUSINESS – None.

Meeting adjourned at 7:00 p.m.

Caroline Manewal
Transcribing Secretary