



M E M O R A N D U M

TO: Roads Advisory Committee
FROM: Shashi Bajracharya, Transportation Planning
DATE: 1/20/2009
RE: 10-14 DRAFT Capital Improvement Program

Enclosed is a Draft Executive Summary Tables for CIP 10-14 (Draft) prepared for Roads Advisory Committee (RAC) discussion and action. The committee is not expected to take action in the January meeting but will be asked to provide recommendations to the Board of County Commissioners (BCC) in subsequent meetings. Staff recommends releasing the Draft Capital Improvement Program (CIP) Executive Summary documents for public review in anticipation of a public hearing scheduled for February 25, 2009.

Overview

The Draft reflects Lane County's current financial position and road fund status. The Public Works Director and staff have discussed the current financial position and project needs in the Lane County road system. Although there are immediate needs for road system improvements, the financial outlook does not indicate the County will be able to add any new projects in this CIP. Considering projected funding shortages in the future, a scaled-down CIP has been proposed for your review.

The scaling back of the CIP is necessary even after the recent reauthorization of the Secure Rural Schools and Community Self-Determination Act of 2000 (SRS) at incrementally reduced funding levels over the next three years. Beyond 2011, uncertainty about revenue looms large. However, the Draft continues to focus on completing previously approved or committed projects, or adds new projects funded through external sources of funding.

The Executive Summary Table shows the 5-year CIP totals \$26.1 million, of which \$801,000 is anticipated to be funded through grants and other external sources. The remaining funding is coming from road funds and one-time funding provided by Senate Bill 994 passed last year. SB 994 provided Lane County about \$9.9 million to allocate towards county road maintenance and capital improvements. The RAC previously recommended using SB 994 monies for roadway maintenance rather than capital improvement projects in light of dire SRS reauthorization prospects at that time.

During last year's CIP process, the RAC extensively discussed SB 994. SB 994 has specific requirements related to the project selection and expense timeline. Monies

must be allocated to county road projects by 2010. In compliance with the bill's requirement that cities be consulted, the RAC conducted a public hearing involving city officials. Cities proposed more than \$4.0 million in projects. After initial eligibility screening, staff short-listed the city projects using project selection criteria and presented separate lists for your consideration. List A contained mostly county road maintenance projects and List B included city proposed projects. Your recommendation to the BCC was to consider List A; List B projects were to be considered only if a multi-year SRS reauthorization occurred. Reauthorization of SRS commits Lane County to revisit List B based upon last year's adoption process. Staff is recommending SB 994 funding be tentatively allocated as shown on attachment 5 page 1 of 2.

The RAC previously recommended, and the BCC adopted, using SB 994 for pavement preservation, in FY 2009 and FY 2010. The preservation projects identified for FY 2009, totaling over \$2.72 million, will be let this summer. The \$1.6 million Harvey Road Improvement project approved for SB 994 for FY 2009 has also moved to the bidding stage. According to List A, the remainder of SB 994 monies is allocated to pavement preservation for FY 2010. Additionally, the lists did not consider the 10.89% local match required for the fund at that time; with the reauthorization of SRS, the requirement went into effect. It means an additional \$1.1 million burden to the Road Fund.

List A has been updated with a revised list of pavement preservation projects based upon current information.

Finally, we are attempting to take advantage of federal economic stimulus legislation. If economic stimulus money is forthcoming, it may affect how SB 994 money is allocated. Staff will provide an update in this regard at your meeting.

Draft CIP in Detail

- The Draft CIP 5-year total is \$26.1 million. Accounting for approximately \$0.8 million grants and other external revenues, the net county Road Fund expenses are \$25.3 million.
- Most of the \$25.3 million dollars in Road Fund expenses have been allocated to pavement preservation. The preservation line item accounts for 94% of the total CIP or 98% of Road Fund. The Draft continues to assume a flat allocation of \$4.5 million per year for pavement preservation.
- FY 2010 pavement preservation expenses are eligible for SB 994 monies. In addition to the \$6.3 million set aside for pavement preservation projects and one general construction project for FY 2009, the Draft envisions funding pavement preservation projects using the remainder \$3.6 million of the SB 994 fund in FY 2010. This includes \$1.1 million for the 10.89% required local match.
- The Draft CIP contains no new urban improvement projects. The Harvey Road project previously approved in CIP 09-13 will soon be in the construction phase.

This project is being funded using SB 994 monies. It is anticipated to be complete by the end of FY 2010.

- The City of Lowell requested funding a road related project for the Lowell Assisted Housing project during the last CIP process. The RAC and the BCC approved a net \$250,000 contribution towards road construction works in the CIP 09-13 (as a general construction project). This Draft shows the project as a \$325,000 project, which includes \$75,000 towards releasing a deed restriction to be paid by the City to the County. The total project cost is \$650,000. The remainder is contributed by St Vincent DePaul and the City of Lowell.
- The County coordinated with Oregon Department of Transportation (ODOT) to plan and develop the Delta Highway Intelligent Transportation System (DHITS) project. ODOT recently approved the DHITS project as an innovative project that helps reduce congestion while addressing safety issues on Delta Highway and Beltline. This project is funded at 100% by the Statewide Transportation Improvement Program (STIP) and administered by ODOT, hence not included as a County CIP project.
- The Harlow-Hayden Bridge Way Pavement Preservation Project was adopted in the CIP 08-12. This project is brought forward in this Draft. This metro area collector road is eligible for the federal Surface Transportation Program-Urban (STP-U) funds. Lane County has approval for STP-U funds to cover 45% of the total project cost. The remaining 55% is funded through the county Road Fund, which covers federally required local match monies and additional county works. The department is exploring the opportunity to fund the Road Fund portion with economic stimulus money. If successful, the project must be carried out in FY 09 requiring removal from this CIP.
- Irving Road Railroad Crossing Project is also partially funded through the federal STP-U funds. It was adopted in CIP 08-12 and has moved to the design phase. The project includes railroad crossing improvements and road-related improvements. In an IGA with ODOT Rail, the County committed a maximum \$100,000 contribution in-kind (i.e., labor) for the railroad crossing improvement. The remaining project cost is ODOT's responsibility. It has approval from federal "Section 130 funds" grants to cover the cost of railroad related improvements. Lane County successfully sought STP-U funds for road related improvements. The total project cost is \$1.25 million, and construction will be administered by ODOT. The Draft shows the County contribution only.
- The Draft continues to set aside the federal minimum required match, \$1.05 million, towards the I-5/Coburg Interchange project as Payment and Matches to Other Agencies.
- The Draft includes maintenance and repair of covered bridges. A new roof for the Goodpasture covered bridge is funded through the National Historic Covered

Bridge Program (NHCBP). Similarly, the Parvin Covered Bridge is funded through the Highway Bridge Program (HBP) and NHCBP funding for a major maintenance project. These types of projects are programmed in CIPs when the State bridge inspection program identifies their deficiencies. The Earnest Covered Bridge and Layng Covered Bridge have been recently identified as deficient bridges requiring immediate repairs. The Draft included these bridges as projects for development in anticipation of funding through the federal programs.

- The Draft also includes funding for Bridge Rehabilitation and Preservation, School Zone Speed Limit Flasher installations, Covered Bridge Rehabilitation, and Fish Passage culverts. These funds are programmed by County staff to respond to minor repair and maintenance needs and enhance safety in the road system.
- Staff is reintroducing the “Projects for Development” category to list staff recommendations for priority projects if additional funds become available, through yet unidentified revenue opportunities.

Methodology

In past CIP cycles, staff would identify capital improvement projects after allocating expenses for preservation and maintenance programs. As the Road Fund was already drawn-down while programming last year’s CIP, no surplus dollar amount is available in the current cycle for programming additional capital improvement projects. The projects retained in the draft are carried over from the previous CIP or SB 994 projects that were discussed and prioritized during the CIP 09-13 cycle. These projects were selected based on a prioritization matrix score described below.

Prioritization Matrix

The prioritization factors are used to compare the relative merit of individual projects already committed and otherwise in the previously adopted CIP and projects for development. Each factor for which the proposed project would provide a benefit is marked with a plus (+) or a double-plus (++); double-plus indicating a strong benefit for that respective factor.

Attachment 5 shows the list of road projects and their relative benefit based on the evaluation methods described above that was endorsed by the RAC and BCC in previous CIP cycles. As noted in the spreadsheet, the projects that have been committed to the program are listed at the top of the spreadsheet under “committed” project ranks.

The second category of projects includes other previously adopted projects. Bridge replacement and repair projects are prioritized based on structural evaluations. In most cases, bridge repair and replacement work is funded through federal Highway Bridge Program (HBP) sources. Both bridges in this draft happened to be covered bridges.

They are proposed for repair and rehabilitation. They are funded or anticipated to be funded through a combination of HBP and the National Historic Covered Bridge Program (NHCBP). The general construction project, the Lowell Assisted Housing Road Project, was previously adopted in CIP 09-13.

The third group of projects is projects for development. These projects are unfunded projects but could potentially move to the CIP list when external funding is available. Projects in this category are prioritized with the intention of receiving approval to spend Road Fund resources to begin working on these projects in the event financing becomes available to construct them.

Project Information Sheets

Attachment 4 to this memo contains more detailed information on projects included in the CIP and projects for development. These individual project sheets show an image of the existing road, provide available data, and describe problems and the proposed solutions. 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 of the matrix.

Recommendation

After reviewing and discussing the information provided in this memo, staff recommends releasing the Draft 10-14 Capital Improvement Program (CIP) executive summary tables document for public review in anticipation of a public hearing scheduled for February 25, 2009.

ATTACHMENTS:

- 1 Draft CIP Tables
- 2 SB 994 Funding List A, B (CIP 09-13)
- 3 SB 994 Fund Allocation Plan (CIP 10-14)
- 4 Project Information Sheets
- 5 CIP 10-14 Project Prioritization Matrix