

W.7.a.

AGENDA COVER MEMO

DATE: June 11, 2003

TO: Lane County Board of Commissioners

DEPT: Public Works

PRESENTED BY: Oliver Snowden, Public Works Director

AGENDA ITEM TITLE: In the Matter of Reallocating \$325,000 from the Oak Street Capital Project Partnership Project to the Eugene Federal Courthouse First Phase Transportation Improvements and Amending the FY04-FY08 Capital Improvement Program

I. MOTION

Move that Order be adopted

II. ISSUE OR PROBLEM

Should the Board reallocate \$325,000 in Capital Project Partnership (CaPP) funds to the first phase transportation improvements for the Federal Courthouse in Eugene.

III. DISCUSSION

A. Background

Through Board Order 01-12-12-11, the Board approved a list of projects to be funded by the County's CaPP program. Included in the approved list was a City of Eugene project, extending Oak Street from 5th Avenue to Willamette Street. The Board assigned \$325,000 to the project, scheduled for construction for FY02-03.

The Board subsequently directed the County Administrator not to execute an Intergovernmental Agreement that would have enabled County funding to be transferred to the City for the Oak Street project.

This year's United Front lobbying package requested that our congressional delegation support an earmark project in the next Federal transportation act for transportation improvements in the vicinity of the new Federal courthouse. The attached "Transportation Solutions" pamphlet describes the improvements.

Eugene asked for a total of \$7.6 million for the earmark project. The attached letter from Kurt Corey to me explains the details of that request. The City is asking for \$340,000 from the County as local match for the first phase (2004) transportation improvements.

B. Analysis

The City is asking that Oak Street be terminated as a CaPP project and that the CaPP funds assigned to the Oak Street project be reassigned to the first phase courthouse transportation improvements. This will cover \$325,000 of the estimated \$340,000 of the local match. The remaining \$15,000 will have to come from another source, or from the general Road Fund.

At its May 28th meeting the Roads Advisory Committee reviewed the City's request. Some Committee members expressed concerns that the County was being asked for the entire local match amount, in part because the CaPP funds to be reallocated from the Oak Street project covered only \$325,000 of the required \$340,000 match.

Don Ehrich, ODOT District 5 Manager, pledged that ODOT would provide the remaining \$15,000 match. With that commitment, the RAC recommended that the County reallocate the Oak Street CaPP funds to the first phase transportation improvements for the Federal Courthouse.

C. Alternatives/Options

1. Reallocate \$325,000 from the Oak Street CaPP project to the Federal Courthouse first phase transportation improvements for FY 03-04.
2. Reallocate \$325,000 from the Oak Street CaPP project and \$15,000 from the general Road Fund to the Federal Courthouse first phase transportation improvements for FY 03-04.
3. Do not reallocate any funds to the Federal Courthouse first phase transportation improvements

D. Recommendations

Option 1

IV. IMPLEMENTATION/FOLLOW-UP

The need for County funds as the local match is dependent on the success of our congressional delegation in getting the Federal Courthouse transportation improvements designated as an earmark project in the next Federal transportation act, preliminarily called "SAFETEA." The TEA-21 expires on September 30, 2003. It remains to be seen whether Congress will pass SAFETEA prior to September 30th.

V. ATTACHMENTS

Attachment 1 - May 6, 2003 Kurt Corey letter
Attachment 2 - "Transportation Solutions"
Board Order



Public Works

May 6, 2003

City of Eugene
858 Pearl Street
Eugene, Oregon 97401
(541) 682-5262
(541) 682-6826 Fax

Dear Ollie,

The Eugene City Council adopted the Courthouse District Concept Plan in July, 2002. The Plan is intended to guide the development of a vital new neighborhood on the east end of downtown with a landmark building, the new federal courthouse; a mix of uses; and a connection to the Willamette River.

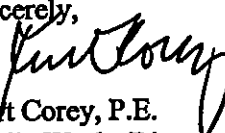
Currently, the Courthouse District is isolated from the rest of downtown due to the existing transportation facilities and traffic. The Plan included a transportation element to provide multi-modal access to the Courthouse District. The transportation improvements have been included in the City's recently adopted Capital Improvement Plan and the first phase of improvements is included in the City Manager's FY04 Provisional Budget.

An earmark for federal funding of the Courthouse District transportation improvements is a priority in the Metro area United Front lobbying effort. The earmark request is for \$7.6 million and assumes a local match of 20 percent or \$1.52 million. The funding request is split into two phases of transportation improvements. The first phase is for \$1.7 million in federal FY03 and the second phase is for \$5.9 million in federal FY05. Enclosed for your information are six copies of a brochure developed by the City as part of the United Front lobbying effort.

The City and County have had a long and successful partnership in funding transportation improvements. The successful re-opening of Broadway this past fall is the most recent example. City staff believes the Courthouse District is an excellent opportunity to build on this partnership. Therefore, the City requests County funding in the amount of \$1,520,000 to meet the local match for the Courthouse District transportation improvements. As indicated above, the phasing of the improvements would require matching funds of \$340,000 for 2004 construction activities and \$1,180,000 for 2006 construction activities.

Please call me at 682-5612, if you have any questions regarding the City's funding request. Thank you in advance for your consideration and for your continued support of the City's transportation capital improvement program.

Sincerely,

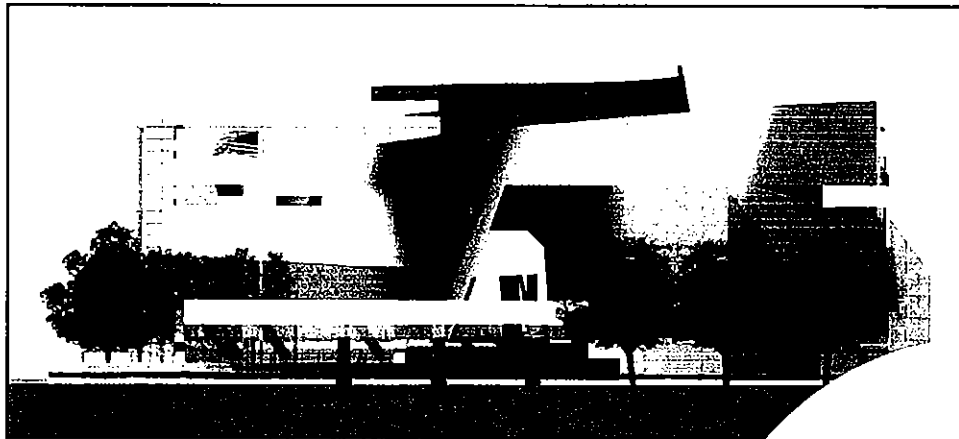


Kurt Corey, P.E.
Public Works Director

Enclosures (6)

TRANSPORTATION SOLUTIONS

WAYNE MORSE FEDERAL COURTHOUSE
EUGENE, OREGON



*"... a landmark building and
destination points... a great
street lined with civic uses... an
active, vital public waterfront...
a downtown once again
connected to the river."*



"This is the community's best opportunity to realize the vision for this area of downtown ... a landmark and destination points ... a great street lined with civic uses .. an active, vital public waterfront ... a downtown once again connected to the river."

Courthouse District Concept Plan

"Federal support of the transportation elements of this plan will ensure good access to the new Wayne Morse Federal Courthouse. It will also help this community attain a longstanding goal of reconnecting this neighborhood to the greater downtown area and making this into a vibrant, successful district."

Eugene Mayor Jim Torrey



Courthouse District
CONCEPT PLAN



"Transportation concepts ... have as a common feature some form of redistributing or 'unbraiding'

the large volume of traffic that currently flows along Mill Street and East Broadway."

Courthouse District Concept Plan

"...The courthouse alone will need a good system of streets, sidewalks and bike paths. The need will be even more acute if the rest of the property is developed as a mix of housing, office and retail spaces. ...The prospect of having a building that aspires to be part of such a legacy is exciting. Here's hoping such aspirations prove contagious."
The (Eugene) Register-Guard, May 17, 2002

"Everyone envisions the same thing: a vibrant, interesting downtown neighborhood."

This is one of Eugene's best opportunities to transform itself into the city it wants to be."

Adell McMillan, President,
Eugene Planning Commission

A VISION FOR DOWNTOWN EUGENE....

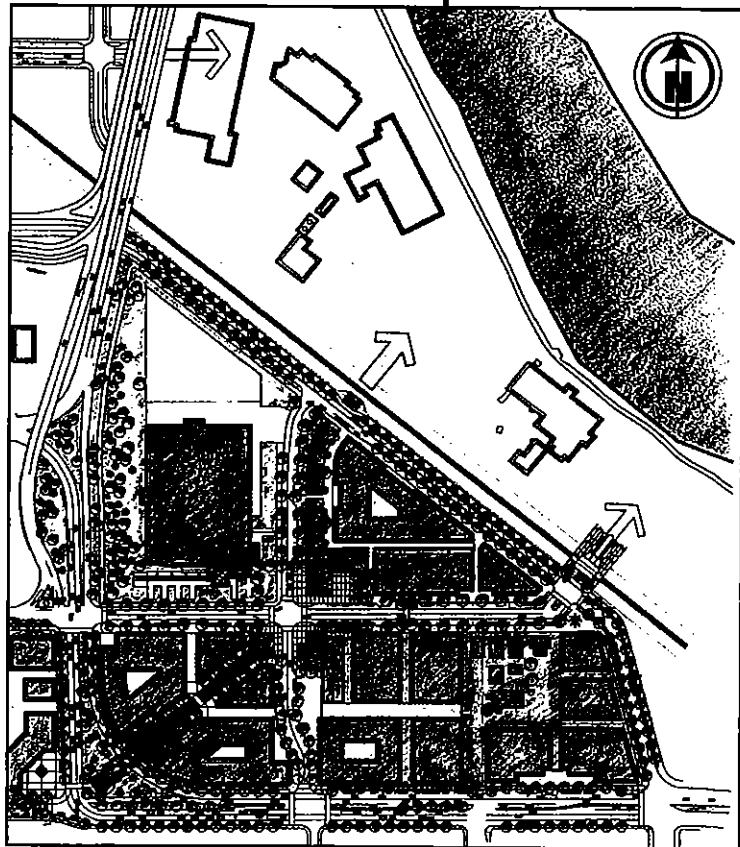
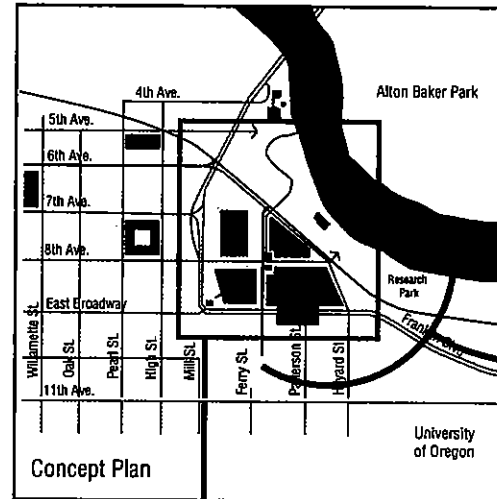
In 2001, General Services Administration selected the former Agripac Cannery property as the site for a new Federal Courthouse. This area of downtown, with its aging industrial structures and underutilized land between the core of downtown Eugene and the Willamette River, was seen as a key redevelopment opportunity. The Federal Courthouse is an integral component of the vision for this area, a new mixed-use district along Eighth Avenue, leading from the heart of downtown to the river.

In July 2002 the Eugene City Council adopted a Concept Plan for the courthouse district, based on four main project goals:

- create a special place around the courthouse;
- connect to the core of downtown;
- contribute to the vitality of the core of downtown;
- connect downtown to the river, in a memorable, accessible way.

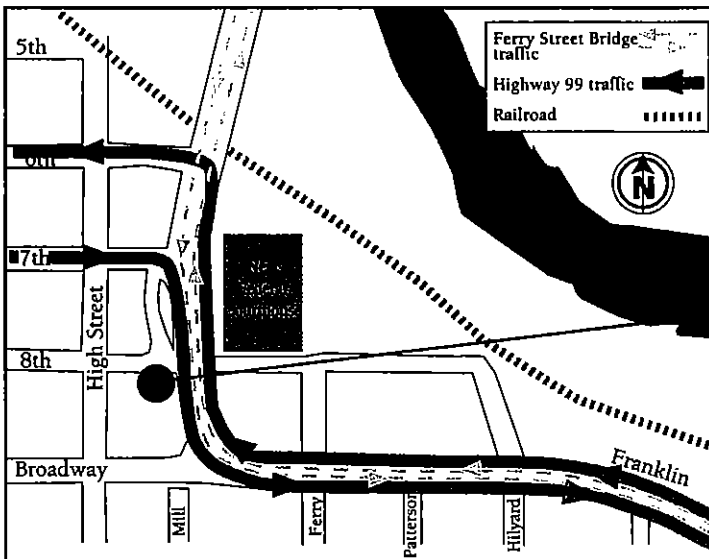
Currently, this area is isolated from downtown by a large volume of traffic, representing both local trips to downtown and through traffic on state Hwy 99. Unbraiding this traffic has been key to the City's urban design plan for this area. The plan focuses on providing new transportation routes and pedestrian crossings to create a special place by the new courthouse and to make the connection between downtown and the river.

Transportation improvements in this area will benefit local and state transportation systems and the new Federal Courthouse neighborhood. A new state route will carry west-bound traffic on the edge of downtown. The downshift in required capacity will allow Broadway to take on more of a main street character, with wider sidewalks and on-street parking. A new signal at Eighth and Mill will create a pedestrian path along the City's "civic street," past the Park Blocks, Lane County Courthouse, Eugene City Hall, the new Federal Courthouse, and onto the edge of the Willamette River.



Courthouse District Illustrative Plan

EXISTING TRANSPORTATION CONDITIONS



Existing Traffic Flow

The Courthouse District is separated from downtown Eugene by a heavy and continuous stream of traffic. Local traffic going north or south overlaps for several blocks with the regional traffic on Highway 99.

Vehicles coming from the Ferry Street Bridge and Seventh Avenue (Hwy 99) converge on Mill Street and continue south and east on Broadway to Patterson Street, or onto Franklin Boulevard (Hwy 99). The reverse flow takes the Franklin Boulevard (Hwy 99) and Hilyard Street traffic west and then north on Mill Street to about Eighth Avenue, where it separates into the northbound Ferry Street Bridge traffic and the westbound traffic on Sixth Avenue (Hwy 99).

The resulting flow of about 45,000 vehicles per day on Mill Street at Eighth Avenue creates a virtual wall between the current downtown and the emerging courthouse district for motorists, pedestrians and bicyclists.

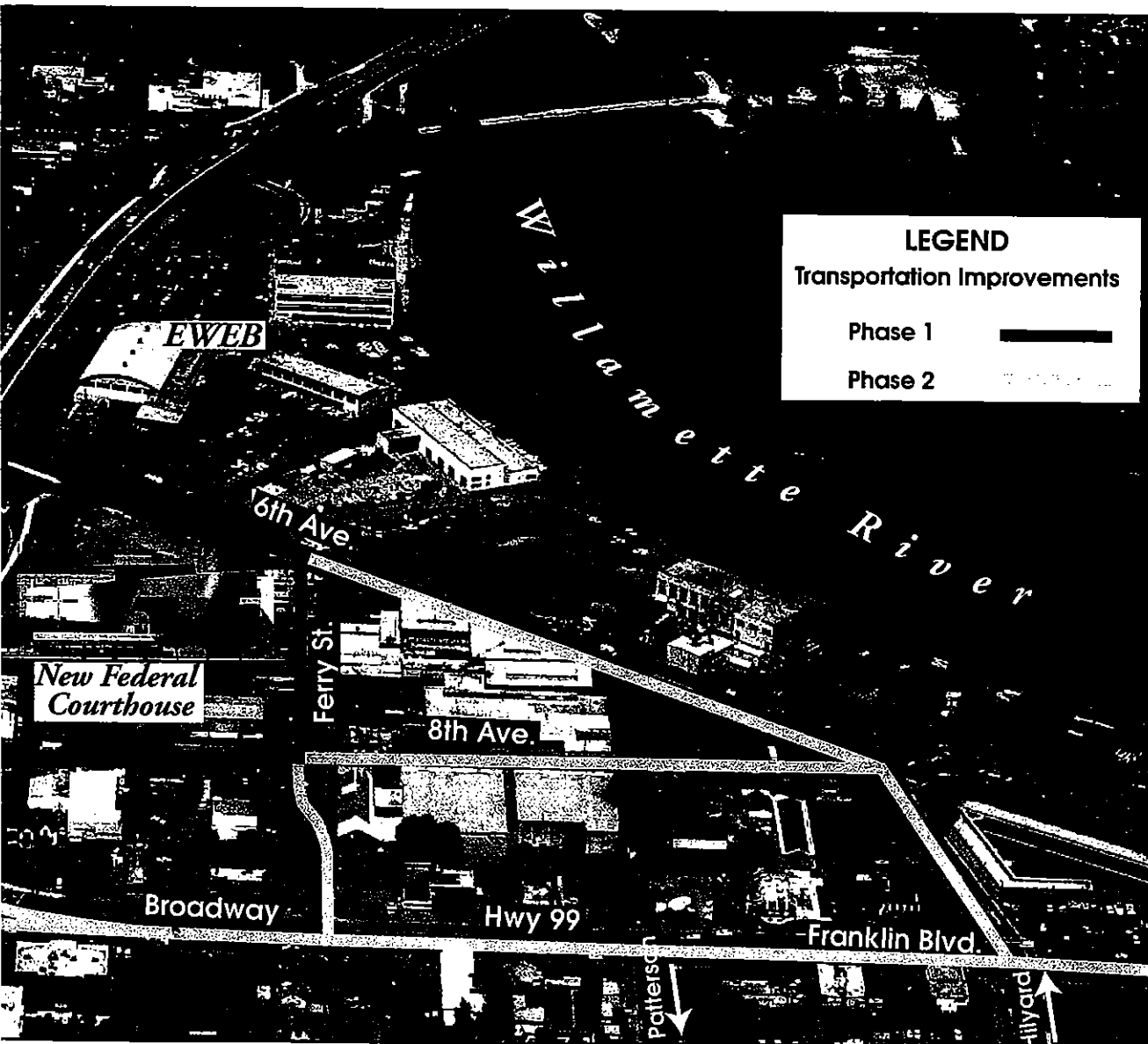


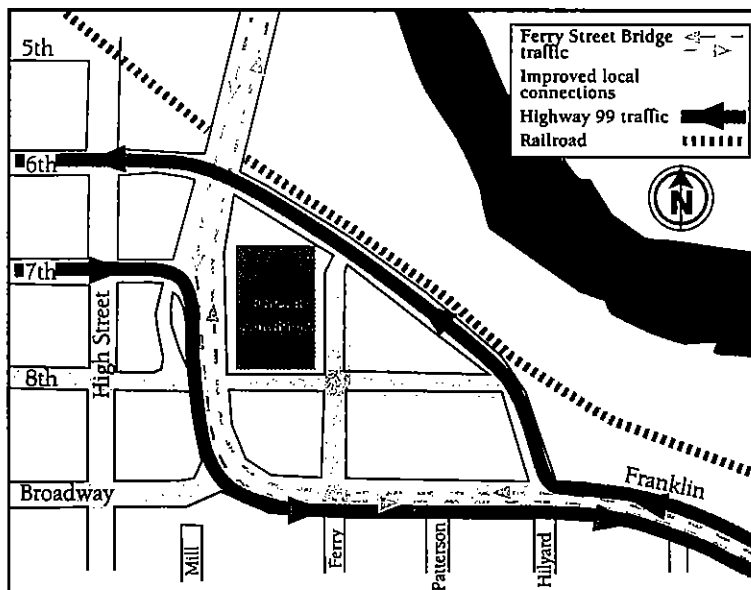
TRANSPORTATION OPPORTUNITIES

Currently, the new courthouse area does not meet any of the four design goals (see page 3) adopted by the City Council for the district, primarily because of the isolation caused by the existing transportation facilities and traffic. To achieve the goals, the city explored several alternative transportation concepts which have as a common feature some form of redistributing or "unbraiding" the large volume of traffic that currently flows along Mill Street and East Broadway.

After extensive analysis and review, one alternative emerged as the *preferred transportation option* for the Courthouse District Concept Plan. This option presents the most balanced alternative to address the four urban design goals. The transportation component of the Plan includes the following major components:

- Reduce traffic flow on Hwy 99 by extending Sixth Avenue along the railroad tracks, with two, one-way

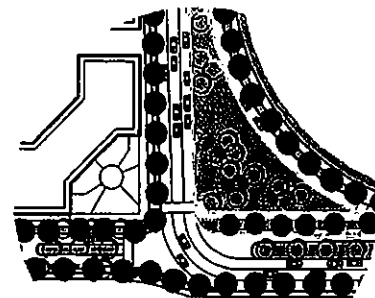




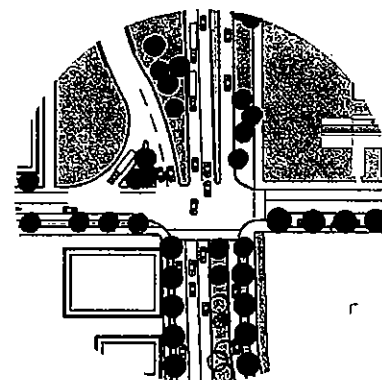
New Traffic Flow

westbound travel lanes for Highway 99 traffic from Hilyard Street at Franklin Boulevard to Sixth Avenue west of Mill Street.

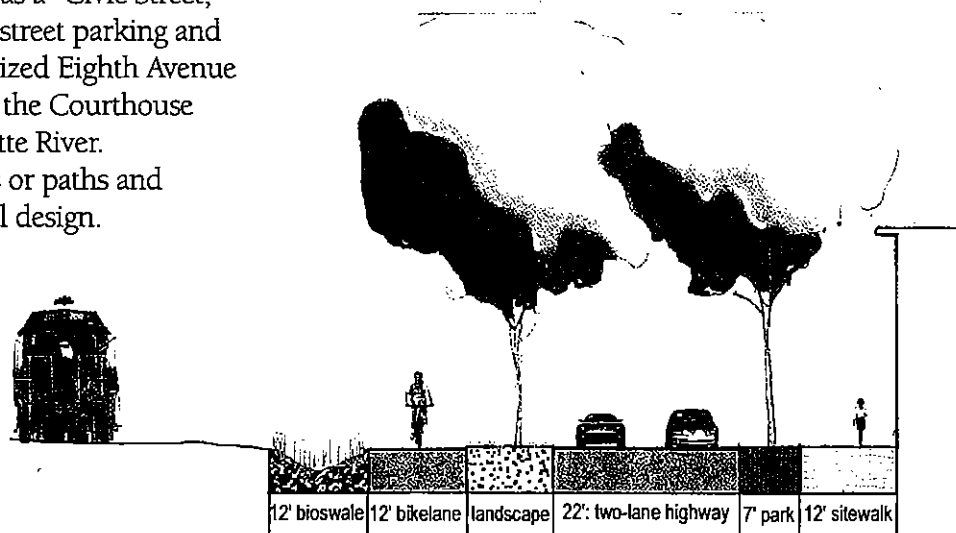
- Using the reduction in traffic flow on Hwy 99, reuse part of Broadway/Hwy 99 for other purposes, such as wider sidewalks, landscaping or on-street parking.
- Provide pedestrian, bicyclist and motorist crossing of Mill Street at Eighth Avenue, providing the essential connections with downtown.
- Redesign Eighth Avenue as a “Civic Street,” with two-way traffic, on-street parking and wide sidewalks. A revitalized Eighth Avenue will connect downtown, the Courthouse District and the Willamette River.
- Incorporate bicycle lanes or paths and sidewalks into the overall design.



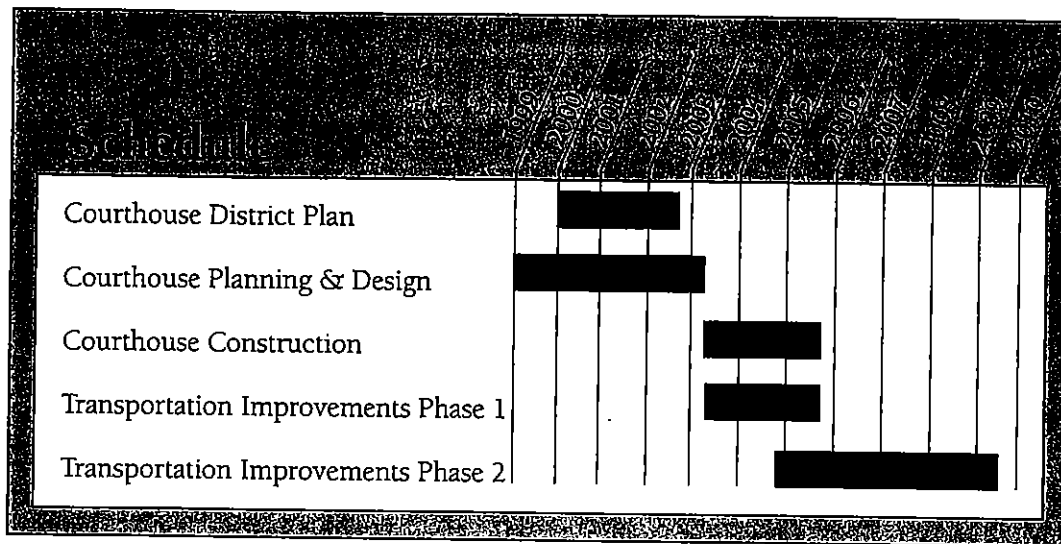
Mill Street and Broadway



8th and Mill Street Crossing



INFRASTRUCTURE FUNDING NEEDS



FINANCIAL PROJECTIONS

Transportation Improvements Phase 1A (Federal Fiscal Year 2003)	\$1.7 million
Transportation Improvements Phase 2 (Federal Fiscal Year 2005)	\$5.9 million
Subtotal	\$7.6 million
Transportation Improvements Phase 1B*	\$2.5 million
Total	\$10.1 million

*Railroad and Sixth Avenue undercrossing for pedestrian and bicycle access to riverbank trail system.

For more information, contact:
 Mike Sullivan
 (541) 682-5448
mike.c.sullivan@ci.eugene.or.us
www.ci.eugene.or.us

December 2002



W. S. A.

IN THE BOARD OF COMMISSIONERS OF LANE COUNTY STATE OF OREGON

ORDER NO.

)In the Matter of Reallocating
)\$325,000 from the Oak Street
)Capital Project Partnership Project to
)the Eugene Federal Courthouse First
)Phase Transportation Improvements
)and Amending the FY04-FY08
)Capital Improvement Program

WHEREAS, through Order 01-12-12-11, the Board of County Commissioners allocated \$325,000 from the Capital Project Partnership Program to the extension of Oak Street from 5th to Willamette; and

WHEREAS, The Board of Commissioners, because of concerns about the Oak Street project, directed the County Administrator not to execute an Intergovernmental Agreement with the City of Eugene for the Oak Street project; and

WHEREAS, the United Front lobbied the Oregon Congressional delegation to include the Federal Courthouse transportation improvements as an earmark project in the next Federal transportation act, now called SAFETEA; and

WHEREAS, a Federal SAFETEA earmark project will require a local match, most likely 20% of the project cost; and

WHEREAS, the estimated cost of these first phase transportation improvements is \$1.7 million, requiring a local match of \$340,000; and

WHEREAS, ODOT has pledged to provide \$15,000 of the local match;

NOW THEREFORE BE IT ORDERED that the \$325,000 in CaPP funding allocated to the Oak Street project be reallocated to the Federal Courthouse first phase transportation improvements as local match for the federal earmark project in FY03-04; and

BE IT FURTHER ORDERED that the FY04-FY08 Capital Improvement Program be amended to reflect these changes.

DATED this _____ day of June, 2003

Peter Sorenson, Chair
Lane County Board of Commissioners

APPROVED AS TO FORM

Date 6-2-03 lane county

OFFICE OF LEGAL COUNSEL