

W.7.C.

AGENDA COVER MEMO

DATE: February 2, 2005
TO: Lane County Board of Commissioners
DEPT: Public Works
PRESENTED BY: Tom Stinchfield, Transportation Planning Engineer
AGENDA ITEM TITLE: DISCUSSION AND ORDER/ IN THE MATTER OF AMENDING THE 2005-2009 CAPITAL IMPROVEMENT PROGRAM (CIP) IN FY 04-05 BY: 1. MOVING FUNDS FOR MILL ROAD AT HWY 58 FROM FY 06-07 TO FY 04-05; 2. ADDING \$40,000 IN ADDITIONAL FUNDS FOR LANE TRANSIT DISTRICT (LTD) IMPROVEMENTS ASSOCIATED WITH THE MARTIN LUTHER KING, JR BOULEVARD PROJECT; AND AUTHORIZING THE COUNTY ADMINISTRATOR TO EXECUTE INTERGOVERNMENTAL AGREEMENTS NECESSARY TO IMPLEMENT THESE ACTIONS.

I. MOTION

Move adoption of Board Order.

II. ISSUE OR PROBLEM

Two requests for modification of the FY 04-05 allocations adopted in the FY 2005-2009 Capital Improvement Program (CIP) are presented for Board consideration. They may be approved or denied separately, but are presented here together so the Board may consider their cumulative impact.

1. Should the Board contribute up to \$385,000 in County funds from FY 06-07 to FY 04-05 for improvements to Mill Road at Highway 58 as part of an ODOT bridge replacement project at MP 8.08, an overcrossing of the Union Pacific Rail Road?
2. Should the Board contribute an additional \$40,000 in County funds in FY 04-05 for LTD improvements associated with the Martin Luther King, Jr Boulevard project?

III. DISCUSSION

A. Background

The Public Works Director discussed the status of the County Road Fund with the Board on December 15, 2004 and cautioned the Board about the projected reduction in available Capital Improvement Program (CIP) funds in the future. Lane County continues to receive requests for these funds. Two of these requests are time-sensitive.

the westbound climbing lanes after construction. A preliminary ODOT consultant estimate compared the two designs. At that time, we believed that the incremental cost of the four-lane alternative would be covered by the \$385,000 in county funds. A very recent consultant estimate now shows that the incremental cost of the wider alternative is about \$1,250,000.

LTD Request for BRT on Martin Luther King Jr Boulevard Project

Lane County has funded the MLK Jr Boulevard project at \$5,200,000 in County road funds. Total project cost is estimated at about \$9,000,000. The road will become a city street when completed. The City is responsible for the total cost of the project beyond the committed County funds and has design decision-making authority for the project. Lane County is providing engineering design and construction service to both the City of Springfield and LTD by intergovernmental agreement.

The basic project design includes an intersection at MLK Jr Boulevard and RiverBend Drive, the main entrance to the Peace Health hospital. The basic design approved by the city includes four travel lanes, and left turn lanes. It also includes a northbound right turn lane for traffic turning east into the hospital. LTD has requested that this right-turn lane be lengthened so that it will operate also as a turning lane for BRT vehicles. The incremental cost of this change, including utility relocations and design, is estimated at \$40,000. The City of Springfield has concluded this is an LTD cost and has not authorized use of project funds for the BRT-related construction. LTD has submitted a letter, with attached drawing, (see Attachment 2) requesting county assistance in paying this incremental cost.

B. Analysis

Mill Road

With the two-lane bridge replacement alternative, no changes would be required at Mill Road. However, the desired left turn for eastbound trucks and automobiles would not be provided. With the four-lane bridge alternative, a left turn eastbound (and a right turn lane westbound) on Highway 58 at Mill Road would be provided, thereby making this intersection safer and more efficient.

For all OTIA III bridge projects, there is a process to control the budget and scope of the projects. The general policy is to accomplish the structural repair or replacement of the structures and minimize additional expenditures. The consultants preparing project designs must get the approval of the Bridge Oversight Committee to increase the scope and budget of the UPRR bridge replacement to include a wider bridge and turning lanes at Mill Road. Lane County has previously offered \$385,000 for this purpose by keeping the funds in the FY 06-07 CIP. With the most recent cost estimates, it seems clear that the county funds will not cover the incremental cost of the wider alternative.

ODOT continues to work on the designs and budget estimates. If we get additional details, we will provide them to the Board as supplemental information. We expect that the Bridge Oversight Committee will review the consultant report and consider whether to approve the larger budget and scope for the project. If the Board approves the commitment of the county funds in FY 04-05, this local contribution may help leverage additional ODOT funds for the project.

**IN THE BOARD OF COUNTY COMMISSIONERS OF LANE COUNTY
STATE OF OREGON**

ORDER NO.

) IN THE MATTER OF AMENDING THE 2005-
) 2009 CAPITAL IMPROVEMENT PROGRAM
) (CIP) IN FY 04-05 BY: 1. MOVING FUNDS FOR
) MILL ROAD AT HWY 58 FROM FY 06-07 TO
) FY 04-05; 2. ADDING \$40,000 IN ADDITIONAL
) FUNDS FOR LANE TRANSIT DISTRICT (LTD)
) IMPROVEMENTS ASSOCIATED WITH THE
) MARTIN LUTHER KING, JR BOULEVARD
) PROJECT; AND AUTHORIZING THE COUNTY
) ADMINISTRATOR TO EXECUTE
) INTERGOVERNMENTAL AGREEMENTS
) NECESSARY TO IMPLEMENT THESE
) ACTIONS.

WHEREAS, the Oregon Department of Transportation (ODOT) has requested County financial participation in the replacement of a bridge on Highway 58 at MP 8.08 and associated turn lane improvements at Mill Road near the bridge; and

WHEREAS, the Lane Transit District (LTD) has made a request for funds for BRT related improvements associated with the construction of Martin Luther King Jr Boulevard in Springfield; and

WHEREAS, the Lane County Board of Commissioners discussed these requests on February 2, 2005 at their regular meeting; and

WHEREAS, the Board wishes to approve these requests, **NOW, THEREFORE IT IS HEREBY**

ORDERED that the FY 2005-2009 CIP be amended as follows:

1. Mill Road at Highway 58, Move \$385,000 from FY 06-07 to FY 04-05
2. LTD Improvements on Martin Luther King Jr Boulevard, Add \$40,000 in FY 04-05. and

IT IS FURTHER ORDERED that the County Administrator execute intergovernmental agreements, as necessary to implement these actions, as follows:

1. The agreement for Mill Road at Highway 58 shall indicate that the \$385,000 in County funds is a not-to-exceed amount. Further, the purpose of these funds is to facilitate the construction of a left turn lane eastbound and a right turn lane westbound at the Mill Road intersection with Highway 58.

2. The agreement for the improvements requested by LTD for Martin Luther King Jr Boulevard shall indicate that the \$40,000 in County funds is a not-to-exceed amount.

Dated this _____ day of February, 2005.

Anna Morrison, Chair

Lane County Board of Commissioners

1-23-05
Anna Morrison



Lane Transit District

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October 21, 2004

Lane County Board of Commissioners
 Lane County Courthouse
 125 East Eighth Avenue
 Eugene, Oregon 97401

RE: Request for Road Funds

Dear Commissioners:

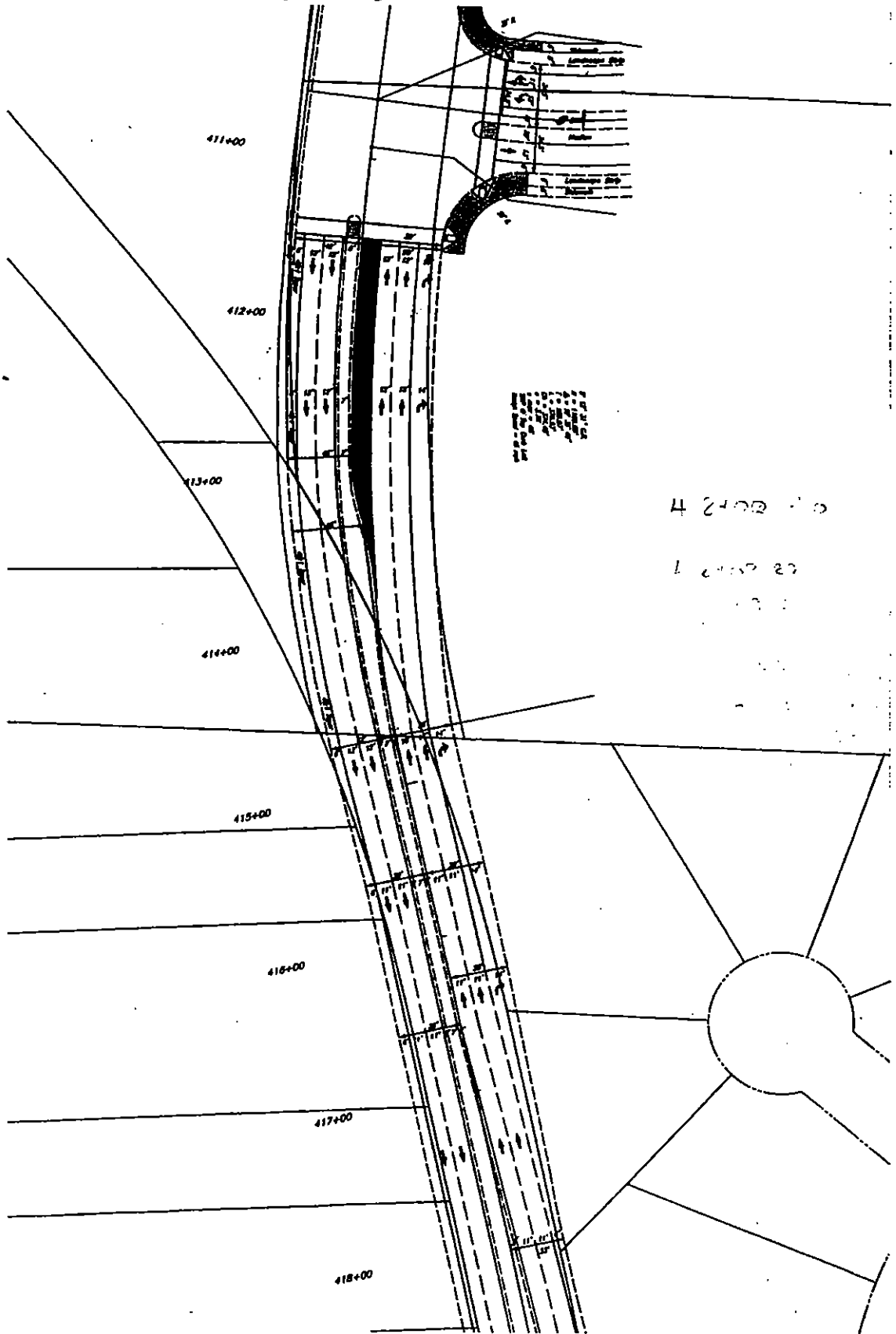
We thank you for your far-sighted decision to add additional right-of-way in the southern segment of the Martin Luther King Jr. Parkway in order to accommodate transit priority lanes for the EmX system. At this time, we are coming to you asking \$40,000 in Lane County Road Funds for the construction of a combination right turn/transit lane on the northbound approach of the MLK Jr. Parkway at RiverBend Drive. As explained below, this element of the project is eligible for Road Funds but is not eligible for funding through the Federal Transit Administration.

Staff from the County, the City of Springfield, and LTD have been fine-tuning the design of the MLK Jr. Parkway. For transit priority, the southbound approach (toward the roundabout at Hayden Bridge Road) will be a median transit-only lane. For the northbound direction, approaching RiverBend Drive, it has been decided that a combination transit and right turn lane on the curbside would be the safest and most effective design. With the narrower right-of-way, the right turn lane had to be shortened to the point that it would not accommodate the design-year traffic volumes. With the wider right-of-way, the right turn lane has been extended to function better for all right-turning vehicles including transit. Since there is little interference with the right turn movement, this lane should flow well and result in minimal delay for LTD. Attached is a drawing that shows the lane configurations.

The timing of the MLK Jr. Parkway construction and the EmX corridor construction would not be concurrent if LTD waits for federal funding. It clearly is clearly most efficient and least disruptive to the community to build the transit priority lanes on MLK Jr. Parkway at the same time that the rest of the street is constructed. Consequently, the LTD Board has decided that the transit lanes should be constructed at the same time that the rest of the road is constructed, even if that means that federal funds cannot be used on that portion of the work. It is estimated that construction of the transit lanes when the road is under construction would be 30 to 40 percent less expensive than to add the transit lanes after the road has been completed.

RECEIVED
 OCT 21 2004

MLK Jr Parkway - Right-turn lane



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