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Memorandum Date: June 7, 2007
Order Date: June 27, 2007

TO: Board of County Commissioners

DEPARTMENT: Public Works

PRESENTED BY: Mike Russell, Assistant Maintenance Planner

AGENDA ITEM TITLE: ORDER/IN THE MATTER OF RATIFYING AN APPLICATION SUBMITTED BY PUBLIC WORKS FOR GRANT FUNDING UNDER THE NATIONAL HISTORIC BRIDGE PRESERVATION PROGRAM FOR GOODPASTURE COVERED BRIDGE AND DELEGATING CONTRACT SIGNATURE AUTHORITY TO THE COUNTY ADMINISTRATOR IN THE EVENT OF A SUCCESSFUL APPLICATION.

I. MOTION

Move approval of Board Order ratifying an application submitted by Public Works for grant funds under the National Historic Covered Bridge Preservation (NHCBP) Program and authorizing the County Administrator to sign the contract in the event of a successful application.

II. AGENDA ITEM SUMMARY

Due to short timelines, the Department is asking the Board to review the application that has already been submitted to ODOT for inclusion in the state submittal of projects under the NHCBP Program.

Lane County reviewed current covered bridge needs and submitted one application for Goodpasture Covered Bridge. The project proposes to replace the failing roof covering with standard shakes.

The total project cost is estimated to be \$202,000. Federal funds requested amount to \$181,270 or 89.73% of the total project cost. The remaining amount of \$20,730 will be paid for out of the Road Fund.

If the grant application is successful, staff is asking the Board to delegate contract signature authority to the County Administrator for the contract that would be forthcoming.

III. BACKGROUND/IMPLICATIONS OF ACTION

A. Board Action and Other History

In the past the Board has expressed the desire to seek grant opportunities to help defray the costs of maintaining covered bridges.

B. Policy Issues

Through adoption of the Lane County Transportation System Plan, the Board has established that maintenance of the road system is a core priority for the use of the Road Fund and Department resources. Any additional revenue that can be generated from grant opportunities frees up the Road Fund for other projects.

C. Board Goals

This action supports the Strategic Plan overall goal to protect the public's assets by maintaining, replacing or upgrading the County's investments in systems and capital infrastructure. (*Lane County Strategic Plan 2001-2005, pg. 13*)

Generally, this action supports Strategic Plan Core Strategy D4 - Pursue intergovernmental revenue and private donations by applying for federal money for the project.

D. Financial and/or Resource Considerations

The financial implications of not taking action on this item are that Goodpasture Covered Bridge will continue to deteriorate and need reconstruction that will require the expenditure of Road Fund resources that could not be used for other priorities. With award of this grant, Road Fund resources can go to fund other priorities that otherwise would need to wait for adequate funding.

E. Analysis

In order to satisfy APM Chapter 1, Section 2A, Issue I, the following is the list of questions that need to be answered when a Board agenda item relates to approval of a grant or any project or proposal with limited duration funding.

1. What is the match requirement, if any, and how is that to be covered for the duration of the grant?

For this program the match requirement is 10.27% of the total project cost. This amount will come from the Road Fund.

2. Will the grant require expenditures for Material and Services or capital not fully paid for by the grant?

The project will be competitively bid as a capital improvement project and require the Road Fund to cover a portion of the match as well as any overages that may include expenditures for Material and Services. The project will be administered by ODOT.

3. Will the grant funds be fully expended before county funds need to be spent?

Yes. This will be covered under a reimbursement agreement where the Road Fund will be used to reimburse the State for project costs according to the match split (89.73/10.27).

4. How will the administrative work of the grant be covered if the grant funds don't cover it?

Grant funds will cover this activity in proportion to the match split (89.73/10.27).

5. Have grant stakeholders been informed of the grant sunset policy so there is no misunderstanding when the funding ends? Describe plan for service if funding does not continue.

The grant is a one-time, project specific allocation that will need to be completed within the agreed to timeline. There is no expectation that there will be continued funding.

6. What accounting, auditing and evaluation obligations are imposed by the grant conditions?

A final report is required under the grant conditions. The report will include a description of the work completed, financial summary, photo documentation and any historical information about the structure.

7. How will the department cover the accounting, auditing and evaluation obligations? How are the costs for these obligations covered, regardless whether they are in the department submitting the grant or a support service department? Does the department acknowledge that the county will need to cover these costs and it is an appropriate cost incurred by support service departments?

These activities will be managed by Public Works staff utilizing, among other tools, the cost accounting system, Field Engineering staff and Road Maintenance staff. Costs associated with these activities will be covered by the grant according to the match split (89.73/10.27).

8. Are there any restrictions against applying the county full cost indirect charge?

No.

9. Are there unique or unusual conditions that trigger additional county work effort, or liability, i.e., maintenance of effort requirements or supplanting prohibitions or indemnity obligations?

We have not received a grant from this program before and have not seen what the intergovernmental agreement language is yet, but in dealing with ODOT on other programs we have worked out language for these subjects that has been acceptable to both parties. We anticipate the same to be true for this grant.

10. Grants involving technology issues require Information Services department review and approval prior to submission to the Board to ensure compatibility with existing county systems and development tools.

This is not an IS related project.

11. Information Services department sign-off is required for all agenda items requesting funding for new or enhanced computer applications/systems that will interface with existing county systems/infrastructure.

This is not an IS related project.

**12. If this is a grant funded computer/software applications project,
a. Who is the project sponsor? Who will assume responsibility for the new system after it is developed? Not Applicable**

b. Who will actually develop the new system/application? Not Applicable

c. What will happen to the software application/system after the grant funding has ended? Not Applicable

d. Who will pay for ongoing maintenance and staff costs, if any? Not Applicable

f. Alternatives/Options

The Board's options are to approve the motion stated above, to deny the motion, or to take some other course of action.

V. TIMING/IMPLEMENTATION

Upon award of grant, which should be known before December 2007, an interagency agreement will be forthcoming from ODOT. Typically, these types of projects will be handled by ODOT for all activities related to design and construction. It is anticipated that project construction will commence in 2008.

VI. RECOMMENDATION

Staff is recommending that the Board approve the motion.

VII. FOLLOW-UP

At this point we are awaiting the results of the project selection process to determine if the proposed project application was successful. If awarded, staff will coordinate with ODOT to implement the project and establish the agreement to complete the project.

VII. ATTACHMENTS

- Board Order

- 2006 National Covered Bridge Preservation Program Grant Application for Goodpasture Covered Bridge

IN THE BOARD OF COMMISSIONERS OF LANE COUNTY
STATE OF OREGON

ORDER NO.) ORDER/IN THE MATTER OF RATIFYING AN
) APPLICATION SUBMITTED BY PUBLIC WORKS FOR
) GRANT FUNDING UNDER THE NATIONAL HISTORIC
) BRIDGE PRESERVATION PROGRAM FOR
) GOODPASTURE COVERED BRIDGE AND DELEGATING
) CONTRACT SIGNATURE AUTHORITY TO THE COUNTY
) ADMINISTRATOR IN THE EVENT OF A SUCCESSFUL
) APPLICATION.

WHEREAS, the Board desires to seek out grant opportunities to help defray the costs of maintaining covered bridges, **and**

WHEREAS, the Board supports the application prepared by Pubic Works for the 2007 National Historic Covered Bridge Preservation Program for Goodpasture Covered Bridge,

NOW THEREFORE, BE IT

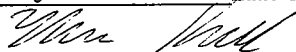
ORDERED, that the application submitted by Public Works for Goodpasture Covered Bridge is hereby ratified, **and**

ORDERED, that upon award of a grant, the Board delegates authority to the County Administrator to sign and execute an intergovernmental agreement/contract consistent with this Order.

DATED this _____ day of _____ 2007.

Fay Stewart, Chair
Lane County Board of Commissioners

APPROVED AS TO FORM

Date 6-14-07 Lane County


2007 APPLICATION
National Historic Covered Bridge Preservation Program

State OREGON

Priority Ranking: _____

County: Lane County

Congressional District/Representative: U.S. Congressional District 4

NBI structure number: 390118

Year Built: 1958

Bridge Name: Goodpasture

Location (e.g., county, city, route):

Located just off State Highway 126 at Goodpasture Road south of
Wich

Covered Bridge Owner (Include an address):

Lane County, 3020 N. Duff Hwy, Eugene, OR 97408

Is the structure on the National Register of Historic Places? (Yes/No)

Yes

- If not -

Is the structure eligible for listing on the National Register of Historic Places?

Yes

What are the qualities that qualify the bridge for the National Register?

Constructed in 1958 with a Howe truss design. Named after a pioneer family
homestead. This is the second longest covered bridge in the State.

Structure description (e.g., # of spans, length, width, design type, description of decking, beams/stringers, sides & roof, wood species, wood preservation system in use, historical significance, builder, type of traffic on bridge.)

The bridge is of the Howe truss design with a 105-foot span length. The outstanding
architectural details include 10 gothic louvered windows on each side, fake end beams, and
semi-elliptical portal arches.

Is a general plan and elevation attached as required?

Yes

Previous repair work (description, year, etc.)

Restoration was undertaken in 1987. The work included repairing damaged splices, replacing floor girders, up-sizing vertical tie-rods with A36 Steel rods, constructing a stronger traffic railing system, painting, fumigating, replacing southern approach span, and eliminating the north approach span in favor of a retaining wall option. This work brought the bridge up to standard load carrying capacity.

Provide a description of proposed work including wood preservative system, fire protection, vandalism and arson prevention systems to be used. (Note: Fire Retardant Treatments affect the properties of wood and are also not recommended by AASHTO or the Industry).

Tear off all old roofing material, reuse treated 1x4's, and install 24-inch #1 fire-treated Class E heavy shakes at 10" exposure over 30-lb. ASTM felt.

Does the State have a historic bridge inventory/management plan accepted by the State Historic Preservation Officer (SHPO)? A programmatic agreement for historic bridges with the SHPO, FHWA and the Advisory Council on Historic Preservation (ACHP) may substitute.

ODOH has an existing historic bridge inventory, published in 1989 as Historic Highway Bridges of Oregon. ODOH is currently developing both a historic bridge management plan and a programmatic agreement regarding historic bridges. The management plan is scheduled to be complete in the summer of 2007, and the programmatic agreement is in the early stages of development and will likely not be in effect until late 2007 or 2008.

State if the SHPO has certified that this project is warranted in accordance with the SHPO's State-wide historic preservation plan; how it benefits state-wide preservation efforts; how it enhances cultural tourism or enhances the history/economic development of the community; and other benefits of successful completion of this project.

SHPO will participate in the review process for this project, which is in accordance with the state-wide historic preservation plan. The NHCBPP benefits statewide preservation efforts as it will rehabilitate existing historic structures throughout Oregon. Covered bridges are a primary contributor to cultural tourism in many parts of Oregon, and this program will contribute to the local economies by preserving these structures that are focal points in their communities, allowing the continuation of heritage tourism. In addition, this program will enhance local history by preserving these significant structures and will ensure the continued existence of Oregon's large collection of historic covered bridges.

Does the local government plan to support the project with funds or other resources? (e.g. donated materials or labor) Indicate amount.

Yes, Lane County will contribute \$20,730 (10.27%) toward the project from it's Road Fund.

When the project is complete, will the bridge meet the current State or AASHTO standards for the roadway classification that it carries? Explain.

No. Goodpasture Road is classified as a rural minor collector. Assuming a design volume of 400 to 1,500 vpd, AASHTO standards call for a minimum clear roadway width of 22 feet. The bridge roadway width, in-to-in of bridge rail is 18 feet. This requires the bridge to be signed for one-lane use for trucks.

The bridge currently meets legal load standards.

Describe the plan for documentation of the bridge and the work performed.

Historical information regarding Goodpasture Covered Bridge will be researched through various sources including, but not limited to, Eugene Public Library, Oregon Covered Bridge Society, and Lane County Public Works archives.

Photo and diary documentation will be taken as a matter of course during the construction contract daily inspections. Financial reporting can be captured by the Department's cost accounting system that tracks Labor, Equipment and Materials costs. A break-out of contract costs can be reported through the successful contractor's regular invoices.

Upon completion of the project all relevant information will be consolidated and referenced for the final report.

The report will be managed by Mike Russell, Senior Engineering Associate.

Schedule for start of work (month/year): 5/08

Schedule for completion of work (month/year): 7/08

Cost Estimates:

	A FHWA Funds Requested (89.73%)	B Other Sources (10.27%)	A+B (100%)
Preliminary Engineering cost, if requested	\$17,950	\$2,050	\$20,000
Substructure cost of covered span	\$	\$	\$
Superstructure cost of covered span	\$134,600	\$15,400	\$150,000
Cost of fire protection, vandalism and arson prevention	\$	\$	\$
Other costs (Define)			
- Contract Admin. & Inspection	\$26,920	\$3,080	\$30,000
- Report Writing	\$1,800	\$200	\$2,000
Total cost of project	\$181,270	\$20,730	\$202,000

Note: Percentages are based on sliding scale participation.

Additional Comments:

State Department of Transportation Contact Person

Name: Chris Leedham, P.E.
Title: Structural Design Engineer
Agency: Oregon DOT
Ph: (503) 986-3383
Fax : (503) 986-3407
e-mail: christopher.r.leedham@odot.state.or.us

Local Agency Contact Person (if applicable):

Name: Mike Russell
Title: Senior Engineering Associate
Agency: Lane County
Ph: (541) 682-6968
Fax: (541) 682-8554
e-mail: mike.russell@co.lane.or.us

FHWA Division Office Contact Person:

Name: Tim Rogers
Title: Oregon Division Bridge Engineer
Division: Oregon Division Office
Ph: (503) 587-4706
Fax: (503) 399-5838
e-mail: timothy.rogers@fhwa.dot.gov

State Historic Preservation Officer(SHPO)

Name: Roger Roper
Title: Deputy SHPO, Oregon
Office: Oregon Parks & Recreation Department
Ph: (503) 986-0677
Fax: (503) 986-0793
e-mail: roger.roper@state.or.us