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**Table 15: Project History and Status**

Project	Approved FY####	Target FY####	Const Start FY \$\$\$\$\$	CIP Amount	Contract Authorized Amount	Completed FY	Status	Final Cost (Year To Date)			Remarks
								Road Fund	Other Source*****	Total	
<b>Structures</b>											
Brice Creek mp 3.31	2005	2009	NA	\$183,936	NA	NA	Delete	NA	NA	NA	
Clear Lake Road	2005	2005	2005	\$400,000		2006		\$744,266		\$744,266	100% complete
Coyate Covered Bridge	2005	2006	2006	\$200,000	\$316,209	2007	complete	\$305,240		\$305,240	7.8 % over estimate
Dorena Covered Bridge	2006	2006		\$100,000				\$115,791		\$115,791	
Fir Butte Road, mp 0.68 (HBRR)	2006	2009	NA	NA	NA	NA	deleted				
London Road, mp 11.25 (OTIA III)											
London Road, mp 13.01(OTIA III)	2005	2006	2007		\$1,939,549	2009	complete		\$1,977,451	\$1,977,451	
London Road, mp 8.73 (OTIA III)											
Lowell Covered Bridge	2005	2005	2006	\$2,200,000		2006	complete	\$493,368	\$1,700,000	\$2,193,368	FHEP, STP funds
Maxwell Road, mp 1.29 (repair)	2006	2007	NA	\$50,000							Bid cancelled
Parvin Bridge	2008	2008		\$83,290			On track				
Row River Bridge, mp 16.64 (OTIA III)	2005	2006	2006	\$799,000	\$1,430,832	2008	completed		\$1,745,853	\$1,745,853	
Sharps Creek Road, mp 6.48 (OTIA III)	2005	2006	2006	\$606,000	\$931,086	2008	completed		\$872,732	\$872,732	researching
Sharps Creek Road, mp 8.72 (HBRR)	2007	2009	NA			2008	cancelled			\$0	researching
Unity Covered Bridge	2006	2007					delete?				researching
<b>General Construction</b>											
31st Street, Hayden Bridge Rd to U Street	2005	2008	NA				delete				
42nd Street, Phase 2					\$1,581,064						
Beaver Street/ Hunsaker Lane	2005	2007	NA	\$2,000,000	NA		delete				researching
Bernhardt Height Road	2004	2006	2006	\$385,000	\$708,785	2008	completed	\$829,863		\$829,863	moved to 2008 with new cost
Bob Straub Parkway, Environmental mitigation	2007	2008	2006	\$385,000	NA	NA	delete				Project dropped

##### Fiscal Year when the project was adopted

#### Target fiscal year when the project was scheduled for implementation

\$\$\$\$ Actual construction start year

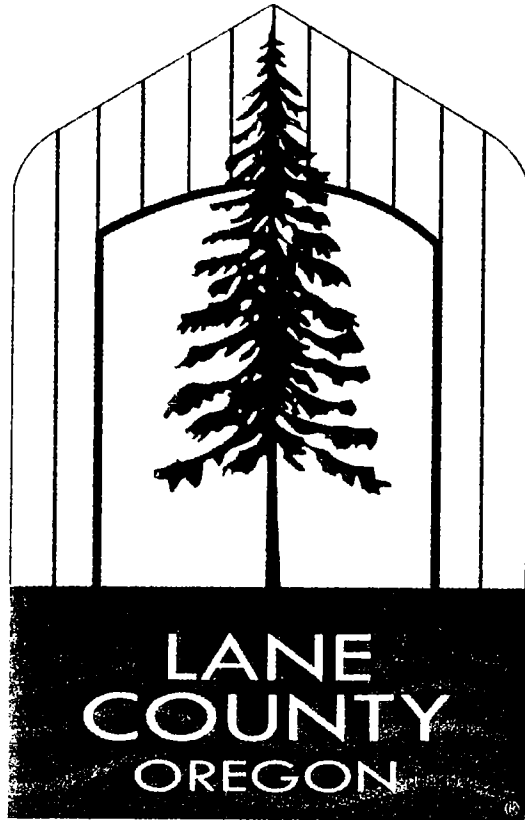
\*\*\*\*\* Includes grants, match from agencies

Project	Approved FY	Target FY	Const Start FY	CIP Amount	Contract Authorized Amount	Completed FY	Status	Final Cost (Year To Date)			Remarks
								Road Fund	Other Source	Total	
Bob Straub Parkway, S 57th to Jasper Rd	2006	2008	2007	\$5,700,000	\$5,795,351	2008	Completed	\$6,679,457		\$5,664,045	99.95% complete
Bolton Hill Road, Territorial to Dogwood Ln	2006	2008	2008	\$1,750,000	\$1,650,565	2009	completed	\$1,387,729	\$235,736	\$1,623,465	100% complete
Briggs Hill Road, mp 2.5 to mp 4.01	2005	2007	NA	NA	NA	NA	deleted	NA	NA	NA	Reduced scope to AC overlay
Cedar Flat Road, Hwy 126 to East Cedar Flat Rd	2005	2005	2005	\$500,000	\$697,104		completed				researching
Game Farm Road, Springfield to Coburg Rd	2004	2005	2005	\$2,750,000	\$2,214,255		completed				researching
Hall Road, mp 4.56 to mp 5.88		2007									Project scope downgraded to overlay project
Harvey Road, Scott Ave. UGB	2005	2008	2008	\$2,500,000	\$ 2,246,370		Contract		\$850,000		Researching; Includes utility project
Jasper-Lowell Road reconstruction mp 10.545-11.00	2004	2005	2005	\$470,000	\$609,020	2006	completed	\$378,877		\$599,407	moved to 2010
Lowell Assisted Housing	2008	2009		\$325,000			moved				re-scoped to overlay project only
Marcola Road	2005	2007	2007	\$3,200,000	\$1,135,603	2008	completed	\$1,121,481		\$1,121,481	researching
Martin Creek Rd, Hwy 99 to ECM		2009									Researching city contributions
Martin Luther king Jr Blvd	2004	2005	2005	\$4,740,000	\$7,648,271	2007	completed	?	?	\$7,352,842	researching
Mill Road Realignment at Hwy 58	2005	2007									researching
West Boundary Road, mp 1.67 to Bannister Creek		2006					completed				researching
<b>Safety Improvement</b>											
Brice Creek Road, mp 6.7	2005	2006	2006	\$200,000	\$233,986	2007	completed	\$214,000		\$214,304	dropped
Delta Bellline Interchange		2009									target year moved to 08/09, re-researching
Hwy 126 at Deerhorn Road		2006									New Target Year 2010
Irving Road at NW Expressway and UP Railroad	2008	2010					moved				
School Zone speed Limit Flashers	2006	2010									
Shoestring Road Slide repair		2005									
<b>Preservation / Rehabilitation</b>											
Delta Hwy Overlay	2006	2006	2006	\$1556,000			completed				researching
Harlow Haden Bridge Road	2008	2010					moved				Re-scoped in FY 2010

Project	Approved FY	Target FY	Const Start FY	CIP Amount	Contract Authorized Amount	Completed FY	Status	Final Cost (Year To Date)			Remarks
								Road Fund	Other Source	Total	
<b>Fish Passage Projects</b>											
Five Rivers Rd, mp 3.9		2010					moved				moved to 09/10 with a revised scope
Nelson Mountain Road (Knapp Creek) mp 5.8-5.9	2007	2009		\$50,000	County Force	2009	Delete				Replaces Nelson Mountain Knapp Creek project
Siuslaw Road (Holland Ck), mp 29.1	2008	2009	2009	\$50,000	County Force	2009	completed	\$60,453	\$209,300	\$269,753	
Thompson Creek Fish Culvert	2007	2009	2009	\$275,000	County Force	2009	completed	\$85,660	\$141,400	\$227,060	
<b>Road for Assisted Housing</b>											
Heather Glen	2007	2007	2007	\$150,000	\$231,933	2008	completed	\$231,933		\$231,933	
Prairie View Affordable housing	2007	2008		\$213,700	\$291,303	2008	completed	\$284,577		\$284,577	
Turtle Creek Housing Project		2006			\$326,832	2006		\$302,320		\$302,320	
Westtown at 8th	2006	2006	2006	\$275,000		2008	completed	\$275,000		\$275,000	Paid in full
<b>Payment to Other Government Agencies</b>											
42nd Street Signal at Eug/Sprfld hwy westbound on-ramp											
County City Road Partnership Payment		2005	2005	\$200,000		2005	completed	\$200,000			researching
I-5/Coburg Interchange	2005	annual					completed				Paid in full
OTIA III Pass-through Payments to Cities		2008		1,030,000			moved				Not paid
Springfield/ Creswell Hwy Bike/ Pedestrian Facility at I-5		2005									researching
Wayne Morse Federal Courthouse	2005	2005	2005	\$1,600,000		2008	deleted				Dropped
		2005	2005				completed	\$1,600,000		\$1,600,000	Paid in full
<b>Pedestrian and Bicycle Improvements</b>											
Latham Road, hwy 99 to London Road	2005	2007					deleted				
Ridgeway Road, Hwy 58 to mp 1	2005	2005					deleted				
South Jetty Road, Hwy 101 to BLM Road	2005	2006					deleted				
Warten Road, Territorial Hwy to knight Rd	2005	2008					deleted				
Wending Road, Marcola to Paschelke Road	2005	2009					deleted				

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

ROADS ADVISORY COMMITTEE  
January 28, 2009

Attachment B  
Page 1 of 8

MEMBERS PRESENT: John Anderson, Karen Bodner, George Goldstein, Jody Ogle, Jack Radabaugh

MEMBERS ABSENT: Rex Redmon

STAFF PRESENT: Marsha Miller, Bill Morgan, Mike Russell, Phil Fields, Eric Wurster, Shashi Bajracharya, Celia Barry,

OTHER: Jim Wilcox, Vonnie Rainwater, Ollie Snowden, John Goodson, Tom Poage, Leo Stapleton.

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

I. PUBLIC COMMENT – None.

II. COMMITTEE MEMBER UPDATES –

Tom Poage's 24 years was acknowledged by the group; Marsha presented Tom with a certificate and award.

III. ELECTION OF CHAIR & VICE CHAIR –

Motion: Ogle moved to nominate John Anderson as Chair; Radabaugh seconded. All present voted in favor. Motion carried.

Motion: Ogle moved to nominate Jack Radabaugh as Vice Chair; Goldstein seconded. All present voted in favor. Motion carried.

IV. APPROVAL OF MINUTES –

Motion: Bodner moved to approve the minutes with two changes; Goldstein requested one change; all present voted in favor.

V. RELEASE OF 10-14 CIP DOCUMENT FOR PUBLIC CONSIDERATION –

Bajracharya reviewed the draft CIP proposal and supporting documents, which is smaller than last year and mostly preservation projects with no new projects added. Bajracharya stated we will have two upcoming public hearings. Bajracharya reviewed Senate Bill 994 and its impacts of funding and the surprise of SRS funding being approved means we need to look at projects to add back.

Bodner asked if we apply for grants very often. Barry answered not very often due to staff and resources needed along with the financial match that's required for most.

Barry went over SB994 funding and reminded the group we have to spend the money by 2010 and some of the projects have been moved around in order to balance timing of the Economic Stimulus preservation funded projects. General discussion ensued as Bajracharya continued reviewing the projects. Bajracharya asked permission to release the draft CIP for public review for Public Hearing at the next meeting.

Motion: Radabaugh moved to approve for release to the public; Ogle seconded. All present voted in favor. Motion carried.

VI. 2009 WORK PLAN & 2008 ACCOMPLISHMENTS –

Mosier reviewed the 2008 Work Plan and asked the group for input so the 2008 Accomplishments and 2009 Work Plan could be submitted. Mosier said she would email the draft to the committee for final approval.



VII. REPORT FROM TRANSPORTATION PLANNING –

Bajracharya discussed the Hayden Bridge Road project and stated they are collecting public comment and will have a community meeting on February 10<sup>th</sup>.

VIII. STATUS OF FUNDING REQUESTS –

Barry reviewed and updated the group on the Economic Stimulus Package, also known as the Recovery and Reinvestment Act of 2009. Chickering explained ODOT is challenged with getting money out to local agencies because they don't have a process of how to handle this, and the legislative bills change every day leaving it difficult to communicate how allocations will work. Goldstein asked whether the criteria that excluded cities of less than 5,000 population from Surface Transportation Program funding was a federal or state requirement. Barry responded she will find out and let him know.

In response to additional questions, Barry said Lane County is putting some projects into the multi-jurisdictional United Front List, which is an effort to receive money from the Federal Reauthorization of the six-year Highway and Transit Bill. The two projects that were placed on that list were Territorial Highway and the Highway 126W study.

IX. NEXT MEETING – February 25, 2009

X. OTHER BUSINESS –

Goldstein asked if anyone read the Coburg Interchange Plan and that he didn't understand why a town with just 975 population would generate enormous traffic to need this work done. General discussion ensued. Chickering explained the project in more depth and that it's based on the businesses and growth surrounding the town.

Meeting Adjourned at 7:45

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Christy Mosier  
Transcribing Secretary

ROADS ADVISORY COMMITTEE  
February 25, 2009

Attachment B  
Page 3 of 8

MEMBERS PRESENT: John Anderson, Karen Bodner, George Goldstein, Jody Ogle, Jim Wilcox

MEMBERS ABSENT: Jack Radabaugh

STAFF PRESENT: Marsha Miller, Bill Morgan, Phil Fields, Eric Wurster, Shashi Bajracharya, Celia Barry, Howard Schussler, Ed Chastain

OTHER: Sonny Chickering, Rex Redmon

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

- I. PUBLIC COMMENT – None.
- II. COMMITTEE MEMBER UPDATES –  
Rex Redmon's 12 years was acknowledged by the group. The committee welcomed new member Jim Wilcox.
- III. APPROVAL OF MINUTES –  
Motion: Ogle moved to approve the minutes; Goldstein seconded; all present voted in favor.
- IV. STRIPING OF HAYDEN BRIDGE WAY –  
Traffic Engineer Ed Chastain introduced the pavement rehabilitation project and in order to get feedback before it's presented to the Board for a decision and direction to staff. Chastain stated the project is primarily a preservation project that goes from Pheasant to 19<sup>th</sup> street in Springfield in the area of the roundabout. Chastain reviewed the history and project scope along with the packet provided to the committee. Chastain said there are two alternatives; the first is to do nothing, and the second is eliminating parking along the sides of the road and build a turn lane. Chastain said an open house was held last month and shared the public's concerns regarding the project. Chastain will provide a map and plan before the Public Hearing next month.
- V. ECONOMIC STIMULUS UPDATE –  
Barry distributed information about the American Reinvestment and Recovery Act (economic stimulus), with regard to transportation funding, and how this would influence allocations in the draft Capital Improvement Program. She distributed a list of priorities that was being taken to a public hearing at the Board on March 4. She indicated that the rapid movement of the legislation and project delivery requirements meant that highest priority projects were necessarily preservation projects. She said there would be changes to the CIP draft either in a future amendment process or in the draft that is sent to the Board. Changes may be incorporated to the draft prior to the next meeting if they are known by then.  
  
Goldstein asserted that the Coast Guard Station Road project was 5<sup>th</sup> in priority because he recalled staff indicating last year that only Willamette Valley projects get funded. Barry indicated that was not the case, recalling that last year Goldstein had asked for additional plus marks to be added to the Coast Guard Station Road project, and staff had added the plus marks in response. She asked the committee if additional research into last year's discussion on this topic and a report back was desired. The committee declined to make the request.
- VI. CAPITAL IMPROVEMENT PACKET OVERVIEW –  
Barry briefed the committee on the updated CIP packet, indicating the only changes were of a formatting nature and not substantive. The changes were made to make the draft easier to read and understand, especially with regard to SB 994 money.
- VII. 2008 ACCOMPLISHMENTS & 2009 WORK PLAN –

Mosier presented the draft documents for approval. The committee approved both documents as-is.

VIII. PUBLIC HEARING –

Anderson opened the public hearing at 7:00 p.m. and gave an overview of the process.

Bajracharya gave a PowerPoint presentation on the Capital Improvement Plan and reviewed the previous steps taken. Bajracharya covered the impacts of the unexpected funding and reviewed the list of projects for development should more funding come available in the future. Bajracharya explained that the Roads Advisory Committee is requesting the public's comments tonight so they can review and make a recommendation to the Board of County Commissioners. Barry shared the economic stimulus packet and explained the 1.7 million available for Lane Count Projects, the 1.26 million for the metro area, and how the timing requirements for which the money must be spent by limits which projects we can do and effects how we will use the other road fund dollars.

Chair Anderson requested comments:

PUBLIC COMMENT –

- **April Smith**; PO Box 1130 Fall Creek. Smith stated she is here to follow up on the email sent to Commissioner Faye Stewart and the committee regarding the need for guard rails along Jasper Lowell Road, mile post 2-3 since there is nothing there to protect cars from plummeting into the river and the deaths and accidents that continue to happen. Smith stated this has been a concern of the local residents for over 50 years now.
- **Joyce Foster**, 38100 Pengra Road. Said she is here in support of the guard rail request for Jasper Lowell Road. Foster stated it would only be a .5 mile stretch to be covered and this is the deepest area of the river. Arno Nelson responded to the request by investigating the site it and agreed guard rails were warranted. The request then went in for approval and Bill Morgan responded on behalf of Roads saying although it was warranted, there was no funding available in the budget. She is asking that we make this a higher priority and add it to the capital improvement plan.
- **Judy Jones**, Resident over 60 years. Jones is here to support the guard rail request and said she was a bus driver for many years and this stretch attracts a lot of people due to the Jasper Mountain Facility and the local schools.

Ogle asked if we have cost estimates for this project. Morgan responded we've been to the site and are getting the scope worked out – including the very narrow road, and the steep slope to the river. Morgan added we need to determine how we will meet the requirements to install a guard rail that could include construction of walls etc. Morgan will have an estimate and permitting info to the committee by next month's meeting.

Anderson closed the public hearing at 7:20 p.m.

IX. NEXT MEETING – March 25<sup>th</sup> @ 5:45 p.m. – Public Hearing will be first agenda item.

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Christy Mosier  
Transcribing Secretary

MEMBERS PRESENT: George Goldstein, Jody Ogle, Jim Wilcox, Karen Bodner, Jack Radabaugh

MEMBERS ABSENT: John Anderson

STAFF PRESENT: Marsha Miller, Bill Morgan, Phil Fields, Eric Wurster, Shashi Bajracharya, Celia Barry, Howard Schussler, Ed Chastain

Radabaugh opened the public hearing at 5:45 p.m. and gave an overview of the process.

I. PUBLIC HEARING – Harlow Road/Hayden Bridge Way Pavement Rehabilitation Project.

Chastain said he is here to review the project for those that may not have attended the previous public meeting. Chastain reviewed the striping component of the project, on Hayden Bridge way, between Shady Lane and 5<sup>th</sup> Street, showing three options for consideration and the negatives and positives of each, stating that Option 2 is preferred by the county – providing a continuous turn lane. Chastain asked the public and staff to take 15 minutes to review the three alternatives provided on the maps, and said a decision will be requested at next month's Roads Advisory Committee Meeting.

Vice Chair Radabaugh requested comments:

PUBLIC COMMENT –

1. Doyal Davis/207 Hayden Bridge Way/Opposed to county's preferred option. Davis provided a petition against the county's preferred option of removing the parking areas along the road. Davis said he does not believe there is a safety issue with only 13 accidents in seven years including one death. He said that's one accident per 2.9 million cars. He added a turn lane will make it more unsafe because with 3 lanes cars are facing each other Davis said the residents will allow a short turn lane on Castle and Third Streets since that's where the accidents happen.
2. Daphne Wingham/235 Hayden Bridge Way/Opposed to county's preferred option and stated it's a unique residential road with long-term residents of 40-50 years and residents won't be able to back into their driveways, and driving face in will mean it will be hard to get out by backing into a busy lane. Wingham stated there will be more accidents and deaths with this option. Residents have family that visit for holidays and by removing the parking means there would not be a place to park. Wingham added that she is concerned about how much money they will lose on property value once this is done.
3. Patricia Ray/189 Hayden Bridge Way/Opposed to county's preferred option because taking the strip away from the front of their homes won't give them space to back out of their driveways and also won't leave any room for families to park during holidays, as well as lowering their property values extensively. Ray added in her 40 years there, there have not been many accidents.
4. Judith Cross/196 Hayden Bridge Way/Opposed to county's preferred option. Cross stated she just bought her home in July and would not have done so had she known of these possible changes due to the property value going down extensively, and the extremely short driveways between Manor and Castle needing space for visitors to park, as well as the hazards and legal issues that are involved with backing into a turn lane to get out into the road.
5. Raleigh Williams/273 Hayden Bridge Way/Opposed to options 2 and 3. Opposes county's preferred option for the same reasons as mentioned so far tonight, as well as the street is

entirely residential, and 22 of the driveways are very narrow and those that are narrow may be more challenged with the trees and shrubs that obstruct the view. Williams expressed the parking lane plus the bike lane together provide a buffer as you exit your drive so you can see traffic coming to prevent more accidents. Plan three only leaves a road portion of five properties long unmodified, so it's not very different than the other plans. Williams added left turns only serve other residents nearby, and none of them are onto very active streets. Pioneer Parkway and Fifth Street move traffic very well, as well as Q Street and HWY 126 – providing other options of getting through town.

6. John Garland/184 Hayden Bridge Way/Opposed to county's preferred option for the same reasons cited by others here tonight. Garland lives at a location where an accident occurred and feels the accident happened because of the same issues that will arise from the county's preferred option. Garland said his former wife backed out into the street, just like we are proposing, instead of utilizing the parking and bike lane area as a buffer and had a collision with a bicycle rider resulting in a lawsuit. Garland said the turn lanes and the amount of space we are allocating for them is meant for large traffic areas, and that if we did go with option three, we have the ability to change ODOT's requirements to shorten the lengths.
7. Vernon Nichols/129 Hayden Bridge Way/Opposes county's preferred option. He's been there 50 years and has seen a lot of changes. When the road was changed a long time ago the property owners paid for curb-gutter-sidewalk-driveways and do not appreciate taking the parking away just to give all the outside people more room to drive faster. Nichols added it will make the street more unsafe, including LTD buses that have six bus stops on that street, leaving no room for them to get out of traffic, as well as Sani-Pac, Postal Service vehicles etc. Nichols said the LTD buses do not have room to make right hand turns onto Fifth Street.

Radabaugh closed the public hearing at 6:40 p.m.

Meeting called back to order at 6:45 p.m.

## II. APPROVAL OF MINUTES –

Goldstein asked for comments to be modified in the minutes to reflect Barry's comments regarding Florence obtaining funding of their own for Coast Guard Road. Goldstein asked for clarification around any possible policies that require cities go and procure funding on their own for county roads projects. Barry clarified what she had tried to explain last month regarding this item. She said the city had received its own economic stimulus allocation and had the option to use it for Coast Guard Station Road. She did not say they were required to use their own money. Since last month, she learned they did not use their allocation for Coast Guard Station Road. Goldstein said it sounded to him like the county was waiving any responsibility for that county road because the city had an obligation to find a funding source. Barry said this was not accurate as we tried to work with the city to get other, new economic stimulus funding that became available after last month's meeting– which wasn't successful. Barry added that we have been and continue to be supportive of possible future funding of the project. Barry clarified further that to this point, we have not seen it as being a higher priority than other projects, as we have reviewed in meetings and CIP discussions, and the Roads Advisory Committee has also not found it to be a higher priority than the other listed projects. Group discussion ensued regarding how to clarify the understanding in the minutes. Ogle suggested we add this as a discussion in this meeting's minutes and not modify last months since there isn't anything contradictory in the minutes. Goldstein agreed with this.

Motion: Ogle moved to approve the minutes; Goldstein seconded; all present voted in favor.

## III. CAPITAL IMPROVEMENT PLAN –

Barry summarized the CIP process that has taken place so far and referred the group to the materials. She said that as mentioned last month would occur, the projects had been moved around as to which funding source would be used due to AARA funding and time lines associated with each pot of funds, including SB 994 monies. MPC allocated \$382,000 to the Hayden-Harlow project, which is in the CIP, and since last month we down-scaled the project to meet the federal funding requirements. Barry said the changes include the cost to the Road Fund for Hayden-Harlow is now

\$337,000 vs. \$889,000. Freeing up \$552,000 made it possible to recommend the Jasper Lowell Guard Rail Project on which the RAC heard testimony at the CIP hearing. Barry handed out a 30% Design Report for the project. Additionally, we increased the amount of the school zone flashers by \$100,000 to be \$300,000. Chastain said it will still probably cost less than \$300,000 because we are looking at solar power installations etc. Bodner asked about the cost benefit savings of solar power. Chastain explained install options and the differences in costs. Bodner asked if we know what the cost savings are in operating the solar powered flashers. Chastain responded every five years the battery must be replaced. Bodner received negative feedback from some cities that they didn't work very well. Chastain said Springfield used it in all of these schools and their only problem was the panels were undersized and not collecting enough solar power. Goldstein added Florence has had no problems with theirs. Barry continued and said that since last month the Maintenance Division identified repairs needed on the Goodpasture Bridge, so \$100,000 has been added to the CIP for "structures". All of these changes result in a net addition of \$48,000 to road fund expenses, with the difference showing up on page 1 of 6 on the Annual CIP line item. Barry said one more change includes deleting \$726,000 from the revenue listing for the Hayden Harlow project as it was in error. She explained that on page 3 of 6 in the Tables, under Preservation/Rehabilitation, this project's costs are only listed at \$337,000, the cost to the Road Fund, with the full cost of \$1.4 million only explained in the footnote. So, the revenue coming in is not offset by the corresponding expense in the tables, and had to be deleted to avoid double counting. Additionally, we moved the Five Rivers Culvert project into fiscal year 10/11.

Bodner said there is language that says "the Maintenance Division plans to repaint all Lane County covered bridges" but Lowell was just recently done. Morgan responded the intent of that text is that Maintenance has plans over a period of time is to paint bridges on a routine, periodic basis. Bodner asked how many years the paint will last. Morgan said about five to seven years.

Barry said tonight we are looking for a recommendation on the CIP.

Motion: Ogle moved to approve CIP as-is; Goldstein seconded; all present voted in favor.

#### IV. AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009 (ARRA) UPDATE –

Barry stated that at the last RAC meeting she distributed a packet showing Board-adopted priorities, or which two projects were funded - Clear Lake Road and Marcola Road - with the \$1.7 million allocated to Lane County based upon population. Barry distributed materials showing information she was aware of about ARRA funding overall in Lane County. More than \$20 million in transportation project funding has come into Lane County. Barry directed the group to the line items showing Cottage Grove, Florence, and Junction City funding and the projects they had chosen. She noted Florence decided to fund the 12<sup>th</sup> Street Bicycle-Pedestrian path, and a new street in the city industrial park with the \$201,437 they will receive. Barry said Coast Guard road is a county road, so it makes sense they would not fund it themselves, but her point from last week's discussion is that there is nothing that would prevent them from doing so. Barry said after last month's meeting we received new information that there was new money available, as the Oregon Transportation Commission decided not to give ODOT their entire allocation –holding back \$68 million to make available to local governments and ODOT to compete for, and provided a short timeframe of everyone needing project applications into them by Monday of the next week. Lane County submitted the EWEB bike path and Coast Guard Station Road after Florence stepped forward and filled out the necessary information and then Lane County submitted the application because it is a county road. However, it did not get funded. Barry said she thought it might not have gotten funded due to its "readiness", because on the second pot of money, the project has to go to bid by June 17<sup>th</sup> of this year – which limits what can be funded. This means a project must have no environmental issues or right-of-way acquisitions etc. Florence said to Celia that they didn't believe it could make that timeline but wanted to submit it anyway. Goldstein said he heard from the Mayor that the Coast Guard didn't want to do it because it would come out of their funds; Goldstein got a hold of the Coast Guard contact responsible for properties and they had never heard of such a thing and said no one had ever inquired. Goldstein said he then made a formal inquiry since he was able to do it on behalf of the citizens and has been asking for our cooperation. Barry indicated she was interested in hearing more about the Mayor's assertion and this was the first she had heard of it. There was further discussion about the county and

private road portions of the road. After additional requests about how to get the project funded, Barry stated that as a policy decision, the Roads Advisory Committee – at one of its CIP processes – has to recommend the project as one of the priorities for funding and we have to have capital project funding, which we no longer have as we move into a maintenance budget in the CIP. General group discussion ensued.

V. NEXT MEETING – April 22, 2009.

VI. OTHER BUSINESS

Barry – said the next meeting packet will include information on an open house ODOT will hold on the same night as the RAC meeting, in the Goodson Room, regarding all I-5 bridges that are being raised because their height is substandard. They will hold an open house during our next RAC meeting, from 3:30-6p.m..

**Hayden-Harlow Road:**

The RAC asked for time to discuss the public hearing so staff could report back on some of their questions. Chastain opened the discussion by saying a lot of the feedback is that “doing this project will create a freeway and cause people to drive faster”. Chastain said we’ve done a lot of these types of striping projects before and studies of areas similar to this one over periods of years indicate there haven’t been significant changes in driver behavior to support this concern.

Group discussion ensued. Barry summarized the committee's requests stemming from the discussion and said the following will be completed by next month's meeting:

1. Verify rates of accident per ADT
2. Qualify of accidents
3. ODOT standards – are they necessary
4. Length of turnouts, queue lengths
5. Safety issues associated with egress/ingress, and discussion of AASHTO standards
6. One-sided parking/bike lane option
7. Land value questions

Meeting adjourned at 7:45 p.m.

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Christy Mosier  
Transcribing Secretary

74th OREGON LEGISLATIVE ASSEMBLY--2007 Regular Session

**Enrolled**  
**Senate Bill 994**

Sponsored by Senator JOHNSON (at the request of Governor Theodore R. Kulongoski)

CHAPTER .....

AN ACT

Relating to state financial administration; creating new provisions; amending ORS 291.375, 292.405, 292.410, 292.415, 292.425, 366.772 and 530.110; appropriating money; and declaring an emergency.

**Be It Enacted by the People of the State of Oregon:**

**SECTION 1.** Notwithstanding any other provision of law, the amount of \$2 million is transferred from the Problem Gambling Treatment Fund established by ORS 409.435 to the Administrative Services Economic Development Fund established by ORS 461.540, to be available for the biennium beginning July 1, 2007, for purposes for which moneys in the Administrative Services Economic Development Fund may be used.

**SECTION 2.** (1) Notwithstanding ORS 757.612 (3), an electric company that collects a public purpose charge from its customers and that has in its service area the Oregon Museum of Science and Industry shall transfer \$4.6 million to the State Department of Energy for the purposes described in subsection (3) of this section.

(2) Moneys described in subsection (1) of this section shall be considered to be taken from funds collected by the electric company that remain after the allocation to education service districts described in ORS 757.612 (3)(e) and the allocation to the Housing and Community Services Department described in ORS 757.612 (3)(b)(D) and prior to other allocations described in ORS 757.612 (3).

(3) Moneys transferred to the State Department of Energy under subsection (1) of this section are continuously appropriated to the department so that the department may help the Oregon Museum of Science and Industry with repayment of a loan made through the Small Scale Local Energy Project Loan Program.

**SECTION 3.** Section 2 of this 2007 Act is repealed on June 30, 2009.

**SECTION 4.** Notwithstanding ORS 279A.250 to 279A.290, if the Oregon Department of Administrative Services sells property from the State Capitol that is surplus property because of the State Capitol renovation project, the department shall deposit the net proceeds into the Oregon State Capitol Foundation Fund established by ORS 276.003.

**SECTION 5.** Notwithstanding ORS 401.806 and 401.808, the amount of \$9 million is transferred from the Emergency Communications Account established in ORS 401.806 (1) to the General Fund. Moneys transferred under this section may not come from the Enhanced 9-1-1 Subaccount or from the Enhanced 9-1-1 Equipment Replacement Subaccount.

**SECTION 6.** Notwithstanding any other provision of law, the amount of \$282,473 is transferred from the grant to the small business development centers made by section 3 (7), chapter 795, Oregon Laws 2005, to the Administrative Services Economic Development Fund



established by ORS 461.540, to be used for purposes for which moneys in the fund may be used.

**SECTION 7.** Notwithstanding any other provision of law, not later than January 1, 2008, the amount of \$3.65 million shall be transferred from the State Forestry Department Account established by ORS 526.060 to the Forest Patrol Fund referred to in ORS 293.110 to be available for forest fire protection administration expenses.

**SECTION 8.** ORS 530.110 is amended to read:

530.110. (1) All revenues derived from lands acquired without cost to the state, or acquired from counties pursuant to ORS 530.030, shall be paid into the State Treasury and credited to the State Forestry Department Account and shall be used exclusively for the purposes stated in subsection (3) of this section, and in accordance with the following distribution:

(a) Fifteen percent shall be credited to the State Forests Protection Subaccount of the State Forestry Department Account until the amount in such subaccount shall reach \$475,000. Thereafter, the revenues shall be disposed of as stated in paragraphs (b) and (c) of this subsection, unless needed to maintain the \$475,000 level. All moneys in the State Forests Protection Subaccount are appropriated continuously to the State Forester who may use such money under the following priorities:

(A) First, in addition to or in lieu of other moneys available, to pay the cost of protection, as determined under ORS 477.270, for lands acquired under ORS 530.010 to 530.040.

(B) Second, to provide moneys needed for activities authorized by subsection (3) of this section.

(C) From remaining moneys, to pay costs incurred in the suppression of fire originating on or spreading from an operation area, as defined in ORS 477.001, on state-owned forestland acquired under ORS 530.010 to 530.040. The State Forester shall make payments with approval of the State Board of Forestry for such fire suppression costs; except that no payments shall be made for such costs or portion thereof when other parties are responsible under law or contracts for the payment of such costs.

(b) Seventy-five percent of all such revenues remaining after the percentage disposed of as stated in paragraph (a) of this subsection, shall be disposed of as provided in ORS 530.115.

(c) Twenty-five percent of all such revenues remaining after the percentage disposed of as stated in paragraph (a) of this subsection, shall be used for the purposes set out in subsection (3) of this section.

(2) All revenues from lands other than lands designated in subsection (1) of this section, acquired under ORS 530.010 to 530.040, shall be paid into the State Treasury and credited to the State Forestry Department Account and shall be used exclusively for the purposes stated in subsection (3) of this section, and in accordance with the following distribution:

(a) Until each legal subdivision of the lands has been credited with an amount equal to the purchase price thereof, the revenues shall reimburse the State Forestry Department Account. If sufficient revenue to reimburse the State Forestry Department Account is not generated from the purchased parcels within five years from the date of acquisition, the State Forester, with the consent of the affected county, shall deduct all or portions of the unreimbursed purchase costs from the revenue distributed to that county in accordance with ORS 530.115 (1). Thereafter paragraphs (b), (c) and (d) of this subsection apply.

(b) The percentage required under subsection (1)(a) of this section shall be credited to the State Forests Protection Subaccount, thereafter, the revenues shall be disposed of as stated in paragraphs (c) and (d) of this subsection.

(c) Seventy-five percent of all such revenues remaining after paragraphs (a) and (b) of this subsection have been complied with, shall be disposed of as provided in ORS 530.115.

(d) Twenty-five percent of all such revenues remaining after the percentage disposed of as stated in paragraphs (a) and (b) of this subsection, shall be used for the purposes set out in subsection (3) of this section.

(3) Unless otherwise consented to in advance and in writing by the counties from which the state has acquired lands without cost to the state or pursuant to ORS 530.130, the moneys in the State Forestry Department Account derived from those percentages of revenues set out in

subsections (1)(c) and (2)(d) of this section shall be used **exclusively** for the redemption of Oregon forest development revenue bonds and payment of interest thereon, for the acquisition, development and management of forestlands and for such other purposes as are necessary in carrying out ORS 530.010 to 530.110.

**SECTION 9.** ORS 291.375 is amended to read:

291.375. (1) Prior to the submission of any application for financial assistance or grants from the United States or any agency thereof by or on behalf of any agency of this state, the application must be submitted for legislative review in the following manner:

(a) If the application is to be submitted to the federal government when the Legislative Assembly is in session, the application shall be submitted to the Joint Committee on Ways and Means for review.

(b) If the application is to be submitted to the federal government when the Legislative Assembly is not in session, the application shall be submitted to the Emergency Board **or to the interim Joint Committee on Ways and Means** for review.

(2) If the legislative agency authorized under subsection (1) of this section to review applications described therein approves the application, it may be submitted to the appropriate federal agency. If the legislative agency disapproves of the application, it shall not be submitted to any federal agency unless it is or can be modified to meet the objections of the legislative agency.

(3) Notwithstanding subsection (1) of this section, the Joint Committee on Ways and Means and the Emergency Board may exempt any state agency from the requirements of this section. Project grants for departmental research, organized activities related to instruction, sponsored research or other sponsored programs carried on within the Department of Higher Education, for which no biennial expenditure limitations have been established, are exempt from the requirements of this section.

(4) The review required by this section is in addition to and not in lieu of the requirements of ORS 293.550.

**SECTION 10.** ORS 292.405 is amended to read:

292.405. (1) The annual salary of the Chief Judge of the Court of Appeals shall be [*\$99,200 for the year beginning July 1, 2001, and ending June 30, 2002, and \$105,200 for the year beginning July 1, 2002, and ending June 30, 2003, and*] **\$122,028 for the year beginning July 1, 2007, and \$125,688** for each year thereafter.

(2) The annual salary of each other judge of the Court of Appeals shall be [*\$97,000 for the year beginning July 1, 2001, and ending June 30, 2002, and \$102,800 for the year beginning July 1, 2002, and ending June 30, 2003, and*] **\$119,244 for the year beginning July 1, 2007, and \$122,820** for each year thereafter.

**SECTION 11.** ORS 292.410 is amended to read:

292.410. (1) The annual salary of the Chief Justice of the Supreme Court shall be [*\$101,500 for the year beginning July 1, 2001, and ending June 30, 2002, and \$107,600 for the year beginning July 1, 2002, and ending June 30, 2003, and*] **\$124,812 for the year beginning July 1, 2007, and \$128,556** for each year thereafter.

(2) The annual salary of each other judge of the Supreme Court shall be [*\$99,200 for the year beginning July 1, 2001, and ending June 30, 2002, and \$105,200 for the year beginning July 1, 2002, and ending June 30, 2003, and*] **\$122,028 for the year beginning July 1, 2007, and \$125,688** for each year thereafter.

**SECTION 12.** ORS 292.415 is amended to read:

292.415. The annual salary of each judge of a circuit court shall be [*\$90,400 for the year beginning July 1, 2001, and ending June 30, 2002, and \$95,800 for the year beginning July 1, 2002, and ending June 30, 2003, and*] **\$111,132 for the year beginning July 1, 2007, and \$114,468** for each year thereafter.

**SECTION 13.** ORS 292.425 is amended to read:

292.425. The annual salary of the judge of the Oregon Tax Court shall be [*\$93,300 for the year beginning July 1, 2001, and ending June 30, 2002, and \$98,900 for the year beginning July 1, 2002,*

and ending June 30, 2003, and] \$114,720 for the year beginning July 1, 2007, and \$118,164 for each year thereafter.

**SECTION 14.** ORS 366.772, as amended by section 20, chapter 618, Oregon Laws 2003, is amended to read:

366.772. (1) Not later than July 31 in each calendar year, the sum of \$500,000 shall be withdrawn from the appropriation specified in ORS 366.762, and the sum of \$250,000 shall be withdrawn from moneys available to the Department of Transportation from the State Highway Fund. The sums withdrawn shall be set up in a separate account to be administered by the Department of Transportation.

(2) Not later than July 31 in each calendar year, the sum of \$750,000 shall be withdrawn from the separate account described in subsection (1) of this section and distributed to counties that had a county road base funding deficit in the prior fiscal year. A county's share of the \$750,000 shall be based on the ratio of the amount of the county's road base funding deficit to the total amount of county road base funding deficits of all counties.

(3) Moneys allocated as provided in this section may be used only for maintenance, repair and improvement of existing roads.

(4) As used in this section:

(a) "Arterial highway" has the meaning given that term in ORS 801.127.

(b) "Collector highway" has the meaning given that term in ORS 801.197.

[(a)] (c) "County road base funding deficit" means the amount of a county's minimum county road base funding minus the amount of that county's dedicated county road funding. A county has a county road base funding deficit only if the amount of the dedicated county road funding is less than the amount of the minimum county road base funding.

[(b)] (d) "Dedicated county road funding" for a county means:

(A) Moneys received from federal forest reserves and apportioned to the county road fund in accordance with ORS 294.060;

(B) State Highway Fund moneys distributed to the county, other than moneys distributed under this section **and not including moneys allocated under section 15 of this 2007 Act**; and

(C) Federal Highway Administration revenues allocated by formula to the county annually under the federal-aid highway program authorized by 23 U.S.C. chapter 1. These moneys do not include federal funds received by the county through a competitive grant process.

[(c)] (e) "Minimum county road base funding" means [*\$1 million*] **\$4,500 per mile of county roads that are arterial and collector highways** beginning on July 1, [2003] 2008, and thereafter means [*\$1 million*] **\$4,500 per mile of county roads that are arterial and collector highways** as adjusted annually on the basis of the Portland-Salem, OR-WA, Consumer Price Index for All Urban Consumers for All Items, as published by the Bureau of Labor Statistics of the United States Department of Labor.

**SECTION 15.** Notwithstanding ORS 366.739, the Department of Transportation shall distribute moneys to each county no later than November 1, 2008, in the following amounts:

Baker County	\$517,514
Benton County	\$400,000
Clackamas County	\$2,241,837
Clatsop County	\$400,000
Columbia County	\$400,000
Coos County	\$400,000
Crook County	\$1,215,064
Curry County	\$1,624,789
Deschutes County	\$1,230,565
Douglas County	\$7,353,554
Gilliam County	\$751,404
Grant County	\$3,249,760
Harney County	\$1,935,370

Hood River County	\$867,549
Jackson County	\$2,078,126
Jefferson County	\$400,000
Josephine County	\$897,122
Klamath County	\$5,043,802
Lake County	\$1,816,679
Lane County	\$9,897,402
Lincoln County	\$1,651,353
Linn County	\$3,268,797
Malheur County	\$681,559
Marion County	\$1,232,345
Morrow County	\$490,013
Multnomah County	\$400,000
Polk County	\$400,000
Sherman County	\$761,973
Tillamook County	\$883,590
Umatilla County	\$400,000
Union County	\$400,000
Wallowa County	\$437,299
Wasco County	\$928,268
Washington County	\$400,000
Wheeler County	\$794,260
Yamhill County	\$400,000

**SECTION 16.** (1) If the Secure Rural Schools and Community Self-Determination Act of 2000 (P.L. 106-393) is reauthorized for the federal fiscal year beginning October 1, 2008, each county shall match 10.89 percent of the funds the county receives from the Department of Transportation under section 15 of this 2007 Act.

(2) If the department determines that the federal government has not reauthorized the Secure Rural Schools and Community Self-Determination Act of 2000 or approved another source of funding for the counties for the federal fiscal year beginning October 1, 2008, the Oregon Transportation Commission may determine how the counties may match an amount not to exceed 10.89 percent of the funds the counties receive from the department under section 15 of this 2007 Act.

**SECTION 17.** (1) Prior to selecting transportation projects using funds distributed to the counties by the Department of Transportation pursuant to section 15 of this 2007 Act, each county shall consult with and solicit comments and recommendations from the cities within the county and any appropriate advisory group.

(2) The Association of Oregon Counties shall provide a report to the Joint Committee on Ways and Means of the Seventy-fifth Legislative Assembly no later than April 1, 2009. The report must identify the projects funded with moneys distributed under section 15 of this 2007 Act, the budget for each project and amount of state and local moneys expended on each project, and the start and completion dates for the projects.

**SECTION 18.** Notwithstanding ORS 366.507, the Department of Transportation may decrease the amount of moneys spent on modernization required by ORS 366.507 by 25 percent.

**SECTION 19.** (1) Sections 15 to 17 of this 2007 Act are repealed on June 30, 2009.

(2) Section 18 of this 2007 Act is repealed on June 30, 2011.

**SECTION 20.** Sections 15 to 18 of this 2007 Act become operative July 1, 2008.

**SECTION 21.** This 2007 Act being necessary for the immediate preservation of the public peace, health and safety, an emergency is declared to exist, and this 2007 Act takes effect on its passage.

**Passed by Senate June 24, 2007**

.....  
Secretary of Senate

.....  
President of Senate

**Passed by House June 27, 2007**

.....  
Speaker of House

**Received by Governor:**

.....M.,....., 2007

**Approved:**

.....M.,....., 2007

.....  
Governor

**Filed in Office of Secretary of State:**

.....M.,....., 2007

.....  
Secretary of State

**SB 994 PROJECTS LIST**  
**Lane County 4/16/2009**

Road Name	Project Description	Start Date	Finish Date	SB 994 Funds	County Funds	Other Funds	Project Cost
Lane	Harvey Road	4/1/09	10/1/09	\$1,655,747	\$180,311	\$596,833	\$2,432,891
Lane	BSP/Jasper Road Flasher	3/1/09	4/1/09	\$24,247	\$2,640		\$26,887
Lane	School Zone Flashers	6/1/09	10/1/09	\$300,000	\$32,670		\$332,670
Lane	Deerhorn, Row River and Mosby Creek Roads	5/1/09	8/1/09	\$185,894	\$20,244	\$1,313,000	\$1,519,138
Lane	Clear Lake and Lancaster Roads	6/1/09	8/1/09	\$1,150,000	\$125,235		\$1,275,235
Lane	River Road Area	4/1/09	8/1/09	\$150,000	\$16,335		\$166,335
Lane	River Road Area	4/1/09	8/1/09	\$350,000	\$38,115		\$388,115
Lane	Chip Seal	7/1/09	8/1/09	\$1,352,692	\$147,308		\$1,500,000
Lane	Mosby Creek Road	3/15/09	6/1/09	\$225,449	\$24,551		\$250,000
Lane	Hills Creek Road	6/1/09	7/1/09	\$135,269	\$14,731		\$150,000
Lane	Wilson Creek Road	4/1/09	7/1/09	\$90,179	\$9,820		\$99,999
Lane	London Road	9/1/09	10/1/09	\$67,635	\$7,365		\$75,000
Lane	Brice Creek Rd.	9/1/09	10/1/09	\$67,635	\$7,365		\$75,000
Lane	Beacon Drive	5/1/09	6/1/09	\$13,527	\$1,473		\$15,000
Lane	Alvadore Rd.	6/1/09	7/1/09	\$13,527	\$1,473		\$15,000
Lane	Fish Hatchery Rd.	6/1/09	7/1/09	\$18,036	\$1,964		\$20,000
Lane	Poodle Creek Rd.	6/1/09	7/1/09	\$13,527	\$1,473		\$15,000
Lane	Fish Culverts (9 at various locations)	8/3/09	9/8/09	\$450,897	\$49,103		\$500,000
Lane	Shoreview Drive	5/1/10	8/1/10	\$2,000,000	\$217,800		\$2,217,800
Lane	Enterprise Road	6/1/10	9/1/10	\$281,000	\$30,601		\$311,601
Lane	Little Fall Creek Road	6/1/10	9/1/10	\$656,000	\$71,438		\$727,438
Lane	W. 18th Ave.	7/1/10	10/1/10	\$135,000	\$14,702		\$149,702
Lane	Oaklea Drive	7/1/10	10/1/10	\$249,000	\$27,116		\$276,116
Lane	High Pass Road	7/1/10	10/1/10	\$312,142	\$33,992		\$346,134
<b>TOTALS:</b>				\$9,897,403	\$1,077,827	\$1,909,833	\$12,885,063
Percent Match:						30.19%	

Additional projects if needed

Lane	Applegate Trail	Overlay	7/1/10	10/1/10	\$422,000	\$45,956	\$467,956
Lane	Game Farm Road	Overlay	8/1/10	10/1/10	\$161,000	\$17,533	\$178,533
Lane	Irving Road	Overlay	8/1/10	10/1/10	\$323,000	\$35,175	\$358,175
Lane	Irving Road & Prairie Intersection	Overlay	8/1/10	10/1/10	\$250,000	\$27,225	\$277,225
Lane	Slurry Seal	Slurry Seal	5/1/10	6/1/10	\$135,000	\$14,702	\$149,702
Lane	Micro Surfacing	Micro Surfacing	6/1/10	8/1/10	\$250,000	\$27,225	\$277,225
Lane	Luzkow Lane, Old Marcola Road, Spring Valley Lane, Dead Mountain Road	Chip Seal	7/1/10	9/1/10	\$1,352,692	\$147,308	\$1,500,000
Lane	Slide Repair	Slide Repair	8/1/10	9/1/10	\$180,359	\$19,641	\$200,000
Lane	Guard Rail	Guard Rail	8/1/10	8/1/10	\$315,628	\$34,372	\$350,000

BEFORE THE BOARD OF COUNTY COMMISSIONERS OF LANE COUNTY  
STATE OF OREGON

Attachment D  
Page 1 of 3

JAN 30 2009

TP

ORDER NO. 09-1-28-18

- ) In the Matter of Approving a List of Projects in
- ) Priority Order to Submit to the Oregon
- ) Department of Transportation (ODOT) for
- ) Funding through the American Recovery and
- ) Reinvestment Act of 2009

**WHEREAS**, this Emergency Item was brought to the Board of Commissioners on January 28, 2009 by Public Works, and

**WHEREAS**, the Oregon Department of Transportation (ODOT) issued a deadline of January 30, 2009 for submitting a list of transportation priorities that can qualify for federal funding anticipated to be made available through the American Recovery and Reinvestment Act of 2009 (the "Act"), and

**WHEREAS**, the Act is expected to be passed by the House of Representatives today and by the Senate as early as February 3, 2009 and is expected to be passed at a rapid pace, and

**WHEREAS**, the Board wishes to show its support for funding for Lane County transportation projects as a result of passage of the Act, and

**WHEREAS**, the Act requires that projects are "shovel ready" in a very short period of time, as early as 150 days from adoption of this Order, and

**WHEREAS**, as a result of the emergency nature of this matter, there was no opportunity for review of the proposed Priority List prior to today's meeting nor for a public process to provide testimony to the Board regarding the Priority List that is recommended to be submitted to ODOT and to the Metropolitan Policy Committee (MPC) for funding through the Act, and

**WHEREAS**, the Board wishes to ensure adequate public process is provided for in this matter while not jeopardizing the County's ability to use funding from the Act for transportation projects, and

**WHEREAS**, the list of priorities was established through a reasonable process called the Pavement Management System that is used annually by Lane County for prioritizing overlay projects, and that the two projects consisting of "full depth repair" and "realignment" received supported at a Capital Improvement Program hearing process, now, therefore, it is hereby

**ORDERED** that the list of Priority Projects and Prospectus Forms in Attachment A be submitted to ODOT and be used for discussion in developing a proposal for the MPC, and it is further


**ORDERED** that the Board reserves the right to hold a public hearing and change the list of priorities at a future date.

Dated this 28th day of January, 2009



Pete Sorenson, Chair  
Lane County Board of Commissioners

APPROVED AS TO FORM  
Date, Lane County

 1-28-09  
OFFICE OF LEGAL COUNSEL



JAN. 28, 2009  
American Recovery and Reinvestment Act - Lane County Priorities

PRIORITY	PROJECT	DESCRIPTION	ESTIMATE	INSIDE MPO	90 DAY DELIVERY
1	CLEAR LAKE RD	6.5 MILE, 2" OVERLAY	1,484,000	NO	YES
2	MARCOLA RD	3.8 MILE, 2" OVERLAY	1,086,000	NO	YES
3	RIVER ROAD AREA COLLECTORS	2" OVERLAY OF VARIOUS STREETS	2,093,000	YES	YES
4	23rd STREET (SPRNGFD)	2" OVERLAY	78,000	YES	YES
5	HARLOW/HAYDEN BR RD	FULL DEPTH REPAIR (REMOVE 10" / REPLACE)	1,000,000	YES	NO
6	COAST GUARD RD INTERSECTION (FLORENCE)	REALIGNMENT	250,000	NO	NO

3/2/09

March 2009

# Central Lane MPO Transportation Economic Stimulus Requests

Project Name	Agency	Request	Estimated Jobs	Distribution by Agency					Distribution Eugene/Springfield	
				Eugene	Lane County	Springfield	Coburg	MPO		
River Road Area Collectors Preservation	Lane County	\$800,000	8		\$800,000				Eugene	
West 1st Avenue (Seneca to Bertelsen)	City of Eugene	\$1,110,000	11	\$1,110,000					Eugene	\$800,000
Garfield Street (W. 6th to W. 11th)	City of Eugene	\$800,000	8	\$800,000					Eugene	\$1,110,000
High Street (E. 3rd to E. 17th) Preservation	City of Eugene	\$750,000	8	\$750,000					Eugene	\$800,000
Crescent Avenue (Game Farm to Shadow View)	City of Eugene	\$340,000	3	\$340,000					Eugene	\$750,000
Pioneer Parkway Preservation	City of Springfield	\$1,400,000	14			\$1,400,000				\$340,000
EWEB Bike Path Resurfacing	City of Springfield	\$250,000	3			\$250,000				\$1,400,000
Diamond/Locust Streets Preservation	City of Coburg	\$145,641	1				\$145,641			\$250,000
23rd Street Preservation	Lane County	\$82,000	1		\$82,000					
Hayden/Harlow (County portion) Preservation	Lane County	\$382,000	4		\$382,000					\$82,000
Regional Transportation-Land Use Modeling	Central Lane MPO	\$500,000	5					\$500,000		
<b>TOTAL</b>		<b>\$6,559,641</b>	<b>66</b>	<b>\$3,000,000</b>	<b>\$1,264,000</b>	<b>\$1,650,000</b>	<b>\$145,641</b>	<b>\$500,000</b>	<b>\$3,800,000</b>	<b>\$2,114,000</b>
				45.70%	19.30%	25.20%	2.20%	7.60%	57.90%	32.20%
<b>% of Road Miles (w/ ODOT)</b>				36%	22%	11%	1%	1%		
<b>% of Road Miles (w/o ODOT)</b>				51%	32%	16%	1%			

Maureen Weathers  
29 S. Alder Street  
P. O. Box 302  
Lowell, OR 97452

March 5, 2009

To the Road Advisory Committee:

I support Apryl Smith's efforts to have guardrails installed at critical points along Jasper-Lowell Road. It would seem that the reality of two fatalities in five years along this stretch would be reason enough to move this project to a priority high enough for funding as soon as possible.

I frequently drive this route into Springfield, as do many residents of the Lowell-Fall Creek area. We count on our children, spouses and friends to be able to make it home safely. However, the presence of an unguarded, narrow shoulder next to a fast moving river on one side of the road coupled with a narrow shoulder at the bottom of a steep, wooded hillside on the other side makes traveling this road very dangerous. While we appreciate the work the County has done on this road, a deer jumping out into the traffic lanes from the hillside or a patch of ice under the shade of the hillside or a roadside tree can be fatal. Guardrails on this stretch of road would at least give drivers the ability to stay on the roadbed and avoid crashing into the river.

We all realize how tight budgets are these days but given the safety record on this stretch of road and the potential for additional tragedies involving school children, commercial service providers, out-of-town visitors and residents of the area, installing guardrails would be an investment in safety that would merit moving this project above other lower priority projects for funding as soon as possible.

Thank you for your consideration of this project.

Maureen Weathers

**BAJRACHARYA Shashi**

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**From:** MORGAN Bill F  
**Sent:** Tuesday, January 27, 2009 5:25 PM  
**To:** BARRY Celia; BAJRACHARYA Shashi; CHASTAIN Ed  
**Cc:** MILLER Marsha A; MOSIER Christy M; NELSON Arno L  
**Subject:** FW: meeting 1/28/09

Please make sure this gets into the public record process for the CIP.  
Thanks.

-----Original Message-----

**From:** "STEWART Faye H" <Faye.STEWART@co.lane.or.us>  
**To:** "MORGAN Bill F" <Bill.MORGAN@co.lane.or.us>  
**Sent:** 1/27/09 4:57 PM  
**Subject:** FW: meeting 1/28/09

Bill,

Could you add these comments to the Roads Advisory Meeting tomorrow night?

Faye

-----Original Message-----

**From:** Apryl Smith [mailto:aprsmith@sps.lane.edu]  
**Sent:** Tuesday, January 27, 2009 4:20 PM  
**To:** STEWART Faye H  
**Subject:** meeting 1/28/09

Dear Mr. Stewart,

I have been informed that you have a commissioner's meeting tomorrow evening, during which time an important issue will be brought to your attention. I am writing to persuade you to consider voting in favor of a capital improvement proposal that affects your constituency (myself included): a guardrail along a dangerous portion of Jasper-Lowell Road.

My husband and I have lived in Fall Creek for almost 9 years. Even during that short period of time, we have been saddened to learn of several accidents and fatalities on Jasper-Lowell Road, specifically between milepost 2 and 3. That stretch of road runs directly next to the river and there is nothing stopping vehicles from leaving the road and plummeting into the frigid water. As a matter of fact, in the past four years, two cars have done exactly that, in almost the same place. Both accidents were fatalities, with the drivers drowning in their submerged vehicles: an elderly woman who taught Sunday School at Fall Creek Christian Church, and a young man on his way to work who apparently hit an icy spot on the road.

You might think that these are two isolated cases, but they are not. I represent a group of concerned citizens who have complained about a lack of guardrails at this same spot for over 50 years. They can name

several people who have inadvertently ended up in the river as a result of ice, deer, and other accidental causes. Some have been lucky to survive, while others have not.

EPUD recently removed bushes and trees from the shoulder that once concealed much of the lurking danger of the river below. Now there is nothing stopping or slowing a vehicle from entering the deep pools at the road's edge. As a matter of fact, the young man that I mentioned previously was unfortunate enough that his car went between two trees, entered a deep pool of icy dark water that hid his vehicle from sight for several weeks until an aerial team spotted it underwater. That was before EPUD cleared it further.

I contacted Lane County Public Works because I am a concerned citizen, and most importantly, a mother of sons who will someday drive that stretch of road. Eric, a traffic engineer, was kind enough to visit the site, take pictures, and present our case to his supervisor. With the budget crisis looming and the cost of this guardrail beyond what his department could afford to support, the decision is being transferred to you. Please review the information presented at your meeting, drive on that road yourself, and make a decision that could save the lives of many more people in our community! We need a protective guardrail at that site.

Thank you for taking the time to read my email and consider the decision. There are other requesters as well, and we may organize to attend the public hearing in February. I would certainly appreciate your response.

Respectfully,  
Apyrl Smith  
Fall Creek, OR  
(541) 741-1248 or (541) 953-0558

Note: The information contained in this message may be privileged and confidential and protected from disclosure. If the reader of this message is not the intended recipient, or an employee or agent responsible for delivering this message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately by replying to the message and deleting it from your computer.

Thank you.  
SPRINGFIELD SCHOOL DISTRICT 19

**BAJRACHARYA Shashi**

**From:** Julie [jewlz25@yahoo.com]  
**Sent:** Thursday, March 05, 2009 11:46 AM  
**To:** BAJRACHARYA Shashi  
**Subject:** Jasper Lowell Road

Hello,

As a long time resident of Lowell, and as a prior resident of Oakridge, I would implore you to consider the possibility of a guard rail along some of the more treacherous areas of Jasper-Lowell Road. In recent years there have been a small number of lives lost due to vehicles becoming submersed in the river along this route. There are many times during night, or adverse weather conditions that I have chosen to travel Hwy 58 to the Pleasant Hill cut off, rather than travel on the "back road" from Lowell to Jasper.

As a mother whose oldest child will begin driving this year, this issue is of great concern to me. I know an accident can happen anywhere at anytime, however, I believe that one accidental vehicle submersion avoided is a life worth saving.

Thank you for your time,

Julie Valencia

81732 Minnow Creek Rd.

Lowell, OR 97452

541-913-0996 cell

541-937-2471 home

**BAJRACHARYA Shashi**

**From:** Colette & Tim Ullrich [colettetim.ullrich@gmail.com]  
**Sent:** Tuesday, February 24, 2009 8:48 PM  
**To:** BAJRACHARYA Shashi  
**Subject:** guardrail along Jasper Lowell Rd

Hello Ms. Bajracharya,

I will not be able to attend the public forum for the issue concerning a new guardrail along Jasper Lowell Road that is being heard on Wednesday evening. My family has lived in the Fall Creek area for the last 10 years. My husband drives this road every day to and from work and we will soon have young drivers along this stretch of road too. I can't impress upon you how important it is to have a guardrail to help protect all of us from the dangers of this stretch along the river. If you've ever driven this part of Jasper Lowell, it would be easy for you to see just how dangerous it is, especially now that EPUD has cleared the dead trees, brush and grass away. There is absolutely nothing to keep a driver from inadvertently going off the road due to icy conditions, deer or other mishaps. Please add me to the list of concerned citizens from the Lowell/Fall Creek area that would love to see an improvement to Jasper Lowell road that can help to save lives.

Colette and Tim Ullrich

Nov 10-08

**Bill Morgan, PE**  
**County Engineer**  
**3040 North Delta Highway,**  
**Eugene, Oregon**  
**97408**

**Mr. Morgan :**

**Thank you for your letter of July 23 re the guardrail on Jasper-Lowell Road at Mile Post 2.5 to 3.0. We certainly understand budget constraints as you discussed.**

**Currently the electric crews are removing brush along the roadside in this area. This highlights the risk along these curves, and with the onset of fog and ice ,we feel the need to revisit this concern.**

**Your letter indicates, in 2002 the department was aware “that over 2 miles of road met guardrail warrants.” Six years have passed, perhaps one life could have been saved.**

**We would ask during the next budget deliberations and allotment of funds, that this area be given a higher priority for the recommended placement of guardrail in the not to distant future.**

**Sincerely,**

**Joyce Foster and Emil Kordon.**

**Please circulate to the following-**

<b>Arno Nelson-</b>	<b>Road Maintenance Manager</b>
<b>Celia Barry-</b>	<b>Transportation Manager</b>
<b>John Petsch-</b>	<b>Senior Engineering Associate</b>
<b>Frank Simas-</b>	<b>Acting Div Manager</b>
<b>Edward Chastain-</b>	<b>Lane County Traffic Engineer</b>
<b>Oliver Snowden-</b>	<b>Lane County Public Works Director</b>

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Mr. Arno Nelson  
Road Maintenance Manager,  
Lane County Public Works.

The recent tragedy at the Junction of the Willamette and Fall Creek rivers has prompted this letter. The stretch of highway on Jasper Lowell road about one quarter mile from milepost three, just prior to Jasper Mountain requires an assessment for placement of a guard rail.

There is no available shoulder on either of the curves, leaving nothing to provide some protection from the river. The water is very deep right at the junction of these two rivers.

This highway has experienced increased traffic, many vehicles pulling boats or trailers, and frequent deer crossings.

Emil Kordon has driven this highway for fifty years and is aware of many accidents, we, as well as many of our neighbors have witnessed many high risk situations in this particular area.

We would appreciate your attention to these concerns.

Sincerley,

Cc Ollie Snowden  
Director LCPW.

Joyce Foster and  
Emil Kordon  
38100 Pengra Road  
Fall Creek.Or 97438  
Phone-937-2632

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**BAJRACHARYA Shashi**

**From:** PINE John N [John.N.Pine@state.or.us]  
**Sent:** Tuesday, February 24, 2009 9:13 AM  
**To:** BAJRACHARYA Shashi  
**Subject:** Install guardrail along Jasper-Lowell Road

Commissioners of Lane County,

I am writing in support of the proposal to install a guardrail along the most dangerous section of the Jasper-Lowell Road. The section between mile posts 2 and 3 seem to be the most dangerous.

I live in Lowell and travel on this stretch of road often. I occasionally drive on this road for work as well. I have responded to incidents on the roadway as a volunteer EMT. Related to that, I have the effects of vehicles colliding with guardrails versus being airborne or going over an embankment. I must tell you that the greater damage to life and limb comes from not having a barrier such as a guardrail that can at the very least slow down a vehicle.

My greatest concern is that my family uses this road all times of the year. I have a wife and two young children. We take the Jasper-Lowell Road to get to Springfield for food, medical care, and other daily living needs. Although we drive defensively and cautiously, periods of ice and snow, heavy rain or fog all have the potential to allow a vehicle to go off road without warning. Putting up guardrails would allow for safer driving during these periods because there would be a physical presence to gauge distance and speed. Without that barrier it can be difficult to see the road side and get dangerously close to the outside shoulder.

I understand the budget is in critical condition. I just ask that you consider this important project if and when funds do become available.

Thank you for your time and attention,

Respectfully

John Pine  
Lowell, OR  
541-937-4328

**BAJRACHARYA Shashi**

**From:** wrweathers@att.net  
**Sent:** Thursday, March 05, 2009 4:46 PM  
**To:** BAJRACHARYA Shashi  
**Cc:** GALVIN Michael (SMTP)  
**Subject:** RAC testimony

Roads Advisory Committee:

The portion of Jasper-Lowell Road between Jasper Mtn Center and the confluence of the Middle Fork and Fall Creek has a narrow shoulder and no guard rail. We have lost quite a few people who slipped off the shoulder there, and into the river and drowned. We urge you to install a guard rail at this location.

Thank you for your consideration.

Warren Weathers, Mayor  
City of Lowell  
P.O.Box 490  
Lowell, OR 97452

**BAJRACHARYA Shashi**

**From:** Tracey [tralynns@yahoo.com]  
**Sent:** Thursday, February 26, 2009 11:45 AM  
**To:** BAJRACHARYA Shashi  
**Subject:** Guardrails on Lowell Jasper Road.

Hello Ms. Bajracharya,

Re: Wednesday Evening Forum: Consideration of guardrail along Jasper Lowell Road.

We are unable to attend this forum. My husband been a resident of Fall Creek for 40+ years. He has driven this road to and from work almost daily during this time. I have lived in Fall Creek and driven this road for 15 years. We will also soon have young drivers that will be driving it. I can't begin to impress how badly guardrails are needed along this stretch to protect us and everyone driving this stretch along the river.

In all of the time we have been driving this road, it has never been so dangerous, now that that treat and brush have been cleared. It has also never been so occupied. There is nothing left to protect a driver from the cliff fall and landing in the river. This road is curvy and frequently icy. There is also often deer and other wildlife surprising you when you drive it. It has become a commonly used road for more and more people.

Please add us to the list of concerned citizens from the Lowell/Fall Creek area that believe this is a necessary improvement that needs to be made for Jasper Lowell road to be a safe road.

Tracey Jearls

Harlan Jearls

**BAJRACHARYA Shashi**

**From:** MICHAEL GALVIN [mgalvin@pacbell.net]  
**Sent:** Thursday, March 05, 2009 4:42 PM  
**To:** BAJRACHARYA Shashi  
**Cc:** STEWART Faye H  
**Subject:** Jasper-Lowell Road Guardrails

This communication is a request that the Lane County Road Advisory Committee support of the installation of guardrails on Jasper-Lowell Road in the area of mile posts 2 and 3.

I am a resident of Fall Creek and frequent user of Jasper-Lowell road and have had serious concerns about the hazardous condition which Lane County has allowed to exist by not providing guardrails to prevent vehicles from leaving the roadway and entering the adjacent waterways. The design of the roadway and the presence of ice and/or wildlife at various times of the year have created a situation where there have been serious injuries and loss of life.

As a member of both the Lowell Rural Fire Protection District Board and the Lowell School District Board, I am very aware of the numerous emergency responses to the area as well as the daily danger to the many students transported along that section of Jasper-Lowell Road in the school district's buses.

I strongly urge Lane County to provide appropriate guardrails on this hazardous section of county roadway and mitigate this situation before another incident occurs.

Thank you,

Michael J. Galvin  
39557 Place Road  
Fall Creek, Oregon