

W 76

AGENDA COVER MEMO

DATE: September 24, 2003
 TO: Lane County Board of Commissioners
 DEPT: Public Works
 PRESENTED BY: Sonny Chickering, County Engineer

AGENDA ITEM TITLE: DISCUSSION AND ORDER/ In the Matter of Recommending Bridge Repair and Replacement Projects, Requesting Authorization to Submit Applications for Funding Generated by the 2003 Oregon Transportation Investment Act (III), otherwise known as OTIA III, and authorizing the County Administrator to Execute the Agreements Awarding the Grants to Lane County

I. MOTION

Move approval of order authorizing staff to submit applications for Bridge Repair and Replacement Projects funded under OTIA III.

II. ISSUE OR PROBLEM

The Oregon Department of Transportation (ODOT) has requested the County Board provide input on projects deserving consideration for funding with state bond revenues generated by the 2003 Oregon Transportation Investment Act (HB 2041), otherwise known as OTIA III. Staff is requesting Board authorization on submission of local bridge projects to be selected for OTIA III funding. Projects that are not funded with OTIA III money may be considered for 2008 and 2009 federal Highway Bridge Replacement and Rehabilitation Program (HBRR) funding. Acceptance of a tentative local bridge project list is also requested.

III. DISCUSSION

A. Background

HB 2041, the 2003 Oregon Transportation Investment Act (OTIA III), authorizes state-issued bonds with net proceeds of \$300 million for the replacement or repair of county and city bridges. The bill directs the Oregon Transportation Commission (OTC) to choose local bridge repair and replacement projects in consultation with local governments.

Once the local bridge bonds are issued, HB 2041 authorizes ODOT to pay the principal and interest due on these bonds using a portion of the money that the bill makes available to counties and cities. Local bridge projects selected for OTIA III funding should be targeted for construction as soon as possible in keeping with legislative intent that OTIA III stimulates the Oregon economy.

The 2003 guidelines separate bridges less than 30,000 square feet ("small bridges") from those over 30,000 square feet ("large bridges"). About 77 percent of the \$300 million made available by OTIA III will be targeted to small bridges. This percentage is consistent with the funding "splits" of the HBRR program, and there are no pre-determined amounts for county bridges versus city bridges.

The OTC will select local bridge projects and will commit the full \$300 million in local bridge bond proceeds to the projects. They will not reserve contingency money for the projects, and the Commission's review will be based on the scope and cost estimates contained in the application. Unlike the HBRR process, there will be no field visits to verify a project's scope.

B. Analysis

Application Process and Timeline - The OTC adopted revised local bridge selection criteria for OTIA III at its August 20, 2003 meeting. The revised criteria was recommended by the Association of Oregon Counties, the League of Oregon Cities, and the HBRR Selection Committee, and it will be used immediately for the OTIA III bridge selection and for future HBRR program selection. The Bridge Priority Selection Policy involves a technical ranking system that takes into account such things as sufficiency rating, load rating, average daily traffic, detour length, bridge replacement cost, truck traffic, fire truck usage, and roadway functional classification.

The HBRR Committee will complete the selection process and make a funding recommendation for the OTIA III local bridge projects to the OTC in **February 2004**. The timeline has been constructed to facilitate local government budget decisions for FY 2004-2005. Projects that are not funded with OTIA III money will be considered for 2008 and 2009 HBRR funding, provided that the projects are eligible for HBRR funding and that applicants indicate that HBRR funding is acceptable.

The submittal of candidate bridges is due **October 15, 2003**.

Candidate Projects - County Public Works staff have developed a list (10 total) of Local Bridge Projects in Lane County which may qualify for funding under HB 2041 (Attachment A). It is very unlikely that all of the ten bridges will be funded under this program; but, an application may be submitted for each bridge that meets minimum requirements and shows general need. Staff is obtaining up-to-date load rating information for these bridges, so the final applications will provide the HBRR Committee with the best available information. Some of the bridges are located in the same general vicinity (Row/London/Seavey Loop) and most represent structures impacted by timber activity in the adjacent forested areas of the County.

Freight Route Issues -The revised criteria under OTIA III increase the consideration given to freight movement. Attachment B summarizes the Regional Freight Route Policy and states, in part, that the selection shall give priority to freight mobility projects that:

- Are located on identified freight routes of statewide or regional significance.
- Remove identified barriers to the safe, reliable and efficient movement of goods
- Facilitate public and private investment that creates or sustains jobs.

The definition of Regional Freight Route states it is a route on a local agency road that carries freight from a resource site (i.e. industrial site, distribution center, forest or farm) to a state highway. Under the guidelines, priority will be given to bridges that complete a regional freight route. Our applications will emphasize that bridges on roads with farm or forest zoning "upstream" from a bridge containing large heavy haul permit activity will meet the definition of a resource site connecting to a state highway.

Role as Regional Advisory Group - As outlined in the timeline and outreach schedule, on **November 17, 2003** ODOT will take the preliminary list of local bridge projects to the Area Commissions on Transportation (ACT), and the ACTs will have until **January 15, 2004** to identify oversights and omissions, if any, in the bridge list. The Freight Advisory Committee will also comment by January 15th. As in past cases, the Board of County Commissioners will be relied upon by the OTC to act as the regional advisory group for ODOT District 5 (Lane County). In this capacity, the Board will have the responsibility of reviewing bridge projects submitted from all agencies with bridge jurisdiction in Lane County, not just the County bridge candidates.

Timber County Concerns- Evidently, concerns were raised during the legislative session that the OTIA III revenues might fund bridges in counties with large cash balances or who otherwise receive large federal timber payments. The bridge selection process is based on technical factors, however, and don't consider leverage, match or financial reserves as a selection criterion. Thus, it is possible that a number of bridges selected for funding will be in counties that receive large timber payments. (Actually, this is entirely plausible. High timber payment counties usually have large areas of National Forests, often with bridges built by the Forest Service 40 to 50 years ago that are now part of the county road system. These are some of the bridges that are susceptible to the shear cracking limitations that were a driving force behind OTIA III.). For now, we are recommending that a complete set of applications be submitted as outlined in this cover memo, assuming timber counties will not be treated differently. If, at the time of the OTC review, reserves and timber receipts become an issue, the Board can decide how we want to proceed.

C. Alternatives / Options

1. Approve order authorizing staff to submit applications for Bridge Preservation and Replacement Projects to ODOT.
 - a. County Bridge Project Candidates as shown in Attachment A
 - b. Modified List of County Bridge Project Candidates
2. Disapprove order authorizing staff to submit applications for Bridge Preservation and Replacement Projects to ODOT

D. Recommendation

Option 1.a.

E. Timing

Action is required today in order to meet the October 15, 2003 deadline for submitting Bridge Preservation and Replacement projects to ODOT.

IV. IMPLEMENTATION / FOLLOW-UP

The applications for Bridge Preservation and Replacement projects will be submitted to ODOT by the October 15 deadline. Based on an estimated time of mid-November for consideration of a preliminary list of funded projects, we will return to the Board prior to January 15, 2004 with a final list of bridge projects submitted under the OTIA III funding category of HB 2041. As the Unofficial ACT, the Board may be reviewing projects from other agencies at this time.

V. ATTACHMENTS

Board Order

- A. OTIA III County Bridge Project Candidates
- B. Regional Freight Route Policy

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

ORDER NO.

) IN THE MATTER OF RECOMMENDING
) BRIDGE REPAIR AND
) REPLACEMENT PROJECTS,
) REQUESTING AUTHORIZATION TO SUBMIT
) APPLICATIONS FOR FUNDING
) GENERATED BY THE 2003 OREGON
) TRANSPORTATION INVESTMENT ACT
) (III), KNOWN AS OTIA III, AND AUTHORIZING
) THE COUNTY ADMINISTRATOR TO
) EXECUTE AGREEMENTS AWARDING THE
) GRANTS

WHEREAS, Public Works staff is requesting Board authorization on submission of local bridge projects to be selected for OTIA III funding; and

WHEREAS, Staff has identified a list of County bridge project candidates for repair or replacement; and

WHEREAS, the bridge project candidates meet the intent of OTIA III to stimulate the Oregon economy through investment in bridge infrastructure for efficient freight movement and the development of a safe and modern bridge network; now, therefore, it is hereby

ORDERED that the Board authorizes the submission of OTIA III applications to ODOT for County bridge project candidates shown in Attachment A prior to the October 15, 2003 deadline; and, be it further

ORDERED that the County Administrator be authorized to execute agreements awarding the grants.

Dated this _____ day of _____, 2003.

Peter Sorenson
Chair, Lane County Board of Commissioners

APPROVED AS TO FORM

Date 9-16-2003, Lane County


OFFICE OF LEGAL COUNSEL

OTIA III County Bridge Project Candidates

Bridge	MP	Functional Class	Length (ft)	Road Width (ft)	Square Feet	ADT 2001	Year Built	Suff. Rating	NBI
Petzold Rd.	0.26	Rural Minor Collector	215	26	5590	280	1961	85.3	5
Row River Rd.	16.64	Rural Minor Collector	151	26	3926	750	1955	9.0	3
Sharps Creek Rd.	6.48	Rural Minor Collector	127	30	3810	250	1957	47.3	3
Pine Grove Rd.	1.75	Rural Major Collector	76	36	2736	460	1991	88.9	5
London Rd.	11.25	Rural Major Collector (Fed)	144	26	3744	600	1963	44.3	4
London Rd.	8.73	Rural Major Collector (Fed)	172	26	4472	750	1960	49.0	5
London Rd.	13.01	Rural Local	146	26	3796	600	1960	46.7	4
Jasper-Lowell Rd.	6.16	Rural Major Collector (Fed)	172	26	4472	600	1959	82.0	5
Fir Butte Rd.	0.68	Rural Minor Collector	85	31	2635	700	1972	69.5	4
Seavey Loop Rd.	2.80	Rural Minor Collector	66	31	2046	1700	1977	93.0	3

Local Bridge Selection Process - Regional Freight Routes

The 2003 Oregon Transportation Investment Act (OTIA III) provides \$300 million in bonds for the replacement and repair of bridges on county and city highways. The Oregon Transportation Commission (OTC) is to choose projects that meet the criteria for freight mobility projects as defined in section 37 on HB 2041. The pertinent portion of section 37 states, in part, that the selection:

“...shall give priority to freight mobility projects that:

- (a) Are located on identified freight routes of statewide or regional significance;
- (b) Remove identified barriers to the safe, reliable and efficient movement of goods; and
- (c) Facilitate public and private investment that creates or sustains jobs.”

Definition of Regional Freight Route:

A regional freight route is a route on a local agency road that carries freight from a resource site (an industrial site, distribution center, forest or farm) to a state highway.

Regional Freight Route Priority:

Priority shall be given to bridges that complete a regional freight route. If funding is not available to repair or replace all of the bridges on a regional freight route, bridges shall have their technical ranking scores reduced to reflect the reduced volume of trucks using the route.

Identification of Regional Freight Routes:

Throughout the process to identify local bridge projects there will be a focus on identifying bridges that support regional freight routes. The focus includes:

- The bridge project application will ask for specific information to identify regional freight routes, and viable alternative routes.
- The Freight Advisory Committee, Area Commissions on Transportation (ACTs) and the STIP Stakeholder Committee will be notified of the bridge selection process and application deadline. Individual members of these groups will be encouraged to inform local governments of possible bridges on regional freight routes.
- A preliminary bridge list will be developed from the applications. The list will be prioritized by using a technical ranking score that will apply heavy priority to bridges that cannot handle any truck traffic and uses a multiplier to give higher priority to bridges with a higher volume of trucks.
- The preliminary bridge list will also include bridges that have identified issues that are not covered adequately by the technical ranking score.
- Freight Advisory Committee will be asked to review the preliminary bridge list and comment on possible oversights, prior to the list being circulated for general review and comment.
- The preliminary list of bridges will be given to ACTs and the Freight Advisory Committee to consider whether regional freight route needs have been addressed.
- During the development of the final bridge project recommendations to the OTC, the HBRR Committee will review comments provided by ACTs and the Freight Advisory Committee. A member of the Freight Advisory Committee will be invited to join the final review process.