

## **Division Overview**

The division's core functions relate to road system operations. This includes: development for Board adoption of long range (20 or more years) transportation plans and policies for the metro area and countywide, and of the 5-year Road Fund Capital Improvement Program; processing Board priorities and recommendations for expenditure of federal and state revenues on county roads, state highways, transit, air, rail, pedestrian, bicycle, and port facilities; road data inventory maintenance; review of private development within cities and the county for transportation impacts on county facilities and Lane Code requirements; geographic information systems services; design specifications for traffic signals, signs and pavement markings, for road improvement projects; traffic sign production and maintenance, pavement striping and markings, traffic signal maintenance, and responding to public inquiries and concerns with regard to all of these program areas. External services in all program areas are provided at cost as staffing allows and if staffing allows.

Applicable Federal and State Mandates: ORS 197, and state land use goal 12 as implemented by OAR 660-012; Title 23 Code of Federal Regulations (CFR), Part 450 C; Manual on Uniform Traffic Control Devices in Title 23 CFR, Part 655 F; Lane County General Plan and Comprehensive Plan, in particular policies associated with Goal 12; Eugene-Springfield Metropolitan Plan, in particular policies associated with Goal 12, *TransPlan*; Lane County Transportation System Plan (TSP); Lane Code and Manual Chapters 15.

## **Division Objectives for FY 09-10**

- Investigate opportunities for transportation funding.
- Implement Systems Development Charge (SDC), possibly in partnership with cities.
- Work with other Public Works division managers to ensure accurate and transparent American Recovery and Reinvestment Act 2009 (ARRA) reporting and accounting on transportation projects.
- Develop prospectus for all electrical traffic signal upgrade needs in preparation for potential funding availability; work with other divisions to develop road projects for readiness for potential funding.
- Develop project priorities for Fiscal Years 11-13 Surface Transportation Program-Urban funding.
- Process annual adoption of the five-year Capital Improvement Program.
- Coordinate with Metropolitan Planning Organization jurisdictional partners, Eugene, Springfield, Coburg, and MPO staff, and provide staff support to the Metropolitan Policy Committee.
- Provide Board support, public outreach, and work with jurisdictional partners to process Lane County priorities for ODOT Region 2, Area 5, to inform OTC transportation and revenue programming processes, including the Statewide Transportation Improvement Program.
- Continue collaboration with ODOT to investigate the possibility of an exchange putting Territorial Highway in County jurisdiction.
- Provide Board support and staffing on Project Management Committees, Steering Committees, and Stakeholder Advisory Committees, working with ODOT and other agencies to:

- complete Phase II of the Beltline Corridor Study;
  - complete Phase III of the Highway 126E Expressway Management Plan;
  - co-adopt and begin implementation of the Coburg Interchange Area Management Plan;
  - co-adopt and potentially begin implementation of the Junction City Highway 99 Refinement Plan.
- Continue work with partner agencies to process updates and co-adoption of the metropolitan Transportation System Plan, including separation of *TransPlan* into two, city TSPs, and, address state land use law requirements for a Regional Transportation System Plan (completion anticipated in a later fiscal year, and is dependent on City processes).
  - Complete traffic device and striping plans for the Lowell Assisted Housing project, Irving Railroad crossing, and Harlow Road/Hayden Bridge Way.
  - Solicit bids and construct school zone flashers at selected schools on County Collectors.
  - Provide traffic engineering oversight on road improvement projects.
  - Maintain all county traffic signals in working order.
  - Stripe all county roads and contracted city streets.
  - Produce, replace, and maintain all county road signs, and signs for other agencies.
  - Continue timely development review for transportation impacts, for Lane County and city land use, road vacations, and other actions involving County Roads within Lane County.
  - Continue providing traffic impact analysis scoping and review to ensure major developments adequately address impacts to the County Road system.
  - Provide staff support to inform, involve, and consult with the Roads Advisory Committee.
  - Continue to provide Traffic Program and Road Inventory staffing and oversight for the Road Management Information System upgrade.
  - Implement Geographic Information Services (GIS) training program to promote use of the program within Lane County government and by private entities.
  - Provide GIS support and products in the form of maps, reports, data, technical support, graphics, applications, and website capabilities to Public Works, other County Departments, and the public.
  - Maintain GIS layers such as road centerlines, parcels, zoning, address and various other information to assist County staff to perform their jobs with better accuracy and efficiency.
  - Work with regional GIS partners for the coordinated maintenance of GIS control and plat data.
  - Work with Department of Revenue and Department of Administrative Services for the development of ORMAP Goal 6 statewide tax lot layer.
  - Investigate delivery of new GIS services to contracting public entities.
  - Complete Geospatial Position System (GPS) data collection of county roadside data.
  - Complete 300 Assessment & Taxation map conversions, and pursue additional Department of Revenue monies to convert additional maps. Investigate availability of other GIS revenue sources.

- Continue to work with Surveyor's Office to refine and correct any problems with survey control data and/or the spatial accuracy of tax lot data, and otherwise maintain GIS tax maps.
- Continue accurate Road Management Information System inventory data maintenance.
- Continue delivery of excellent customer service to the public requesting information and services involving Transportation Planning and Traffic programs.
- Obtain Board direction as appropriate to implement Senate Bill 944, regarding formation of an Area Commission on Transportation in Lane County.
- Provide continued County representation on transportation/land use, traffic, GIS, and engineering committees.
- Participate in county-wide efforts to upgrade and improve web services and ensure citizen access to division, transportation, and other related information.
- Continue to develop staff, management improvements, performance efficiency, customer service improvements, and other measurement and service delivery tools.

### **Key Accomplishments of FY 08-09**

- Processed annual adoption of the five-year Capital Improvement Program.
- Secured \$1.39 million in competitive state funding for the Delta Highway Intelligent Transportation System/Variable Message Sign.
- Secured \$3 million in American Recovery and Reinvestment Act 2009 funding by processing timely Board action to prioritize projects. Secured additional \$250,000 in competitive funding for EWEB bike path, providing for its upgrade and transfer to Willamalane.
- Hired consultant to study and develop a Transportation Systems Development Charge.
- Made significant improvements to website including program services descriptions, informational guides, and comprehensive contact information.
- Improved and systematized land use referral process and associated Road Master (Access) database, to more accurately and closely track incoming referrals. Processed approximately 260 referrals.
- Processed co-adoption of the Cottage Grove Transportation System Plan and partial co-adoption of the Junction City Highway 99 Refinement Plan and Coburg Interchange Area Management Plan.
- Produced traffic control device, street lighting, and other engineering plans and specifications for the following projects: International Way Segment of the EmX Bus Rapid Transit, Harvey Road, Bob Straub Parkway railroad crossing lighting and flasher, Cornwall Avenue slurry seal, Hayden Bridge Way rehabilitation, Delta Highway solar powered (temporary) congestion signing, permanent Delta Highway traffic sensors & variable message sign, Clear Lake rehabilitation, River Road micro-surfacing, and school zone flashers.
- Provided traffic engineering oversight and assistance for ongoing construction projects.
- Handled 75 traffic-related customer service requests in a timely manner with high quality customer service.
- Performed 198 traffic counts.
- Striped 2,700 miles of county roads and 250 miles of city streets.
- Produced, replaced and maintained 6,876 (of approximately 23,000 total) signs.

- Replaced or repaired 408 (of the 2,635 total) pavement markings.
- Developed two custom ArcPad mobile GIS applications, traffic counts and bridge inspections, for the Road Management Information System (RMIS) upgrade.
- Developed an inventory of County Roads with shared shoulders and bike lanes for future RMIS module.
- Won 2<sup>nd</sup> place for the 2008 Lane County Road Maintenance Atlas, in Map Series Atlas category at the annual international ESRI user's conference.
- Maintained and enhanced county ArcReader applications including 116 data layers, and GIS web applications for Intranet and Internet, including TransMap, LaneCountyMaps, and Zone and Plan Map Viewer, used by Public Works Land Management, Waste Management, Transportation Planning, Sheriff's Office, Environmental Permits, other county departments, and by the public.
- Inventoried all County Road guardrail using GPS and partially completed collection of the following additional data features: manholes, curbs, inlets, junctions, drywells, pipes, outfalls, sidewalk, driveways, mileposts, cross pipes, guardrails, and bridges.
- Secured revenue-generating agreements with other departments and jurisdictions to provide GIS services and products:
  - Lane County Property Management - developed a web interface to more efficiently and accurately track the County's Property Inventory using ArcGIS Server technology.
  - Cottage Grove Community Development - developed accurate GIS zoning and overlay zones and an ArcReader GIS application, and trained City staff in its use.
  - South Lane Fire and Rescue - developed 20 map books containing GIS layers including road centerlines, road names, site addresses, driveway locations, bridges, hydrants, water features, mile points, fire and ambulance district boundaries, and city limits.
- Provided high quality GIS services to Lane County Public Works:
  - Maintenance Division - Lane County National Pollution Discharge Elimination System Monitoring Report maps
  - Parks Division - Designed and developed covered bridge coin book. Developed database and created maps of wayside parks.
- Parcel Mapping Project continued to make progress on county-wide Assessment & Taxation (A&T) Map conversion to GIS and data coordination and maintenance. This included 300 map conversions (of 3,637 countywide total), over 700 tax lot changes, 102 survey plats, new Surveyors Office control data including new corner locations, and new Donation Land Claim, township, section, and quarter section polygons.
- Worked with A&T to secure \$106,025 in ORMAP funding from the Department of Revenue; of which \$70,000 was earmarked for Transportation Planning, GIS parcel mapping work.
- Continued work on the GIS component for the River Road/Santa Clara Storm Water Master Plan update. This involved creating maps depicting such features as storm water facilities, roads, city limits, urban growth boundary, and drainage basins. Created an extensive groundwater model to analyze the effectiveness of drywells.

### **Changes, Challenges & Opportunities for FY 09-10**

State transportation funding is anticipated to partially revive the Road Fund beginning in 2011, and a small amount of funding from the legislation is expected to be available from registration fee increases in the coming fiscal year. The Statewide Transportation Improvement Program (STIP) has been on hold due to unanticipated funding shortfalls, and is expected to again move forward in late 2009. Lane County may be able to receive Surface Transportation Improvement-Urban dollars from the STIP, although competition will be strong given other jurisdictional budget shortfalls and relatively heavier city dependence on STP-U funds for transportation projects. Economic stimulus money is still circulating through the economy. These and other possible funding sources become increasingly critical for road improvement projects with the impending loss of Secure Rural Schools as a major, stable Road Fund revenue stream. Revenue sources typically determine project type, scope and timing. It is imperative that projects be readied to take advantage of funding sources that have become increasingly one-time opportunities and are often highly competitive. Other challenges involve development of projects to meet funding timelines. Capital projects involve acquiring right-of-way, completing engineering, and meeting environmental permitting requirements. Funding streams that require improvements to be on the ground in short time frames limit using these funds for preservation work.

Most new revenue streams identified in recent years, either through competitive grants or federal and state allocations, fund projects but not operations, although planning is essential for getting appropriate and necessary transportation improvements on the ground.

Greenhouse Gas (GHG) emission and climate change requirements are in three federal bills moving through Congress, and two state laws enacted this year. The complexity of the issue and lack of agreement on the science about how to measure and address the issues will ensure that significant staff resources will be devoted to this issue at the Eugene-Springfield metropolitan level. The state land use department anticipates adopting new rules related to creating land use scenarios based upon GHG emission reductions sometime prior to March 2010. There is increasing interest in reducing vehicle miles travelled, which remains unlikely as long as population continues to increase. A major long range transportation plan update for the Eugene-Springfield metropolitan area is progressing, and the update will require addressing highly ambiguous "regional transportation system plan" requirements in the state rule that implements statewide land use Goal 12, the Transportation Planning Rule (TPR), which is anticipated to be updated with additional GHG requirements.

The dwindling availability of ORMAP money means Assessment and Taxation is distributing a smaller portion to this division for GIS parcel mapping services. This means little or no revenue from that source to complete the project. Work on parcel mapping will proceed but at a reduced level of output.