



Eugene City Council

125 E. 8th Ave., 2nd Floor
Eugene, OR 97401-2793
541-682-5010 • 541-682-5414 Fax
www.eugene-or.gov

EUGENE CITY COUNCIL AGENDA

March 9, 2015

5:30 p.m. CITY COUNCIL WORK SESSION

Harris Hall

125 East 8th Avenue

Eugene, Oregon 97401

7:30 p.m. CITY COUNCIL MEETING

Harris Hall

125 East 8th Avenue

Eugene, Oregon 97401

**Meeting of March 9, 2015;
Her Honor Mayor Kitty Piercy Presiding**

Councilors

George Brown, President

Pat Farr, Vice President

Mike Clark

George Poling

Chris Pryor

Claire Syrett

Betty Taylor

Alan Zelenka

CITY COUNCIL WORK SESSION

Harris Hall

**5:30 p.m. A. WORK SESSION:
Update on Railroad Quiet Zone**

**6:15 p.m. B. WORK SESSION:
Central Lane Scenario Planning Update**

**CITY COUNCIL MEETING
Harris Hall**

1. PUBLIC FORUM

2. CONSENT CALENDAR

(Note: Time permitting, action on the Consent Calendar may be taken at the 5:30 p.m. work session.)

A. Approval of City Council Minutes

B. Approval of Tentative Working Agenda

**3. PUBLIC HEARING and ACTION:
FY 2016-2021 Capital Improvement Program**

**4. ACTION:
An Ordinance Providing for Withdrawal of Annexed Properties from
the Santa Clara Fire District, the Santa Clara Water District, Lane
Rural Fire Protection District, the Willakenzie Rural Fire Protection
District, and the Zumwalt Rural Fire Protection District**

**5. COMMITTEE REPORTS:
Police Commission, Lane Metro Partnership, Lane Workforce
Partnership, Lane Transit District/EmX, Oregon Metropolitan
Planning Organization Consortium, McKenzie Watershed Council**

**time approximate*

The Eugene City Council welcomes your interest in these agenda items. This meeting location is wheelchair-accessible. For the hearing impaired, FM assistive-listening devices are available or an interpreter can be provided with 48 hours' notice prior to the meeting. Spanish-language interpretation will also be provided with 48 hours' notice. To arrange for these services, contact the receptionist at 541-682-5010. City Council meetings are telecast live on Metro Television, Comcast channel 21, and rebroadcast later in the week.

City Council meetings and work sessions are broadcast live on the City's Web site. In addition to the live broadcasts, an indexed archive of past City Council webcasts is also available. To access past and present meeting webcasts, locate the links at the bottom of the City's main Web page (www.eugene-or.gov).

El Consejo de la Ciudad de Eugene aprecia su interés en estos asuntos de la agenda. El sitio de la reunión tiene acceso para sillas de ruedas. Hay accesorios disponibles para personas con afecciones del oído, o se les puede proveer un interprete avisando con 48 horas de anticipación. También se provee el servicio de interpretes en idioma español avisando con 48 horas de anticipación. Para reservar estos servicios llame a la recepcionista al 541-682-5010. Todas las reuniones del consejo estan gravados en vivo en Metro Television, canal 21 de Comcast y despues en la semana se pasan de nuevo.

For more information, contact the Council Coordinator at 541-682-5010,
Eugene City Council Agenda March 9, 2015

EUGENE CITY COUNCIL

AGENDA ITEM SUMMARY



Work Session: Update on Railroad Quiet Zone

Meeting Date: March 9, 2015
 Department: Public Works Maintenance
www.eugene-or.gov

Agenda Item Number: A
 Staff Contact: Tom Larsen
 Contact Telephone Number: 541-682-4959

ISSUE STATEMENT

City Council asked for an update on the status of a Downtown Railroad Quiet Zone. In October 2014, staff provided an update on regional Quiet Zone experience and was asked to provide a proposal. The purpose of the Quiet Zone (QZ) is to eliminate the routine sounding of train horns at 10 downtown railroad crossings to increase neighborhood livability and downtown redevelopment potential. Regional experience has demonstrated that a Quiet Zone is possible, that previous cost estimates are significantly less than actual construction and operations costs will be and that funding has come from local, not State or Federal sources.

BACKGROUND

In 2005, the Department of Transportation passed rules which codified the use of train horns at rail crossings and allowed for the creation of a Quiet Zone where horns would not be sounded based on alternative safety measures reducing the risk of crashes. The Federal Railroad Administration (FRA) Risk Index is a statistical calculation based on the existing conditions and crash history. The FRA Risk Calculator modifies the Risk Index based on proposed supplemental safety measures (SSM). FRA uses the term "Risk Index with horns" to reflect our current conditions in Eugene. FRA annually calculates a National Risk Threshold reflecting the nationwide crash experience with all at grade crossings.

There are three ways the City could add SSMs in order to obtain a Quiet Zone:

- Add SSMs at each crossing
- Add sufficient SSMs to reduce the Risk Index below the current Risk Index with horns
- Add sufficient SSMs to reduce the Risk Index below the National Risk Threshold

The first alternative must be recertified on a five-year cycle, the second alternative recertified on a two-to three-year cycle and the last alternative must be recertified annually. The existing Risk Index with horns and the National Risk Threshold vary as the crash or incident history, automobile crossing volume and train frequency changes. The National Threshold has fallen from 19,347 in 2007 to 14,347 this year. Locally, the Risk Index with Horns has increased from 14,849 in 2007 to a current value of 16,762.

The council held a Railroad Quiet Zone work session on October 8, 2014. The Agenda Item Summary is attached. Reference to three previous City Council work sessions was included in that 2014 update. Previous analysis was focused on specific supplemental safety measures (SSM) designed to reduce the statistical risk levels sufficiently to obtain a quiet zone designation from the Federal Rail Administration (FRA). Among the measures considered were closing streets, converting two-way streets to one-way, operation, constructing “quad” gates and installing other apparatus to warn people of approaching trains and/or keep them off the tracks. At the conclusion of the third meeting in February 2008, the council adopted a motion directing staff to pursue funding for a Quiet Zone based on a design using quad gates at all ten crossings. In 2008, the cost for quad gates was estimated by the Federal Railroad Administration at about \$400,000 each.

Regional QZ Experience

Since 2008, many jurisdictions have designed and funded the improvements necessary to obtain a Quiet Zone. Salem, Oregon is the closest city to Eugene to do so. The Salem QZ was obtained by using a number of what FRA considers lower cost SSMs. Salem funded its QZ as a specific project included in a large local street repair bond measure. No State or Federal funds were used.

Briefly recapping the Salem experience, the necessary safety improvements to 10 railroad crossings cost \$2.6 million, more than twice the original estimate. The SSMs did not include any quad gates. The American with Disabilities Act mandates enhancement of pedestrian facilities at rail crossings when other work is done, but the largest part of the increased cost is simply the difference between the FRA estimates and real world construction costs. Salem staff is currently working on expanding their Quiet Zone with a project using their first Quad gate. Salem recommends using \$1 million as a reasonable construction estimate for quad gate installation. Quad gates are maintained by the railroad at local road authority expense - currently \$9,000 per year for each crossing with quad gates.

Proposed RR Quiet Zone

A Quiet Zone requires the agreement of the Road Authority, ODOT Rail Division acting on behalf of the FRA and the affected railroad. Since the safest railroad crossings are grade separated or closed, eliminating the potential for a crash, the Secretary of Transportation has a goal of closing unnecessary or redundant crossings. The FRA has indicated that the six crossings in six blocks from Lincoln to Monroe constitute some level of redundant crossings. The railroads are also strong supporters of crossing closure.

Adding SSMs at crossings with the highest risk offer the greatest reduction in the local Risk Index. The three highest Risk Index crossings in Eugene are High at 5th, 8th/Hilyard and Monroe Street.

High Street at the crossing near 5th is a major collector street. It poses geometric issues in that median islands would require the complete severing of the connection of 5th Avenue to High Street. As the highest volume collector in the corridor, closure is not an option. Circulation issues make a one-way couplet with Pearl difficult if 5th is kept open. A quad gate is the SSM of choice at this crossing.

Re-location and reconstruction of the 8th/Hilyard railroad crossing and associated redevelopment of the EWEB site will increase the traffic using the crossing and increase the Risk Index of that crossing. While currently a local street, when the EWEB site is developed, 8th Avenue is likely to perform as a collector serving the site. A recent fatality at the crossing has already increased its Risk Index significantly. Medians, closure, and one way are not options. The proximity of Hilyard to the tracks and

the critical access to the EWEB site make a quad gate the SSM of choice. For railroad concurrence with this ‘new’ crossing, they will insist that three crossings be closed. Their position is supported by the FRA. One of the three is the existing Hilyard crossing. Two others are proposed later in this document. Relocation of the existing crossing will include demolition of the existing crossing and traffic signal and construction of a new signal, crossing and connecting roadway. Overall, the work involved at this crossing is estimated to cost about \$2.4 million.

Monroe is a local street, a bike boulevard and an important connector. While the average daily traffic is lower than most crossings in the corridor, a recent pedestrian fatality has increased the Risk Index. Closure is not a viable option. Medians would force closure of the sole access to businesses adjoining the tracks. There is not a logical one-way couplet. A quad gate is the SSM of choice.

The 4th highest Risk index is at the Washington Street crossing. Washington and Jefferson are classified as Major Collectors and form a logical one-way couplet. Washington is one-way northbound south of 5th. Jefferson is one-way southbound south of 6th. Extending the one-way couplet to north of the railroad tracks will have minimal impact on local circulation. One-way operation is the preferred SSM option for Washington and Jefferson.

Pearl Street has the next highest Risk Index. It is a Major Collector. Medians would close a business parking lot, closure or one-way operation would negatively impact local and business circulation. If an SSM is needed at Pearl, the preferred option would be quad gates. It may be possible to obtain a Quiet Zone without making changes to Pearl.

Van Buren serves the west end of the QZ corridor separate from nearby crossings, and should remain open. Median installation would require closure of business driveways, both north and south of the crossing. If an SSM is needed at Van Buren the preferred option would be quad gates. It may be possible to obtain a Quiet zone without making changes to Van Buren.

Lawrence Street could be considered for closure. It also represents a crossing where median islands could be installed. To protect circulation and choose the lower-cost option, median islands are the preferred SSM for Lawrence Street.

Lincoln Street is classified as a local street. Median installation would require closing business driveways and removal of the perpendicular on street parking for Imperial Floors, a business located north of the tracks. There is no logical one-way couplet. Lincoln Street is impacted by proximity to the Eugene Amtrak Station. Proposed enhancements at the Amtrak station in the City’s long range plans for improving passenger rail service include a new siding for keeping passenger trains over night at the Eugene Station. The new RR crossover switch to serve the new siding will require the closure of the Lincoln Street crossing. In the past, the owner of Imperial Floors has expressed his opposition to Lincoln Street closure. In spite of expressed opposition, and in light of the City’s long range plan to close Lincoln to facilitate passenger rail service, and the desire of ODOT Rail and the railroad to close crossings, the preferred SSM for Lincoln is closure.

Madison is a local street and has the lowest current Risk Index and the lowest average daily traffic volume. Median islands would require the closure of business driveways both north and south of the tracks. Quad gates and closure are possible. In previous conversations with Grain Millers, a significant business south of the crossing, they expressed support for closing the crossing. The preferred SSM at

Madison is closure. Closure will have minimum effect on local circulation. In addition, proposing a second crossing closure will provide support for negotiating with ODOT Rail and the railroad. The above proposal differs from past council discussion in three areas: converting Washington and Jefferson to a one-way couplet; proposing the closure of the crossings at Lincoln and Madison; and the use of medians at Lawrence.

Based on the Salem experience, Quad gates at 8th/Hilyard, High, Monroe, Pearl and Van Buren coupled with average-priced alternative SSMs at the five remaining crossings would cost about \$7,400,000 and require an annual railroad maintenance cost of \$45,000 for the quad gates. If alternate SSMs to quad gates can be made to work at Pearl and/or Van Buren, the capital cost could decrease by as much as \$1,000,000 each and the on-going maintenance cost decrease \$9,000 per year for each quad gate deleted.

Funding

In Eugene, no local funding source of sufficient magnitude to make all the improvements needed for a QZ has been identified or programmed. Potential sources of local funding include the General Fund, Community Development Block Grants, urban renewal funds, and assessments levied through a local improvement district. Staff is not aware of any non-local sources of funding that could pay for creation of a Quiet Zone.

Impact

Creating a Quiet Zone will have the immediate impact of enhancing neighborhood livability for those residential areas impacted by train noise. As the Lane Livability Consortium report notes, impacts from noise due to trains result in negative consequences for health and wellbeing. While the train horns are audible many miles from the tracks, those areas in closest proximity are hardest hit. A railroad Quiet Zone would benefit residents in these areas in a significant way, and enhance livability throughout the community.

Downtown development scenarios, particularly housing, are also negatively impacted by the sounding of rail horns. The noise from the horns is considered an environmental impediment for redevelopment, typically increasing the costs and impacting the type of use envisioned. The prospective developers of the EWEB riverfront property stated that a Quiet Zone is critical to their development scenarios, as have other developers of private property in the Fifth Street Market and northeast downtown areas. Since downtown development has a significant role in the implementation of Envision Eugene as well as the Regional Prosperity Plan, the importance of a Quiet Zone cannot be overstated.

At this time, the Federal Department of Housing & Urban Development (HUD) prohibits the development of affordable housing with HUD funds on parcels with unacceptable noise levels (above 75 decibels). The implementation of a Quiet Zone would reduce noise levels and make more sites suitable for affordable housing development in the downtown and riverfront areas.

RELATED CITY POLICIES

City Council Goals:

- Neighborhood Empowerment
- Redesign the neighborhood initiative to support the neighborhoods which includes public participation in the livability and protection of neighborhoods

- Sustainable Development
 - *Increased downtown development*

Adopted Growth Management Policies:

- Policy 1: Support the existing Eugene Urban Growth Boundary by taking actions to increase density and use existing vacant land and under-used land within the boundary more efficiently.

Envision Eugene Pillars:

- *Promote compact urban development and efficient transportation options.*
 - *Integrate new development and redevelopment in the downtown, in key transit corridors and in core commercial areas.*
 - *Meet the 20-year multi-family housing need within the existing Urban Growth Boundary.*
 - *Make compact urban development easier in the downtown, on key transit corridors, and in core commercial areas.*
- *Protect, repair, and enhance neighborhood livability.*

Regional Prosperity Economic Development Plan:

- *Strategy 5: Identify as a Place to Thrive - Priority Next Step - Urban Vitality*
 - *As a creative economy is fostered, dynamic urban centers are an important asset. Eugene, Springfield and many of the smaller communities in the region recognize the importance of supporting and enhancing vitality in their city centers. Building downtowns as places to live, work and play will support the retention and expansion of the existing business community and be a significant asset to attract new investment. The Cities of Eugene and Springfield will continue to enhance their efforts to promote downtown vitality through development and redevelopment.*

Eugene Climate & Energy Action Plan:

- *Increase density around the urban core and along high-capacity transit corridors*

Eugene Downtown Plan:

- *Facilitate dense development in the courthouse area and other sites between the core of downtown and the river.*
- *Stimulate multi-unit housing in the downtown core and on the edges of downtown for a variety of income levels and ownership opportunities.*
- *Downtown development shall support the urban qualities of density, vitality, livability and diversity to create a downtown, urban environment.*
- *Facilitate dense development in the courthouse area and other sites between the core of downtown and the river.*

COUNCIL OPTIONS

Staff has identified options for council to consider in providing direction on this issue:

- A. Direct staff to pursue FRA approval and local funding for a Quiet Zone as outlined above.
- B. Direct staff to evaluate alternative scenarios to the one proposed above.
- C. Continue to monitor Quiet Zone experience in other jurisdictions.

CITY MANAGER'S RECOMMENDATION

The City manager recommends that council direct staff to pursue FRA approval and local funding for a Downtown QZ, using one-way streets and crossing closure as Alternate SSMs.

SUGGESTED MOTION

I move that council direct staff to pursue a downtown Railroad Quiet Zone approval with the Federal Railroad Administration, using one-way streets and crossing closures as alternate Supplemental Safety Measures as needed and direct staff to pursue sources of local funding.

ATTACHMENTS

A. October 8, 2014, Agenda Item Summary and map of study area

FOR MORE INFORMATION

Staff Contact: Tom Larsen
Telephone: 541-682-4959
Staff e-mail: tom.c.larsen@ci.eugene.or.us

ATTACHMENT A

EUGENE CITY COUNCIL

AGENDA ITEM SUMMARY



Work Session: Railroad Quiet Zone

Meeting Date: October 8, 2014
 Department: Public Works Maintenance
www.eugene-or.gov

Agenda Item Number: B
 Staff Contact: Tom Larsen
 Contact Telephone Number: 541-682-4959

ISSUE STATEMENT

The City Council has asked for an update on the status of a Downtown Railroad Quiet Zone. In the last decade, following council direction, staff has analyzed the requirements, costs and public support for various options related to establishing a railroad quiet zone. The purpose of the Quiet Zone (QZ) is to eliminate the routine sounding of train horns at 10 downtown railroad crossings to increase neighborhood livability and downtown redevelopment potential. Regional experience has demonstrated that a Quiet Zone is possible; previous cost estimates are significantly less than actual construction and operations costs will be, and funding has come from local, not state or federal sources.

BACKGROUND

In 2005, the Department of Transportation passed rules which codified the use of train horns at rail crossings and allowed for the creation of a Quiet Zone where horns would not be sounded based on alternative safety measures reducing the risk of crashes. The Federal Railroad Administration (FRA) Risk Index is a statistical calculation based on FRA analysis based on the existing conditions and the FRA Risk Calculator modifies the Index based on proposed supplemental safety measures (SSM). FRA uses the term "Risk Index with horns" to reflect current conditions in Eugene. FRA annually calculates a National Risk Threshold reflecting the nationwide crash experience with crossings.

There are three ways the city could add SSMs in order to obtain a Quiet Zone:

1. Add SSMs at each crossing;
2. Add sufficient SSMs to reduce the Risk Index below the current Risk Index with horns, or
3. Add sufficient SSMs to reduce the Risk Index below the National Risk Threshold.

The first alternative must be recertified on a five-year cycle, the second alternative recertified on a two- to three-year cycle and the last alternative must be recertified annually. The existing Risk Index with horns and the National Risk Threshold vary as the crash or incident history, automobile crossing volume and train frequency changes. The National Threshold has fallen from 19,347 in 2007, to 14,347 this year. Locally the Risk index with Horns has increased from 14,849 in 2007, to a current value of 16,762.

The council held railroad quiet zone work sessions on July 20, 2005, June 26, 2006, and February 25, 2008. The agenda item summaries from each of the work sessions are attached. The analysis was focused on specific supplemental safety measures (SSM) designed to reduce the statistical risk levels sufficiently to obtain a quiet zone designation from the Federal Rail Administration (FRA). Among the measures considered were closing streets, converting two-way streets to one-way operation, constructing "quad" gates and installing other apparatus to warn people of approaching trains and/or keep them off the tracks.

At the first work session, staff presented information about the Federal Railroad Administration rules allowing local jurisdictions to obtain a Quiet Zone designation. At that session, the council directed the City Manager to further refine cost estimates for specific construction of several of the supplemental safety measures required to obtain a Quiet Zone and to monitor the quiet zone process and evaluate the progress made by other jurisdictions. The proposed Quiet Zone includes the ten railroad crossings from 8th and Hilyard on the east to Van Buren on the west. A map is attached. Seven potential scenarios using a mixture of different crossing supplemental safety measures (SSM) treatments was presented. The FRA rules describe Quiet Zones as local community improvements and federal funds were not made available for the express purpose of obtaining a Quiet Zone.

At the second work session, staff presented options for obtaining a QZ with federal and state funding. Based on the safest crossing being one that was closed, eliminating the possibility of a crash, the Federal Secretary of Transportation announced an initiative to close redundant or unnecessary crossings. ODOT Rail Division offered to partner with the City using federal funds, if the City would agree to closing crossings. The City Council directed staff to study the necessary steps to close up to four railroad crossings and convert streets to one-way at railroad crossings in order to obtain federal Title 23 Section 130 funding for crossing safety improvements at the remaining crossings and conduct a public process to gage support for potential street closures.

The third work session presented the outcome of the public process and focused on the development of SSM alternatives needed to obtain a QZ. Community support for a Quiet Zone was high, but support for closing any of the street crossings almost non-existent. At the conclusion of the meeting, the council adopted a motion directing staff to pursue funding for a Quiet Zone based on a design using all quad gates at all ten crossings. In 2008, the cost for quad gates was estimated by the Federal Railroad Administration at about \$400,000 each.

Regional QZ Experience

Since 2008, many jurisdictions have designed and funded the improvements necessary to obtain Quiet Zones. Salem, Oregon is the closest city to do so. The Salem QZ was obtained by using a number of what FRA considers lower cost SSMs. Salem funded its QZ as a specific project included in a large local street repair bond measure. No state or federal funds were used.

The Salem QZ project was similar in size to the Eugene study area and included SSM work at 10 crossings. Salem used a combination of non-traversable curbs, median islands and conversion of a two-way street to one-way to obtain its QZ. Salem chose to install SSMs at every crossing lengthening the interval until required FRA recertification of the QZ.

Salem conducted a wayside horn demonstration. Wayside horns are a form of SSM that uses remote-activated, permanently mounted horns, placed to sound directly down the streets

ATTACHMENT A

approaching the RR crossing to provide the audible warning of an approaching train. The duration is the same as train-mounted horns, but due to the location and directionality the loudest volume is less than that of a train-mounted horn. On the other hand, the volume is constant and does not rise and fall as a stationary observer would notice when the train moves. While the demonstration is described as well-received by the public, the estimated \$200,000 cost per crossing was higher in cost than the other SSMs used in Salem and would not eliminate routine horn sounding.

Updating Alternatives and Cost Estimates

The original Salem proposal was estimated at \$1.2 million for these lower cost safety improvements. Ultimately Salem QZ improvements to 10 RR crossings cost \$2.6 million, more than twice the original estimate. Both Salem staff and ODOT staff report actual construction costs to be in excess of FRA estimates. The Americans with Disabilities Act mandates enhancement of pedestrian facilities at rail crossings when other work is done, but the largest part of the increased cost is simply the difference between the FRA estimates and real world construction costs.

Salem is currently working on adding two additional crossings to its QZ. One crossing will include its first quad gate. Staff estimates the work on these two crossings will cost \$1.7 million. Salem staff recommends using \$1 million as a reasonable construction estimate for quad gate installation. Quad gates are maintained by the railroad at local road authority expense, currently \$9,000 per year per crossing with quad gates.

Re-location and reconstruction of the Hilyard /8th railroad crossing and associated redevelopment of the Eugene Water & Electric Board (EWEB) site will increase the traffic using the crossing and the Risk Index of that crossing. A recent fatality at the crossing already increased its Risk Index significantly. The geometric constraints of this crossing will make a quad gate the SSM of choice.

The safest railroad crossings are grade-separated or closed, eliminating the potential for a crash. Proposed enhancements at the Amtrak station in the City's long-range plans for improving passenger rail service include a new siding for keeping passenger trains overnight at the Eugene Station. The new switch to serve the new siding will require closure of the Lincoln Street crossing.

To make quad gate improvements at the nine remaining crossings will cost about \$9,000,000 and require an annual railroad maintenance cost of \$81,000.

Based on the Salem experience, quad gates at 8th/Hilyard and 5th streets coupled with average-priced alternative SSMs at the seven remaining crossings would cost about \$3,820,000 and require an annual railroad maintenance cost of \$18,000.

Funding

In Eugene no local funding source, of sufficient magnitude to make all the improvements needed for a QZ, has been identified or programmed. Potential sources of local funding include the General Fund, Community Development Block Grants, urban renewal funds, and assessments levied through a local improvement district. Staff is not aware of any non-local sources of funding that could pay for creation of a quiet zone.

Impact

Creating a quiet zone will have the immediate impact of enhancing neighborhood livability for those residential areas impacted by train noise. As the Lane Livability Consortium report notes, impacts from noise due to trains result in negative consequences for health and wellbeing. While the train horns are audible many miles from the tracks, those areas closest to the tracks are hardest hit. A railroad quiet zone would benefit residents in these areas in a significant way, and enhance livability throughout the community.

Downtown development scenarios, particularly housing, are also negatively impacted by the sounding of rail horns. The noise from the horns is considered an environmental impediment for redevelopment, typically increasing the costs and impacting the type of use envisioned. The prospective developers of the EWEB riverfront property stated that a quiet zone is critical to their development scenarios, as have other developers of private property in the Fifth Street Market and northeast downtown areas. Since downtown development has a significant role in the implementation of Envision Eugene as well as the Regional Prosperity Plan, the importance of a quiet zone cannot be overstated.

RELATED CITY POLICIES

City Council Goals:

- Neighborhood Empowerment
 - Redesign the neighborhood initiative to support the neighborhoods which includes public participation in the livability and protection of neighborhoods
- Sustainable Development
 - Increased downtown development

Adopted Growth Management Policies:

- Policy 1: Support the existing Eugene Urban Growth Boundary by taking actions to increase density and use existing vacant land and under-used land within the boundary more efficiently.

Envision Eugene Pillars:

- Promote compact urban development and efficient transportation options.
 - Integrate new development and redevelopment in the downtown, in key transit corridors and in core commercial areas.
 - Meet the 20-year multi-family housing need within the existing Urban Growth Boundary.
 - Make compact urban development easier in the downtown, on key transit corridors, and in core commercial areas.
- Protect, repair, and enhance neighborhood livability.

Regional Prosperity Economic Development Plan:

- Strategy 5: Identify as a Place to Thrive - Priority Next Step - Urban Vitality
 - As a creative economy is fostered, dynamic urban centers are an important asset. Eugene, Springfield and many of the smaller communities in the region recognize the importance of supporting and enhancing vitality in their city centers. Building downtowns as places to live, work and play will support the retention and expansion of the existing business community and be a significant asset to attract new investment. The Cities of Eugene and Springfield will

ATTACHMENT A

continue to enhance their efforts to promote downtown vitality through development and redevelopment.

Eugene Climate & Energy Action Plan:

- Increase density around the urban core and along high-capacity transit corridors

Eugene Downtown Plan:

- Facilitate dense development in the courthouse area and other sites between the core of downtown and the river.
- Stimulate multi-unit housing in the downtown core and on the edges of downtown for a variety of income levels and ownership opportunities.
- Downtown development shall support the urban qualities of density, vitality, livability and diversity to create a downtown, urban environment.
- Facilitate dense development in the courthouse area and other sites between the core of downtown and the river.

COUNCIL OPTIONS

Staff has identified options for the council to consider in providing direction on this issue:

- A. Continue to monitor Quiet Zone experience in other jurisdictions.
- B. Direct staff to evaluate alternative scenarios and local funding options for a QZ.

CITY MANAGER'S RECOMMENDATION

Direct staff to explore options for use of alternatives to obtain a Downtown QZ, investigate options for local funding and bring a proposed QZ back to the council.

SUGGESTED MOTION

Move to direct the City Manager to explore optional scenarios to obtain a downtown Quiet Zone, investigate options for local funding and bring a Quiet Zone proposal back to the council.

ATTACHMENTS

- A. February 25, 2008, Agenda Item Summary and map of study area
- B. June 26, 2006, Agenda Item Summary
- C. July 20, 2005, Agenda Item Summary

FOR MORE INFORMATION

Staff Contact: Tom Larsen
 Telephone: 541-682-4959
 Staff E-Mail: tom.c.larsen@ci.eugene.or.us

Railroad Crossings in Downtown Eugene Area



July 11, 2005

EUGENE DOWNTOWN RAILROAD QUIET ZONE

Eugene City Council

March 9, 2015

Tom Larsen

Traffic Operations Manager

Key factors

- Federal rules allow formation of Quiet Zone when Supplemental Safety Measures are installed.
- Quiet Zones require three way agreement: Railroad, State regulators and Road authority.
- Only routine horns would be silenced
- Federal and state funding is non-existent
- The local road authority is responsible for capital and maintenance costs

Railroad Crossings in Downtown Eugene Area



July 11, 2005

SUPPLEMENTAL Safety Measures (SSMs)

- Closure Safest and highly desired by Railroad and PUC (ODOT Rail)
- Conversion to one way Allows simple and complete entry control
- Median Islands Prevents weaving thru gates, closes driveways and street in the vicinity
- Quad Gates Most expensive

Community issues

- State and Railroad will insist that at least two crossing are closed in conjunction with 8th and Hilyard crossing relocation.
- Median Islands at several crossing locations will force closure of sole driveways for several businesses.
- Federal direction is to close unnecessary or redundant crossings.
- Train horn noise impacts development opportunities in the corridor.

Considerations

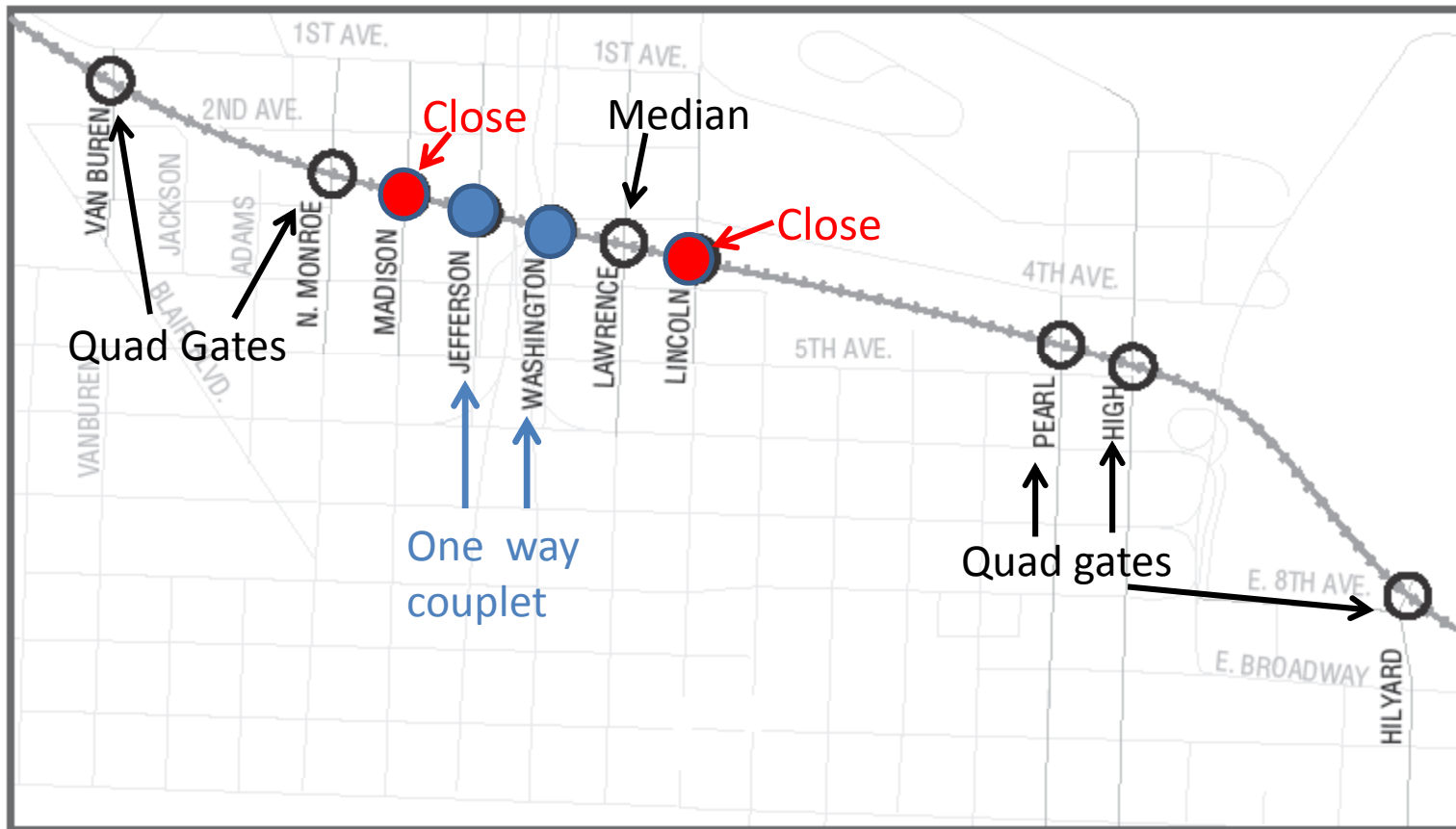
- Improvements in safety
- Reduction in Risk Index number
- FRA/ODOT Railroad desire for crossing closure
- Impacts to businesses
- Impact to circulation
- Estimated cost and cost effectiveness

RR CROSSINGS SORTED IN DESCENDING RISK INDEX ORDER										TCL
CROSSING	STREET CLASS	ADT # (RANK)	RISK INDEX (RANK)	CLOSURE	MEDIANS IMPACT	QUAD	Reccomended			1/22/2015
							ONE WAY	SSM	COMMUNITY ISSUES	
HIGH	MC	4200 1	61800 1	NO	CLOSE 5TH	YES	DIFFICULT	QUAD	High volume Crash history Complicated geometry	
8TH/HILYARD	L	2000 5	61000 2	NO	CLOSE STREETS	YES	NO	QUAD	Fatality EWEB site Projected ADT	
MONROE	L	1500 8	51000 3	POSSIBLE	CLOSE BUSINESS	YES	DIFFICULT	QUAD	Bike blvd Crash history	
WASHINGTON	MC	3800 2	20900 4	DIFFICULT	CLOSE 3RD	YES	YES	ONE WAY	High volume	
PEARL	MC	2800 3	20800 5	NO	CLOSE DW	YES	DIFFICULT	QUAD	High volume	
VAN BUREN	NC	2400 4	18700 6	NO	MODIFY DW	YES	NO	QUAD	Businesses N&S	
LAWRENCE	L	2000 5	17900 7	POSSIBLE	POSSIBLE	YES	DIFFICULT	MEDIAN		
LINCOLN	L	1500 7	16700 8	PROBABLY	CLOSE DW	YES	DIFFICULT	CLOSE		
JEFFERSON	MC	1600 6	15800 9	POSSIBLE	CLOSE DW	YES	YES	ONE WAY		
MADISON	L	1200 9	15800 10	YES	CLOSE DW	YES	DIFFICULT	CLOSE	Grainmillers supported closure Easiest to close	
STREET CLASSIFICATION: L IS LOCAL NC IS NEIGHBORHOOD COLLECTOR MC IS MAJOR COLLECTOR										
RISK INDEX IS FROM THE FRA CALCULATOR AND ROUNDED TO NEAREST 100										
RISK INDEX IS APPROXIMATE AS SOME DATA IS OUTDATED										

Proposed Quiet Zone

- 8th and Hilyard Quad Gates
- High at 5th Quad Gates
- Pearl Street Quad Gates
- Lincoln Street Close
- Lawrence Median Island
- Washington One way
- Jefferson One Way
- Madison Close
- Monroe Quad Gates
- Van Buren Quad Gates

Railroad Crossings in Downtown Eugene Area



July 11, 2005

Possible next steps

- Schedule on site diagnostic with ODOT PUC and Railroad
 - Update crossing inventory and Risk Index values
 - Verify proposal will result in Quiet Zone
 - Possibly negotiate changes in SSMs
 - Update cost estimates based on Diagnostic
- Public outreach as proposal is vetted and approved
- Identify sources of local funding

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Work Session: Central Lane Scenario Planning Update

Meeting Date: March 9, 2015
 Department: Planning and Development
www.eugene-or.gov

Agenda Item Number: B
 Staff Contact: Robin Hostick
 Contact Telephone Number: 541-682-5507

ISSUE STATEMENT

The City Council will be provided with an update and opportunity to discuss the Central Lane Scenario Planning project. A preferred scenario has been proposed for selection.

BACKGROUND

In 2009, The Oregon Legislature passed the Jobs and Transportation Act which included a provision requiring the Central Lane Metropolitan Planning Organization (MPO) to undertake a scenario planning process for the region. Specifically, this bill requires the MPO to evaluate alternative transportation and land use scenarios to reduce greenhouse gas emissions from light vehicles. The state has established a greenhouse gas (GHG) reduction target of 20 percent for the Eugene-Springfield region, though the region is not required to meet that target through the scenario planning process. While the local governments in the MPO must cooperatively select a preferred scenario, the bill does not require implementation of this scenario. The MPO is required to report its findings to the legislature by the end of the 2015 legislative session.

In addition to meeting the State's requirement to evaluate GHG reductions, the MPO also agreed that it was important to assess how such transportation and land use choices affect other important goals such as economic vitality, public health, and equity considerations. These factors have been evaluated as part of the scenario alternatives analysis. A synopsis of the evaluation measures used to assess such impacts was included in the September 2014 update to Council.

To assist in this effort, Kristin Hull with CH2M HILL is serving as the project manager. She and representatives of all the partner agencies (Eugene, Springfield, Lane County, Coburg, LCOG, Lane Transit, and Oregon Department of Transportation) comprise the staff team. This work is funded by ODOT.

The scenario planning project comprises three key steps:

1. **Understanding existing policies:** Collecting and evaluating existing data and policies
2. **Test and Learn:** Developing, evaluating and comparing alternative scenarios
3. **Refine and Select:** Refining scenarios for each jurisdiction and cooperatively selecting a preferred scenario

Steps one and two were completed last year; an update on these steps was presented to the council in September 2014. As anticipated as part of Step 3, a preferred scenario has been crafted and is now being brought to each jurisdiction for review and selection.

During Step 2, three scenarios were developed and evaluated. Scenario A was referred to as the reference case, and was an estimate of the effect of continuing current planning assumptions for the region. The reference case results indicated that the region's current policy direction (excluding reductions from technology and fuel changes) will reduce GHG emissions by 3 percent (from 2005 levels). These policies alone will not achieve the 20 percent reduction target. Scenario B and Scenario C explored policies and strategies that go beyond existing policy, either by investing additional resources in achieving current policies or introducing new policies or actions. Both Scenarios B and C met the state's 20 percent reduction target and provided benefits to economic vitality, public health and equity in the region. With the results of Scenarios A, B, and C in hand, the project team began preparing a preferred scenario in late 2014; as anticipated, the preferred scenario that emerged from these discussions combines elements of Scenarios A, B and C.

Given the fact that this project does not require implementation, the scenario planning process mainly serves as a tool to explore how specific land use and transportation choices potentially affect economic vitality, public health, equity and GHG emissions from light vehicles. Such information will help the State to better understand the practical and financial challenges facing local jurisdictions in reducing GHG emissions. Similarly, the results of the scenario planning effort may help inform local governments in future policy choices, including the recently adopted Climate Recovery Ordinance.

Public Outreach

The public involvement process focused on a series of three public workshops. The public reviewed the reference case and provided input on potential scenarios at the first workshop. At the second workshop, the public reviewed the results of the scenario evaluation and provided input on which policies and strategies were most important to explore going forward. The third workshop involved refinement and evaluation of the preferred scenario. In addition, the team gathered input through a telephone survey and an online "future builder" tool prior to the development of the preferred scenario. All presentation materials are available at www.clscenarioplanning.org.

A more detailed description of the public involvement program and decision making process is included in Attachment A, and results from the online tool are included in Attachment B.

Preferred Scenario Recommendations

The scenario planning team has tested and evaluated many different policies and actions. Based on the preliminary recommendations, public input, and comments received from the respective decision making bodies of each jurisdiction, the staff team has developed a preferred scenario (Attachment C). The recommendation includes a balanced approach between several policy areas as follows:

Active Transportation

- Make it easier for residents to travel using active means such as walking and biking through programs and projects that improve safety, convenience, and opportunities.

Fleet and Fuels

- Use the state's assumptions which anticipate significant improvements in fuel economy and greater use of alternative fuel vehicles. Changes to the vehicle fleet and fuels are likely to occur independently of any action the region might take.

Transit

- Increase investment in accessible, frequent, and convenient transit in the region.

Pricing

- Gradually change the way residents pay for driving by charging a different combination of fees, taxes, and insurance premiums to influence travel choices and generate revenue for needed investments.

Parking Management

- Manage parking for commuters and other trips to make more efficient use of the limited parking supply.

Education and Marketing

- Increase support for and participation in education and marketing programs (like Smart Trips Springfield and Smart Trips Eugene). These programs are extremely cost effective and have a meaningful impact on travel behavior.

Roads

- Continue to pursue existing policies (those in the reference scenario) to make more efficient use of roadways. Existing policies will result in the road system operating more efficiently than today.

The preferred scenario highlights a set of actions related to the policy areas outlined above. By selecting a preferred scenario, each jurisdiction is acknowledging a set of potential tools most suitable for the MPO region with the understanding that each jurisdiction could choose to emphasize or prioritize the tools differently.

Next Steps

To fulfil the region's scenario planning obligation to the state under the Jobs and Transportation Act, each jurisdiction must cooperatively select a preferred scenario, after which the project team must report back to the state before the close of the 2015 legislative session. After the project team has provided an update on the preferred scenario to each jurisdiction, each body will be asked to take action. Staff will return to the council this spring with a request to select a preferred scenario, tentatively in May.

RELATED CITY POLICIES

The Jobs and Transportation Act of 2009 (HB 2001) requires the Central Lane MPO to conduct this scenario planning work.

The Climate and Energy Action Plan (2010) includes a goal to “Reduce community-wide greenhouse gas emissions 10% below 1990 levels by 2020.”

Climate Recovery Ordinance (2014) sets a goal to reduce the total (not per capita) use of fossil fuels by 50% compared to 2010 usage.

COUNCIL OPTIONS

This matter is before the City Council as an update and discussion item. No action is required.

CITY MANAGER’S RECOMMENDATION

No recommendation is necessary as this is a discussion item.

SUGGESTED MOTION

None.

ATTACHMENTS

- A. Stakeholder and Public Involvement Plan memo
- B. Online Tool and Survey Results
- C. Draft Preferred Scenario

FOR MORE INFORMATION

Staff Contact: Robin Hostick, Planning Director (AIC)
Telephone: 541-682-5507
Staff E-Mail: Robin.A.Hostick@ci.eugene.or.us

December 10, 2013

CENTRAL LANE SCENARIO PLANNING

Stakeholder and Public Involvement Plan

Prepared by: CH2M HILL

Overview

The Central Lane Scenario Planning (CLSP) process will support the exploration of how different land use and transportation policies could change the future of central Lane County. Through development of land use and transportation scenarios, community members, business leaders, elected officials and planners will be able to consider different ways the region could develop and how those different policies might affect public health, equity, and economic vitality, as well as the region's contributions to greenhouse gas (GHG) emissions.

The Oregon Legislature, in 2009, passed the Jobs and Transportation Act (House Bill 2001). Part of this Act requires the local governments in central Lane County to develop different ways of accommodating forecasted population and job growth while reducing GHG emissions and to cooperatively select a preferred land use and transportation scenario at the end of the process. Because the local governments are not required to implement this preferred scenario, they are focused examining alternate futures to inform future planning efforts and local transportation and land use decisions.

This public involvement plan establishes goals for the public involvement program, a schedule and a range of engagement tactics. This plan will be revised as needed throughout the process.

Public involvement goals

For any public outreach process to be successful, it is important to consider the goals of the process. For the CLSP, the public engagement process should:

- Provide opportunities for the proactive engagement of interested people
- Provide access for all community members regardless of ability, age, income or race/ethnicity
- Demonstrate how public input shapes decisions
- Build on information gathered through past or related planning processes

The International Association of Public Participation (IAP2)'s spectrum of public participation, Figure 1, shows varying levels of engagement based on the level of public impact. Because the



level of public impact for scenarios is relatively low (particularly because the region is required to select a scenario but not to implement it), the public and stakeholders will be engaged at the “inform” and “consult” levels.

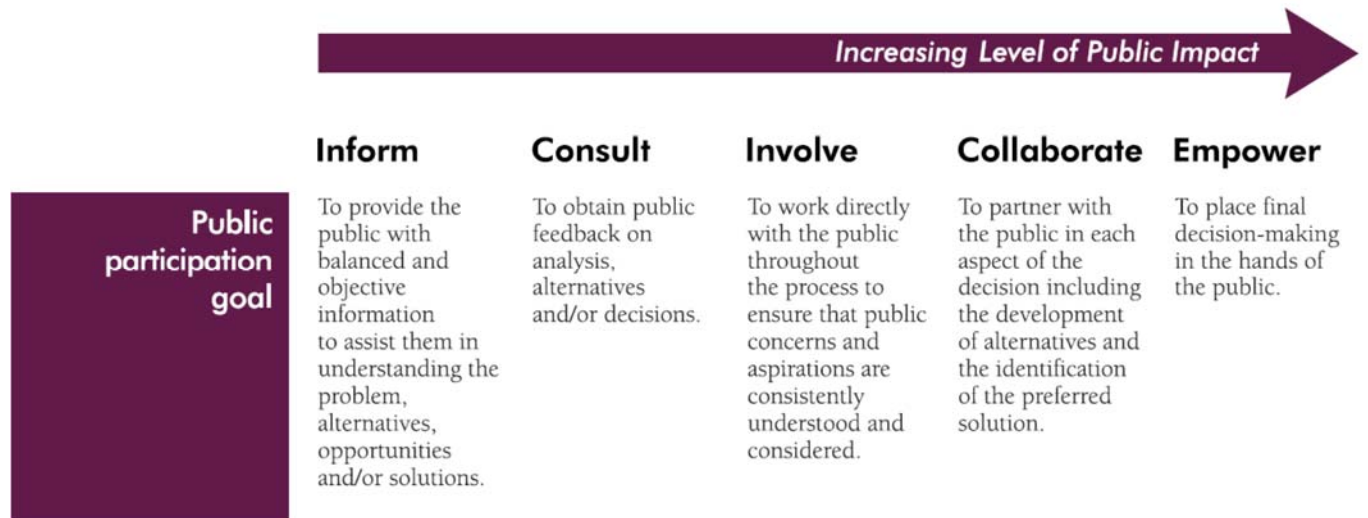
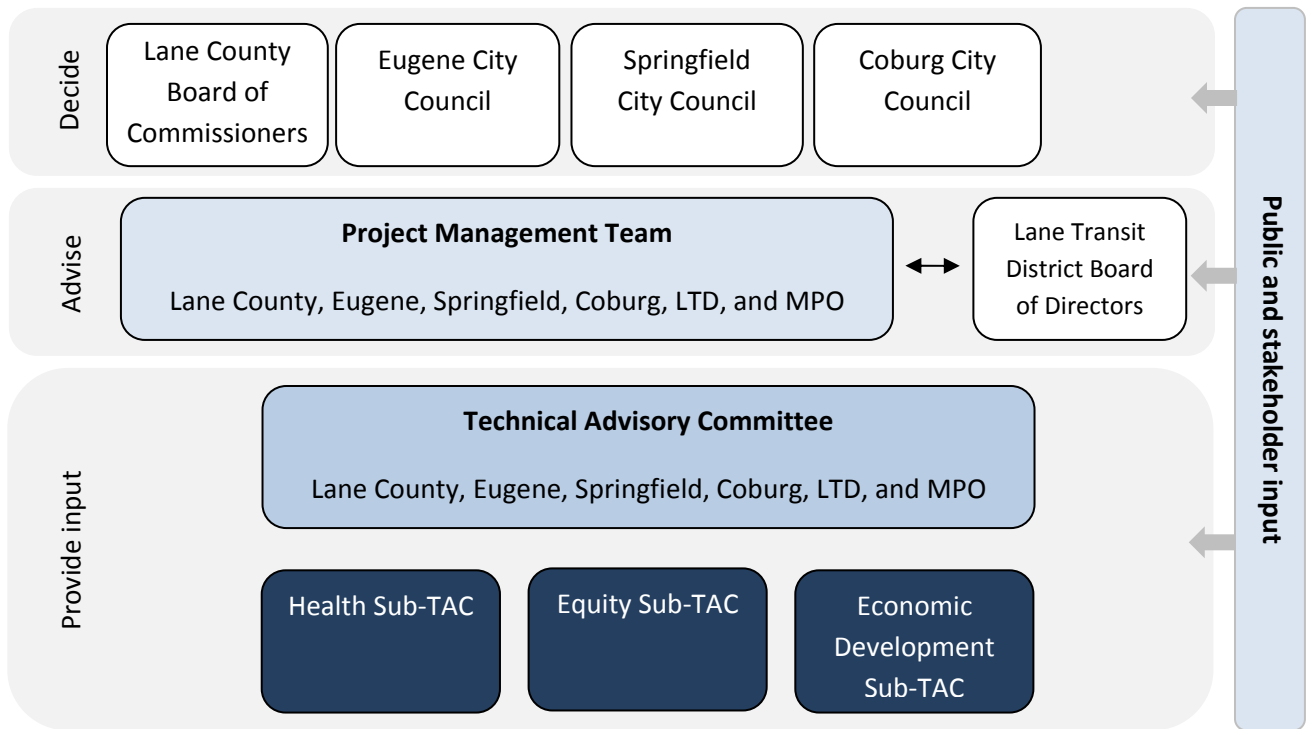


Figure 1. IAP2 Spectrum of Public Participation (source: www.iap2.org)

Decision making structure

At the conclusion of the process, the Lane County Board of Commissioners, Eugene City Council, Springfield City Council and Coburg City Council are required to cooperatively select a preferred land use and transportation scenario. They are not required to make changes to their transportation and land use plans to implement this scenario. Their ultimate decision will be informed by the Project Management Team, a Technical Advisory Committee and public input. Figure 2 illustrates decision making responsibilities.

Figure 2. Decision making responsibilities



Decide: City Councils and County Board of Commissioners

The Lane County Board of Commissioners, and Eugene, Springfield and Coburg City Councils will ultimately approve the selection of a preferred land use and transportation scenario. Each jurisdiction will determine how to engage their planning commissions or other advisory bodies.

Advise: Project Management Team (PMT)

The PMT will provide day-to-day guidance to CLSP staff. The PMT will provide a recommendation to the City Councils and County Board of Commissioners regarding the preferred land use and transportation scenario. The PMT will consider public input in their deliberations.

Provide input: Technical Advisory Committee (TAC) and Sub-TACs

The TAC will provide input to the PMT on technical issues. In some cases, the Sub-TACs will provide input for the TAC’s consideration. The TAC and Sub-TACs will consider public input in their deliberations.

Audiences

The audience for scenario planning will largely be community leaders, business leaders, social service representations, and civic group leaders who are already engaged in planning activities in

the region. These groups will be consulted at each step of the process. Hearing from the general public is important as well. The general public will be informed throughout the process with input specifically sought at the beginning of the process and as a preferred scenario is developed. Title VI and Environmental Justice communities, those who are traditionally under-represented in planning processes, will be invited to participate throughout the process.

Equity approach

One goal of this outreach plan is to ensure that communities of concern – people who are elderly, disabled, low-income or are members of a minority community – are engaged in the development, evaluation and refinement of scenarios. A group of service providers and planners with a focus on equity issues met twice to discuss how to incorporate equity into the scenario planning process. They provided the following recommendations related to public involvement:

- Draw from public input gathered for related processes (e.g. affordable housing resident survey) to understand issues and concerns.
- Conduct outreach via service providers and encourage service providers to participate in the scenario planning process to represent the interests of communities of concern.
- Consider how to engage low-income, elderly and disabled communities separately.
- Go to existing groups to gather input.
- Use existing groups and networks to share information about participation opportunities.

Public involvement tactics and schedule

The public and stakeholder involvement program will begin in spring 2014. Figure 3 presents a general schedule. Each tactic is described in detail below.

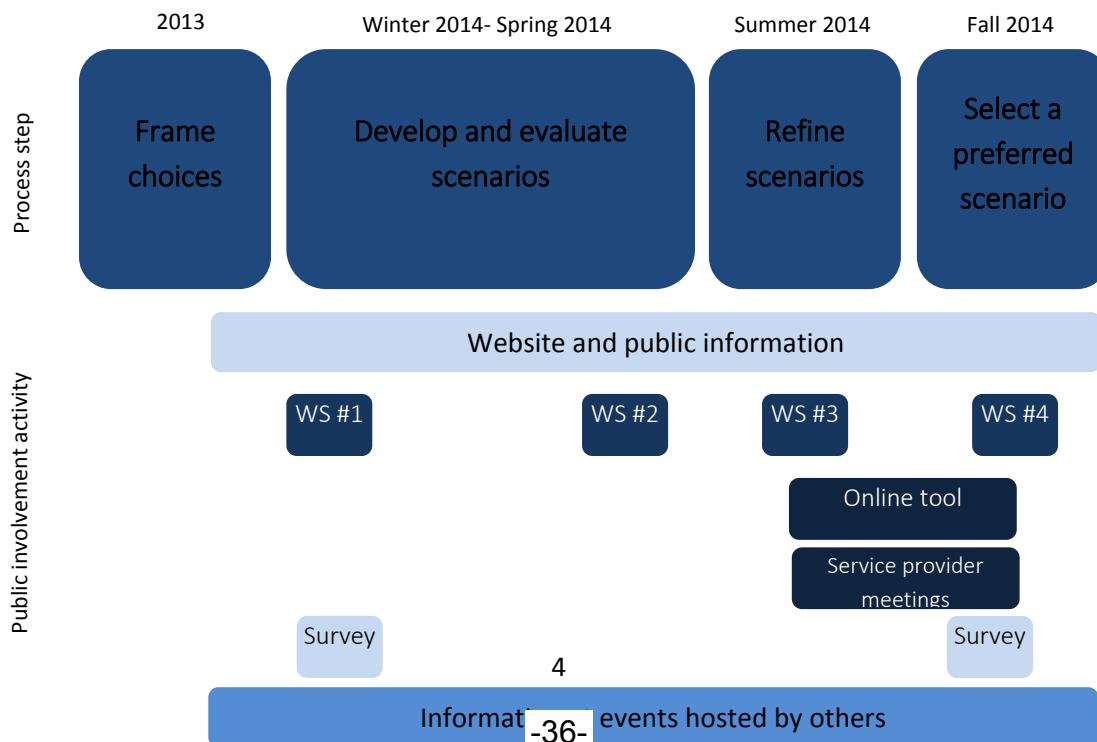


Figure 3. Public Involvement Schedule

Website and public information

The CLSP team will develop a website and public information that describes the scenario planning process and progress at each milestone. The website and public information will use easily understandable language to describe the scenario planning process and findings. At key milestones, the project team will prepare news releases and fact sheets. A specific Facebook page or Twitter feed will not be launched for CLSP. The project team will translate this information on request.

Workshops (WS)

The CLSP partners will host workshops at four milestones. A full mailing list that includes people who have participated in recent land use or transportation planning processes, planning commissioners, members of other standing committees, chambers of commerce, neighborhood leaders and representatives of public health and equity organizations will be developed. At each workshop, participants will be asked to review information and provide input structured around particular questions or activities. The group will not be asked to develop a recommendation or reach consensus. This plan anticipates holding four workshops:

1. Scenario elements/policy levers
2. Scenarios
3. Scenario evaluation
4. Refined/hybrid scenarios

Information at events hosted by others

Throughout the process, the CLSP partners may host tables or provide information at events hosted for other projects. This might mean hosting a table at a public open house for another city project or staffing a booth at a farmers' market or community event. Current fact sheets and project information will be available to support these events.

Online tool

As the scenario choices are being narrowed, the team may develop an online tool that allows community members to test the impact of implementing different policy choices on key indicators that are part of the CLSP evaluation framework. This tool would be used to gather input on the acceptability of policy choices. The PMT will determine if this is a useful and appropriate mechanism for gathering input before it is developed.

Public opinion research (survey)

Public opinion research is an effective way of finding out what people who do not typically participate in public meeting think or how they might react to policy changes. For this process, it may be difficult to engage the general public through more traditional means, so a survey may be the best way to test the acceptability of policy choices. Public opinion research should be conducted at two points: 1) as policy choices are developed; 2) as a preferred scenario is developed. Public opinion research could take the form of a telephone survey or a series of focus groups. The PMT will determine how and when to use public opinion research.

Outreach to service providers and advocacy groups

Through the Equity Sub-TAC we learned that outreach to existing groups is the best way to ensure that the needs of communities of concern are met through the scenario planning process. As the preferred scenario is refined, the project team will meet with 4-5 existing groups to vet the scenario and learn about the implications for communities of concern.

Roles and responsibilities

CH2M HILL will develop the website and initial public information. Other roles and responsibilities will be assigned as a phase 2 work plan is developed.

Attachment B

March 2, 2015

CENTRAL LANE SCENARIO PLANNING

Online tool and survey results summary

Kristin Hull, CH2M HILL

Ryan Farncomb, CH2M HILL

The online scenario planning tool (Future Builder) and survey were available online from November 21, 2014 through the end of January 2015. The online tool allowed users to explore different levels of investment in four different action areas. The tool showed different outcomes for each scenario users created, including greenhouse gas emissions, traffic delay, and others. Users could select and submit their favorite scenario to the project team. After using the tool, a survey followed that explored values and opinions around scenario planning issues.

There were 108 unique users of the online tool and 28 submitted scenarios (users were not required to submit a scenario). 26 users completed the survey.

Online tool results

The online tool allowed users to select different levels of investment in four different policy areas (active transportation, transit, parking, and pricing). Users could choose any combination of levels (1 through 4) for each policy area. Level 1 was equivalent to the level of investment anticipated with the Reference Case. Levels 2 through 4 represented increasing levels of investment. Level 4 represented the maximum amount of investment in the region. The table below displays the assumptions that underlie each level.

Input	Level 1 (Reference Case)	Level 2	Level 3	Level 4
Active Transportation				
Coburg	0%	10%	20%	30%
Eugene	15%	27%	38%	50%
Springfield	6%	16%	25%	35%
Weighted regional %	12%	23%	34%	45%
Transit				
Revenue miles per capita	18	23.3	28.6	34
Parking				
Work Trips w/ Charged Parking				
Coburg	4%	4%	5%	5%
Eugene	8%	14%	19%	25%
Springfield	5%	7%	8%	10%



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Other Trips w/ Charged Parking				
Coburg	0%	1%	1%	2%
Eugene	5%	10%	15%	20%
Springfield	1%	2%	4%	5%
Average Cost to Park (\$2005)	\$3.19	\$4.12	\$5.06	\$6.00
Pricing				
Gas Tax	\$0.52	\$0.98	\$0.18	\$0.18
VMT Fee per mile	0.00	0.00	0.03	0.03
Carbon Fee per ton	\$0	\$0	\$0	\$50

For the 28 submitted scenarios, the average level chosen for each policy area was:

- Active transportation: 3.1
- Transit: 3.3
- Parking: 2.3
- Pricing: 2.9

Users chose more aggressive levels of investment in active transportation and transit, but less aggressive levels of investment for parking and pricing policies. Level 1 was the most frequent choice for parking policies. Level 4 was the most frequently chosen level of investment for transit.

The online tool showed the results of each user’s scenario across 8 different outcomes. Users could see how outcomes changed with different levels of investment in different policy areas. The “minimum possible” change for each outcomes is based on outcomes from the Reference Case, which is the level of investment expected under existing policies and plans. The table below lists the online tool outcomes and the average outcome value of all submitted scenarios.

Outcome	Max. possible	Min. possible	User average
Greenhouse gas emissions reduction (%)	-26%	-12%	-21%
Cost of driving (as a % household income)	20%	15%	16%
Miles driven per person	-22%	-7%	-16%
Freight truck delay (% increase)	+68%	+31%	46%
Increase/decrease in traffic delay	+23%	-23%	-5%
Increase in biking and walking	+357%	+74%	273%
Revenue (qualitative scale)	5	1	3.0
Government cost (qualitative scale)	5	1	3.7

Only one submitted scenario reached the maximum percent decrease in greenhouse gas emissions. Nine scenarios had maximum government cost, but only two scenarios maximized government revenue.

Survey results

Once users submitted their favorite scenario to the project team, they were asked to complete a brief survey. Of the 28 people who submitted a scenario, 26 completed the survey. The first part of the survey asked for general demographic information. Results showed that:

- 30% of respondents commute to work by bicycle; 40% drive alone or in a carpool.
- Only one user did not have access to a car. 50% used their car daily.
- 1/3 were 55-65 years in age.
- 2/3 lived in 2-person households.
- 2/3 had a master's degree or higher education.
- Most respondents live and work in Eugene.

Next, respondents were asked about their attitudes toward the different goals of the scenario planning process. Of the four goals (economic vitality, equity, public health, and greenhouse gas emissions reductions), 40% of respondents indicated "greenhouse gas emissions" was the most important goal, followed by "public health" with 35%.

Respondents were also asked about their feelings toward different investments and policies:

- Parking: about 60% were supportive or very supportive of managing parking to make efficient use of land.
- Driving taxes and fees: a majority of respondents felt that tying fees to the amount of driving, to fuel economy, and to physical wear and tear on the roadway are all important when considering changes to driving taxes and fees. Respondents felt that tying fees to vehicle ownership through registration fees was not an important consideration.
 - Overall, respondents were strongly supportive of raising taxes or fees of all kinds (VMT, gas taxes, or spending existing funds differently) to fund transit and active transportation projects.
 - Nearly 80% wanted to see "a lot more" investment in transit and active transportation.
- Transit investments: respondents were most strongly supportive of investments that make it easier to bike or walk to EmX stops. Nearly half thought that building new EmX routes was an "important" investment. Most respondents were supportive of other investments as well, including adding new regular bus routes, making existing bus service more frequent, and reducing transit fares. Close to half were "neutral" toward making it easier for riders to buy bus tickets.
- Cycling investments: nearly all respondents felt that investing in new bike lanes or cycle tracks is a "very important" or "important" investment. A majority also support building off street trails, providing more bike parking, and providing signage. About 40% felt

Item B.

thought bike share was “somewhat” or “not important,” or felt neutral toward the program.

- Nearly 50% said “transit” was the most important area to invest in to meet regional goals, while 30% said “biking and walking.”

Finally, respondents were asked for their opinions about the online tool (Future Builder) and experiences using it:

- About half spent 5 to 10 minutes using the tool.
- Almost all respondents used the tool once (not in multiple sessions).
- 50% indicated they learned “a little” from using the tool; 17% learned “a lot.” 17% of respondents thought the tool was somewhat confusing and suggested some changes:
 - One person suggested unbundling the policies somewhat – “transit” and “active transportation” include many actions and could be subdivided.
 - One person had trouble using the tool interface.
 - One person did not understand what the scenario tool intended to illustrate.
- Most respondents felt that the tool did not change their opinions toward investment in transit, biking, walking, and parking.

March 2, 2015

CENTRAL LANE SCENARIO PLANNING

DRAFT preferred scenario for review and discussion

Kristin Hull
Ryan Farncomb
Josh Roll

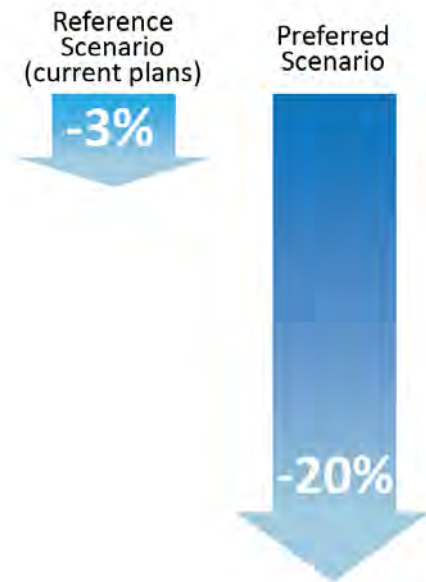
The preferred scenario

In 2009, the Oregon Legislature passed the Jobs and Transportation Act (House Bill 2001). The Jobs and Transportation Act requires the local governments in central Lane County to conduct scenario planning and cooperatively select a “preferred scenario” that accommodates planned population and employment growth while achieving a reduction in greenhouse gas emissions from passenger vehicles. The preferred scenario is comprised of strategies in seven policies areas, described below. With the preferred scenario, the region could expect a 20% per capita reduction in greenhouse gas emissions from light vehicles over 2005 levels, meeting the state’s reduction target for the region. The region can expect about a 3% reduction in per capita emissions if current plans and policies are implemented (the “reference scenario”).

The local governments – Lane County and the cities of Coburg, Eugene and Springfield – are not required to implement the preferred scenario. This memo outlines preferred land use and transportation strategies for the region that will inform future local and regional decision making. The strategies contained in the preferred scenario are intended to be flexible and should be reconsidered over time. The strategies are not intended to be directive and are not regulatory.

This memo is organized around seven strategy areas: active transportation (bicycling and walking), transit, fleet and fuel changes, pricing, parking management, education and marketing, and roads. It describes the recommended level of action in each area and some potential strategies that could support the recommended level of action. Keep in mind that each local government could choose

How much does the preferred scenario reduce greenhouse gas emissions?



different strategies in each category to reach the recommended level of action.

These strategies would not be implemented in a vacuum – strategies influence and enhance each other. For example, strategies that encourage greater transit use also encourage more walking, resulting in greater public health benefits. Encouraging drivers to switch to other travel modes only works if they have viable options, meaning robust transit, walking, and bicycling infrastructure is needed.

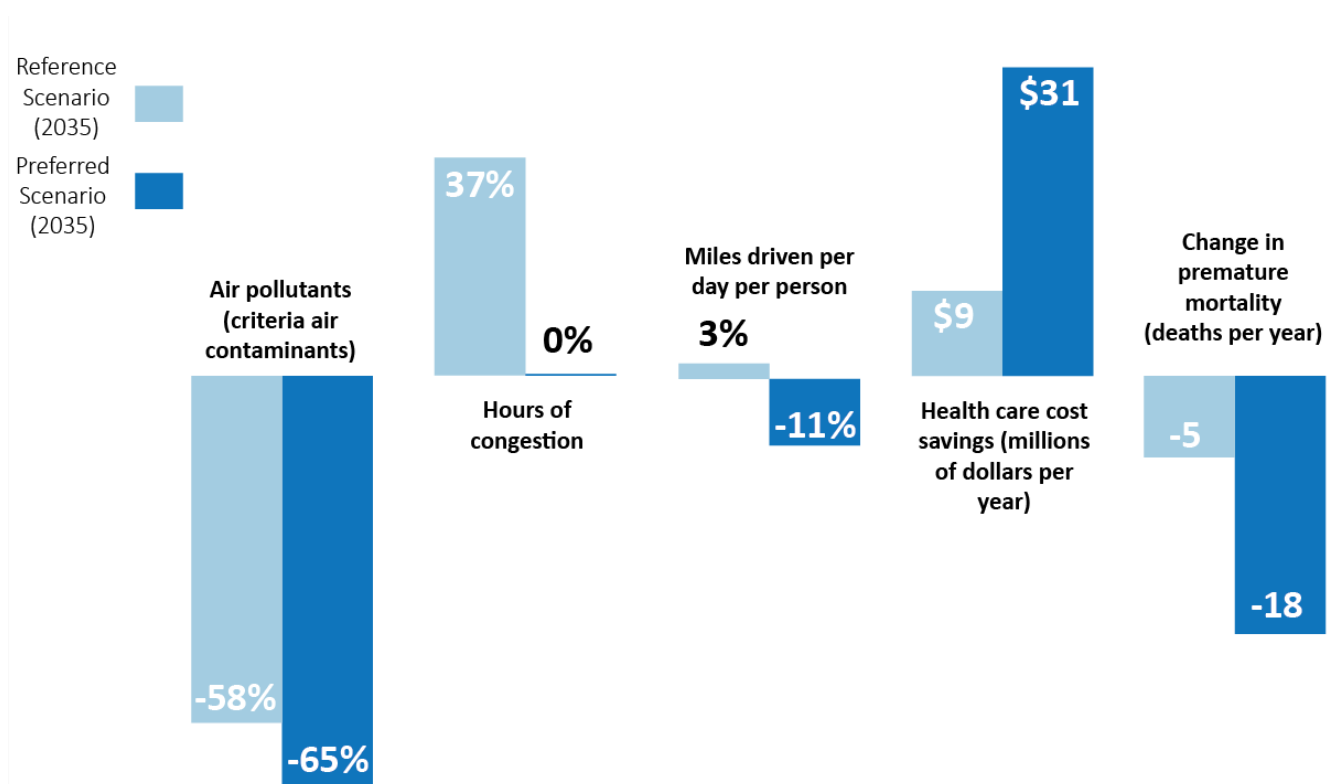
Preferred scenario outcomes

The preferred scenario would help the region make progress in several different regional goal areas. The preferred scenario is compared to both current conditions and a “reference scenario.” The reference scenario represents what is expected to occur if existing plans and policies are implemented. The reference scenario makes significant progress toward regional goals. The preferred scenario would make further gains in the goal areas listed below.

Public health

The preferred scenario would significantly improve public health outcomes across the region as compared to today. Chronic disease, premature death, and health care costs would all decline

Change as compared to today



due to more residents using active transport modes, like cycling and walking. Some of this benefit also comes from residents driving less and therefore experiencing fewer crashes.

Transportation

Even with a 25% expected increase in population over the next 20 years, with the preferred scenario, congestion would not increase over today's condition. Freight traffic delay would increase under both the reference scenario and preferred scenario. The number of miles driven per person, on average, would decrease by about 11% over today.

Air quality and greenhouse gas emissions

Air quality would improve, with common air pollutants decreasing by two-thirds as compared to today. Per capita greenhouse gas emissions would decrease significantly. Emissions would decrease significantly due to improved fuel efficiency, new vehicle technologies and transportation fuels becoming less carbon intensive. Additional policy actions included in the preferred scenario would reduce emissions even further.

Economy

Time lost to congestion would stay about the same as today, but would decrease as compared to the reference scenario. Household driving costs, as a percentage of income, would stay about the same as today. Freight delay would be less than in the reference scenario. The preferred scenario could save more than \$50 million in annual fuel expenses. With no petroleum production or refining facilities in the region or the state, it is possible that much of these saving would stay in the local economy.

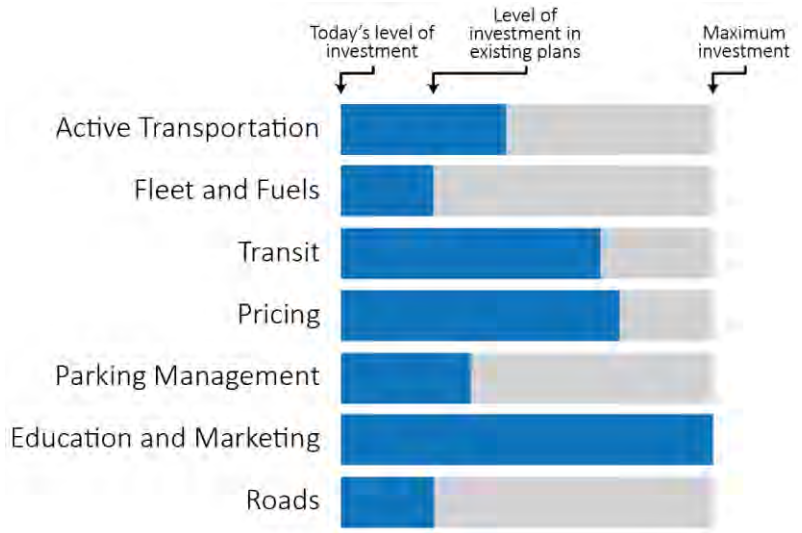
Equity

Equity outcomes would be dependent on how policies and strategies might be implemented. For example, if cycling and walking facilities are constructed in low-income parts of the region, equitable access to active transportation is likely to improve. Pricing and parking strategies included in the preferred scenario can have neutral effects on equity if mitigation measures – like ensuring access to transit – are implemented

A balanced approach

The preferred scenario represents a balanced approach toward investment in seven policy areas. The preferred scenario is most aggressive in “education and marketing” strategies, which are

relatively inexpensive, but magnify benefits from investments in other areas like active transportation and transit. The preferred scenario assumes modest investment in roadway optimization strategies which feature strongly in current plans and policy. Investment in other strategies lies in between these two. The preferred scenario does not rely too heavily on any one policy area, but is instead a realistic and balanced mix of



investments that would make significant progress toward regional goals. With “roads,” “parking management,” and “fleet and fuels,” the investment level corresponds to the level of investment already included in existing state or local plans. The other strategies include investment beyond existing plans. A recommended level of investment for each strategy area and individual strategies supporting that level of investment are described in the following sections.

Active transportation: Invest beyond existing plans

Emissions reduction effectiveness



Bicycling and walking (along with other “active” ways of getting around) are important ways for residents of central Lane County to get around the region. Eleven percent of regional trips are made by bicycling and walking today. The preferred scenario calls for a major

increase in active transportation. Changing demographics including lower car ownership rates among Millennials may contribute to this shift. However, the magnitude of change called for in the preferred scenario will require behavior change as well as new infrastructure and creative uses of fixed rights-of-way. For this reason, education and marketing strategies may be as important as active transportation strategies in achieving the levels of biking and walking envisioned in the preferred scenario.

Active transportation strategy #1: Build bicycling and walking projects in local 20 year plans.

The recently updated Coburg and Springfield Transportation System Plans and the Eugene Pedestrian and Bike Master Plan includes biking and walking investments. To achieve the biking and walking mode shift envisioned in the preferred scenario, the 20 year plans for biking and walking improvements would need to be fully implemented. Special focus should be directed toward “separated” bicycle facilities, like cycle tracks and off-street paths. These types of facilities are the most comfortable for riders to use.

Active transportation strategy #2: Dedicate a larger share of local transportation dollars to constructing and maintaining biking and walking projects.

Currently, less than 5% of regional transportation funds are spent on biking and walking projects that are not associated with a roadway project. To fully implement local plans, additional funding would need to be spent on biking and walking projects. In addition to capital funding to build new infrastructure, local governments will also need to identify additional funding for maintenance and operations of active transportation facilities. This may require identifying new funding sources, using a greater share of existing funds for biking and walking projects, or

expanding existing programs like ConnectOregon that fund multimodal projects. Depending on the funding source, this may mean working with state officials to remove barriers to using



some kinds of transportation funding on active transportation projects.

Active transportation strategy #3: Implement a bike share program.

To provide residents with more transportation choices, particularly for short trips, the region could implement a bike share program. Bike share programs enable more people to choose bicycling for some trips by providing easy access to bikes in areas where bike trips might make sense because parking is tight or distances are short.

Active transportation strategy #4: Developer incentives to construct high quality bike and pedestrian infrastructure.

As new areas are developed, Eugene, Springfield, Coburg and Lane County could choose to require or encourage (through incentives) developers to build high quality bike and pedestrian infrastructure like off-street paths, cycle tracks, buffered/protected bike lanes and wide sidewalks in new master planned areas.

Active transportation strategy #5: Expand Safe Routes to Schools programs.

Safe Routes to Schools programs encourage students to bike and walk to school. Currently, Eugene and Springfield partner with Eugene 4J School District, Bethel School District and Springfield School District to encourage students to choose active options for getting to and from school. With this strategy, local governments would expand this program by supporting partners in applying for Safe Routes to Schools grants, constructing infrastructure projects that make biking and walking near schools safe, or increasing funding for Safe Routes to Schools programs in the region.

Active transportation strategy #6: Encourage development of healthy, walkable neighborhoods.

Local land use plans call for the development of healthy, walkable neighborhoods where residents can meet many of their daily needs by walking or biking. Local governments can encourage development of these types of neighborhoods consistent with their current comprehensive plans through developer incentives such as tax exemptions, reduced parking requirements, restructured system development charges, and density bonuses.

Active transportation: What would it take?

The preferred scenario calls for a major increases – between 3 and 5 times current rates – in biking and walking in all cities in the region. Achieving this would require a combination of new biking and walking facilities and supportive programs to educate people about active transportation opportunities and make active modes more convenient. It will also require creative use of available rights-of-way to accommodate all road users. Achieving these increases may benefit from availability of emerging technologies like e-bikes.

Fleet and fuels: Invest in existing plans

Emissions reduction effectiveness



A key strategy for reducing light-duty vehicle fuel consumption and subsequent GHG emissions is for the vehicle fleet become more fuel efficient. Federal fuel efficiency standards have already increased fuel economy and will continue to do so into the future. Advanced vehicle technologies like electric and plug-in electric are making up a greater share of vehicle sales each year. This trend is being supported by a multi-state effort which includes Oregon through the [Multi-State Zero Emissions Vehicle Action Plan](#). In addition, the state of [Oregon’s Low Carbon Fuel](#) standard seeks to decrease the carbon intensity of conventional gasoline and diesel fuel helping to reduce emissions.

Transit: Invest beyond existing plans

Emissions reduction effectiveness



The communities of central Lane County benefit from accessible, frequent, and convenient transit service. Transit service provided by the Lane Transit District (LTD) is more productive than most of its peer agencies. Improving transit service provides many community benefits. As part of the preferred scenario, Lane County and the cities of Coburg, Eugene and Springfield recommend making major investments in the transit system to achieve an increase in per capita transit service and in ridership.

Transit strategy #1: Support a stable source of funding for transit capital investments.

As state and federal dollars become scarcer, LTD may need to rely more heavily on local sources of revenue for major capital investments. Federal grant funding is becoming more competitive, meaning LTD may need to provide up to 50% matching funds for capital projects (instead of 10 or 20%). If implemented, the local governments in the region would support LTD in identifying a stable source for future capital funding.

Transit strategy #2: Support a stable source of funding for transit operations and maintenance.

The payroll tax, in addition to fare revenue, funds most of LTD’s operations and maintenance costs. To achieve the level of transit ridership envisioned in the preferred scenario, LTD would need a stable, sustainable source of funding beyond the current payroll tax. If implemented, the



local governments in the region would support LTD in identifying a stable source for future operations and maintenance funding.

Transit strategy #3: Support full implementation of the Frequent Transit Network (FTN) described in LTD's Long Range Transit Plan.

LTD's "Frequent Transit Network" consists of transit routes with service frequencies of every 15 minutes or better all day, have service at least 16 hours of the day, and other distinct features. The FTN is the backbone of LTD's system, providing high-quality, high-frequency service. To achieve the level of transit ridership envisioned in the preferred scenario, LTD would need to implement the FTN as illustrated in Figure 1. This includes seven EmX lines and improved transit service on other high performing routes as well as redesigned local transit service.

Transit strategy #4: Encourage new development along FTN corridors.

Eugene and Springfield each have existing policies that support employment and residential development along the FTN. To encourage redevelopment in these areas and to achieve needed densities to support increased transit and commercial services, Eugene and Springfield could provide incentives such as tax exemptions, reduced parking requirements, restructured system development charges, and density bonuses for new housing, retail or employment in designated corridors. Both cities are already implementing many of these strategies. Additionally, design considerations like wide sidewalks, landscaping, street lighting, and others contribute to successful transit streets. These programs and design considerations are likely to encourage walking and biking as well as transit use.

Transit strategy #5: Improve transit access by focusing bicycling, walking, and safety improvements near transit stops and enhancing options for linking biking and transit trips.

For transit service to work in the region, residents need safe access to transit stops on foot or bike. Local governments can support this access by focusing bicycling and walking investments such as new bike facilities, wayfinding signage, sidewalks, and improved pedestrian crossings near transit stops. LTD and local governments can also work together to enhance opportunities for community members to link biking and transit trips by offering secured bike storage at transit stops or more capacity for carrying bikes on buses. Integrating bike share programs with transit can also help bridge the "last mile" for transit users.

Transit strategy #6: Support increased service frequencies and support expanded service hours.

LTD currently has limited weekend and evening service on many routes and operates some routes with limited frequency. With this strategy, local governments would support LTD in identifying building partnerships to support transit, and identifying funding sources for transit operations to allow for new routes and increased service hours and frequencies.

Transit strategy #7: Improve rider experience.

Transit amenities like comfortable shelters, real time traveler information and electronic fare collection can make transit use easier and more comfortable. Other strategies, like adequate lighting, improve rider perceptions of safety. Local governments can support LTD in improving rider amenities by creating land use codes that allow LTD to place shelters along routes and supporting other LTD initiatives.

Pricing: Invest beyond existing plans

Emissions reduction effectiveness

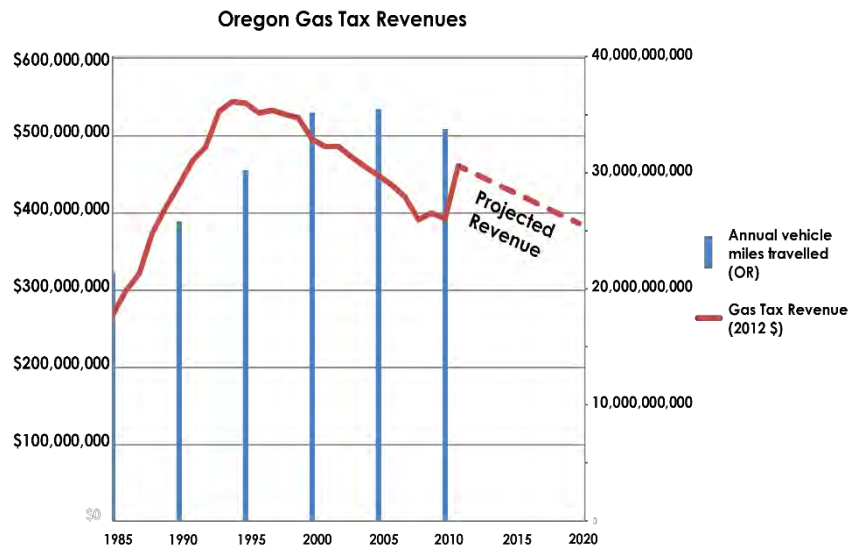


Changing the way residents pay for driving by charging a different combination of taxes and fees could provide increased revenue for investing in the multimodal transportation system. The central Lane County region, along with most other jurisdictions in Oregon and the US, have long relied on federal and state revenues to fund

construction of the transportation system. However, revenues from both sources (which in large part come from user fees like fuel taxes) are stagnating or declining. Funds for operating and maintaining the system are even more constrained.

New vehicle technologies like plug in hybrid and electric vehicles become more common, traditional user fees like fuel taxes will become less viable and less equitable. Restructuring the way we pay for maintaining and improving the transportation system can support the investments that would be required to realize the preferred scenario. In addition to enhancing revenues, restructuring transportation user fees can also encourage drivers to use other transportation modes for

more of their trips, and can ensure that everyone pays for their use of the transportation system. The preferred scenario envisions a gradual change from the existing gas tax to a vehicle miles traveled fee as well as new taxes and fees that provide additional local revenues to pay for transportation projects. Parking pricing is considered separately as its own strategy.



Pricing strategy #1: Support state efforts to implement a vehicle miles traveled fee.

The State of Oregon has been exploring a vehicle miles traveled fee through the Road Use Charge program. While local governments in the region cannot implement a vehicle miles traveled fee, they can support the state’s implementation efforts.

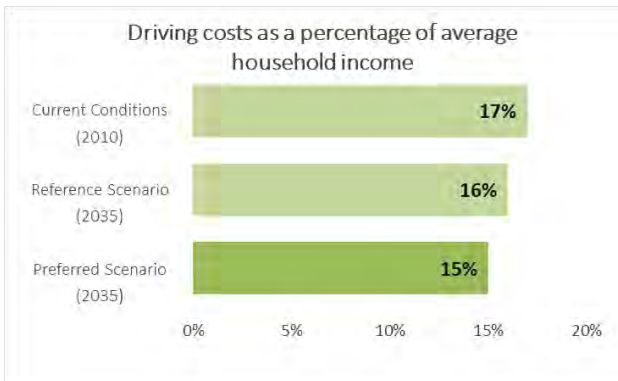
Pricing strategy #2: Support Lane County’s efforts to raise the vehicle registration fee.

Counties, under Oregon law, are able to enact a local vehicle registration fee. Lane County should seek an increase in the vehicle registration fee to increase funds available for maintenance and operation of the region’s transportation system. As of late 2014, all local governments in the region have endorsed an increase in the county’s vehicle registration fee.

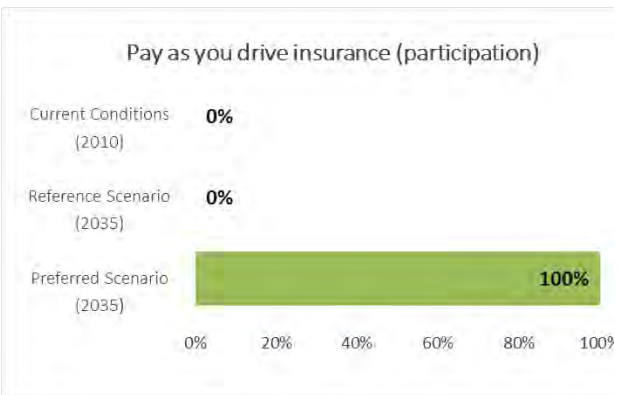
Pricing strategy #3: Support the private sector in fuller roll-out of pay-as-you-drive insurance.

Pricing: What would it take?

Without changes to the current fuel tax system and rate, Oregon will have less to invest in our transportation system in the future. Introduction of a vehicle miles traveled fee is one way of maintaining a user fee for our roadways as electric and plug-in hybrid cars become more ubiquitous on the state’s roadways.



Pay-as-you-drive (PAYD) insurance is a newer form of automotive insurance that bases premiums on miles traveled instead of charging customers a lump sum each month. This flexibility allows drivers an incentive for choosing non-driving options resulting in cost savings for people who drive fewer miles.



Pricing strategy #4: Support increases in the state and local fuel tax.

While replacing the state and local gas tax with a vehicle miles traveled fee is a long-term goal, local governments should support increases to the state fuel tax including indexing the state fuel tax to inflation. In addition, local governments should consider increasing local fuel taxes and indexing local fuel taxes to inflation to increase funding for roadway operations and maintenance.

Parking management: Invest in existing plans

Emissions reduction effectiveness



Managing parking for both commuters and for other trips (like shopping downtown) is an effective tool for making more efficient use of the limited parking supply and reducing the need for additional parking. Parking management is implemented through local development codes.

Managing parking works best when used in a complementary fashion with other strategies; it is less effective in areas where transit or bicycle and pedestrian infrastructure is lacking. The preferred scenario envisions managing parking consistent with existing plans.

Parking management strategy #1: Increase fees for long-term parking in some areas.

Commuters already pay to park in downtown Eugene and the area around the University of Oregon. Eugene and Springfield may choose to expand the areas where commuters pay to park or to raise parking fees for publicly owned parking.

Parking management strategy #2: Allow developers greater flexibility in providing parking.

Local governments generally require developers to provide on-site parking for new development. Local governments may choose to revise development codes to remove minimum parking requirements or to encourage developers to decouple parking costs from rent costs for both residential and commercial properties. These changes would allow developers to respond to market demand for parking and reward households and businesses that do not need parking.



Education and marketing: Invest beyond existing plans

Emissions reduction effectiveness



Education and marketing programs are effective ways to change driver behavior and to make other investments, such as those in transit and active transportation, more effective. Education and marketing programs could include workplace commuting programs, individual marketing programs (like

SmartTrips), as well as encouraging expansion of car sharing programs. Other education programs will encourage “eco driving” practices (like keeping tires inflated and accelerating slowly from stops) to reduce vehicle fuel consumption and emissions.

Education and marketing strategy #1: Expand individual marketing programs like SmartTrips.

Eugene and Springfield have already launched effective SmartTrips programs. These programs could be expanded to more households and possibly targeted to new populations like Spanish-speaking households.

Education and marketing strategy #2: Support eco driving practices.

Eco driving practices like choosing low rolling resistance tires, keeping tires properly inflated, choosing to drive the household’s most efficient vehicle for most trips, and accelerating slowly from stops all help to reduce emissions. The local governments in the region can support widespread adoption of these practices through education and marketing campaigns.

Education and marketing: What would it take?

With the preferred scenario more than half of households and employees would participate in trip reduction programs. This would require expanding programs as well as improving the effectiveness of those programs.

Education and marketing strategy #3: Expand car sharing in the region.

Many residents need access to a car for some trips. Expanded car sharing, implemented by the private sector, could reduce the need for vehicle ownership and encourage residents to use biking, walking, transit and ridesharing for more trips. Expanded car sharing could include support for peer-to-peer car sharing or for traditional car sharing in dense areas.

Education and marketing strategy #4: Expand participation in workplace commute reduction programs.

Workplace commute reduction programs can include incentives for walking, biking and taking transit to work, or encouraging compressed work weeks or telecommuting. The region can support businesses in expanding workplace commute reduction programs by providing information to employers and possibly incentives to employers that participate.

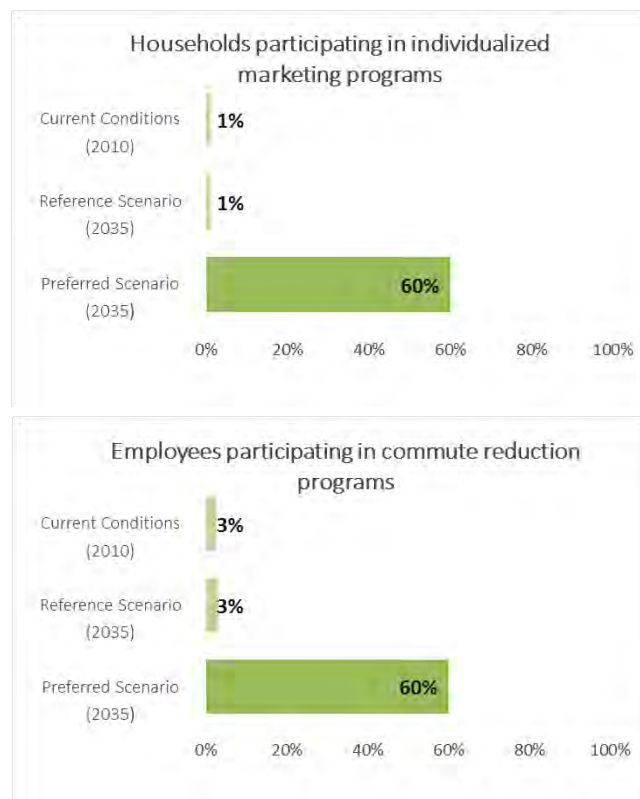
Education and marketing strategy #5: Expand transit pass program.

Currently, 65% of LTD riders have some sort of transit pass or pay an otherwise reduced fare. Transit pass programs are an effective way to increase transit ridership. For example, youth passes promote transit use habits that make them more likely to be adult transit riders. Local governments can support expanded transit pass programs by supporting residential pass programs or student pass programs.

Education and marketing strategy #6: Support implementation of the Regional Transportation Options Plan and the state's Transportation Options plan.

The Regional Transportation Options Plan defines regional goals and strategies to support walking, biking, transit, ridesharing.

The state's Transportation Options plan sets a similar policy context for state support of transportation options. Local governments can support these plans by adopting supportive policies in transportation system plans, funding projects and programs to support transportation options and encouraging employees to explore alternatives to driving alone to work.



Roads: Invest in existing plans

Emissions reduction effectiveness

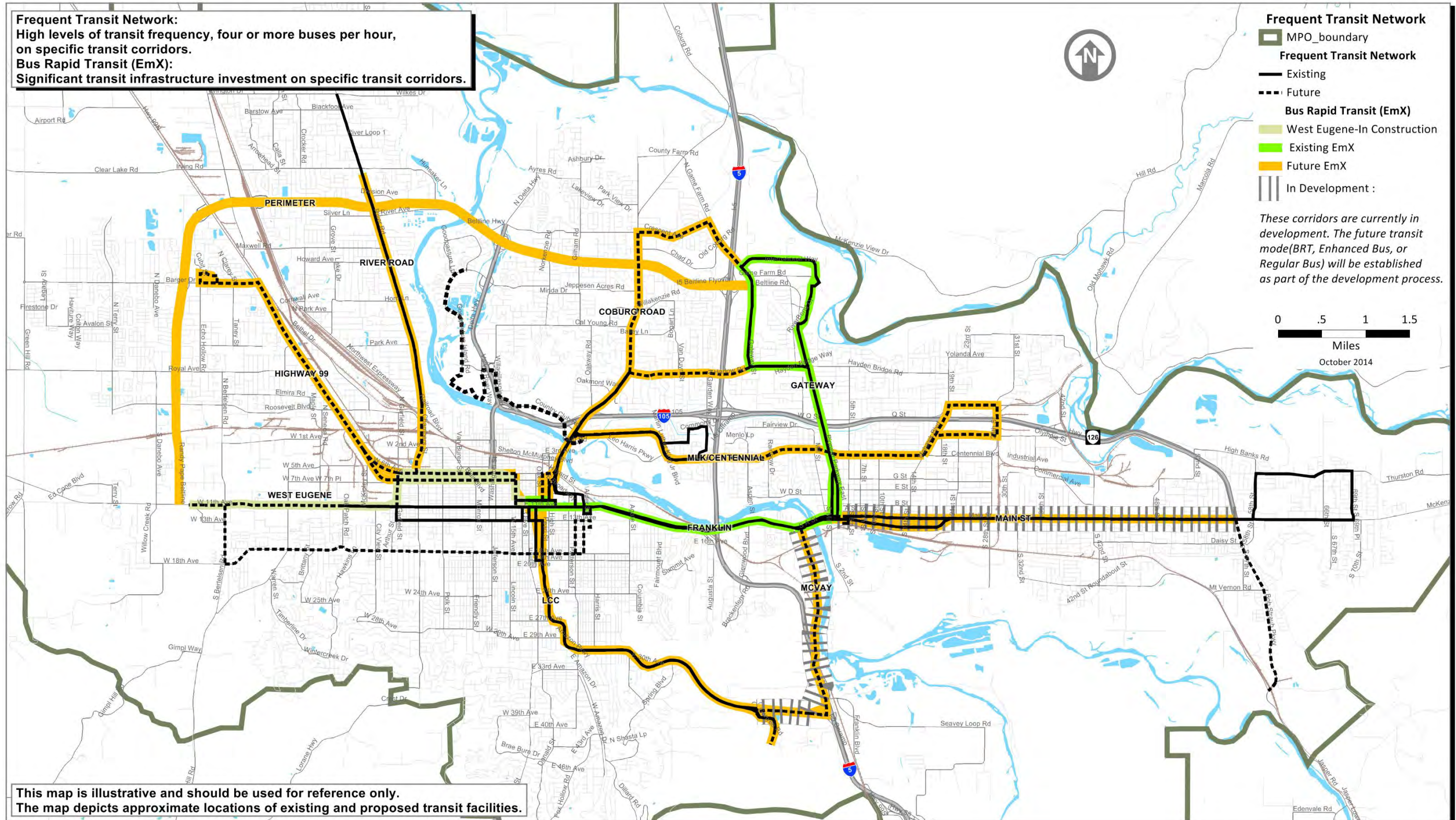


Many people in the region will continue to get around primarily by driving. State, regional and local transportation plans call for optimizing the existing transportation system before expanding roadways in the region. The preferred scenario calls for implementing these existing plans and implementing roadway optimization projects such as:

- Installing ramp meters on limited access highways
- Improving intersections by replacing signals with roundabouts or linking signals to allow for better traffic flow
- Managing access from private properties to arterial roadways
- Improving incident response to reduce congestion

Figure 1. Current frequent transit network

Bus Rapid Transit System Development Status





Central Lane Scenario Planning

Scenario Planning Update

February/March 2015



What is scenario planning?

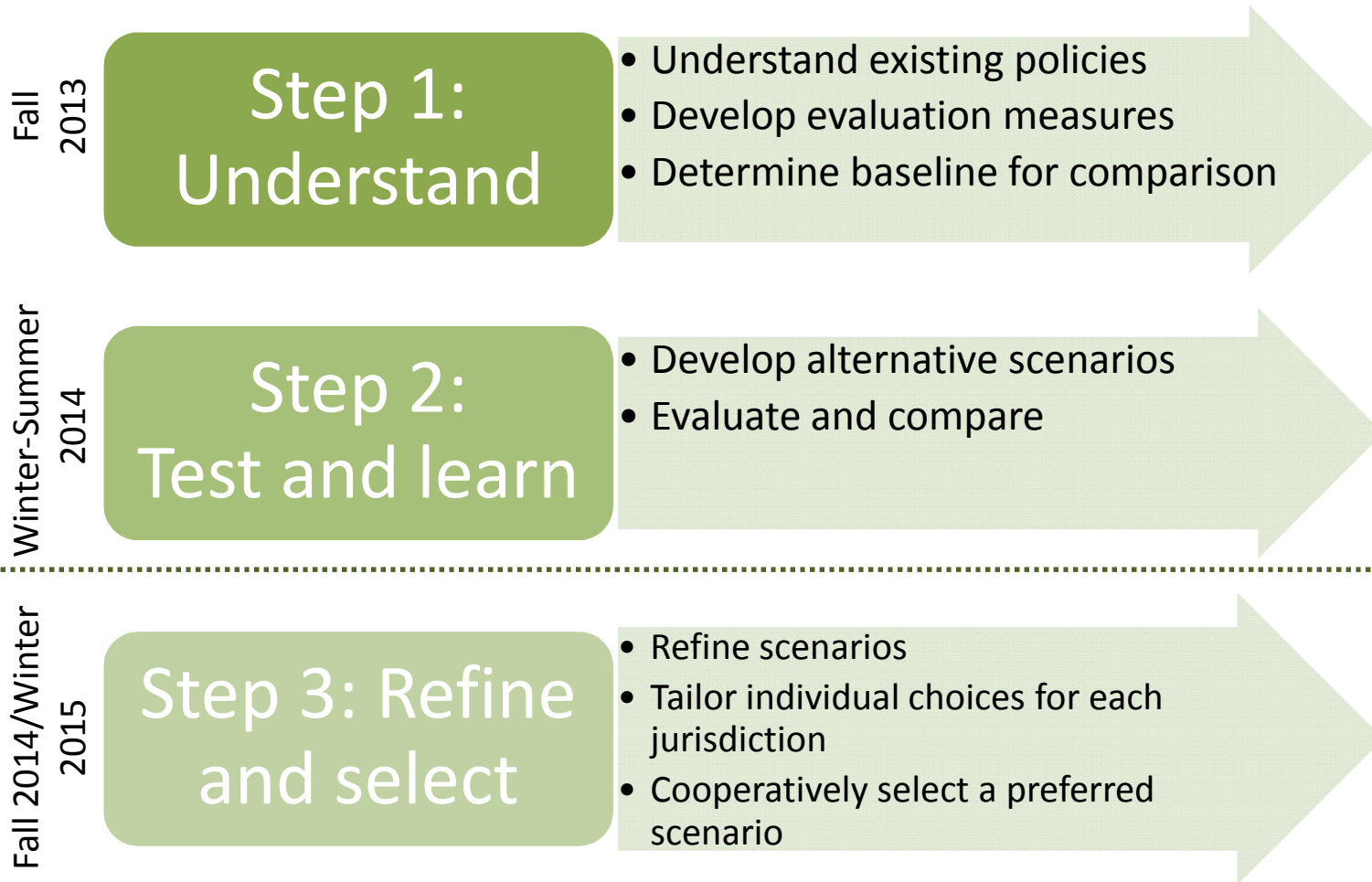
- Scenario planning involves considering alternative, plausible futures
- In the Central Lane region, we are doing this to determine:
 - If current policies achieve regional goals
 - Alternative policies or strategies that could be considered to achieve goals
 - Likely outcomes of policy changes

Scenario planning goals

- Economic vitality
- Health
- Equity
- Greenhouse gas reduction
- Flexibility for jurisdictions in the region



Where are we in the process?



Your job: Cooperative selection

- Consider at least one scenario that meets the state's GHG reduction goal
- Consider public input
- Cooperatively select a preferred scenario in 2015
- Report back to the state legislature during 2015 session
- LTD's role is not explicit in state legislation but the Board of Directors will be consulted during the selection process
- Jurisdictions are not required to implement the preferred scenario

Local government partners as defined by HB 2001

Lane County
Board of
Commissioners

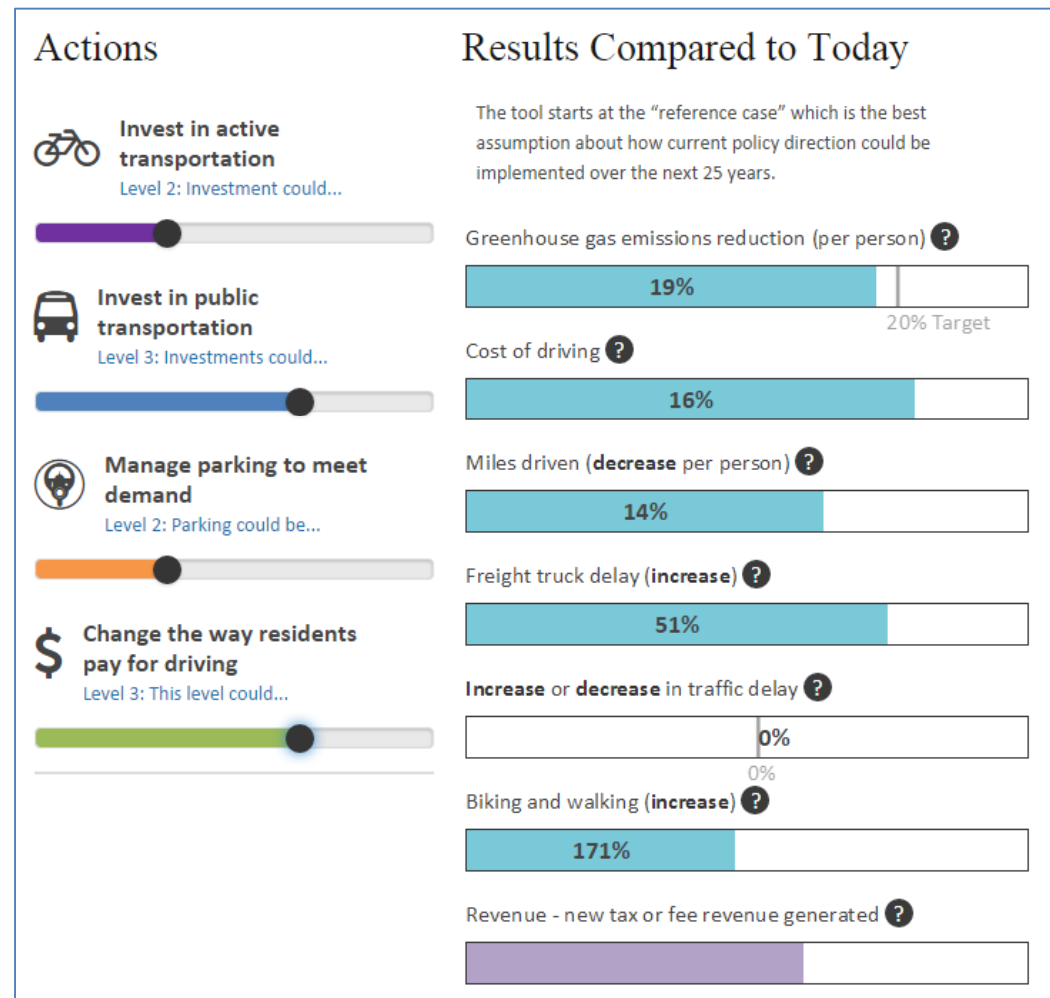
Eugene City
Council

Springfield City
Council

Coburg City
Council

Community involvement

- Stakeholder workshops
- Future Builder online tool
- Telephone survey
- Targeted equity outreach



Greenhouse gas reduction targets

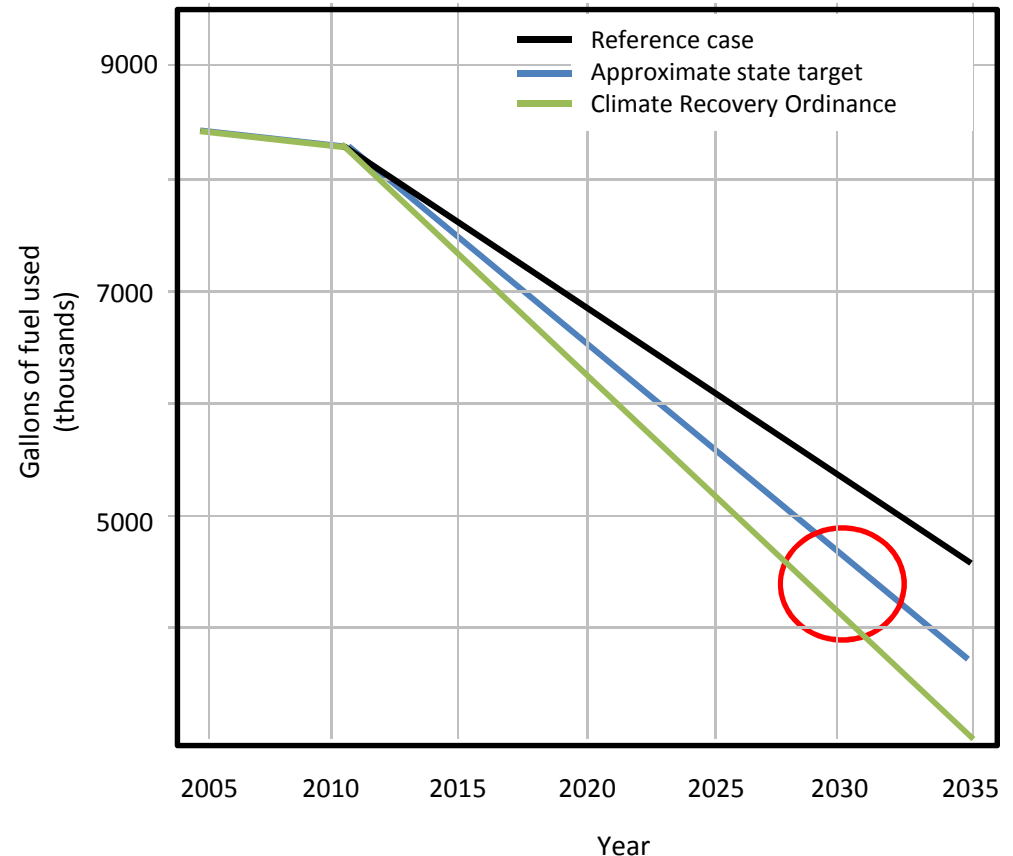
- State identified targets for each metro area.
- These targets support state goal for greenhouse gas reductions from all sectors.
- Region is not required to meet target.

Per Capita GHG reduction over 2005 levels
(light vehicles)

Metropolitan area	Adopted 2035 target
Portland Metro	20%
Salem-Keizer	17%
Corvallis	21%
Eugene-Springfield	20%
Bend	18%
Rogue Valley	19%

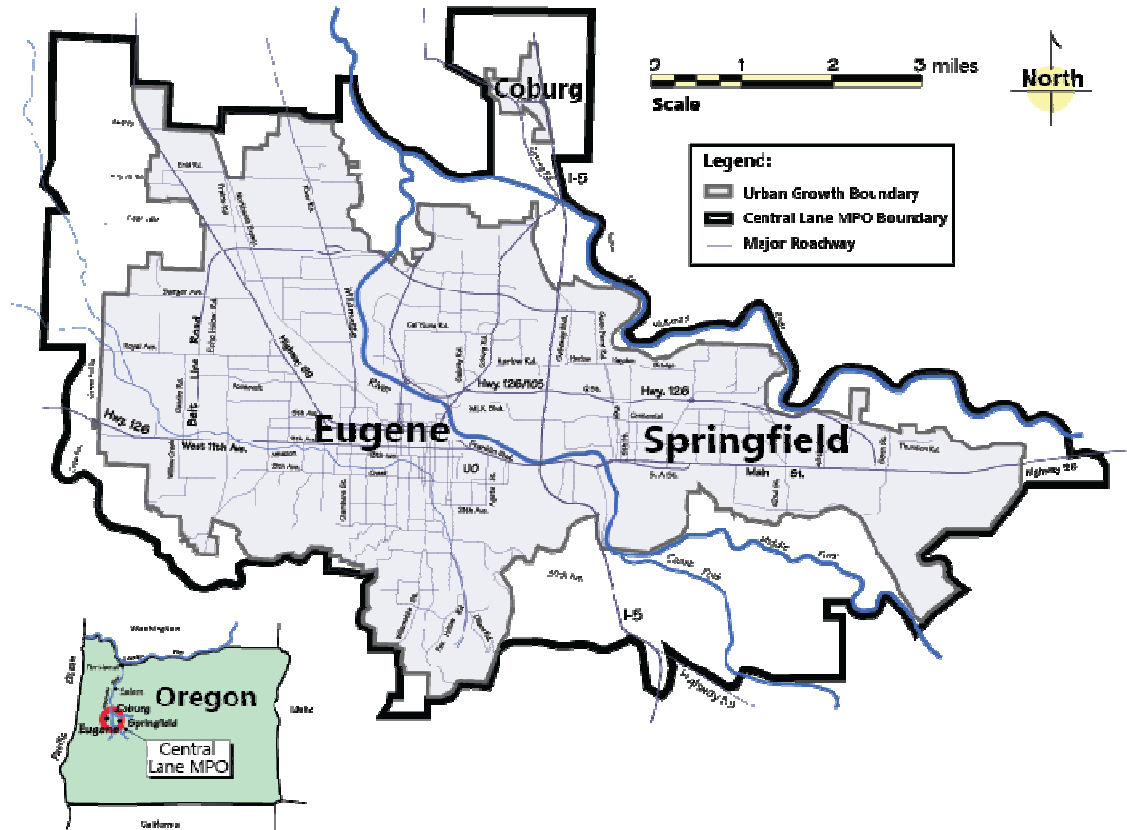
How do the CRO and the state target compare?

- Eugene's ordinance is more aggressive than the state target
- Meeting the state target would achieve 90% of the City's fossil fuel goal
- Eugene will need to do everything in the preferred scenario and then some to meet the CRO



What does 2035 look like?

- Current/emerging plans are implemented
 - Envision Eugene
 - Springfield 2030
 - Coburg's comprehensive plan
- More than 64,000 new people in the region



-65-

Alternative scenarios

Scenario A: Reference scenario

Shows the results of implementing adopted plans or recent policy direction.

Scenario B: Enhance existing policy

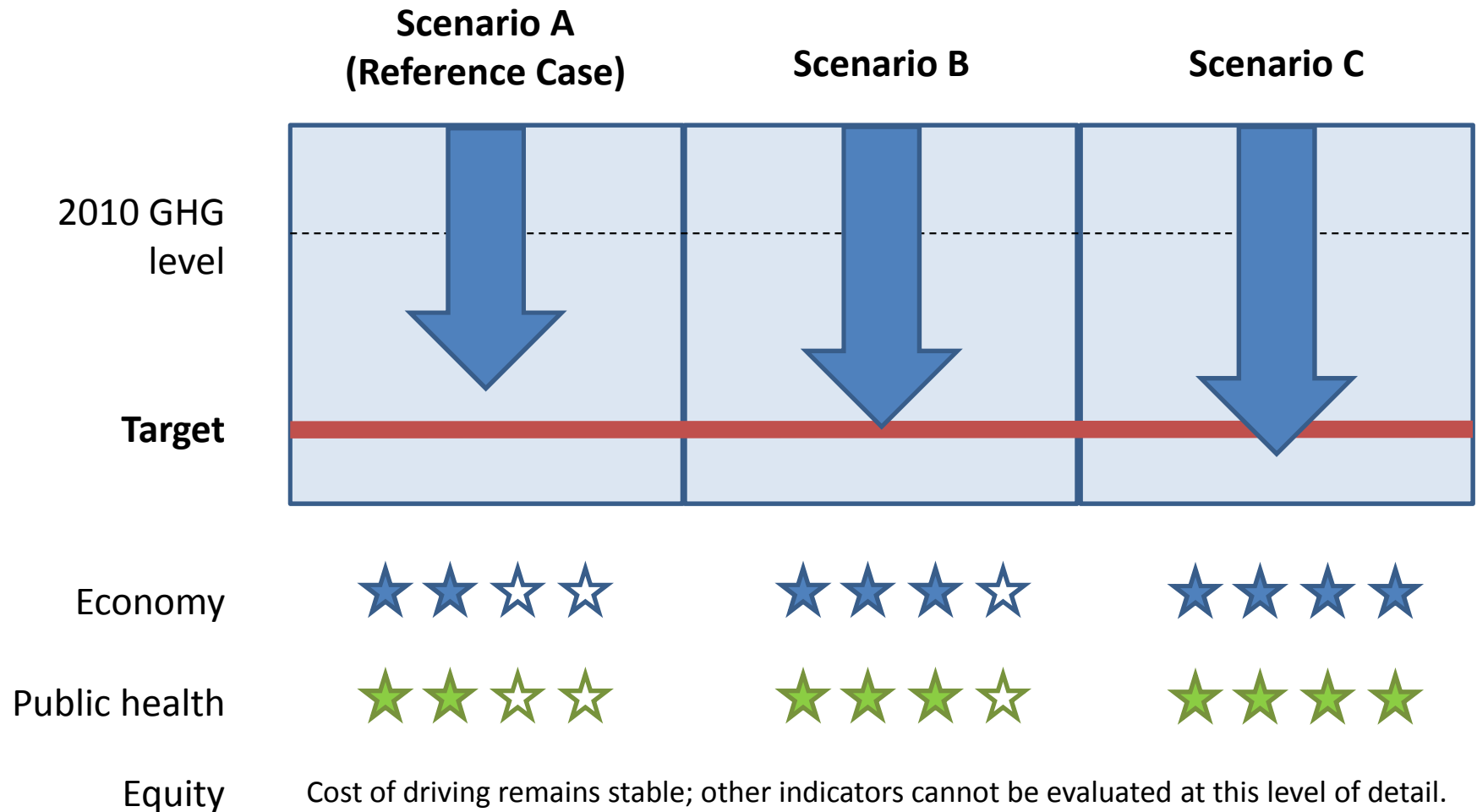
Shows the results of maximizing actions that are consistent with recent policy direction but go beyond what we can expect to achieve without new revenues or other action.

Scenario C: Explore new policies

Shows the result of new policies or actions that may build on existing policy direction or explore new actions.

Alternative scenarios

-67-



Outreach: online tool results

- 108 users used the tool; 28 submitted scenarios
- Most scenarios met the greenhouse gas reduction target
- Transit and active transportation were most important to users

Policy lever	Average user choice
Active transportation	Scenario C
Transit	Scenario C
Parking	Scenario B
Pricing	Scenario B

Outreach: phone survey results

- Survey of 503 MPO residents
 - 219 unincorporated Lane County, 284 in cities
 - Focus on likely voters
- Respondents:
 - Older (41% over 65, 9% under 35)
 - Evenly split among political affiliations
 - 84% white
 - 59% had lived in Lane County for 25 years or more

Outreach: phone survey results

- More than 2/3 rate “reducing GHG emissions” as a high priority
- Managing roads, improving active transportation and transit all important
- Mixed support parking management
- Most supported using existing funds differently but did not support new sources of funds

Recommended preferred scenario

- Roadway optimization
- Fleet and fuels
- Parking

Existing policy

- Fees and taxes related to driving

Bigger investment/change

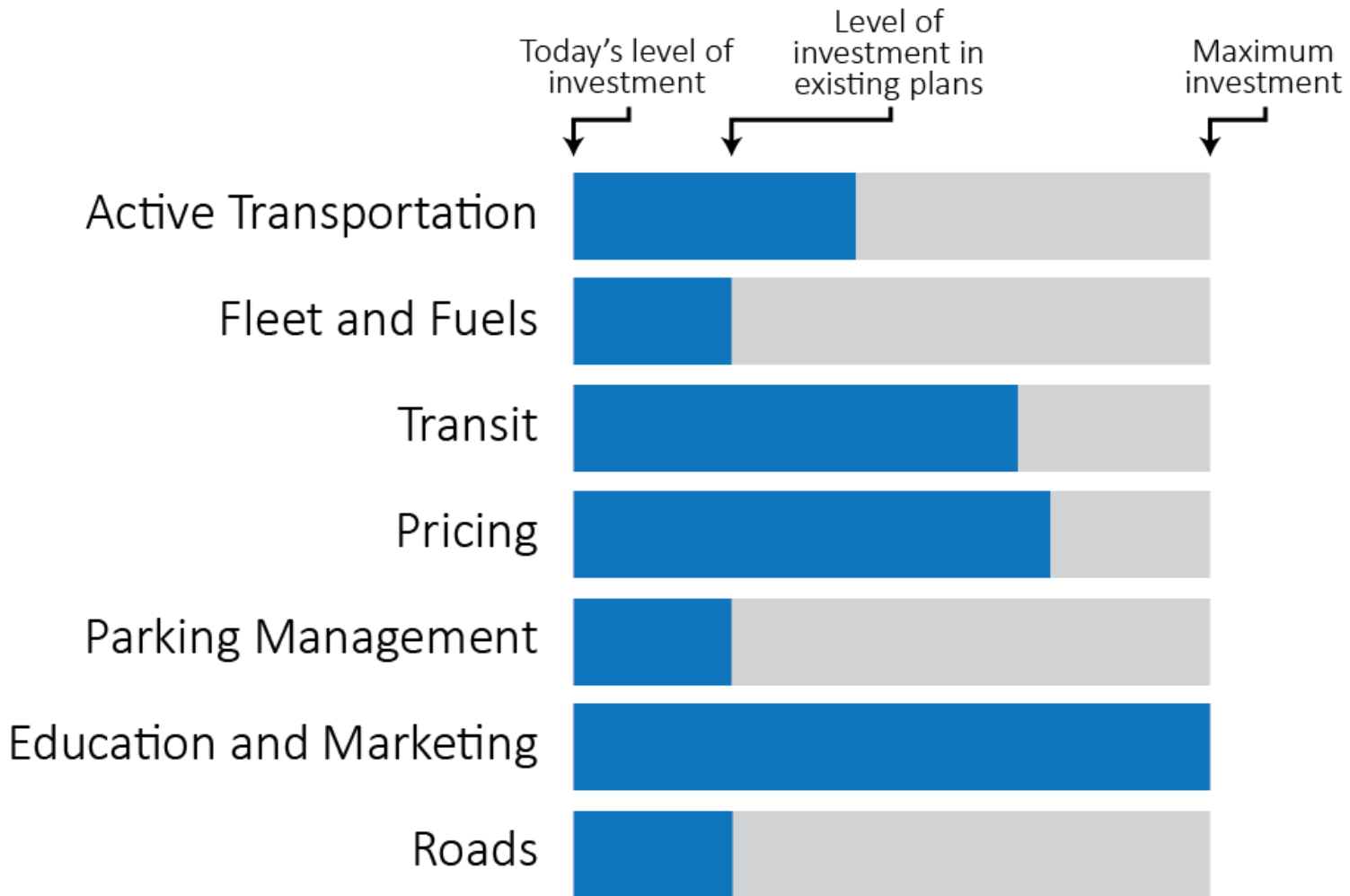
- Education and marketing programs
- Transit
- Active transportation

Biggest investment

What the preferred scenario means

- Provides information to local governments about what might happen if certain outcomes (e.g. Increased transit service) occur
- Is not regulatory
- Is flexible – strategies can be specific to one or more local governments

Overview: A balanced approach



Preferred scenario: Roadway optimization

✓ Existing plans

- Local plans are robust in this area
- Call for things like:
 - Ramp meters
 - Roundabouts or linked signals
 - Managed access to arterial roadways
 - Improved incident response
- Not much more progress to be made

Preferred scenario: Fleet and fuels

✓ Existing plans

- Statewide Transportation Strategy calls for major changes to the vehicle fleet
- Our scenario assumes these changes

	2005	2035
Average miles per gallon	24	56
Percent “regular” vehicles (non-hybrid)	100%	35%
Percent hybrid vehicles	0%	60%
Percent plug-in hybrid vehicles	0%	4%
Percent electric vehicles	0%	1%

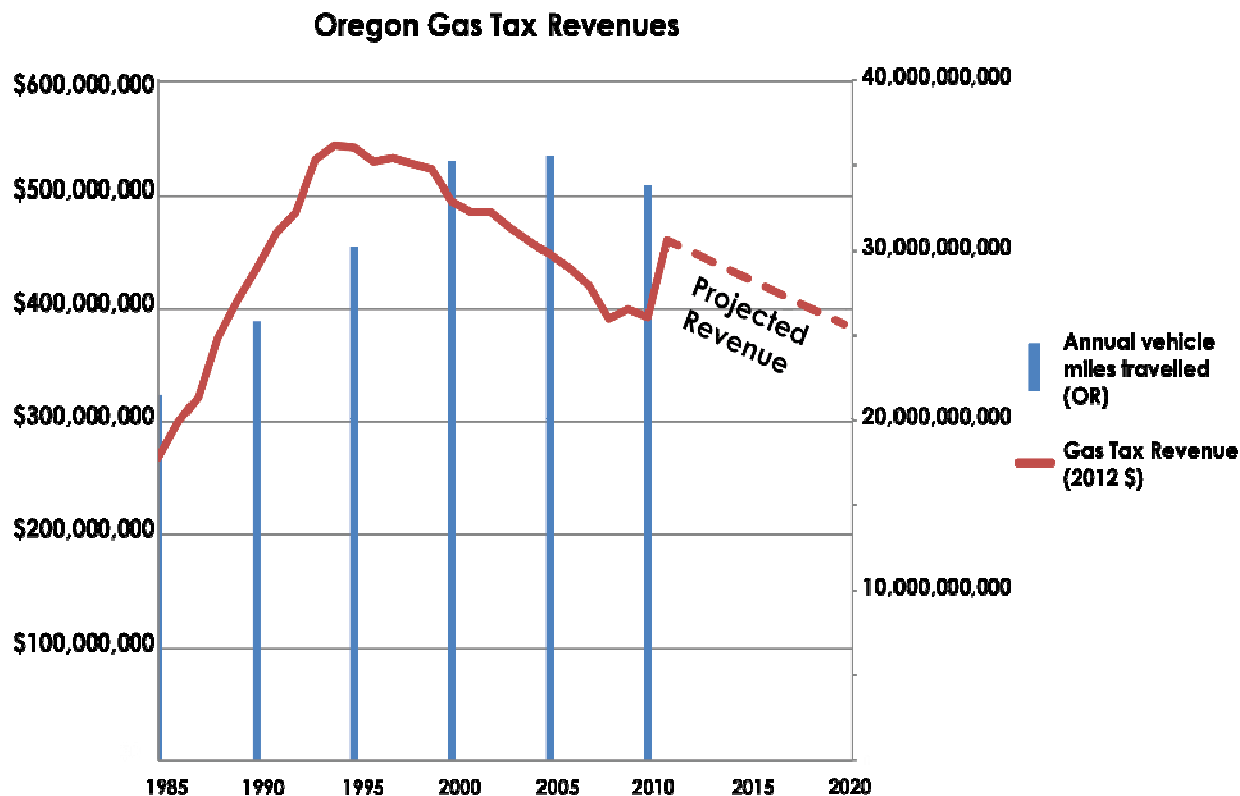
Preferred scenario: Parking

✓ Existing plans

- Increase fees for long-term parking in some areas as the market allows
- Allow developers greater flexibility in providing parking

Preferred scenario: Taxes and fees related to driving

✓ Beyond existing plans



-77-

Preferred scenario: Taxes and fees related to driving

✓ Beyond existing plans

- Support state efforts to implement a vehicle miles traveled fee
- Support Lane County's efforts to raise the vehicle registration fee
- Support the private sector in fuller roll-out of pay-as-you-drive insurance
- Support increases in the state and local fuel tax

Preferred scenario: Transit

✓ Beyond existing plans

- Increase transit service at nearly twice the rate of population growth.
- Strategies:
 - Support a stable source of funding for transit capital investments as well as operations and maintenance
 - Support full implementation of the Frequent Transit Network (FTN) described in LTD's long-range plan
 - Encourage new development along FTN corridors
 - Improve transit access by focusing bicycling, walking and safety improvements near transit stops
 - Support increased service frequencies and support expanded service hours
 - Improve rider amenities

Preferred scenario: Active transportation

✓ Beyond existing plans

- Increase biking and walking by 3-5 times today's rates in all cities
- Strategies:
 - Build bicycling and walking projects in local 20 year plans
 - Dedicate a larger share of local transportation funding to biking and walking projects
 - Implement a bike share program
 - Developer incentives to construct high quality bike and pedestrian infrastructure
 - Expand Safe Routes to Schools programs
 - Enhance health, walkable neighborhoods

Preferred scenario: Education and marketing

✓ Beyond existing plans

- Increase participation in programs and improve effectiveness
- Strategies:
 - Expand individual marketing programs like SmartTrips
 - Support eco driving practices
 - Expand car sharing in the region
 - Expand participation in workplace commute reduction programs
 - Expand transit pass program
 - Support regional and state transportation options plans

What happens if the preferred scenario is implemented?

- Economy
- Public health
- Equity
- Greenhouse gas emissions

Economy and public health

- Economic and transportation benefits:
 - Driving costs are relatively stable as percentage of income
 - Congestion and delay are lower than in the reference case
- Health benefits:
 - reduced healthcare spending
 - fewer premature deaths due to increased active transportation

Equity

- Households spend a smaller percentage of income on driving with preferred scenario than today
- Equity will need to be monitored if strategies are implemented:
 - Do new transit routes and service hours serve low-income workers and diverse neighborhoods?
 - Is new active transportation infrastructure distributed throughout the region?

Greenhouse gas emissions

- Preferred scenario meets the region's reduction goal of a 20% reduction over 2005 levels
- This *excludes* reductions due to improved fleet tech/fuel economy
- Eugene will likely need to go beyond the preferred scenario to meet CRO goal

2035 Reference Scenario
(current plans)

-3%

2035 Preferred Scenario

-20%

Next steps



Select preferred scenario in spring 2015

Fall
2013

Step 1: Understand

- Understand existing policies
- Develop evaluation measures
- Determine baseline for comparison

Winter-Summer
2014

Step 2: Test and learn

- Develop alternative scenarios
- Evaluate and compare

Fall 2014/Winter
2015

Step 3: Refine and select

- Refine scenarios
- Tailor individual choices for each jurisdiction
- Cooperatively select a preferred scenario

EUGENE CITY COUNCIL

AGENDA ITEM SUMMARY



Public Forum

Meeting Date: March 9, 2015
Department: City Manager's Office
www.eugene-or.gov

Agenda Item Number: 1
Staff Contact: Beth Forrest
Contact Telephone Number: 541-682-5882

ISSUE STATEMENT

This segment allows citizens the opportunity to express opinions and provide information to the council. Testimony presented during the Public Forum should be on City-related issues and should not address items which have already been heard by a Hearings Official, or are on the present agenda as a public hearing item.

SUGGESTED MOTION

No action is required; this is an informational item only.

FOR MORE INFORMATION

Staff Contact: Beth Forrest
Telephone: 541-682-5882
Staff E-Mail: beth.l.forrest@ci.eugene.or.us

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Approval of City Council Minutes

Meeting Date: March 9, 2015
Department: City Manager's Office
www.eugene-or.gov

Agenda Item Number: 2A
Staff Contact: Kris Bloch
Contact Telephone Number: 541-682-8497

ISSUE STATEMENT

This is a routine item to approve City Council minutes.

SUGGESTED MOTION

Move to approve the minutes of the February 9, 2015, Work Session and Meeting, February 17, 2015, Public Hearing, February 19, 2015, Work Session, and February 23, 2015, Work Session and Meeting.

ATTACHMENTS

- A. Minutes of February 9, 2015, Work Session and Meeting
- B. Minutes of February 17, 2015, Public Hearing
- C. Minutes of February 19, 2013, Work Session
- D. Minutes of February 23, Work Session and Meeting

FOR MORE INFORMATION

Staff Contact: Kris Bloch
Telephone: 541-682-8497
Staff E-Mail: kris.d.bloch@ci.eugene.or.us

ATTACHMENT A

MINUTES

**Eugene City Council
Harris Hall, 125 East 8th Avenue
Eugene, Oregon 97401**

**February 9, 2015
5:30 p.m.**

Councilors Present: George Brown, Betty Taylor, Alan Zelenka, George Poling, Mike Clark, Greg Evans
Clair Syrett, Chris Pryor

Councilor Syrett called the February 9, 2015, City Council work session to order and noted that Mayor Piercy was out of town on official business.

MOTION AND VOTE: Councilor Taylor, seconded by Councilor Brown, moved that the City support legislation to repeal the statutory prohibition on inclusionary zoning. **PASSED 6:2**, Councilors Poling and Clark opposed.

Council discussion:

- Inclusionary zoning allows mixed zoning for housing; healthy for families.
- May be beneficial in facilitating the development of more affordable and workforce housing.
- Inclusionary zoning too prescriptive; may cause prices to go up.
- This issue is example of home rule versus state rule; development decisions should be made at a local level.

MOTION: Councilor Taylor, seconded by Councilor Brown, moved that the City actively lobby for legislation that requires all private employers in the State to provide paid sick leave benefits that equal or are better than those required by Eugene's sick leave ordinance.

MOTION TO AMEND (*friendly amendments included*): Councilor Clark, seconded by Councilor Poling, moved to amend and add to direct the City Manager to bring back an ordinance for a public hearing that would delay the implementation of the Eugene sick leave ordinance to October 1, 2015, from July 1, 2015, contingent upon passage of sick leave legislation by the State.

Council discussion:

- Postponing implementation will allow for smoother transition for businesses if State passes similar legislation.
- This issue best handled at the state and national levels.
- Concern that delay will impact those most in need of protection.

MOTION TO TABLE: Councilor Zelenka, seconded by Councilor Taylor, moved to table the motion. Motion was withdrawn by Councilor Zelenka.

VOTE ON MOTION TO AMEND: FAILED 2:6, Councilors Poling and Clark in support.

VOTE ON MAIN MOTION: PASSED 6:2, Councilors Poling and Clark opposed.

MOTION AND VOTE: Councilor Zelenka, seconded by Councilor Pryor, moved to have the City Manager bring back a motion to change the implementation date of Eugene's ordinance from July 1, 2015, to October 1, 2015. contingent on the Legislature passing a statewide Paid Sick

Item 2.A.

Leave law; and to provide Council with a schedule for a date for a public hearing and final action on this matter. **PASSED 6:2**, Councilors Brown and Taylor opposed.

Council discussion:

- Waiting three months is prudent; will allow for truing-up period..
- Delaying implementation unfair to 25,000 workers without sick pay.
- Having policy firmly in place may help stimulate legislature to pass it.

A. WORK SESSION: Eugene-Springfield 2015 Consolidated Plan – A Five-Year Strategic Plan for Affordable Housing and Community Development

Grants Manager Stephanie Jennings showed a PowerPoint presentation on the strategic plan for affordable housing and community development and priorities.

Council discussion:

- The ability to provide workforce and affordable housing is critical for economic development.
- The consolidated plans allow the City to plan and act much more intelligently.
- Consideration should be given to adding single-occupancy rooms to housing mix..

The work session adjourned at 6:48 p.m.

Respectfully submitted,

Chuck Crockett
Deputy City Recorder

MINUTES

**Eugene City Council
Harris Hall, 125 East 8th Avenue
Eugene, Oregon 97401**

**February 9, 2015
7:30 p.m.**

Councilors Present: George Brown, Betty Taylor, Alan Zelenka, George Poling, Mike Clark, Greg Evans, Claire Syrett, Chris Pryor

Councilor Syrett opened the February 9, 2015, City Council meeting and noted that Mayor Piercy was out of town on official business.

1. PUBLIC FORUM

1. Jan Aho – Thanked the council for critical investment in Lane County services.
2. Jim Coonan – Supported development of the Bradford Building for an entrepreneur hub.
3. Kimmy Gustafson – Supported transfer of the Bradford Building for RAIN operations.
4. Joe Maruschak – Supported transfer of the Bradford Building to the University for RAIN.
5. Azra Khalidi – Asked the council to assist in removing an offensive radio talk show.
6. Andrew Tupper – Supported transfer of the Bradford Building to the University for RAIN.
7. Dave Reed – Recommended ordinance changes for passenger vehicles don't go far enough.
8. Sabrina Parsons – Supported transfer of the Bradford building to the University for RAIN.
9. Brenda Laird – Opposed passenger vehicle ordinance revisions.
10. Michael Liard – Opposed passenger vehicle ordinance revisions.
11. Dave Hauser – Supported transfer of the Bradford Building to the University for RAIN.
12. Thomas Price – Noted the benefits of allowing Uber to operate.
13. Megan Kemple – Said many residents are in favor of carbon pricing/tax for Oregon.
14. Amy Krol – Said City should support carbon tax and divestment.

2. CONSENT CALENDAR

Councilor Zelenka pulled Item E.

MOTION AND VOTE: Councilor Evans, seconded by Councilor Taylor, moved to approve the remaining items on the Consent Calendar. **PASSED 8:0**

Council discussion:

- Natural Hazards Mitigation Plan is a good piece of work and will be effective.
- Will increase our local economic stability and wellbeing in a natural disaster.

MOTION AND VOTE: Councilor Zelenka, seconded by Councilor Taylor, moved to approve Item E, the 2014 Natural Hazards Mitigation Plan. **PASSED 8:0**

Councilor Syrett adjourned the meeting of the Eugene City Council and convened the meeting of the Eugene Urban Renewal Agency.

3. URBAN RENEWAL AGENCY ACTION: Resolution Acknowledging Receipt of the Annual Financial Report of the Urban Renewal Agency of the City of Eugene for the Fiscal Year Ended June 30, 2014.

MOTION AND VOTE: Councilor Evans, seconded by Councilor Taylor, moved to adopt Resolution 1074, acknowledging receipt of the Annual Financial Report for the Urban Renewal Agency of the City of Eugene for the fiscal year ended June 30, 2014.

PASSED 8:0

Councilor Syrett adjourned the meeting of the Eugene Urban Renewal Agency and reconvened the meeting of the Eugene City Council.

4. PUBLIC HEARING and ACTION: An Ordinance Amending Ordinance No. 20508 to Extend the Temporary Suspension of Multiple-Unit Property Tax Exemptions under Sections 2.945 and 2.947 of the Eugene Code, 1971, through September 1, 2015; and Providing for An Immediate Effective Date.

1. Bob Bussel – Supported extension of the suspension for work on revisions.
2. Patricia Cortez – Supported extension of the suspension for work on revisions.
3. Joel Iboa – Supported extension of the suspension and the inclusion of advisory group.

MOTION AND VOTE: Councilor Evans, seconded by Councilor Taylor, moved to adopt Council Bill 5137, and ordinance extending the temporary suspension of the Multiple-Unit Property Tax Exemption Program through September 1, 2015. **PASSED 8:0**

5. ACTION: An Ordinance Updating the Public Passenger Vehicle Code

MOTION AND VOTE: Councilor Evans, seconded by Councilor Taylor, moved to adopt Council Bill 5136, updating the Public Passenger Vehicle code. **PASSED 8:0**

Council discussion:

- Appreciate that staff has tried to operate in good faith with Uber.
- Would like to see more robust enforcement of the City’s policy and code.
- Ordinance is an attempt to make Uber adhere to the same laws as everyone else.
- These changes are all necessary to ensure the safety of our citizens.

Councilor Syrett adjourned the meeting of the Eugene City Council and convened the meeting of the Eugene Urban Renewal Agency.

6. ACTION: Disposition of Real Property

MOTION: Councilor Evans, seconded by Councilor Taylor, moved to authorize the Agency Director to sell the 942 Olive Street property to the University of Oregon consistent with the terms included in Attachment B.

Council discussion:

- Happy to see that this project taking shape; great place for an entrepreneur hub.
- Additional public information/education about RAIN initiative needed.
- Concern expressed about giving away taxable property.
- Important to note s that RAIN helps regionally. not just downtown.

MOTION TO AMEND AND VOTE: *(friendly amendments included):* Councilor Taylor, seconded by Councilor Brown, moved to delay action until February 17, 2015. **FAILED 3:5**, Councilors Poling, Clark, Evans, Syrett, and Pryor opposed.

MOTION TO AMEND AND VOTE: Councilor Zelenka, seconded by Councilor Brownⁱⁱ,
Item 2.A.
moved to amend the motion to have Urban Renewal agency director renegotiate clause B
of the reversionary clause to create a formula that takes into consideration all the
investments, capital, and ongoing operating made by the University of Oregon and the
City to determine the distribution of the proceeds regardless of the term of the time of
the sale. **FAILED 3:5**, Councilors Poling, Clark, Evans, Syrett, and Pryor opposed.

VOTE ON MAIN MOTION: PASSED 7:1, Councilor Brown opposed.

*Councilor Syrett adjourned the meeting of the Eugene Urban Renewal Agency and reconvened
the meeting of the Eugene City Council.*

The meeting adjourned at 9:25 p.m.

Respectfully submitted,

Chuck Crockett
Deputy City Recorder

ATTACHMENT B

MINUTES

**Eugene City Council
Harris Hall, 125 East 8th Avenue
Eugene, Oregon 97401**

**February 17, 2015
7:30 p.m.**

Councilors Present: George Brown, Betty Taylor, George Poling, Greg Evans, Claire Syrett, Chris Pryor

Councilors Absent: Alan Zelenka, Mike Clark

Mayor Piercy opened the February 17, 2015, City Council public hearing.

- 1. PUBLIC HEARING: An Ordinance Providing for Withdrawal of Annexed Properties from the Santa Clara Fire District, the Santa Clara Water District, the Lane Rural Fire Protection District, the Willakenzie Rural Fire Protection District, and the Zumwalt Rural Fire Protection District.**

There was no testimony on this item.

- 2. PUBLIC HEARING AND ACTION: An Ordinance Adopting Hazardous Substance User Fees for the Fiscal Year Commencing July 1, 2015.**

There was no testimony on this item.

MOTION AND VOTE: Councilor Syrett, seconded by Councilor Evans, moved to adopt Council Bill 5139, adopting hazardous substance user fees for the fiscal year commencing July 1, 2015.
PASSED 6:0

- 3. PUBLIC HEARING: An Ordinance Concerning Delegating Authority to the City Manager for Removal of Chemicals from the Hazardous Substance List and Updating Tacking Instructions, and Amending Sections 3.690 and 3.696 of the Eugene Code, 1971.**

There was no testimony on this item.

- 4. PUBLIC HEARING: An Ordinance Concerning Obnoxious Vegetation and Amending Sections 6.825 and 6.835 of the Eugene Code, 1971.**

There was no testimony on this item.

Council discussion:

- Effects of proposed change should be reviewed to determine if it makes a difference with the City’s response.

The meeting adjourned at 7:40 p.m.

Respectfully submitted,

Chuck Crockett
Deputy City Recorder

ATTACHMENT C

MINUTES

**Eugene City Council
Harris Hall, 125 East 8th Avenue
Eugene, Oregon 97401**

**February 19, 2015
12:00 p.m.**

Councilors Present: George Brown, Betty Taylor, *Alan Zelenka via phone*, George Poling, Mike Clark, Greg Evans, Claire Syrett, Chris Pryor

Mayor Piercy opened the February 19, 2015, City Council work session.

A. Civic Stadium

MOTION AND VOTE: Councilor Syrett, seconded by Councilor Evans, moved to direct the city manager to enter into a purchase and sale agreement with the Eugene Civic Alliance and to provide notice to 4J about Civic Stadium consistent with the terms and conditions contained in the document titled "Civic Stadium Term Sheet" dated February 18, 2015. **PASSED 6:2**, Councilors Clark and Poling opposed.

Council discussion:

- Proposal represents a good deal for the community and the City.
- The addition of another park in South Eugene will be seen as unfair to residents of other areas.
- It's reasonable for the City to contribute a small amount to make project viable; risk is minimal.
- This could be a model for other parks in the city.
- Minimal use of park bond funds; provides tremendous benefit for entire city.

B. WORK SESSION: Envision Eugene Urban Growth Boundary Revised Recommendation for Homes

Planning Director Robin Hostick, Planner Alissa Hansen and Planner Terri Harding showed a PowerPoint presentation on the preliminary recommendation; what was heard; additional analysis; and revised recommendation.

Council discussion:

- Continued monitoring of multi-family housing over time is needed.
- Recent development isn't creating a reasonable community plan.
- Question timing of the miscalculation; will make housing more expensive.
- Comparison of the old and new assumptions requested.
- 60% multi-family and 40% single family housing is preferred ratio.

The meeting adjourned at 1:26 p.m.

Respectfully submitted,

Chuck Crockett
Deputy City Recorder

ATTACHMENT D**MINUTES**

**Eugene City Council
Harris Hall, 125 East 8th Avenue
Eugene, Oregon 97401**

**February 23, 2015
5:30 p.m.**

Councilors Present: George Brown, Betty Taylor, Alan Zelenka, Mike Clark, Greg Evans, Claire Syrett, Chris Pryor

Councilors Absent: George Poling

Mayor Piercy called the February 23, 2015, City Council work session to order.

A. WORK SESSION: Review of 2014 Implementation of Bond Measure to Fix Streets and 2015 Pavement Management Report

Public Works Director Kurt Corey gave an update on the 2014 bond measure, street repair panel report, auditor results, and pavement management report.

Council discussion:

- Continued innovation in reducing work-related carbon emissions needed.
- Significant progress has been made in reducing the maintenance backlog.
- Failure to keep up with ongoing maintenance will quickly negate any progress made.
- Maintenance of streets is critical to quality of life; great achievement for the community.

B. WORK SESSION: Climate Recovery Proposal

Climate and Energy Analyst Matt McRae and Sustainability Liaison Babe O'Sullivan gave a PowerPoint presentation on the climate recovery ordinance, assessments of the current trends, and next steps.

Council discussion:

- Last greenhouse gas inventory is 10 years old; not on track to meet goals.
- Methodology used is honest way to measure actual greenhouse gas emissions.
- More focus on long distance food freight impacts and food security needed.
- There is potential for significant net savings; great deal of work to do in the next five years.
- Challenge is how to meet these ambitious goals without making structural sacrifices.

The work session adjourned at 6:42 p.m.

Respectfully submitted,

Chuck Crockett
Deputy City Recorder

MINUTES

**Eugene City Council
Harris Hall, 125 East 8th Avenue
Eugene, Oregon 97401**

**February 23, 2015
7:30 p.m.**

Councilors Present: George Brown, Betty Taylor, Alan Zelenka, Mike Clark, Greg Evans, Claire Syrett, Chris Pryor

Councilors Absent: George Poling

Mayor Piercy opened the February 23, 2015, City Council meeting.

1. PUBLIC FORUM

1. Robin Bloomgarden – Said many Eugeneans are in support of a carbon tax.
2. Robin Cassidy-Duran – Thanked council for supporting court reporting/captioning week.
3. John Iglesias – The City has been a pleasure to work with on new N.W.C.C. support center.
4. Mike Cetto – Asked City to require annual emissions testing for all vehicles.
5. Kimberly Gladen – Said downtown issues are driving away businesses, hurting everyone.
6. Beverlee Potter – Thanked the council for funding health and human services programs.
7. Cindy Conley – Concerned with potential traffic impacts in new River Road neighborhood.

Council discussion:

- Traffic management will be essential for the new River Road neighborhood.
- Impacts of changes to downtown enforcement strategies are now being felt.
- Consideration should be given to restoring the City Prosecutors budget.
- Various perceptions exist about the downtown environment.

2. CONSENT CALENDAR

MOTION AND VOTE: Councilor Syrett, seconded by Councilor Evans, moved to approve the items on the Consent Calendar. **PASSED 7:0**

3. ACTION: An Ordinance Concerning Delegating Authority to the City Manager for Removal of Chemicals from the Hazardous Substance List and Updating Tracking Instructions, and Amending Sections 3.690 and 3.696 of the Eugene Code, 1971

MOTION AND VOTE: Councilor Syrett, seconded by Councilor Evans, moved to adopt Council Bill 5140, an ordinance delegating authority to the City Manager for removal of chemicals from the Hazardous Substances List. **PASSED 7:0**

Council discussion:

- City Manager can only remove chemicals after they are vetted by the Toxics Board.

4. ACTION: An Ordinance Concerning Obnoxious Vegetation and Amending Sections 6.825 and 6.835 of the Eugene Code, 1971

MOTION: Councilor Syrett, seconded by Councilor Evans, moved to adopt Council Bill 5141, an ordinance concerning obnoxious vegetation.

Council discussion:

- Important reason for this regulation; overgrown vegetation can be dangerous.
- Lower on priority scale when it comes to other things the City has to fund.
- Concerns about eliminating enforcement portion of the ordinance.
- Like to see breakdown of \$50,000 for program; quality of life and safety issue.
- Investigate other ways to reduce costs without deprioritizing this service.

MOTION AND VOTE: Councilor Evans, seconded by Councilor Syrett, moved to table the motion: **PASSED 7:0**

5. PUBLIC FORUM: Envision Eugene Urban Growth Boundary Revised Recommendation for Housing

1. William Ward – Spoke against expansion of the UGB; need to keep open areas.
2. Bill Kloos – Said clear and objective standards should be used; no guessing at this point.
3. Dan Cooper – Said a lot of current land inventory is flawed.
4. Renee Clough – Said City needs to force density if expansion of the UGB is opposed.
5. Daniel Hill – Said Eugene has a diminishing amount of affordable and buildable lands.
6. Jim Hale – Noted that the same UGB from the 1980s is being used; running out of land.
7. Dane Butler – Supported efforts to keep workers in area; 20-minute neighborhoods.
8. Paul Conte – Said a vision of conservation of community resources is needed.
9. Ed McMahon – Supported clear and objective standards for buildable lands inventory.
10. Kurt Vollstedt – Said reconsideration of UGB is long overdue.
11. Bill Slattery – Said hillside development is risky and expensive; expand UGB.
12. Marty Peets – Cost of housing in Eugene is in top 13%; need to expand UGB.
13. Mia Nelson – Puzzled why correction of error in process would be deemed unfair.
14. Mike Reeder – Said UGBs were never meant to be fixed and static.

Council discussion:

- A static UGB is not logical; process is heading in the wrong direction.
- More information requested: TRG minutes and data on changes.
- Two areas being considered for expansion may not be affordable to develop.
- More work needed to determine shared values around density.
- Public should have a chance to weigh-in on new information before a vote is taken.
- DLCD opinion on clear and objective standards is needed.

The meeting adjourned at 9:09 p.m.

Respectfully submitted,

Chuck Crockett
Deputy City Recorder

EUGENE CITY COUNCIL

AGENDA ITEM SUMMARY



Approval of Tentative Working Agenda

Meeting Date: March 9, 2015
Department: City Manager's Office
www.eugene-or.gov

Agenda Item Number: 2B
Staff Contact: Beth Forrest
Contact Telephone Number: 541-682-5882

ISSUE STATEMENT

This is a routine item to approve City Council Tentative Working Agenda.

BACKGROUND

On July 31, 2000, the City Council held a process session and discussed the Operating Agreements. Section 2, notes in part that, "The City Manager shall recommend monthly to the council which items should be placed on the council agenda. This recommendation shall be placed on the consent calendar at the regular City Council meetings (regular meetings are those meetings held on the second and fourth Monday of each month in the Council Chamber). If the recommendation contained in the consent calendar is approved, the items shall be brought before the council on a future agenda. If there are concerns about an item, the item may be pulled from the consent calendar at the request of any councilor or the Mayor. A vote shall occur to determine if the item should be included as future council business." Scheduling of this item is in accordance with the Council Operating Agreements.

RELATED CITY POLICIES

There are no policy issues related to this item.

COUNCIL OPTIONS

The council may choose to approve, amend or not approve the tentative agenda.

CITY MANAGER'S RECOMMENDATION

Staff has no recommendation on this item.

SUGGESTED MOTION

Move to approve the items on the Tentative Working Agenda.

ATTACHMENTS

A. Tentative Working Agenda

FOR MORE INFORMATION

Staff Contact: Beth Forrest
Telephone: 541-682-5882
Staff E-Mail: beth.l.forrest@ci.eugene.or.us

EUGENE CITY COUNCIL TENTATIVE WORKING AGENDA

March 5, 2015

MARCH 9	MONDAY		
5:30 p.m.	Council Work Session		
Harris Hall	Expected Absences: Taylor, Evans		
A. WS: Railroad Quiet Zone			45 mins – PW/Larsen
B. WS: Central Lane Scenario Planning Update			45 mins – PDD/Hostick
7:30 p.m.	Council Meeting		
Harris Hall	Expected Absences: Taylor, Evans		
1. Public Forum			
2. Consent Calendar			
a. Approval of City Council Minutes			CS/Bloch
b. Approval of Tentative Working Agenda			CS/Forrest
3. PH and Action: Capital Improvement Program			CS/Miller
4. Action: Ordinance Withdrawing Annexed Properties from Special Districts			PDD/Nystrom
5. Committee Reports: PC, Lane Metro, Lane Workforce, LTD/EmX, OMPOC, McKenzie Watershed			
MARCH 11	WEDNESDAY		
Noon	Council Work Session		
Harris Hall	Expected Absences: Taylor, Evans		
A. WS: EWEB Riverfront Development Update			90 mins – PDD/Braud
COUNCIL BREAK: March 12, 2015 – April 13, 2015			
APRIL 13	MONDAY		
5:30 p.m.	Council Work Session		
Harris Hall	Expected Absences:		
A. Committee Reports and Items of Interest: HRC, SC, HSC, LCOG, MPC, PSCC			30 mins
B. WS: On-Site Management			45 mins - PDD/Medary
7:30 p.m.	Council Meeting		
Harris Hall	Expected Absences:		
1. Public Forum			
2. Consent Calendar			
a. Approval of City Council Minutes			CS/Bloch
b. Approval of Tentative Working Agenda			CS/Forrest
APRIL 15	WEDNESDAY		
Noon	Council Work Session		
Harris Hall	Expected Absences:		
A. WS: Healthy Downtown/Public Smoking			45 mins –
B. WS: Systems Development Charge Overview			45 mins - Schoening
APRIL 20	MONDAY		
7:30 p.m.	Council Public Hearing		
Harris Hall	Expected Absences:		
1. PH:			
APRIL 22	WEDNESDAY		
Noon	Council Work Session		
Harris Hall	Expected Absences:		
A. WS and Action: Consolidated Plan			45 mins – PDD/Jennings
B. WS			

A=action; PH=public hearing; WS=work session

EUGENE CITY COUNCIL TENTATIVE WORKING AGENDA

March 5, 2015

APRIL 27	MONDAY
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5:30 p.m.	Council Work Session	
Harris Hall	Expected Absences:	
A. Committee Reports and Items of Interest from Mayor, City Council and City Manager		30 mins
B. WS: Micro Housing		45 mins – PDD/Brown

7:30 p.m.	Council Meeting	
Harris Hall	Expected Absences:	
1. Public Forum		
2. Consent Calendar		
a. Approval of City Council Minutes		CS/Bloch
b. Approval of Tentative Working Agenda		CS/Forrest

APRIL 29	WEDNESDAY	** NOTE: BUDGET COMMITTEE MEETING ADDED **
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Noon	Council Work Session	
Harris Hall	Expected Absences:	
A. WS: Disadvantaged/Minority Contracting		45 mins – CS/Silvers
B. WS:		

7:30 p.m.	Budget Committee Meeting	
B/T Room, Library	Expected Absences:	
1. City Manager's Presentation of FY16 Proposed Budget		

MAY 5	TUESDAY	** NOTE: BUDGET COMMITTEE MEETING ADDED **
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5:30 p.m.	Budget Committee Meeting	
B/T Room, Library	Expected Absences:	
1. Budget Committee Deliberations		

MAY 11	MONDAY
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5:30 p.m.	Council Work Session	
Harris Hall	Expected Absences:	
A. Committee Reports: Chamber of Commerce, HPB, LRAPA, MWMC		
B. WS: EWEB Riverfront Development		60 mins – PW/Schoening

7:30 p.m.	Council Meeting	
Harris Hall	Expected Absences:	
1. Public Forum		
2. Consent Calendar		
a. Approval of City Council Minutes		CS/Bloch
b. Approval of Tentative Working Agenda		CS/Forrest
c. Ratification of MWMC Budget		PW/Huberd

MAY 12	TUESDAY	** NOTE: BUDGET COMMITTEE MEETING ADDED **
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5:30 p.m.	Budget Committee Meeting	
B/T Room, Library	Expected Absences:	
1. Budget Committee Deliberations and Recommendation		

MAY 13	WEDNESDAY
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Noon	Council Work Session	
Harris Hall	Expected Absences:	
A. WS: City and LRAPA Partnership		45 mins – PDD/Ramsing
B. WS:		

A=action; PH=public hearing; WS=work session

EUGENE CITY COUNCIL TENTATIVE WORKING AGENDA

March 5, 2015

MAY 18	MONDAY
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7:30 p.m.	Council Public Hearing
Harris Hall	Expected Absences:
1. PH:	

MAY 20	WEDNESDAY
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Noon	Council Work Session
Harris Hall	Expected Absences:
A. WS:	
B. WS:	

MAY 26	TUESDAY
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5:30 p.m.	Council Work Session	
Harris Hall	Expected Absences:	
A. Committee Reports and Items of Interest from Mayor, City Council and City Manager		30 mins
B. WS:		
C. WS:		

7:30 p.m.	Council Meeting	
Harris Hall	Expected Absences:	
1. Public Forum		
2. Consent Calendar		
a. Approval of City Council Minutes		CS/Bloch
b. Approval of Tentative Working Agenda		CS/Forrest

MAY 28	WEDNESDAY
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Noon	Council Work Session
Harris Hall	Expected Absences:
A. WS:	
B. WS:	

JUNE 8	MONDAY
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5:30 p.m.	Council Work Session
Harris Hall	Expected Absences:
A. Committee Reports: PC, Lane Metro, Lane Workforce, LTD/EmX, OMPOC, McKenzie Watershed	
B. WS:	
C. WS:	

7:30 p.m.	Council Meeting	
Harris Hall	Expected Absences:	
1. Public Forum		
2. Consent Calendar		
a. Approval of City Council Minutes		CS/Bloch
b. Approval of Tentative Working Agenda		CS/Forrest

JUNE 10	WEDNESDAY
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Noon	Council Work Session
Harris Hall	Expected Absences:
A. WS:	
B. WS:	

A=action; PH=public hearing; WS=work session

EUGENE CITY COUNCIL TENTATIVE WORKING AGENDA

March 5, 2015

JUNE 15	MONDAY
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7:30 p.m.	Council Public Hearing
Harris Hall	Expected Absences:
1. PH:	

JUNE 17	WEDNESDAY
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Noon	Council Work Session
Harris Hall	Expected Absences:
A. WS:	
B. WS:	

JUNE 22	MONDAY
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5:30 p.m.	Council Work Session
Harris Hall	Expected Absences:
A. Committee Reports and Items of Interest from Mayor, Council and City Manager	
B. WS:	
C. WS:	

7:30 p.m.	Council Meeting
Harris Hall	Expected Absences:
1. Public Forum	
2. Consent Calendar	
a. Approval of City Council Minutes	CS/Bloch
b. Approval of Tentative Working Agenda	CS/Forrest
3. PH and Action: Supplemental Budget	CS/Miller
4. PH and Action: FY16 Budget	CS/Miller
5. PH and Action: URA FY16 Budget	CS/Miller

JUNE 24	WEDNESDAY
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Noon	Council Work Session
Harris Hall	Expected Absences:
A. WS: Police Auditor Annual Performance Evaluation	45 mins – CS/
B. WS:	

JULY 13	MONDAY
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5:30 p.m.	Council Work Session
Harris Hall	Expected Absences:
A. Committee Reports and Items of Interest: HRC, SC, HSC, LCOG, MPC, PSCC	30 mins
B. WS:	

7:30 p.m.	Council Meeting
Harris Hall	Expected Absences:
1. Public Forum	
2. Consent Calendar	
a. Approval of City Council Minutes	CS/Bloch
b. Approval of Tentative Working Agenda	CS/Forrest

JULY 15	WEDNESDAY
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Noon	Council Work Session
Harris Hall	Expected Absences:
A. WS:	
B. WS:	

EUGENE CITY COUNCIL TENTATIVE WORKING AGENDA

March 5, 2015

JULY 20	MONDAY
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7:30 p.m. Harris Hall	Council Public Hearing Expected Absences: 1. PH:
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JULY 22	WEDNESDAY
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Noon Harris Hall	Council Work Session Expected Absences: A. WS: B. WS:
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JULY 27	MONDAY
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5:30 p.m. Harris Hall	Council Work Session Expected Absences: A. Committee Reports and Items of Interest from Mayor, City Council and City Manager B. WS:	30 mins
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7:30 p.m. Harris Hall	Council Meeting Expected Absences: 1. Public Forum 2. Consent Calendar a. Approval of City Council Minutes b. Approval of Tentative Working Agenda	CS/Bloch CS/Forrest
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JULY 29	WEDNESDAY
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Noon Harris Hall	Council Work Session Expected Absences: A. WS: B. WS:
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COUNCIL BREAK: JULY 30 , 2015 – SEPTEMBER 14, 2015

ON THE RADAR

Work Session Polls/Council Requests	Status
1. Economic Development Review, Panels and Action (Zelenka)	approved; date TBD

A=action; PH=public hearing; WS=work session

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Public Hearing and Action: FY 2016-2021 Capital Improvement Program

Meeting Date: March 9, 2015
 Department: Central Services
www.eugene-or.gov

Agenda Item Number: 3
 Staff Contact: Twylla Miller
 Contact Telephone Number: 541-682-8417

ISSUE STATEMENT

This is a public hearing and request for the City Council to adopt the Capital Improvement Program (CIP) for fiscal years 2016 through 2021 (FY 2016-2021).

BACKGROUND

The Capital Improvement Program (CIP) is a planning document that forecasts the City's capital needs over a six-year period based on various City-adopted long-range plans, goals and policies. The FY2016-2021 CIP includes projects for the Airport, Parks and Open space, Public Buildings and Facilities, Stormwater, Transportation, and Wastewater, totaling approximately \$491.1 million, of which \$171.3 million is funded and \$319.8 million is unfunded. The Financial Summaries section of the CIP document contains tables summarizing all CIP projects, a six-year funding summary and maps indicating the geographic location of CIP projects.

The primary goals of the CIP are to:

- Provide a balanced program for capital improvements given anticipated revenues over the six-year planning period;
- Catalog unmet capital needs based on anticipated funding levels, and;
- Provide a plan for capital improvements which can be used in preparing the Capital Budget for the coming two fiscal years.

Capital projects are generally large-scale endeavors in terms of cost, size and benefit to the community. The underlying strategy of the CIP is to plan for land acquisition, construction, and the major preservation of public facilities necessary for the safe and efficient provision of services. A critical element of a balanced CIP is the provision of funds to preserve or enhance existing facilities while providing new assets that will aid response to service needs and community growth.

Funded Projects

Projects with funding identified or funding secured in this CIP total approximately \$171.2 million.

Approximately \$62.5 million of anticipated spending on Transportation projects represents the largest portion of the CIP. The Pavement Preservation Program projects account for \$54.5 million of the Transportation projects.

Airport is the second largest category with \$42.1 million in proposed projects. Terminal Building Expansion accounts for \$18.9 million in this category. Other significant projects include Concourse C Addition, Access Road Improvements and Signage, Taxiway Rehabilitation, and the Automated Car Wash Facility.

Public Buildings and Facilities projects include significant improvements over the six-year period totaling \$21.6 million. Projects include preservation and maintenance of existing City facilities.

The Stormwater system is planning to invest \$15.3 million on improvements in this CIP. Planned projects include stormwater system rehabilitation, continuation of drywell removal, and stream restoration and stabilization.

The City's Wastewater system is scheduled to spend \$15.9 million on capital projects in the next six years. Included in these improvements is \$10.5 million to preserve and rehabilitate the aging wastewater system, decrease inflow and infiltration and address increased wet weather flows.

The Parks and Open Space category contains \$13.7 million in funded projects. Repair or replacement of aging park facilities and amenities along with neighborhood and community park acquisition are the two largest project types in this category.

The vast majority of funding for CIP projects comes from sources that are restricted to a particular use, such as the 2012 transportation bonds for street projects, FAA funding for airport projects, wastewater and stormwater charges, local motor vehicle fuel tax, system development charges (SDC), airport passenger facility charges and other restricted sources. Out of \$171.2 million in funded CIP projects, \$23.3 million, or 14% of the total, comes from the General Capital Projects Fund, which derives most of its revenue from the annual interfund transfer from the City's General Fund. The recommended use of this transfer in the draft FY 2016-2021 CIP is for capital preservation projects for public buildings and facilities.

Unfunded Projects

Also included in the CIP are projects totaling \$319.8 million for which funding has not been identified. The Public Buildings and Facilities category includes \$175.6 million including funding for several community centers, pools and branch libraries. The Transportation category includes \$106.2 million, primarily for Pavement Preservation Program project backlog and Franklin Boulevard multiway improvements. The Parks and Open Space category includes \$21.3 million in unfunded projects, Stormwater -\$14.3 million, and the Wastewater category includes \$2.4 million in unfunded projects.

CIP Development and Review Process

In the fall of even-numbered years, City staff compiles the draft CIP using input and requests from a variety of sources, including adopted City policies and plans, neighborhood groups, individual citizens and other stakeholders.

The draft CIP document was made available on the City's web site in January 2015. Information about the draft FY 2016-2021 CIP was also sent electronically to interested citizens via the City Council newsletter, Neighborhood Services newsletter, and the Budget Interested Parties e-mail list. Hard copies of the draft CIP document were made available to the public at the Downtown Public Library, Finance Division and City Manager's Office. At its request, a presentation on the draft FY 2016-2021 CIP was made to the Planning Commission at its February 23, 2015, meeting.

The Budget Committee heard public comment on the draft FY 2016-2021 CIP on February 11, 2015. The committee passed a motion to recommend that the City Council adopt the FY2016-2021 CIP as proposed.

RELATED CITY POLICIES

The City's Financial Management Policies include a goal to have a capital improvement program that adequately maintains and enhances the public's assets over their useful life. In part, the policies state that the City will plan for capital improvements over a multi-year period and the projects will directly relate to the long-range plans and policies of the City.

COUNCIL OPTIONS

The City Council may exercise one of the following two options:

1. The council may choose to adopt the FY2016-2021 CIP as recommended by the Budget Committee.
2. The council may choose to amend the CIP by identifying changes in the projects and/or funding sources and adopt the FY2016-2021 CIP that includes those changes.

CITY MANAGER'S RECOMMENDATION

The City Manager recommends that the council adopt the FY2016-2021 as recommended by the Budget Committee.

SUGGESTED MOTION

Move to adopt the FY 2016-2021 Capital Improvement Program as recommended by the Budget Committee.

ATTACHMENTS

- A. Draft FY 2016-2021 Capital Improvement Plan (previously distributed to the Mayor and City Council in hard copy and available for review at www.eugene-or.gov/CIP.)

FOR MORE INFORMATION

Staff Contact: Twylla Miller
 Telephone: 541-682-8417
 Staff E-Mail: twylla.j.miller@ci.eugene.or.u



Capital Improvement Program

2016-2021
Draft

Item 3.

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Executive Summary

Capital Improvement Program

The City of Eugene's Capital Improvement Program (CIP) forecasts the City's capital needs over a six-year period based on various long-range plans, goals and policies. The program is updated every two years. The FY16-21 Capital Improvement Program totals approximately \$171.2 million in projects with funding secured or identified and \$319.8 million in projects with funding not identified. The Financial Summaries section contains tables summarizing all CIP projects included in the six-year program.

The primary goals of the CIP are to:

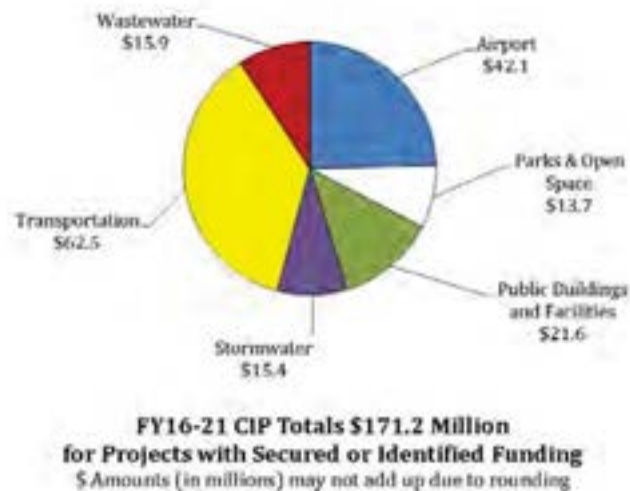
- Provide a balanced program for capital improvements given anticipated funding sources over a six-year planning period;
- Illustrate unmet capital needs based on anticipated funding levels, and;
- Provide a plan for capital improvements which can be used in preparing the Capital Budget for the coming two fiscal years.

Capital projects are generally large-scale endeavors in terms of cost, size and benefit to the community. The underlying strategy of the CIP is to plan for land acquisition, construction, and major preservation of public facilities necessary for the safe and efficient provision of services. A critical element of a balanced CIP is the provision of funds to preserve or enhance existing facilities and provide new assets that will aid response to service needs and community growth.

Projects with Secured or Identified Funding

Projects with funding identified or funding secured in this CIP total approximately \$171.2 million.

Transportation is the largest portion of the CIP, with approximately \$62.5 million of anticipated spending. The Pavement Preservation Program projects account for \$54.5 million of this cost. Of this amount the Transportation Bonds approved by Eugene Voters in 2012 will provide \$32 million to pavement preservation projects. Other projects for functional and safety improvements, upgrades and capacity enhancements are also funded.



Airport is the second largest category with \$42.1 million in proposed projects. Terminal building expansion accounts for \$18.9 million. Other significant projects include terminal roof replacement, Concourse C addition, automated car wash facility, access road and signage improvements and taxiway rehabilitation.

Public Buildings and Facilities projects total \$21.6 million. Projects include \$18.2 million for preservation and maintenance of primary and secondary building systems, building service systems, and addressing health, safety and welfare issues of existing City facilities. This category also includes \$3.4 million for site and facility improvements, including renovations under the Americans with Disabilities Act (ADA) and renovation and rehabilitation of the City's Roosevelt Yard site.

The City's Wastewater system is scheduled to spend \$15.9 million on capital projects in the next six years. Included in these improvements is \$14.7 million to preserve and rehabilitate the aging wastewater system, decrease inflow and infiltration and address increased wet weather flows.

The Stormwater system is planning to invest \$15.4 million in this CIP. The FY16-21 CIP includes continuation of drywell removal which is mandated by the Department of Environmental Quality (DEQ) requirements. Other projects include various streambank and outfall stabilization projects, restoration and enhancement of the wetlands in West Eugene, and ongoing stream corridor acquisition.

Parks and Open Space funded projects total \$13.7 million over the CIP period. The largest share is \$3 million for the Urban Riverfront Park Planning and Development project. Other projects include completion of ADA park improvements, site renovation and rehabilitation, and neighborhood and community park land acquisition.

Projects with Funding Not Identified

CIP projects for which funding has not been identified total \$319.8, which is more than double the unfunded amount in the prior CIP. The Transportation category includes \$106.2 million of these unfunded projects, primarily funding for the Pavement Preservation Program project backlog and Franklin Boulevard Multiway improvements.

The Public Buildings and Facilities category includes a total of \$175.6 million in unfunded projects, including \$25 million for a new Fleet facility, \$70 million to construct two new community centers with pools and branch libraries in the Santa Clara area and the Willow Creek/Churchill area. A new \$30 million community and aquatics center in the Whiteaker/Skinner Butte area is also shown. The unfunded projects also include \$11.5 million in public building deferred maintenance, \$7 million for a new West Side Fire Station, and \$10.9 million in parking program upgrades, maintenance and preservation work.

The Stormwater category has \$14.3 million in unfunded capital projects, including \$5 million for Alton Baker canoe canal renovation, and \$9 million for stormwater rehabilitation and metro waterways restoration projects, primarily for restoration of Amazon Creek and stabilization of Willamette River banks

The Parks and Open Space category includes a total of approximately \$21.3 million of unfunded projects that were identified in the Parks, Recreation and Open Space (PROS) Project and Priority Plan. These include site renovation and rehabilitation, trail system development, neighborhood park upgrades, and development of water play features.

Debt Capacity

The City has used only a small portion of its legal debt capacity; however, it would be financially imprudent to issue debt to the legal maximum. The City's Financial Management Goals and Policies, which were last updated in 2006, set an affordable level of debt. There is currently not sufficient debt capacity available to fund all of the unfunded projects using debt, and it is not prudent to utilize the full capacity that is available. This means that careful choices will have to be made in the use of the remaining debt capacity.

CIP Development and Review

During the summer and fall of even numbered years, staff compiles the draft CIP using input and requests from a variety of sources, including neighborhood groups, individual citizens, adopted plans and policy documents, etc. The draft CIP is subsequently published and made available to the public. Following review of the CIP by the Budget Committee, and adoption by the City Council, the projects become the basis for preparation of the City's Capital Budget for the next two years.

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Reader's Guide

Capital Improvement Program

The Capital Improvement Program (CIP) forecasts Eugene's capital needs over a six-year period based on various adopted long-range plans, goals and policies. The City updates the CIP every two years.

The CIP document serves as a listing of all capital projects the City plans to begin constructing over a six-year period. For a majority of the proposed capital projects, the CIP represents decisions that have occurred prior to the compilation of the CIP. Other projects represent newly proposed capital spending on specific projects or generic categories of projects, such as general site and facility improvements in the Public Buildings and Facilities section. The draft CIP is used to gather additional public input and reach a final decision on how the City should allocate its capital dollars over this period of time.

Capital Projects Definition

A capital project is defined as an activity that creates, improves, replaces, repairs, or maintains a fixed asset and results in a permanent addition to the City's inventory. This is accomplished through one or more of the following actions:

- Acquisition of property;
- Construction of new facilities; and/or
- Rehabilitation, reconstruction or renovation of an existing facility to a condition which extends its useful life or increases its usefulness or capacity.

Fixed assets include land, site improvements, parks, buildings, streets, shared-use paths, bridges, stormwater facilities, and wastewater systems. Certain types of equipment, such as the hardware attached to or purchased with the land or building, are also included. The purchase of vehicles is not typically considered a capital project. In certain purchases using federal funding, vehicles may be included in the CIP.

Capital projects are generally large-scale endeavors in terms of cost, size and benefit to the community. They involve nonrecurring expenditures or capital outlays from a variety of specifically identified funding sources and do not duplicate normal maintenance activities funded by the operating budget.

Document Structure

Projects listed in the CIP are arranged in the following order:

- ⇒ Category
 - ⇒ Funding Status
 - ⇒ Subcategory
 - ⇒ Project

Category - Eugene's CIP is organized by functional program areas. At the beginning of each category is an introduction reporting specific issues and tables listing the costs of individual projects. The categories are:

- Airport
- Parks and Open Space
- Public Buildings and Facilities
- Stormwater
- Transportation
- Wastewater

Funding Status – Capital projects are assigned one of three funding status levels. Projects with funding secured and funding identified status are grouped together. At the beginning of each funding status section is a table listing the capital projects included in that section.

- Funding Secured - Projects with secured/dedicated funding such as System Development Charges (SDCs).
- Funding Identified - Projects with a high likelihood of having available funding such as state monies or ongoing grants.
- Funding Not Identified – A funding source is not identified within the CIP period.

Funding Status Projects with funding secured and funding identified status are grouped together as these will become the basis of the annual capital budget for the next two years.

Subcategory – Projects are assigned to a specific subcategory that represents a distinct area of capital improvement such as a preservation and maintenance activity or construction of a new capital facility. Subcategories are described in detail at the beginning of each category.

- Functional and Safety Improvements
- Land Acquisition
- New Capital Facilities
- Preservation and Maintenance
- Restoration
- Site and Facility Improvements
- Stormwater Rehabilitation and Improvements
- Stream Corridor Acquisition
- Upgrades and Capacity Enhancement

Project – Each project has its own page that provides information about the project. The project page includes a project name, description, funding source, costs, plans related to the project, a location map or photo, and estimated operations, maintenance and programing costs if applicable.

The CIP Development and Review Process

Typically, development of the Capital Improvement Program is a nine-month process, which begins in the summer of even-numbered years and ends the following spring. Below is the schedule for the FY16-FY21 CIP update.

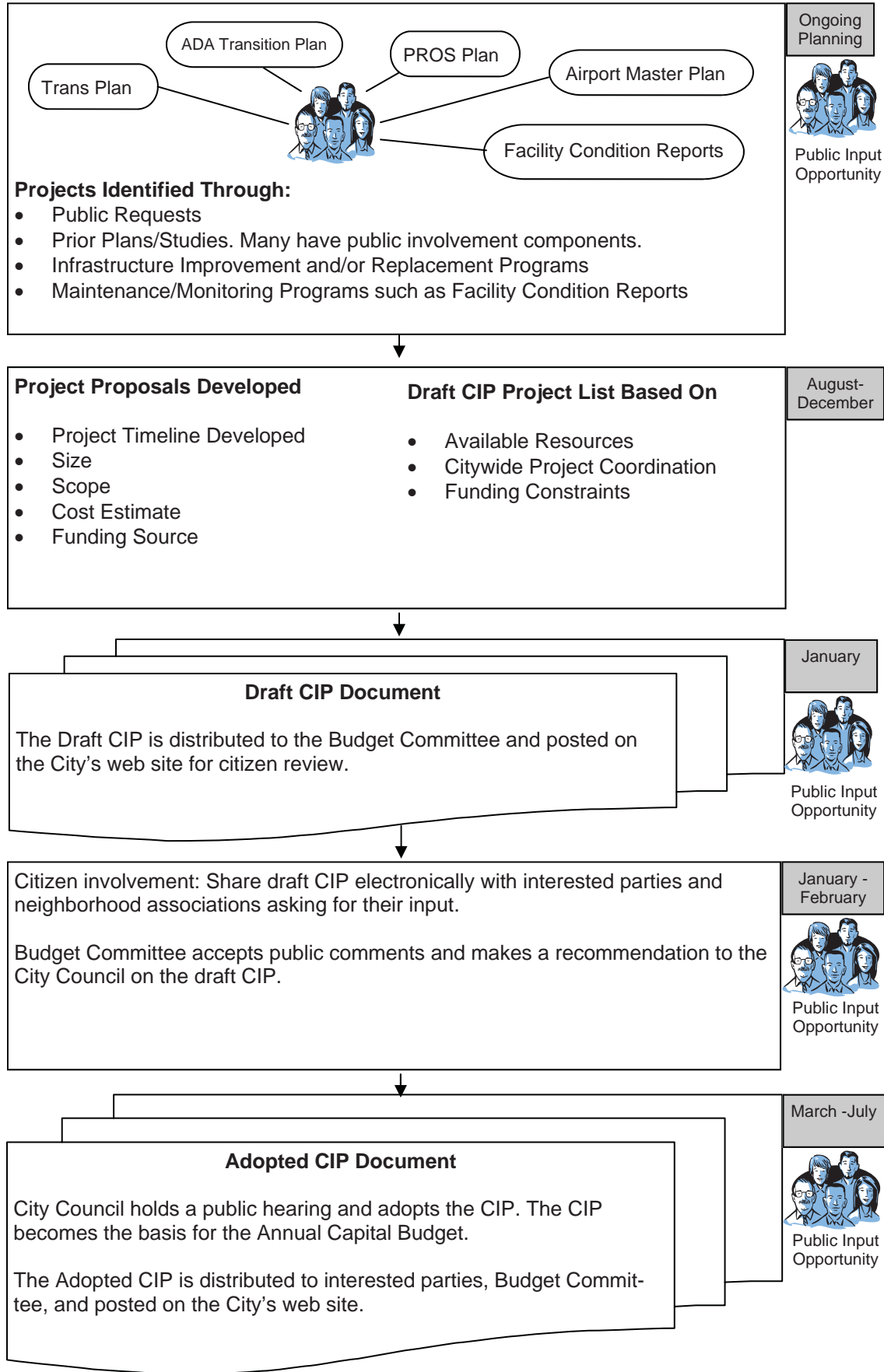
Date	CIP Process Phase
January 2015	Draft CIP is published and made available for public review through notification of the Budget Committee, shared electronically with interested parties, published on the City's web page, and made available at several locations throughout the City.
February 2015	Budget Committee reviews the draft CIP with primary focus on the financial and budget issues and receives public comment on the draft CIP. Budget Committee's recommendations and comments are forwarded to the City Council.
March 2015	City Council conducts a public hearing on the draft CIP. City Council finalizes and adopts the CIP.
Spring 2015	Adopted FY16-FY21 CIP document is published, distributed and posted to the City's web site.
Summer 2015	After July 1 work begins on some of the capital projects.

Following adoption of the CIP by the City Council, the projects scheduled for FY16 become the basis for preparation of the FY16 capital budget. The capital budget is submitted to the Budget Committee in the spring of each year and adopted by the City Council in June.

Projects in the second fiscal year of the CIP become the basis of the subsequent fiscal year's capital budget. At the time the Budget is adopted, any changes to project timing or funding adopted in the capital budget process or by supplemental budget action are automatically considered to be amendments to the CIP.

Capital Improvement Program (CIP) Planning Process

The CIP is compiled once every two years during the summer and fall of even numbered years.



Types of Capital Needs

Qualifying Criteria

Capital projects must meet one or more of the following criteria to be included in the CIP:

1. Contribute to the development or implementation of Council-adopted plans and policies, including the Financial Management Goals and Policies, the Growth Management Policies, and the Downtown Space Plan;
2. Address health and safety needs, reduce City liability, or improve access to City facilities by those with disabilities (address Federal Section 504 requirements);
3. Maintain existing assets or improve the efficiency of City operations;
4. Improve revenue potential or enhance existing programs;
5. Respond to a request from a neighborhood group, citizen, government entity, or City advisory group;
6. Be funded from within current and/or projected revenue streams (including additional operating requirements). Placeholder projects and projects with funding not identified are shown for informational purposes only.

Rehabilitation and Preservation of Existing Capital Assets

As an asset ages, it requires preservation to protect or extend its useful life. If an asset is not preserved, it will deteriorate prematurely and its benefit to the community will be lost. In addition, reconstruction costs are frequently four to five times the cost of preservation and maintenance, particularly for street surfaces. As a result, the CIP reflects the broad direction of the City Council as set forth in the *Financial Management Goals and Policies* to preserve existing capital assets before they fall into such disrepair that expensive rehabilitation or replacement is required.

The City currently preserves and maintains a wide variety of capital assets (including municipal buildings, infrastructure, land, and equipment) and leased facilities. Examples of facilities maintained by the General Fund are:

- Athletic fields, including softball, baseball and soccer fields
- Shared-use paths
- Community and senior centers
- Cuthbert Amphitheater
- Fire stations
- Hult Center for the Performing Arts
- Jogging trails
- Main library
- Neighborhood recreational facilities
- Park equipment, furnishings, picnic shelters, storage buildings, and restrooms
- Park land and Ridgeline open space
- Park office and maintenance complexes
- Pedestrian/bike bridges
- Police/Fire training facilities
- Police Headquarters

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- Swimming pools
- Tennis courts

Dedicated Funds are used to preserve and maintain other facilities, including the following examples:

- Airport
- Atrium Building
- Bike lanes and on-street bicycle routes
- City offices used by non-general fund staff
- Parking garages
- Public Works maintenance facility
- Stormwater system
- Streets, bridges, alleys, and sidewalks
- Traffic signals, signs, pavement markings and street lights
- Wastewater pump stations
- Wastewater system
- Wetland mitigation bank system

Inadequate funding for preservation programs has resulted in a backlog of rehabilitation projects, primarily related to General Fund assets and to Eugene's street systems.

New Capital Facilities and Capacity Enhancements

As the community's population base expands, the need to provide safe and efficient capital facilities increases. New streets are necessary to provide access and the delivery of goods and services to developing areas. In addition, wastewater and stormwater system expansions are necessary for the health, welfare and safety of the community.

The increased need for additional capacity is reflected not only in the City's wastewater, stormwater and road systems but in other areas as well, such as facilities for parks, recreational services and emergency services.

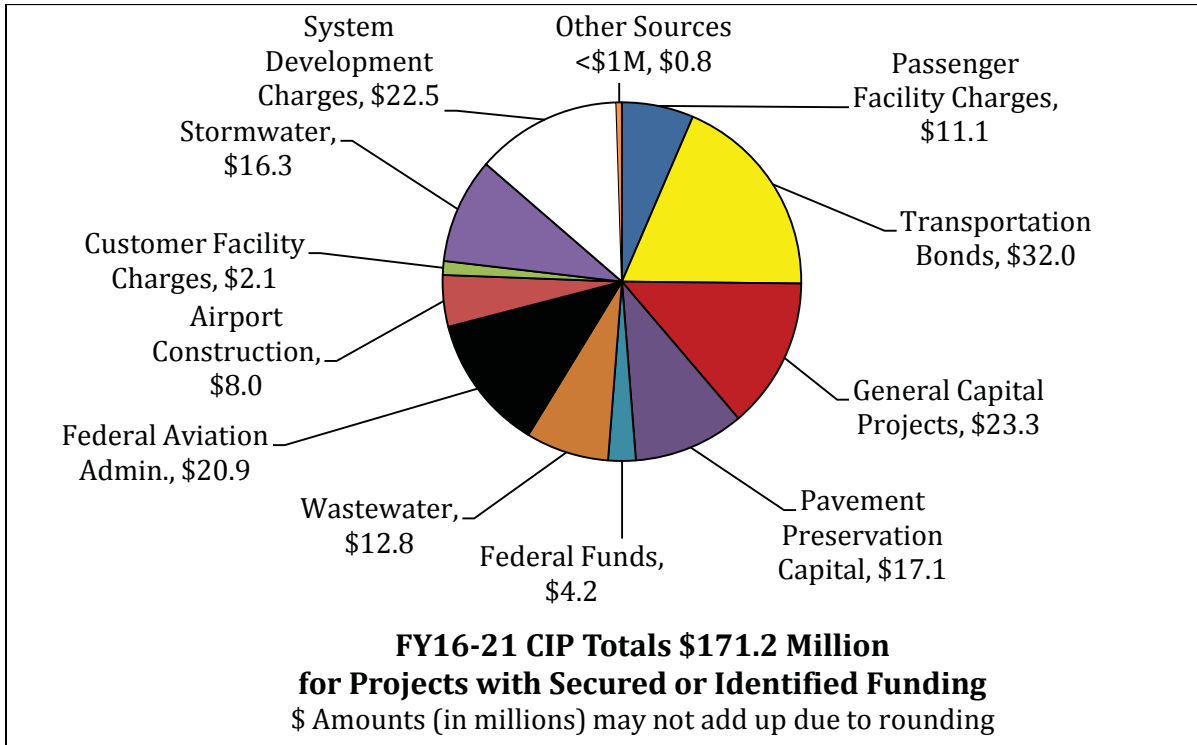
Project Priorities

Potential projects to address new capital needs or expand and enhance existing capital assets are derived from a number of sources. These include:

- Functional plans, such as transportation, airport, parks, or wastewater and stormwater system plans and studies;
- Neighborhood and other refinement plans;
- Requests from individual citizens, neighborhood associations, and community organizations;
- Requests from other governmental units, such as school districts, federal and state agencies;
- City departments; and
- City committees and commissions.

Funding

The major sources of funds available for capital projects are dedicated funds. The use of dedicated funds is restricted by the limitations imposed by local, state or federal laws associated with the funding source. For the most part, these funds are accounted for in the City’s special revenue or enterprise funds, such as the Road Fund, the Municipal Airport Fund, or the Systems Development Capital Projects Fund.



Projects that are not supported by dedicated revenue are financed by a transfer from the General Fund. The City may also receive direct funding for projects from other jurisdictions or through grants and donations. For major projects with citywide benefits, the City Council may request voter approval of a property tax levy to repay General Obligation Bonds.

Funding Sources and Restrictions

Airport Fund

Purpose: To account for the operations of the municipal airport. Principal sources of revenues are rental of terminal space to airlines and other service providers, landing fees, and parking fees. The fund receives Airport Improvement Program monies from the Federal Aviation Administration (FAA) for capital improvements. The fund also imposes passenger facility charges on passengers utilizing the airport, the proceeds of which are restricted for use in financing eligible projects, as determined by FAA regulation.

Restrictions: Airport revenues are restricted for use in financing eligible airport projects as determined by FAA regulation.

General Capital Projects Fund

Purpose: To account for the financing and construction of capital facilities not financed by proprietary or other capital projects funds. General Fund revenues, Federal and State grants, donations, and bond proceeds provide the financing for the expenditures of this fund.

Restrictions: Funding provided by bond proceeds (including interest earnings) are restricted by the terms of the bond measures approved by voters. Grants are usually restricted to a specific project or type of project.

Community Development Fund

Purpose: To account for grant revenues received from the U.S. Department of Housing and Urban Development. Major expenditures include social service funding; acquisition; construction and rehabilitation of low-income housing; accessibility improvements to City facilities and infrastructure; and job creation loans.

Restrictions: Community Development Block Grant funds must meet the federal government criteria of benefiting low to moderate income individuals' needs, eliminating slums and blight, or addressing an urgent need.

Library, Parks, and Recreation Fund

Purpose: To account for contributions from private donors to support the public library and City-owned parks and recreation facilities.

Restrictions: Designation upon receipt of donation.

Stormwater Utility Fund

Purpose: To account for the operation, construction, and maintenance of the stormwater drainage system and the wetland resource protection and enhancement program. Primary revenues are Stormwater user fees and the sale of wetland mitigation credits.

Restrictions: As allowed under state statute, the proceeds of user fees are retained in the fund for planning, constructing and/or operating the system. Wetland mitigation credits are restricted to appropriate projects within the wetland bank service area.

Systems Development Capital Projects Funds

Purpose: To account for construction of the growth related portion of capacity-enhancing capital projects. Financing is provided by a systems development charge levied against developing properties. Expenditures are restricted by state law to capacity-enhancing projects for the following systems: transportation, sanitary sewers (wastewater), storm sewers (stormwater), and parks facilities.

Restrictions: ORS 223.297 – 223.314 provides the statewide framework guiding system development charges. Expenditures of improvement SDCs are restricted by state law to capacity enhancing projects for the system for which the fee is imposed. The reimbursement portion of SDCs may be used for capital projects related to the system for which the fee was collected, including rehabilitation of existing systems.

Transportation Capital Projects Fund

Purpose: To account for funding used for transportation related projects, usually expended within the public right-of-way or on projects that directly benefit the City's transportation system, e.g. the pavement preservation program. The majority of funds are from the General Obligation bonds approved in 2012, and the local motor vehicle fuel tax.

Restrictions: Funding must be used for road related purposes by ORS 366.785 – 366.820 and is limited to the specific projects stated in each agreement. Dedicated fuel tax revenue is used specifically for the preservation and maintenance of Eugene streets. Restrictions are specified by Ordinance No 20278.

Wastewater Utility Fund

Purpose: To account for the operation, construction, and maintenance of the wastewater collection and treatment system. Primary revenues are wastewater user fees.

Restrictions: As allowed under state statute, the proceeds of user fees are retained in the fund for planning, constructing and/or operating the system.

Urban Renewal Agency Riverfront Capital Projects Fund

Purpose: To account for costs of constructing and improving capital facilities and infrastructure projects in the Riverfront District. Financing is provided by Riverfront Urban Renewal tax increment revenues and interest on investments.

Restrictions: For use in the Riverfront Urban Renewal District according to the Urban Renewal Plan.

Other Costs Associated with CIP Projects

Generally, projects that create new capital facilities or increase capacity will have associated long-term operating, preservation and maintenance costs. The CIP reports these costs associated with certain projects.

The operating costs to maintain a facility and to provide service to the community have been included in the description of projects where the amount is significant and can reasonably be estimated at this time. Operating costs associated with capital projects can also be found in either the City of Eugene's Annual Budget or the Multi-Year Financial Plan.

Long-term preservation and maintenance costs are also reported in the CIP where the amount is significant and can be reasonably estimated. These costs are reported as an annualized amount to show the impact of major preservation and maintenance costs related to specific CIP projects. In many cases, the design of projects included in the CIP is at a conceptual stage and may change significantly over time. These changes may have an impact on the associated operating, preservation, and maintenance costs.

Projects with significant unfunded operating, preservation and maintenance costs may be postponed if the operating funds are not available to cover increased on-going costs.

Policy Guidelines

The City's Financial Management Goals and Policies provide the framework for financial planning and decision-making by the City Council, Budget Committee, and City staff. The Capital Improvement Policies, as last reviewed by the City Council in April 2000, are:

1. The City will plan for capital improvements over a multi-year period of time. The Capital Improvement Program will directly relate to the long-range plans and policies of the City. Operating funds to maintain capital improvements and to fund additional staff and service needs must be estimated and identified prior to making the decision to undertake specific capital improvements.
2. Whenever a service is an enterprise or utility-based operation and where the ratepayer directly benefits, the City will work to finance capital improvements by using self-supporting revenue bonds, which could be General Obligation-backed.
3. Use of General Obligation bonds will be limited to major capital construction or improvements in support of general municipal services.
4. Financing of infrastructure improvements through use of Assessment bonds will be limited to those projects where the required assessed value-to-assessment ratio is met and to the extent the City's financial position permits the use of this financing device.
5. To maintain the City's physical assets, a current inventory of all of the City's physical assets and their condition and maintenance costs will be maintained.
6. Council will make a specific determination whether to establish a replacement reserve sinking fund when creating an asset with a value in excess of \$1 million and a useful life in excess of ten years.
7. Funding sources that have been identified for a specific project and approved with the adoption of the Capital Improvement Program shall remain the funding source for that project unless a specific exception is directed by Council.
8. Flexible transportation funding available to the City from federal, state, county, and local sources, that is eligible, will be used to fund operations, maintenance and preservation of existing capital transportation infrastructure, unless a specific exception is directed by Council.
9. New transportation capital projects, including transit projects that are located within the Eugene City limits will be reviewed by the Eugene City Council before inclusion into any regional or multi-jurisdictional project list or plan.

Debt Capacity

Overview

This section of the CIP discusses the affordability of future bond issues for unfunded projects. There are two ways to look at debt capacity. The first is to look at the capacity to issue debt under legal constraints. The second is to look at the affordability of that debt recognizing there is a limit to the City's ability to repay obligations.

The City has used only about 4% of its more than \$622 million of legal debt capacity for general obligation bonds as of June 30, 2014. The City's Budget Committee has determined that it would not be prudent for the City to issue debt up to that legal limit. The City has Financial Management Goals and Policies that include the following debt management guidelines. These guidelines were reviewed and approved by the Budget Committee in February 2004.

- Net direct debt as a percentage of real market value shall be a maximum of 1.0%.
- A minimum of 50% of net direct debt shall be retired within 10 years.
- Maximum annual debt service on all General Fund-backed debt shall be limited to 10% of General Fund expenditures in the year in which the debt is issued. Of this amount, long-term debt that has a primary pledge of General Fund resources shall be no more than 5% of General Fund expenditures.

These limits define the affordable level of debt that could be issued under the CIP. The following table shows the estimated levels for the City's debt affordability ratios as of June 30, 2014.

Debt Affordability Ratios	As of June 30, 2014	Policy Limit
Net direct debt as a percentage of real market value	0.13%	Maximum of 1.0%
Percent of net direct debt retired within 10 years	84%	Minimum of 50%
Annual debt service on all General Fund-backed debt as a percent of General Fund expenditures (excluding pension bonds)	0.4%	Maximum of 10%

Net direct debt includes all of the City's general obligation bonds except 50% of the Atrium bonds. The City excludes the pension bonds from the definition of net direct debt.

The City's debt ratios have an impact on its credit rating. The City is rated "Aa1" by Moody's Investors Service and has maintained a double-A rating since 1957. When Moody's last evaluated the City's credit, it was noted that the City's credit strengths included the low debt burden with an above average repayment schedule.

Projected Debt Burden

As of June 30, 2014, there was \$91.3 million of total debt and \$26.4 million of net direct outstanding. This leaves about \$181 million of additional capacity for debt issuance within the policy limits. The CIP includes \$310.5 million of unfunded projects, not including placeholder projects that are incorporated in the Multi-Year Financial Plan (MYFP). Some of these projects would most likely require debt issuance in order to be fully funded. There is not sufficient debt capacity available to fund all of the unfunded projects using debt, and it is not prudent to utilize the full capacity available. This means that careful choices will have to be made in the use of the remaining debt capacity.

CIP on the Website

The draft FY16-21 CIP can be accessed on the City’s web site at www.eugene-or.gov/CIP. The web site contains the entire CIP document and identifies location-specific projects by neighborhood. Prior CIP documents, Budget Committee materials, and the annual operating and capital budgets are also presented on the website.

Summary of Prior Planning Processes and Reports

Given the wide variety of specialized funding sources and the framework of adopted plans and policies, selection of projects for the CIP does not follow a one-size-fits-all priority setting process. Instead, within each program area various projects are selected based on needs that have been identified within that area; the funding that is projected to be available and the limitations on how this funding can be used; and any specific support or direction that has been provided by official advisory groups, neighborhoods, individual citizens, the City Council, outside agencies or other sources of input and guidance.

The following section contains a list of plans and reports from which the majority of current CIP projects have been compiled.

Plan: ADAAG Facilities Accessibility Evaluation
Description: A report that identifies areas of non-conformance in meeting the intent of Title 2 of the ADA and includes prioritized recommendations for correcting the deficiencies to bring facilities in compliance with ADA.

<u>Last Update</u>	<u>Last Public Review</u>	<u>Next Public Review</u>
2008	N/A	N/A

Plan: Agate/Fairmount Transportation Study
Description: A study of traffic calming measures in the Fairmount neighborhood and of strategies to improve the function and carrying capacity of Agate Street between Franklin and 19th Avenue.

<u>Last Update</u>	<u>Last Public Review</u>	<u>Next Public Review</u>
2007	2007	N/A

Plan: Airport Advisory Committee Recommendation
Description: The Committee develops recommendations for City staff by providing an ongoing citizen perspective and review of Airport Capital Improvement Projects, environmental issues, the airport budgeting process, and changes to Airport Administration policy.

<u>Last Update</u>	<u>Last Public Review</u>	<u>Next Public Review</u>
N/A	N/A	Monthly Meetings

Plan: Airport Master Plan Update
Description: Provides a 20 year development guide detailing the short and long term needs. Reviewed by the Airport Master Plan Update Advisory Committee.

<u>Last Update</u>	<u>Last Public Review</u>	<u>Next Public Review</u>
2010	2009	2017

Plan: Airport Pavement Management Plan
Description: Provides a condition assessment and recommended maintenance strategy and estimated cost for airport pavement.

<u>Last Update</u>	<u>Last Public Review</u>	<u>Next Public Review</u>
2014	N/A	N/A

Plan: Americans with Disabilities Act (ADA) Transition Plan
Description: A report that identifies prioritized recommendations for correcting the deficiencies to bring facilities in compliance with ADA.

<u>Last Update</u>	<u>Last Public Review</u>	<u>Next Public Review</u>
2008	2008	2015

Plan: City of Eugene NPDES Municipal Stormwater Permit and Stormwater Management Plan

Description: This permit and associated Stormwater Management Plan represent the City of Eugene's Phase I of the National Pollution Discharge Elimination System (NPDES) Municipal Separate Storm Sewer Discharge (MS4) Permit.

<u>Last Update</u>	<u>Last Public Review</u>	<u>Next Public Review</u>
2012	2012	2015

Plan: City of Eugene Transportation System Plan (formerly TransPlan)
Description: Provides long-range policy and implementation strategies to address the region's transportation issues, as required by the State of Oregon. Adopted by the City Council.

<u>Last Update</u>	<u>Last Public Review</u>	<u>Next Public Review</u>
2009	2009	Not scheduled

Plan: City of Eugene Underground Injection Controls Water Pollution Control Facility (WPCF) Permit

Description: This permit regulates the discharges from underground injection controls (UICs), or drywells, into groundwater.

<u>Last Update</u>	<u>Last Public Review</u>	<u>Next Public Review</u>
2013	2013	2023

Plan: City of Eugene Willamette Basin Total Maximum Daily Load (TMDL) Implementation Plan

Description: Plan identifies strategies that the City will undertake to minimize its contributions of certain pollutants to water quality impaired water bodies in within the Willamette Basin.

<u>Last Update</u>	<u>Last Public Review</u>	<u>Next Public Review</u>
2014	2014	2018

Plan: Comprehensive Stormwater Management Plan

Description: Provides policy direction for integrated, multi-objective stormwater management program. Includes flood protection and drainage services, protection and improvement of water quality, and protection and enhancement of wetlands and waterways. Adopted by the City Council.

<u>Last Update</u>	<u>Last Public Review</u>	<u>Next Public Review</u>
1993	1993	Not scheduled

Plan: Consolidated Plan (HUD CDBG and HOME grants)

Description: Inter-jurisdictional plan to identify needs and formulate a five-year strategic plan with objectives and outcomes that address needs for housing, homeless and community development.

<u>Last Update</u>	<u>Last Public Review</u>	<u>Next Public Review</u>
2010	2010	2015

Plan: Cuthbert Amphitheater Feasibility Study

Description: Evaluates the backstage operations at the Cuthbert Amphitheater and investigate the feasibility of improvements to the facilities and site. Discussion has included the need to modify the entry, vendor area and general access

<u>Last Update</u>	<u>Last Public Review</u>	<u>Next Public Review</u>
2014	2014	Not scheduled

Plan: Eugene/Springfield Consolidated Plan (HUD CDBG and HOME grants)
Description: Inter-jurisdictional plan to identify needs and formulate a five-year strategic plan with objectives and outcomes that address needs for housing, homeless, and community development.

<u>Last Update</u>	<u>Last Public Review</u>	<u>Next Public Review</u>
2010	2010	Not scheduled

Plan: Echo Hollow Pool Conceptual Master Plan
Description: The major goals of this master plan are to improve the image of the facility, provide more fun activities to increase participation in programs; create more of a community center facility, increase revenue generation, and provide for an efficient operation.

<u>Last Update</u>	<u>Last Public Review</u>	<u>Next Public Review</u>
2004	N/A	N/A

Plan: Elevator Modernization Report
Description: A one-time evaluation of the City's existing elevators that was completed in 2003 to address elevator code changes that went into effect in 2000.

<u>Last Update</u>	<u>Last Public Review</u>	<u>Next Public Review</u>
2003	N/A	N/A

Plan: Eugene Downtown Plan
Description: Provides long range direction for future development, improvements, and activities in the downtown area. Adopted by the City Council.

<u>Last Update</u>	<u>Last Public Review</u>	<u>Next Public Review</u>
2004	2004	Not scheduled

Plan: Eugene Pedestrian and Bicycle Master Plan
Description: The Eugene Pedestrian and Bicycle Master Plan (PBMP) provides the City of Eugene with the projects and policies necessary to create a first-class city for bicycling and walking and reduce greenhouse gas emissions from transportation. Adopted by the City Council.

<u>Last Update</u>	<u>Last Public Review</u>	<u>Next Public Review</u>
2012	2012	2020

Plan: Facility Condition Report
Description: A staff report detailing the status of City facilities in order to prioritize building reinvestment. This report focuses primarily on the General Fund-supported facilities.

<u>Last Update</u>	<u>Last Public Review</u>	<u>Next Public Review</u>
2010	N/A	N/A

Plan: Federal Aviation Administration (FAA) Capital Improvement Plan - 5 Year
Description: Provides a five-year financial plan for capital improvements to the Eugene Airport utilizing FAA funds. Updated annually. Projects are reviewed by the Airport Advisory Committee.

<u>Last Update</u>	<u>Last Public Review</u>	<u>Next Public Review</u>
2014	2014	2015

Plan: Fire and EMS Strategic Plan 2015-19
Description: Strategic plan for Eugene Springfield Fire for the four-year performance period. Using the organization consensus vision of the future as a foundation, this strategic plan will allow Eugene Springfield Fire to focus their efforts on areas that they have determined to be essential in reaching their future vision.

<u>Last Update</u>	<u>Last Public Review</u>	<u>Next Public Review</u>
2015	N/A	N/A

Plan: Fire Standards of Coverage
Description: Standards of Coverage is a comprehensive report that highlights community demographics, risk, resource deployment, concentration of personnel, and response reliability. The report provides a valuable review of past performance as well as offers strategic recommendations ensuring safe and effective emergency response.

<u>Last Update</u>	<u>Last Public Review</u>	<u>Next Public Review</u>
2013	N/A	N/A

Plan: Master Traffic Communications Plan
Description: A report that identifies the communications needs of the City's traffic network.

<u>Last Update</u>	<u>Last Public Review</u>	<u>Next Public Review</u>
2008	N/A	N/A

Plan: Parking Structure Condition Analysis (PSCA)
Description: Analysis of the parking structures by an architectural firm specializing in structural engineering. The study details recommended maintenance to increase the longevity of the facilities.

<u>Last Update</u>	<u>Last Public Review</u>	<u>Next Public Review</u>
2008	N/A	N/A

Plan: Pavement Management Program
Description: Provides a condition assessment and recommended maintenance strategy and estimated cost for each street segment within the City's 500-mile inventory of streets.

<u>Last Update</u>	<u>Last Public Review</u>	<u>Next Public Review</u>
2006	N/A	N/A

Plan: PROS (Parks, Recreation and Open Space) Comprehensive Plan
Description: A policy document that provides long range direction for future strategies and actions to improve parks, provide recreation opportunities, and protect natural resource values. Adopted by the City Council.

<u>Last Update</u>	<u>Last Public Review</u>	<u>Next Public Review</u>
2006	2006	2015-16

Plan: PROS Project and Priority Plan
Description: An action plan with specific project information that provides long range direction for future strategies and actions to improve parks, provide recreation opportunities, and protect natural resource values. Adopted by the City Council.

<u>Last Update</u>	<u>Last Public Review</u>	<u>Next Public Review</u>
2006	2006	2015-16

Plan: Regional Transportation Plan
Description: Provides a 20 year policy and strategies to address the region's transportation issues consistent with federal regulations including a financially constrained list of projects. Adopted by the Metropolitan Policy Committee.

<u>Last Update</u>	<u>Last Public Review</u>	<u>Next Public Review</u>
2007	2007	Not Scheduled

Plan: Stormwater Basin Master Plan
Description: Provides stormwater management strategies for each basin. Approved by the Executive Manager of the Public Works Department.

<u>Last Update</u>	<u>Last Public Review</u>	<u>Next Public Review</u>
2012	2012	2016 for River Road/Santa Clara Basin Plan

Plan: Traffic Signal List
Description: Identifies those intersections within the City that have met one or more MUTCD traffic signal warrants.

<u>Last Update</u>	<u>Last Public Review</u>	<u>Next Public Review</u>
2006	N/A	N/A

Plan: Urban Forest Management Plan
Description: Provides direction to manage trees within city limits.

<u>Last Update</u>	<u>Last Public Review</u>	<u>Next Public Review</u>
1992	N/A	N/A

Plan: Urban Renewal Plan - Riverfront District

Description: Provides direction for economic development in the Riverfront District. Originally adopted in 1985. City Council acts as the Urban Renewal Agency Board. URA activities are reviewed by the Eugene Redevelopment Advisory Committee.

<u>Last Update</u>	<u>Last Public Review</u>	<u>Next Public Review</u>
2004	2004	Not scheduled

Plan: Urban Sanitary Sewer Master Plan

Description: Identifies future needs and estimates the costs to extend service to developing areas within the Urban Growth Boundary.

<u>Last Update</u>	<u>Last Public Review</u>	<u>Next Public Review</u>
1992	N/A	2015

Plan: Wet Weather Flow Management Plan (WWFMP)

Description: Provides a strategic approach designed to reduce or limit the amount of groundwater/rainwater flow treated at the regional wastewater treatment plant while retaining the carrying capacity of the collection system.

<u>Last Update</u>	<u>Last Public Review</u>	<u>Next Public Review</u>
2001	2001	Not scheduled

Financial Summaries

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CIP Total by Funding Status

Funding Secured

in thousands of dollars (e.g. 1,000 = \$1 million)

Funding	Category	Fund Description	2016	2017	2018	2019	2020	2021	Total
Funding Secured	Airport	Airport Construction	313	3,092	313	397	3,600	250	7,965
		Customer Facility Charges		2,140					2,140
		Federal Aviation Admin.	8,864	4,767	938	2,198		4,138	20,905
		Passenger Facility Charge	6,583	1,500	2,000				10,083
	Airport	Sum	15,760	11,499	3,251	2,595	3,600	4,388	41,093
	Parks & Open Space	General Capital Projects	327	338	349	360	371	382	2,127
		Parks SDC	450	450	450	450	450	450	2,700
		Stormwater Utility - Capital	30	30	30	30	30	30	180
	Parks & Open Space	Sum	807	818	829	840	851	862	5,007
	Public Buildings and Facilities	General Capital Projects	2,942	3,031	3,620	3,709	3,798	3,887	20,987
		Road General Capital	35	35	35	35	35	35	210
		Stormwater Utility - Capital	35	35	35	35	35	35	210
		Wastewater Utility - Capital	35	35	35	35	35	35	210
	Public Buildings and Facilities	Sum	3,047	3,136	3,725	3,814	3,903	3,992	21,617
	Stormwater	Stormwater SDC	400	350	350	350	350	350	2,150
		Stormwater Utility - Capital	1,400	1,400	1,400	1,400	1,700	1,700	9,000
		Wetlands Mitigation Bank	50	50	50	50	50	50	300
	Stormwater	Sum	1,850	1,800	1,800	1,800	2,100	2,100	11,450
	Transportation	2012 Transportation Bond	8,290	8,590	8,900	6,220			32,000
		Federal Funds	508	81	3,651				4,240
		General Capital Projects	30	30	30	30	30	30	180
		Pavement Preservation Capital	2,850	2,850	2,850	2,850	2,850	2,850	17,100
		Stormwater Utility - Capital	500	500	500	500	500	500	3,000
		Transportation SDC	353	309	675	300	300	300	2,237
		Wastewater Utility - Capital	100	100	100	100	100	100	600
	Transportation	Sum	12,631	12,460	16,706	10,000	3,780	3,780	59,357
	Wastewater	Wastewater Utility - Capital	2,005	2,005	2,005	2,005	2,005	2,005	12,030
	Wastewater	Sum	2,005	2,005	2,005	2,005	2,005	2,005	12,030
	Funding Secured Total		36,100	31,718	28,316	21,054	16,239	17,127	150,554

CIP Total by Funding Status

Funding Identified

in thousands of dollars (e.g. 1,000 = \$1 million)

Funding	Category	Fund Description	2016	2017	2018	2019	2020	2021	Total	
Funding Identified	Airport	Passenger Facility Charge				1,000			1,000	
		Sum				1,000			1,000	
	Parks & Open Space	Hayes Trust		15	15	15	15	15	15	90
		Parks Maintenance		40	40	40	40	40	40	240
		Parks SDC	2,225	2,200	700	700	1,500	1,050		8,375
		Sum	2,280	2,255	755	755	1,555	1,105		8,705
	Stormwater	Stormwater Utility - Capital	800	800	800	500	500	500	500	3,900
		Sum	800	800	800	500	500	500	500	3,900
	Transportation	Transportation SDC	289	641	275	650	650	650	650	3,155
		Sum	289	641	275	650	650	650	650	3,155
	Wastewater	Wastewater SDC	650	650	650	650	650	650	650	3,900
		Sum	650	650	650	650	650	650	650	3,900
	Funding Identified Total			4,019	4,346	2,480	3,555	3,355	2,905	20,660

Funding Secured and Funding Identified Total	40,119	36,064	30,796	24,609	19,594	20,032	171,214
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CIP Summary by Funding Status

in thousands of dollars (e.g. 1,000 = \$1 million)

		Funding Not Identified									
Funding	Category	Fund Description	2016	2017	2018	2019	2020	2021	Total		
Funding Not Identified	Parks & Open Space	Parks SDC	3,343	3,712	3,521	3,510	3,679	3,488	21,253		
	Parks & Open Space	Sum	3,343	3,712	3,521	3,510	3,679	3,488	21,253		
	Public Buildings and Facilities	Cultural Services Fund						3,000	3,000		
		General	1,845	1,873	1,902	1,933	1,966	1,979	11,498		
		General Capital Projects	200		6,000	6,200		5,500	17,900		
		Grants	50	50	50	50	50	50	300		
		New GO Bond			42,000				42,000		
		Other			25,000				25,000		
		Parking	50	50	9,119	50	1,536	50	10,855		
	Public Buildings and Facilities	Sum	2,145	1,973	84,071	8,233	3,552	75,579	175,553		
	Stormwater	General		500	500				1,000		
		Grants		1,000	1,000				2,000		
		Stormwater SDC			100	100	100		300		
		Stormwater Utility - Capital		1,000	1,750	3,150	2,000	3,050	10,950		
	Stormwater	Sum		2,500	3,350	3,250	2,100	3,050	14,250		
	Transportation	Federal Funds		366	1,890	1,532	333	15,567	19,688		
		General Capital Projects						227	227		
		Other	125	2,125	1,125	1,125	1,125	18,260	23,885		
		Pavement Preservation Capital	6,560	6,260	5,950	8,630	14,850	14,850	57,100		
		Transportation SDC	410	464	1,457	585	448	1,979	5,343		
	Transportation	Sum	7,095	9,215	10,422	11,872	16,756	50,883	106,243		
	Wastewater	Wastewater Utility - Capital	410	410	410	410	410	410	2,460		
	Wastewater	Sum	410	410	410	410	410	410	2,460		
Funding Not Identified Total			12,993	17,810	101,774	27,275	26,497	133,410	319,759		

CIP Project Listing (alphabetical by category) Funding Secured and Funding Identified

in thousands of dollars (e.g. 1,000 = \$1 million)

Category	Project Title	Funding	Fund Description	2016	2017	2018	2019	2020	2021	Total	
Airport	Access Road Improvements and Signage	Funding Secured	Airport Construction					3,350		3,350	
	Airport Improvement Projects	Funding Secured	Airport Construction	250	250	250	250	250	250	1,500	
	Airport Master Plan Update	Funding Secured	Airport Construction	63						63	
	Automated Car Wash Facility	Funding Secured	Federal Aviation Admin.	938						938	
	Auxiliary Terminal	Funding Secured	Customer Facility Charges		2,140						2,140
		Funding Secured	Airport Construction				53				53
		Funding Secured	Federal Aviation Admin.				792				792
	Jet Bridge Replacement	Funding Identified	Passenger Facility Charge				1,000				1,000
	Ramp Rehabilitation: Various Ramps	Funding Secured	Passenger Facility Charge	400							400
	Runway: Mitigation of Open Water	Funding Secured	Airport Construction				63				63
	Snow Removal Equipment Acquisition	Funding Secured	Airport Construction			38					38
	Taxilane Construction	Funding Secured	Federal Aviation Admin.		93	563					563
		Funding Secured	Airport Construction		1,392	375					1,767
	Taxiway Rehabilitation	Funding Secured	Airport Construction		125		31				156
		Funding Secured	Federal Aviation Admin.		1,875		469				2,344
	Taxiway Sign Replacement	Funding Secured	Passenger Facility Charge	250							250
	Terminal Building: Exit Lane Monitoring Structure	Funding Secured	Passenger Facility Charge	600							600
	Terminal Building: Concourse C Addition	Funding Secured	Federal Aviation Admin.							4,138	4,138
	Terminal Building: Expansion	Funding Secured	Airport Construction		2,624						2,624
		Funding Secured	Federal Aviation Admin.		1,500						1,500
		Funding Secured	Passenger Facility Charge		1,500						1,500
	Terminal Building: Roof Replacement (Phase II/III)	Funding Secured	Passenger Facility Charge			2,000					2,000
	Complete ADA Park Improvements	Funding Identified	Parks SDC	150	150	150	150	150	150		750
	Develop Priority I Neighborhood Parks	Funding Identified	Parks SDC						800	500	1,300
	Neighborhood and Community Park Acquisition	Funding Identified	Parks SDC	575	550	550	550	550	550	550	3,325
	Parks Donation Projects	Funding Identified	Hayes Trust	15	15	15	15	15	15	15	90
		Funding Identified	Parks Maintenance	40	40	40	40	40	40	40	240
Site Renovations & Rehabilitation	Funding Secured	General Capital Projects	327	338	349	360	371	382	382	2,127	
Street Tree Stocking & Planting Program	Funding Secured	Parks SDC	450	450	450	450	450	450	450	2,700	
Urban Riverfront Park Planning and Development	Funding Identified	Stormwater Utility - Capital	30	30	30	30	30	30	30	180	
ADA Renovations	Funding Secured	Parks SDC	1,500	1,500						3,000	
Building Service Systems	Funding Secured	General Capital Projects	129	133	159	163	166	170	170	920	
General Site & Facility Improvements	Funding Secured	General Capital Projects	753	776	927	949	972	995	995	5,372	
Health, Safety & Welfare	Funding Secured	General Capital Projects	263	271	324	332	340	348	348	1,878	
Primary Building Systems	Funding Secured	General Capital Projects	519	535	639	655	671	686	686	3,705	
Roosevelt Yard Site Renovation & Rehab	Funding Secured	General Capital Projects	1,040	1,071	1,278	1,310	1,341	1,373	1,373	7,413	
	Funding Secured	Road General Capital	35	35	35	35	35	35	35	210	
	Funding Secured	Stormwater Utility - Capital	35	35	35	35	35	35	35	210	
	Funding Secured	Wastewater Utility - Capital	35	35	35	35	35	35	35	210	
Secondary Building Systems	Funding Secured	General Capital Projects	238	245	293	300	308	315	315	1,699	
Amazon Creek Restoration - 24th Ave. to 19th Ave.	Funding Identified	Stormwater Utility - Capital	300	300	300					900	
Drywell Elimination Program	Funding Identified	Stormwater Utility - Capital	500	500	500	500	500	500	500	3,000	
Stormwater System Rehabilitation	Funding Secured	Stormwater SDC	200	175	175	175	175	175	175	1,075	
	Funding Secured	Stormwater Utility - Capital	900	800	800	900	800	800	800	5,000	

CIP Project Listing (alphabetical by category) Funding Secured and Funding Identified

in thousands of dollars (e.g. 1,000 = \$1 million)

Category	Project Title	Funding	Fund Description	2016	2017	2018	2019	2020	2021	Total	
Stormwater	Stream Corridor Acquisition	Funding Secured	Stormwater Utility - Capital	150	150	150	150	150	150	900	
	Stream Restoration and Stabilization	Funding Secured	Stormwater SDC	200	175	175	175	175	175	1,075	
Transportation	Water Quality Facilities	Funding Secured	Stormwater Utility - Capital	150	150	150	150	150	150	900	
	Wetland Mitigation Bank Capital Projects	Funding Secured	Stormwater Utility - Capital	200	300	300	200	600	600	2,200	
	Wetland Mitigation Bank Transportation Corridor	Funding Secured	Wetlands Mitigation Bank	50	50	50	50	50	50	300	
	Amazon Active Transportation Corridor	Funding Secured	Federal Funds	224	27	1,290				1,541	
	Neighborhood Transportation Livability Northeast Livable Streets	Funding Secured	Transportation SDC	23	3	133				159	
	Pavement Preservation Program	Pavement Preservation Program	Funding Secured	General Capital Projects	30	30	30	30	30	30	180
			Funding Secured	Federal Funds	104	54	641				799
	Pavement Preservation Program - Transportation Bonds	Pavement Preservation Program	Funding Secured	Transportation SDC	11	6	66				83
			Funding Secured	Pavement Preservation Capital	2,850	2,850	2,850	2,850	2,850	2,850	17,100
			Funding Secured	Stormwater Utility - Capital	500	500	500	500	500	500	3,000
Funding Secured			Transportation SDC	300	300	300	300	300	300	1,800	
Pavement Preservation Program - Services for New Development/Grant Matching Funds Transportation	Pavement Preservation Program	Funding Secured	Wastewater Utility - Capital	100	100	100	100	100	100	600	
		Funding Secured	2012 Transportation Bond	8,290	8,590	8,900	6,220				32,000
Shared Use Path Jessem Path from Beltline Road to Terry Street	Shared Use Path Jessem Path from Beltline Road to Terry Street	Funding Identified	Transportation SDC	39	391	25	400	400	400	1,655	
		Funding Secured	Federal Funds	180		1,720					1,900
Wastewater	Traffic Operations Improvement Program	Funding Identified	Transportation SDC	19		176				195	
		Funding Identified	Transportation SDC	100	100	100	100	100	100	600	
	Community Sewers Rehabilitation Pump Station Rehabilitation	Funding Identified	Transportation SDC	150	150	150	150	150	150	900	
		Funding Secured	Wastewater Utility - Capital	255	255	255	255	255	255	1,530	
	Wastewater Services for New Development	Funding Secured	Wastewater Utility - Capital	450	450	450	450	450	450	2,700	
		Funding Identified	Wastewater SDC	200	200	200	200	200	200	1,200	
Wastewater System Rehabilitation	Wastewater System Rehabilitation	Funding Secured	Wastewater Utility - Capital	1,300	1,300	1,300	1,300	1,300	1,300	7,800	
		Funding Identified	Wastewater SDC	450	450	450	450	450	450	2,700	
Total				40,119	36,064	30,796	24,609	19,594	20,032	171,214	

CIP Project Listing (alphabetical by category) Funding Not Identified

in thousands of dollars (e.g. 1,000 = \$1 million)

Category	Project Title	Fund Description	2016	2017	2018	2019	2020	2021	Total
Parks & Open Space	Develop Water Play Features	Parks SDC		200	200	200	200	200	1,000
	Site Renovations & Rehabilitation	Parks SDC	2,723	2,712	2,701	2,690	2,679	2,668	16,173
	Trail System Development	Parks SDC	120	300	120	120	300	120	1,080
	Upgrade Neighborhood Parks	Parks SDC	500	500	500	500	500	500	3,000
Public Buildings and Facilities	Affordable Housing Program	General Capital Projects	200			200			400
	Amazon Community Center Renovation	General Capital Projects						4,000	4,000
	Broadway South & North Garages - Deferred Maintenance	Parking			887				887
	Campbell Community Center Renovation	General Capital Projects			4,000				4,000
	Cuthbert Amphitheater Renovations	Cultural Services Fund						3,000	3,000
	Echo Hollow/Sheldon Pool Systems Preservation	General Capital Projects						1,500	1,500
	Fire Stations: Land Purchase - New West Side Station	New GO Bond			500				500
	Fire Training Props Development	Grants	50	50	50	50	50	50	300
	Fleet Maintenance Facility	Other			25,000				25,000
	Hult Garage - Deferred Maintenance	Parking			443				443
	New West Side Fire Station	New GO Bond			6,500				6,500
	Overpark Garage - Deferred Maintenance	Parking			791				791
	Parcade Garage - Deferred Maintenance	Parking			2,439				2,439
	Parking Garage Access System Replacement	Parking					363		363
	Parking Garage Commercial Space Maintenance	Parking	50	50	50	50	50	50	300
	Parking Garage Lighting Retrofit	Parking			300				300
	Parking Multi Space Meter Replacement	Parking					148		148
	Parking Structure Elevator Modernization	Parking					975		975
	Parking Structures Seismic Upgrade	Parking			3,641				3,641
	Pearl Street Garage - Deferred Maintenance	Parking			568				568
Petersen Barn Community Center Renovation	General Capital Projects			2,000				2,000	
Public Building Deferred Maintenance	General	1,845	1,873	1,902	1,933	1,966	1,979	11,498	
Riverhouse Renovation	General Capital Projects				2,000			2,000	
Santa Clara Community Center, Pool & Branch Library	New GO Bond							35,000	
Sheldon Community Center & Pool Renovation	General Capital Projects				4,000			4,000	
Whiteaker/Skinner Butte Community & Aquatics Center	New GO Bond						30,000	30,000	
Willow Creek/Churchill Community Center, Pool & Branch Library	New GO Bond			35,000				35,000	

CIP Project Listing (alphabetical by category) Funding Not Identified

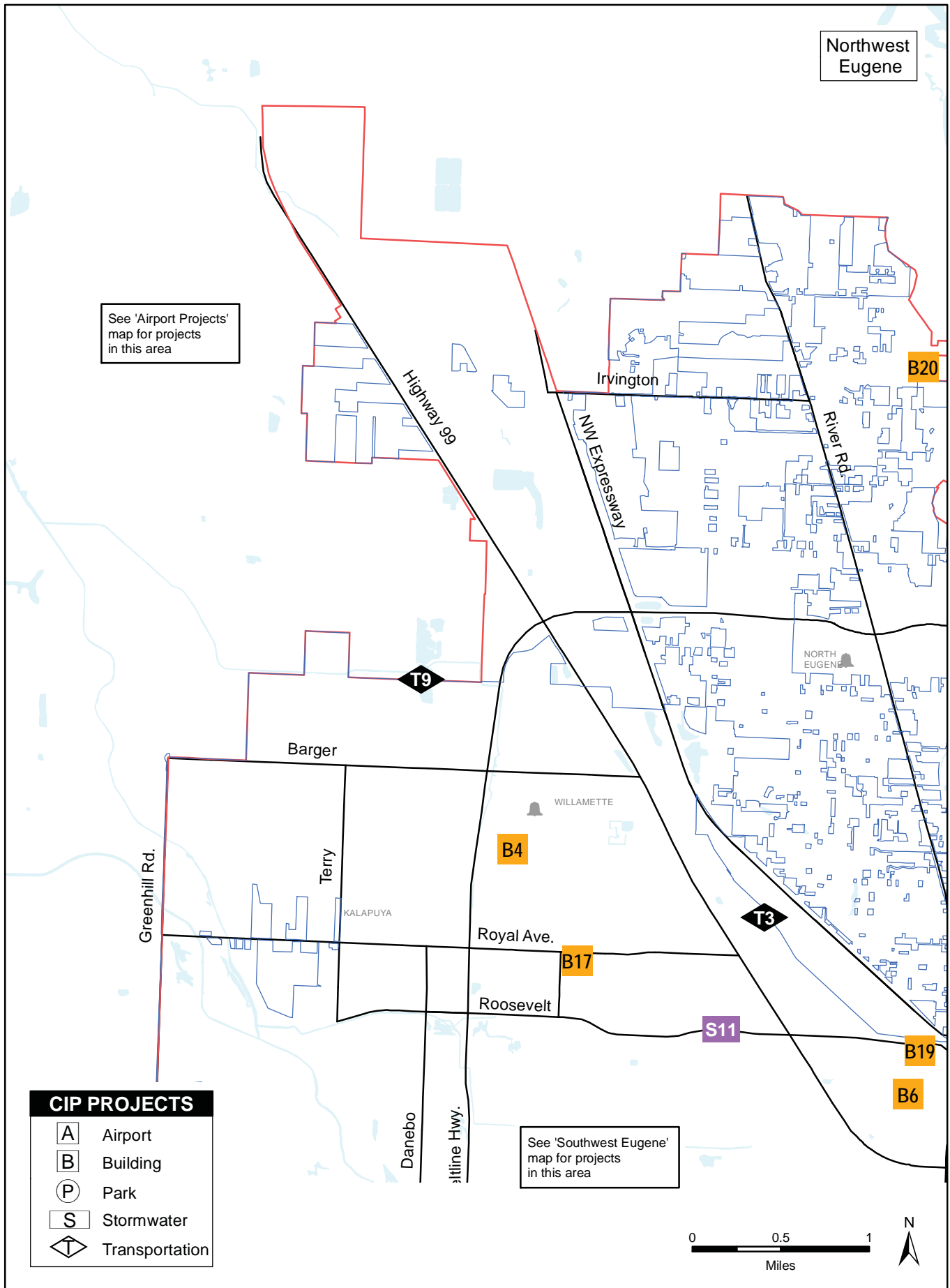
in thousands of dollars (e.g. 1,000 = \$1 million)

Category	Project Title	Fund Description	2016	2017	2018	2019	2020	2021	Total	
Stormwater	A3 Channel Water Quality Improvements	Stormwater Utility - Capital				950			950	
	Alton Baker Canoe Canal Renovation	General Grants Stormwater Utility - Capital		500 1,000 1,000	500 1,000 1,000				1,000 2,000 2,000	
	Amazon Creek Restoration - 24th Ave. to 19th Ave.	Stormwater Utility - Capital			750				750	
	Amazon Creek Restoration - Lane Events Center	Stormwater Utility - Capital				500			500	
	Amazon Creek Restoration and Rehab - 39th Ave. to Hilyard St.	Stormwater Utility - Capital					1,000		1,000	
	Amazon Creek Restoration and Rehab - City View St. to Oak Patch Rd.	Stormwater Utility - Capital					2,000		2,000	
	Amazon Creek Restoration and Rehab - North Westmoreland Park	Stormwater Utility - Capital				650			650	
	Amazon Creek Restoration and Rehab - Snell St. to Fox Hollow Rd.	Stormwater Utility - Capital						800	800	
	Amazon Headwaters Rehab, East Fork - South End of Center Way	Stormwater Utility - Capital				100			100	
	Mill St. Water Quality Improvements (EWEB)	Stormwater Utility - Capital				300			300	
	Roosevelt Channel Water Quality Improvements	Stormwater Utility - Capital				250			250	
	Services for New Development - Stormwater	Stormwater SDC			100	100	100			300
	Willamette River Bank Stabilization at Autzen Bridge	Stormwater Utility - Capital				400				400
	Willamette River Bank Stabilization at Owen Rose Garden	Stormwater Utility - Capital					600		600	
	Willamette River Bank Stabilization at Skinner Butte Park	Stormwater Utility - Capital					650		650	
	13th Avenue Active Transportation Corridor	Federal Funds			383	1,532				1,915
	Accessible Pedestrian Signals	Transportation SDC Other			44	175				219
	Bethel Drive, Hwy. 99 to Roosevelt	Federal Funds		65	65	65	65	65		325
	Coburg Road Traffic Communications Upgrades	Transportation SDC							768	768
	County Farm Road	Transportation SDC			830					830
	Eugene Bike Share	Federal Funds Transportation SDC Federal Funds							5,658	5,658
		Transportation SDC							648	648
		Federal Funds							1,873	1,873
		General Capital Projects							227	227

CIP Project Listing (alphabetical by category) Funding Not Identified

in thousands of dollars (e.g. 1,000 = \$1 million)

Category	Project Title	Fund Description	2016	2017	2018	2019	2020	2021	Total
Transportation	Franklin Boulevard Multiway Boulevard Improvements	Other						17,200	17,200
	High/Pearl Street Active Transportation Corridor	Federal Funds					333	1,330	1,663
		Transportation SDC					38	153	191
	Pavement Preservation Program - Funding for Project Backlog	Pavement Preservation Capital	6,560	6,260	5,950	8,630	14,850	14,850	57,100
	Railroad Quiet Zone	Other		2,000	1,000	1,000	1,000	1,000	6,000
	Sidewalk Access Ramps	Other	60	60	60	60	60	60	360
	South Willamette Street Transportation Improvements	Federal Funds		366	1,507				1,873
		Transportation SDC		54	173				227
	Street Lighting (Arterials and Collectors)	Transportation SDC	60	60	60	60	60	60	360
	Traffic Signal Improvements and Upgrades	Transportation SDC	350	350	350	350	350	350	2,100
Wastewater	Community Sewers Rehabilitation	Wastewater Utility - Capital	145	145	145	145	145	145	870
	Pump Station Rehabilitation	Wastewater Utility - Capital	65	65	65	65	65	65	390
	Wastewater System Rehabilitation	Wastewater Utility - Capital	200	200	200	200	200	200	1,200
Total		12,993	17,810	101,774	27,275	26,497	133,410	319,759	



CIP PROJECTS - NORTHWEST EUGENE

Public Buildings and Facilities

Site-specific CIP projects shown in funding tables for 2016-2021 as \$50,000 or more

- B4** Echo Hollow/Sheldon Pool Systems Preservation
- B6** Fleet Maintenance Facility
- B17** Petersen Barn Community Center Renovation
- B19** Roosevelt Yard Site Renovation & Rehab
- B20** Santa Clara Community Center, Pool & Branch Library

Stormwater

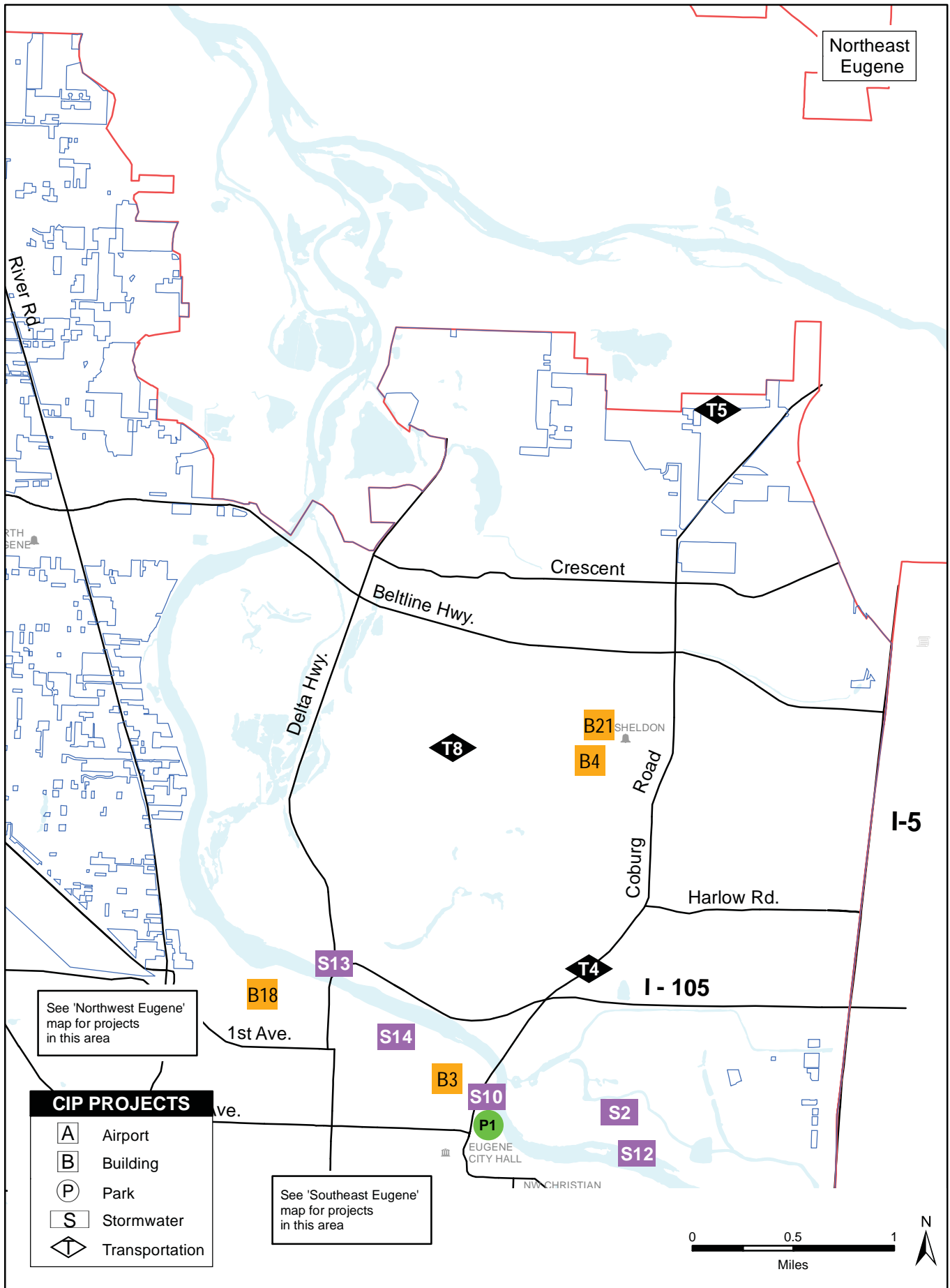
Site-specific CIP projects shown in funding tables for 2016-2021 as \$50,000 or more

- S11** Roosevelt Channel Water Quality Improvements

Transportation

Site-specific CIP projects shown in funding tables for 2016-2021 as \$50,000 or more

- T3** Bethel Drive: Highway 99 - Roosevelt Boulevard
- T9** Shared Use Path: Jessen Path from Beltline Road to Terry Street



CIP PROJECTS - NORTHEAST EUGENE

Public Buildings and Facilities

Site-specific CIP projects shown in funding tables for 2016-2021 as \$50,000 or more

- B3** Campbell Community Center Renovation
- B4** Echo Hollow/Sheldon Pool Systems Preservation
- B18** Riverhouse Renovation
- B21** Sheldon Community Center & Pool Renovation

Parks and Open Space

Site-specific CIP projects shown in funding tables for 2016-2021 as \$50,000 or more

- P1** Urban Riverfront Park Planning and Development

Stormwater

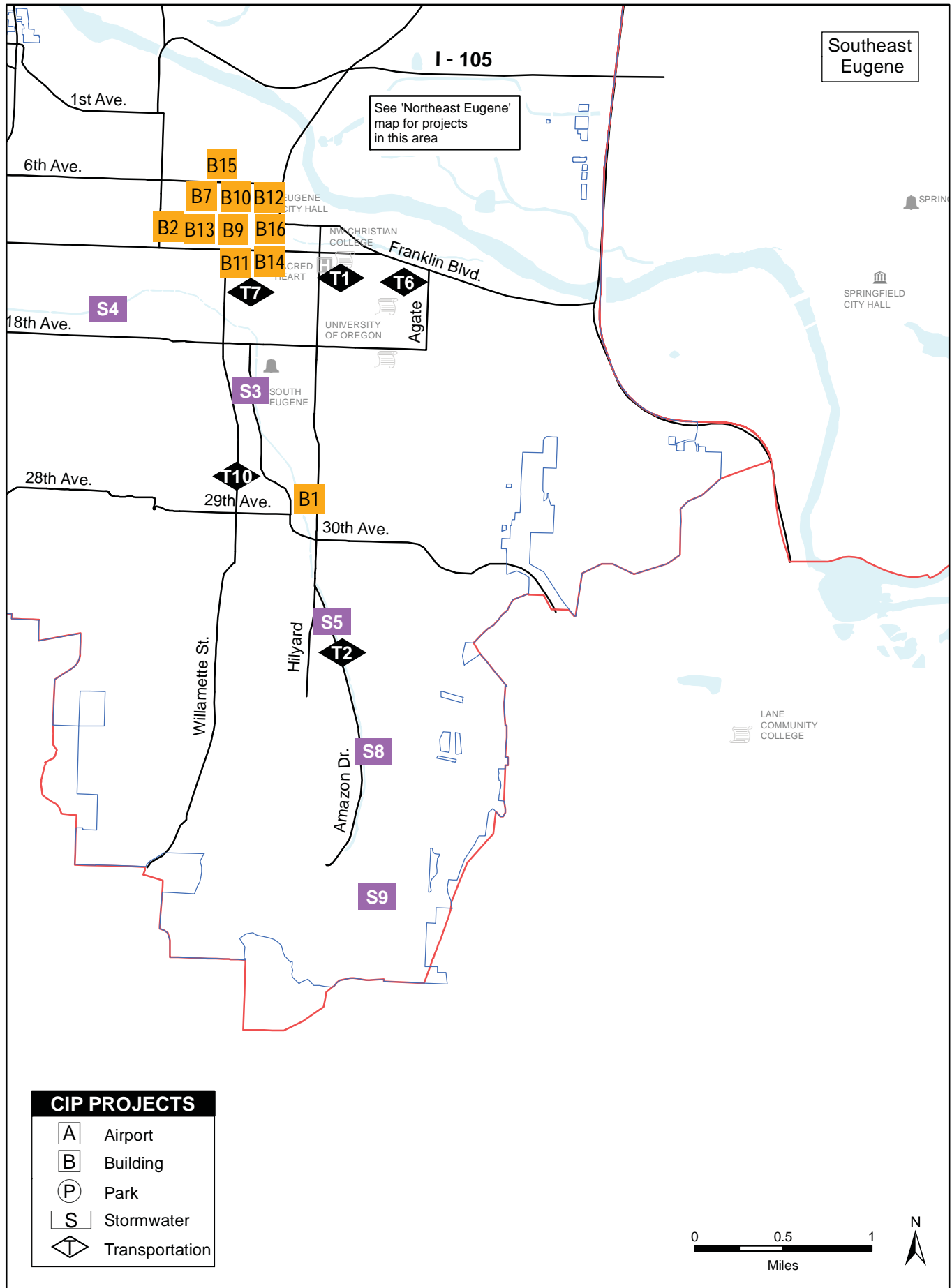
Site-specific CIP projects shown in funding tables for 2016-2021 as \$50,000 or more

- S2** Alton Baker Canoe Canal Renovation
- S10** Mill Street Water Quality Improvements (EWEB)
- S12** Willamette River Bank Stabilization at Autzen Bridge
- S13** Willamette River Bank Stabilization at Owen Rose Garden
- S14** Willamette River Bank Stabilization at Skinner Butte Park

Transportation

Site-specific CIP projects shown in funding tables for 2016-2021 as \$50,000 or more

- T4** Coburg Road Traffic Communications Upgrades
- T5** County Farm Road
- T8** Northeast Livable Streets



CIP PROJECTS - SOUTHEAST EUGENE

Public Buildings and Facilities

Site-specific CIP projects shown in funding tables for 2016-2021 as \$50,000 or more

- B1** Amazon Community Center Renovation
- B2** Broadway South & North Garages - Deferred Maintenance
- B7** Hult Garage - Deferred Maintenance
- B9** Overpark Garage - Deferred Maintenance
- B10** Parcade Garage - Deferred Maintenance
- B11** Parking - Pearl Street Garage Deferred Maintenance
- B12** Parking Garage Access System Replacement
- B13** Parking Garage Commercial Space Maintenance
- B14** Parking Garage Lighting Retrofit
- B15** Parking Structure Elevator Modernization
- B16** Parking Structure Seismic Upgrade

Stormwater

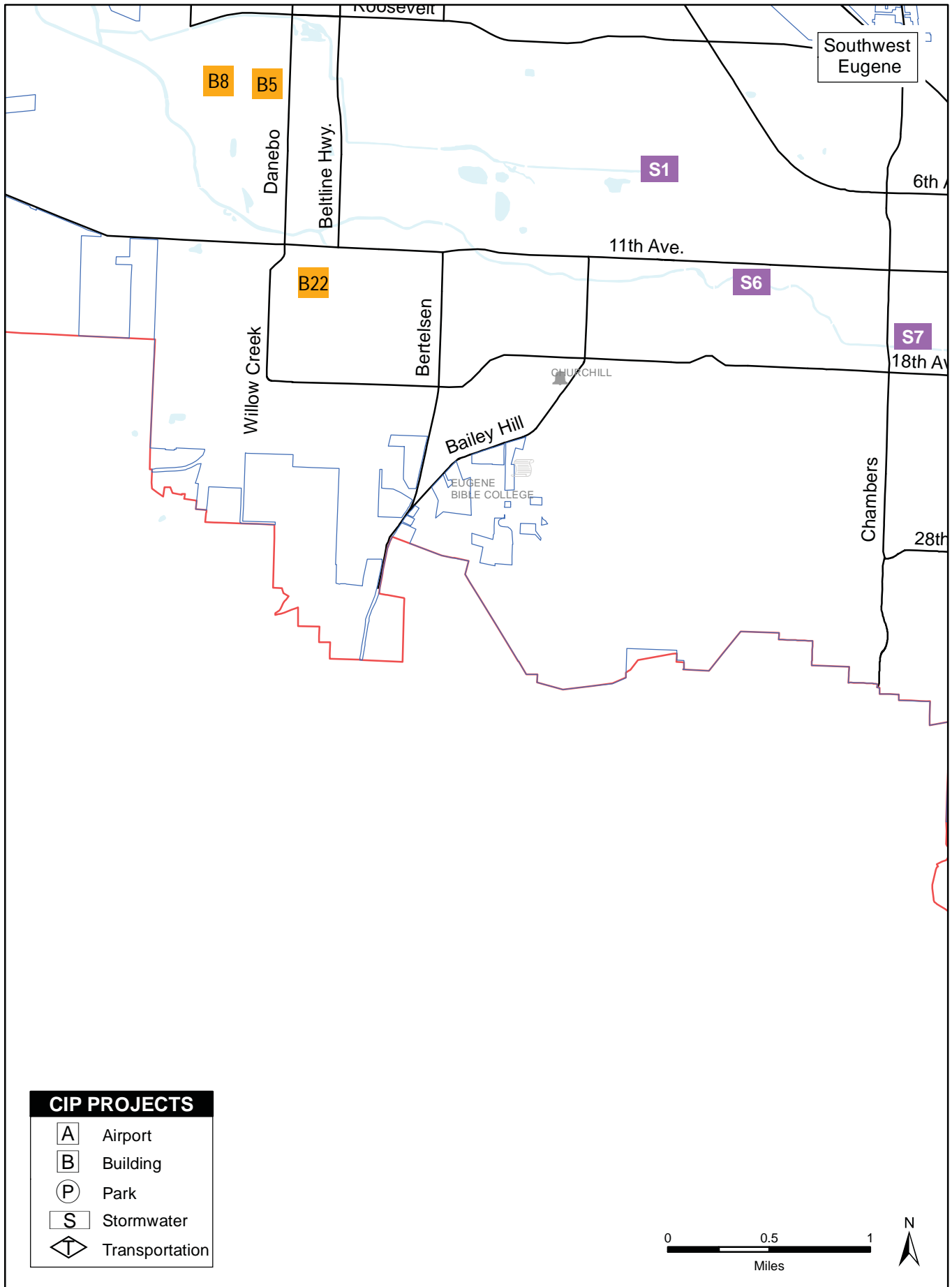
Site-specific CIP projects shown in funding tables for 2016-2021 as \$50,000 or more

- S3** Amazon Creek Restoration - 24th Avenue to 19th Avenue
- S4** Amazon Creek Restoration - Lane Events Center
- S5** Amazon Creek Restoration and Rehab - 39th Avenue to Hilyard Street
- S8** Amazon Creek Restoration and Rehab - Snell Street to Fox Hollow Road
- S9** Amazon Headwaters Rehab, East Fork - South End of Center Way

Transportation

Site-specific CIP projects shown in funding tables for 2016-2021 as \$50,000 or more

- T1** 13th Avenue Active Transportation Corridor
- T2** Amazon Active Transportation Corridor
- T6** Franklin Boulevard: Multiway Boulevard Improvements
- T7** High/Pearl Street Active Transportation Corridor
- T10** South Willamette Street Transportation Improvement Project



CIP PROJECTS - SOUTHWEST EUGENE

Public Buildings and Facilities

Site-specific CIP projects shown in funding tables for 2016-2021 as \$50,000 or more

- B5** Fire Stations: Land Purchase - New West Side Station
- B8** New West Side Fire Station
- B22** Willow Creek/Churchill Community Center, Pool & Branch Library

Stormwater

Site-specific CIP projects shown in funding tables for 2016-2021 as \$50,000 or more

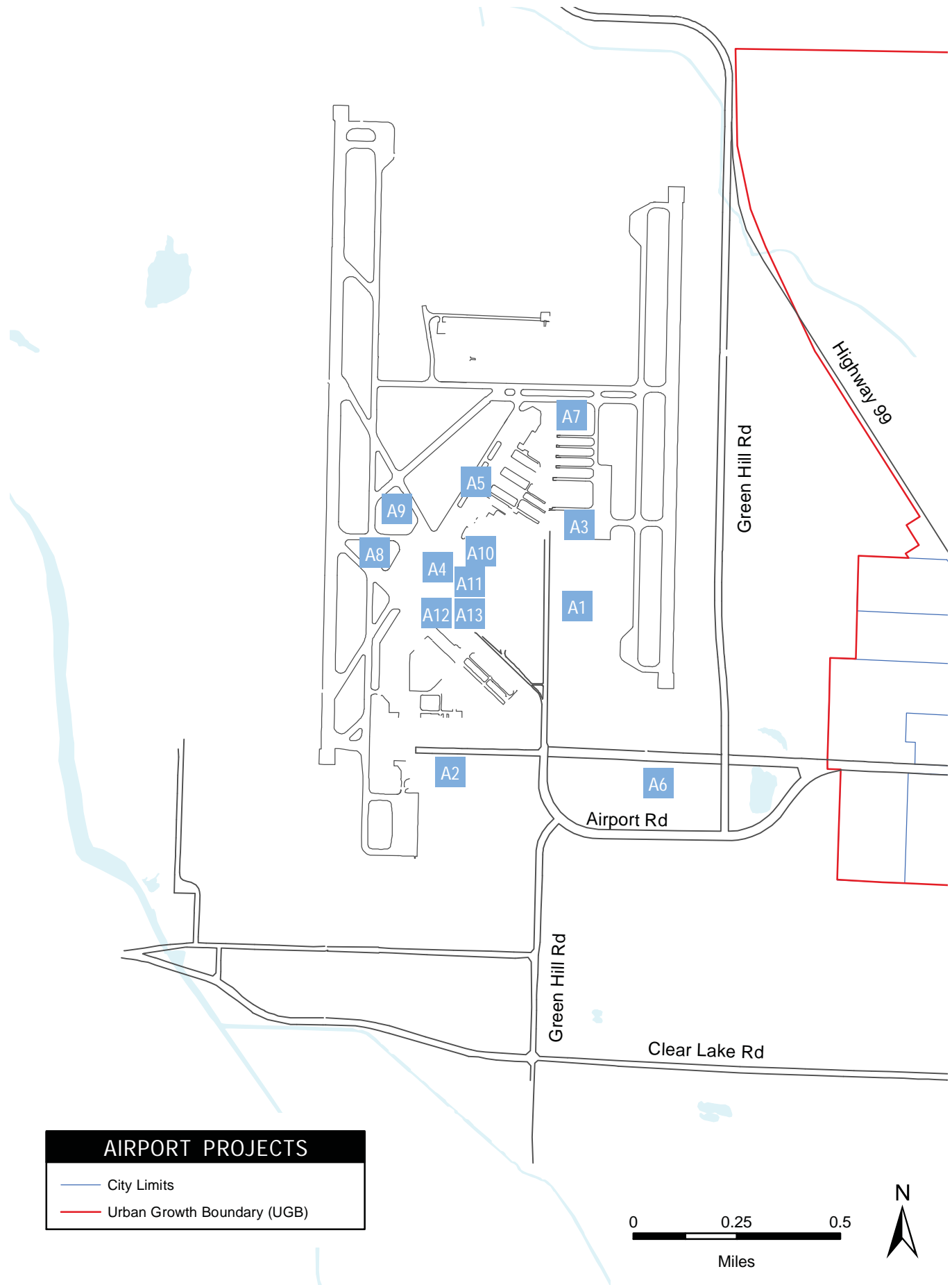
- S1** A3 Channel Water Quality Improvements
- S6** Amazon Creek Restoration and Rehab - City View Street to Oakpatch Road
- S7** Amazon Creek Restoration and Rehab - North Westmoreland Park

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Airport

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AIRPORT PROJECTS

Site-specific CIP projects shown in funding tables for 2016-2021 as \$50,000 or more

- A1 Access Road Improvements and Signage
- A2 Automated Car Wash Facility
- A3 Auxiliary Terminal
- A4 Jet Bridge Replacement
- A5 Ramp Rehabilitation: Various Ramps
- A6 Runway: Mitigation of Open Water
- A7 Taxilane Construction
- A8 Taxiway Rehabilitation
- A9 Taxiway Sign Replacement
- A10 Terminal Building: Concourse C Addition
- A11 Terminal Building: Exit Lane Monitoring Structure
- A12 Terminal Building: Expansion
- A13 Terminal Building: Roof Replacement (Phase II/III)

Airport

Overview

Capital projects for the Eugene Airport are outlined in, and structured by, the Eugene Airport Master Plan Update and the five-year Federal Aviation Administration (FAA) Capital Improvement Plan. These documents provide for the planned development of the Airport property and facilities to accommodate future aviation demand while remaining compatible with the environment and community development. Project priorities are determined through a process based on the adopted Master Plan Update and FAA approval.

Project Categories

Airport capital projects fall into one of the following four categories:

1. **Preservation and Maintenance** – Projects that preserve, maintain and repair the investment in existing airport facilities. They help ensure the airport improvements achieve their useful life span and are maintained at a level required for effective service delivery to the public.
2. **Site and Facility Improvements** – Projects that include modifications and/or additions to existing facilities to meet operational goals.
3. **Functional and Safety Improvements** – Projects that include modifications and/or additions to existing facilities to meet cost-efficiency goals and safety requirements.
4. **New Capital Facilities** – Projects in this category typically provide for new and/or replacement facilities, expansion of existing facilities/services or purchase of a new asset.

The focus of the Eugene Airport for the immediate future will be economic development, enhancements to safety and security, customer service improvements, and the preservation and maintenance of existing assets – primarily airfield pavements and the terminal building.

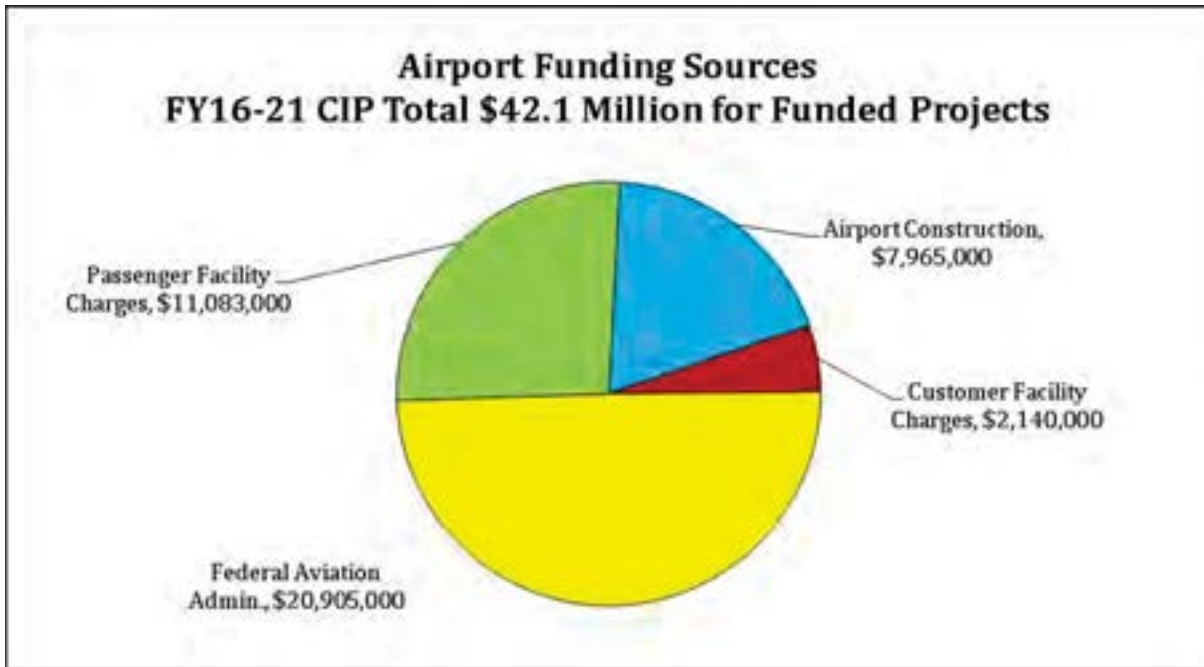
The FY16-21 CIP includes Airport improvement projects such as expansion of the passenger terminal, jet bridge replacement, and terminal building exit lane monitoring structures. Preservation and maintenance projects will continue to focus on pavement improvements as identified in the Airport's Pavement Management Plan. The FY16-21 CIP also includes construction of a new automated car wash facility, an auxiliary terminal for general aviation and charter services, and the purchase of snow removal equipment.

There are several major capital projects that have been completed since the approval of the FY14-19 CIP. Passenger Parking Lot Rehabilitation and Conversion was completed. Significant rehabilitation work was completed on the terminal to address long standing maintenance issues and prepare the structure for planned future expansion. Phase I of the Terminal Building Expansion began in FY14, while the roof replacement phase is in the FY16-21 CIP.

The projects included in the FY16-21 CIP are all considered funded and are consistent with the 2006 Eugene Airport Master Plan Update, a refinement of the Airport’s 1999 Master Plan. The Master Plan serves as a development guide for the Airport’s short-term (5 to 10 years) and long-term (20 years) needs. The Master Plan presents a 20-year development plan that is technically correct, environmentally sound, financially viable, and implementable; and identifies the overall land requirements that will ensure the Airport’s long-term operational viability.

Funding

Eugene Airport’s capital projects receive the majority of their funding from FAA grants, Passenger Facility Charges (PFC) and Customer Facility Charges (CFC). The FAA grants include allocations from both an Entitlement Fund and a Discretionary Fund. Levels of available Discretionary Funds are subject to Congressional legislation and are subject to the FAA’s priority system. The balance of funding comes from the Municipal Airport Fund, which is derived from airport parking fees, terminal rents, fees from other operations, and passenger or customer facility charges. While the current Airport CIP is fully funded, some projects are being segregated into smaller projects and spread out over a longer period of time to reflect the annual funding limitations and for planning purposes.



Airport Funding Secured & Funding Identified

in thousands of dollars (e.g. 1,000 = \$1 million)

Subcategory	Project Title	Funding	2016	2017	2018	2019	2020	2021	Total
Functional and Safety Improvements	Runway Mitigation of Open Water	Funding Secured				1,000			1,000
	Terminal Building: Exit Lane Monitoring Structure	Funding Secured	600						600
Functional and Safety Improvements Total			600			1,000			1,600
	New Capital Facilities			2,140					2,140
New Capital Facilities Total	Automated Car Wash Facility	Funding Secured		2,140					2,140
	Auxiliary Terminal	Funding Secured				845			845
	Snow Removal Equipment Acquisition	Funding Secured			601				601
	Terminal Building: Concourse C Addition	Funding Secured		2,140	601	845		4,138	4,138
Preservation and Maintenance	Ramp Rehabilitation: Various Ramps	Funding Secured	400						400
	Taxilane Construction	Funding Secured		1,485	400				1,885
	Taxiway Rehabilitation	Funding Secured		2,000		500			2,500
	Terminal Building: Roof Replacement (Phase II/III)	Funding Secured			2,000				2,000
Preservation and Maintenance Total			400	3,485	2,400	500			6,785
	Site and Facility Improvements						3,350		3,350
Site and Facility Improvements Total	Access Road Improvements and Signage	Funding Secured					3,350		3,350
	Airport Improvement Projects	Funding Secured	250	250	250	250	250	250	1,500
	Airport Master Plan Update	Funding Secured	1,001						1,001
	Taxiway Sign Replacement	Funding Secured	250						250
Site and Facility Improvements Total	Terminal Building: Expansion	Funding Secured	13,259	5,624					18,883
			14,760	5,874	250	250	3,600	250	24,984
Upgrades and Capacity Enhancement	Jet Bridge Replacement	Funding Identified				1,000			1,000
Upgrades and Capacity Enhancement Total						1,000			1,000
Total			15,760	11,499	3,251	3,595	3,600	4,388	42,093

Airport

Funding Secured

Functional and Safety Improvements

Runway: Mitigation of Open Water

Project Description: Phase I, completed in FY10, was for mitigation and drainage for Runway 34L. Phase II and Phase III project is for mitigation/drainage for Runway 34R. The Eugene Airport has identified wetlands which are potential bird attractants though a wetland delineation report. Birds are a serious hazard to aviation. A bird or a flock of birds that suddenly rise from a runway or surrounding area may collide with incoming or outbound aircraft. The mitigation of the wetlands will be a safety enhancement project.

Project Status: *In Progress* This project was previously included in the FY10-15, FY12-17 and FY14-19 CIPs. Phase I was completed in FY10; phase II was completed in FY12. Phase III work is slated to begin in FY19.

Specific Plans/Policies Related to this Project:

- Airport Advisory Committee Recommendation
- Airport Master Plan Update
- Federal Aviation Administration (FAA) Capital Improvement Plan - 5 Year

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Airport Construction	\$0	\$0	\$0	\$63	\$0	\$0	\$63
Federal Aviation Admin.	\$0	\$0	\$0	\$937	\$0	\$0	\$937
Total	\$0	\$0	\$0	\$1,000	\$0	\$0	\$1,000

Neighborhood: Outside City Limits

Ward: Airport



Eugene Airport Open Water Mitigation Area

Airport

Funding Secured

Functional and Safety Improvements

Terminal Building: Exit Lane Monitoring Structure

Project Description: Project included in Terminal Building Expansion project

Project Status: *In Progress* This project has previously appeared in the CIP. Funded at \$200,000 in FY12 capital budget. In FY16-21 CIP, project design and construction is proceeding in conjunction with Terminal Expansion which began in FY15

Specific Plans/Policies Related to this Project:

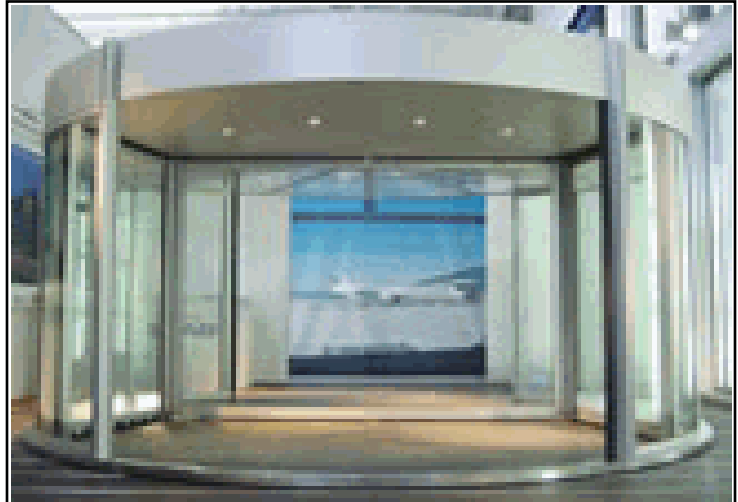
Airport Advisory Committee Recommendation

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Passenger Facility Charge	\$600	\$0	\$0	\$0	\$0	\$0	\$600
Total	\$600	\$0	\$0	\$0	\$0	\$0	\$600

Neighborhood: Outside City Limits

Ward: Airport



Exit Lane System

Airport

Funding Secured

New Capital Facilities

Automated Car Wash Facility

Project Description: Project will design and construct an environmentally friendly and energy efficient automated car wash facility for car rental companies at the airport. The project will relocate the current car service/storage area to the south of Old Airport Road and will be funded by Rental Car Customer Facility Charges.

Ongoing preservation and maintenance costs will be funded by the car rental agencies with lease agreements.

Project Status: *Not Started* This item was partially funded at \$1,860,000 in the FY09 capital budget. Final phase of the project is moved to FY17. In the FY16-21 CIP, the funding is increased by \$2,140,000 for a total project cost of \$4,000,000. No net increase in facility or operating costs are expected.

Specific Plans/Policies Related to this Project:

Airport Advisory Committee Recommendation

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Customer Facility Charges	\$0	\$2,140	\$0	\$0	\$0	\$0	\$2,140
Total	\$0	\$2,140	\$0	\$0	\$0	\$0	\$2,140

Neighborhood: Outside City Limits

Ward: Airport



Current Eugene Airport Car Wash Facility

Airport

Funding Secured

New Capital Facilities

Auxiliary Terminal

Project Description: Design and construct a new auxiliary terminal with direct access to the existing airfield. As identified in the Airport Master Plan Update, the new facility will be adjacent to the new 6000 foot Parallel Runway 16L/34R, east of Douglas Drive. Preservation and maintenance costs will be funded by lease revenue received from the general aviation terminal tenants.

Project Status: *Not Started* This item appeared in previous CIPs as the General Aviation Terminal. In the FY16-21 CIP, this project is moved to FY19, with a funding decrease of \$155,000 from the prior CIP.

Specific Plans/Policies Related to this Project:

- Airport Advisory Committee Recommendation
- Airport Master Plan Update
- Federal Aviation Administration (FAA) Capital Improvement Plan - 5 Year

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Airport Construction	\$0	\$0	\$0	\$53	\$0	\$0	\$53
Federal Aviation Admin.	\$0	\$0	\$0	\$792	\$0	\$0	\$792
Total	\$0	\$0	\$0	\$845	\$0	\$0	\$845

Neighborhood: Outside City Limits

Ward: Airport



Eugene Airport General Aviation Terminal Site

Airport

Funding Secured

New Capital Facilities

Snow Removal Equipment Acquisition

Project Description: Acquire replacement Snow Removal Equipment (SRE) allowable per guidance from the Federal Aviation Administration (FAA) Advisory Circular #150/5220-20. In FY13, Oshkosh broom was replaced through this capital project. FY16 deicer truck replacement was funded in FY14-19 CIP. FY16-21 CIP provides replacement costs in FY18.

Project Status: *Not Started* This item has previously appeared in the CIP.

Specific Plans/Policies Related to this Project:

- Airport Advisory Committee Recommendation
- Airport Master Plan Update
- Federal Aviation Administration (FAA) Capital Improvement Plan - 5 Year

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Airport Construction	\$0	\$0	\$38	\$0	\$0	\$0	\$38
Federal Aviation Admin.	\$0	\$0	\$563	\$0	\$0	\$0	\$563
Total	\$0	\$0	\$601	\$0	\$0	\$0	\$601

Neighborhood: Outside City Limits

Ward: Airport



Airport Snow Removal Equipment Vehicle

Airport

Funding Secured

New Capital Facilities

Terminal Building: Concourse C Addition

Project Description: Addition of third concourse to serve projected demand levels at the Airport as identified in the Master Plan update. The timeline for this FAA-funded project will be determined when enplanement activity reaches the levels outlined in the Airport Master Plan. Size and design as well as related facility and operating costs have not yet been determined.

Project Status: *Not Started* This project previously appeared in FY12-17 and FY14-19 CIP. In FY16-21 CIP this project is moved to FY21. Project is a placeholder for future expansion of the airport terminal.

Specific Plans/Policies Related to this Project:

- Airport Advisory Committee Recommendation
- Airport Master Plan Update
- Federal Aviation Administration (FAA) Capital Improvement Plan - 5 Year

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Federal Aviation Admin.	\$0	\$0	\$0	\$0	\$0	\$4,138	\$4,138
Total	\$0	\$0	\$0	\$0	\$0	\$4,138	\$4,138

Neighborhood: Outside City Limits

Ward: Airport



Eugene Airport Terminal Building Concourse C Addition Site

Airport

Funding Secured

Preservation and Maintenance

Ramp Rehabilitation: Various Ramps

Project Description: Rehabilitate various ramp pavements as identified in the Airport Pavement Management Plan.

Project Status: In Progress This item has appeared in previous CIPs. Funded in capital budget at \$590,000 in FY12 and \$250,000 in FY13. This is an ongoing project with new needs to be identified in the Airport's Pavement Management Study.

Specific Plans/Policies Related to this Project:

- Airport Advisory Committee Recommendation
- Airport Master Plan Update
- Airport Pavement Management Plan
- Federal Aviation Administration (FAA) Capital Improvement Plan - 5 Year

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Passenger Facility Charge	\$400	\$0	\$0	\$0	\$0	\$0	\$400
Total	\$400	\$0	\$0	\$0	\$0	\$0	\$400

Neighborhood: Outside City Limits

Ward: Airport



Ramp Rehabilitation Project Locations

Airport

Funding Secured

Preservation and Maintenance

Taxilane Construction

Project Description: Reconstruction of various taxilane pavements which have inadequate pavement structure or are at the end of their useful life.

Project Status: *In Progress* This item has appeared in previous CIPs. FY17 funding covers Taxiway Kilo relocation. FY18 funding covers Taxilane Non-movement Area.

Specific Plans/Policies Related to this Project:

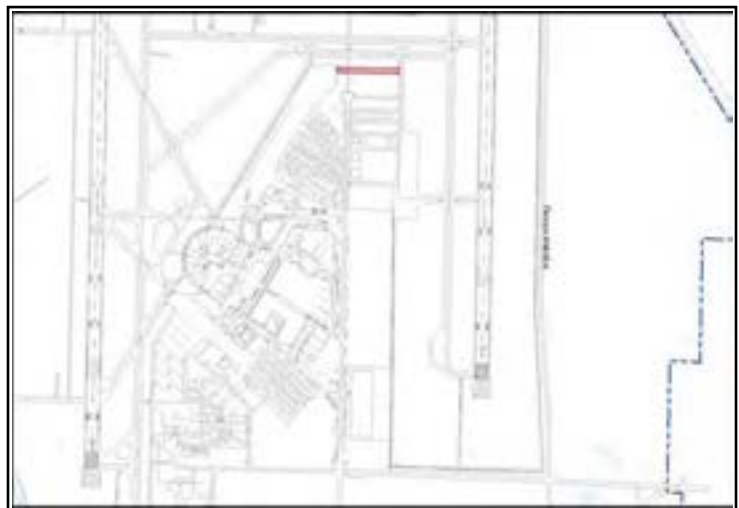
- Airport Advisory Committee Recommendation
- Airport Master Plan Update
- Airport Pavement Management Plan
- Federal Aviation Administration (FAA) Capital Improvement Plan - 5 Year

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Airport Construction	\$0	\$93	\$25	\$0	\$0	\$0	\$118
Federal Aviation Admin.	\$0	\$1,392	\$375	\$0	\$0	\$0	\$1,767
Total	\$0	\$1,485	\$400	\$0	\$0	\$0	\$1,885

Neighborhood: Outside City Limits

Ward: Airport



Eugene Airport Taxilane Reconstruction Site

Airport

Funding Secured

Preservation and Maintenance

Taxiway Rehabilitation

Project Description: Rehabilitate various taxiway pavements as identified in the Airport Pavement Management Program.

Project Status: *In Progress* This item has previously appeared in the CIP. Funded at \$1.6 million in FY12 capital budget. FY17 funding includes rehabilitation of Taxiway Alpha. FY19 funding covers ongoing Taxiway rehabilitation to be identified in the Pavement Management Study.

Specific Plans/Policies Related to this Project:

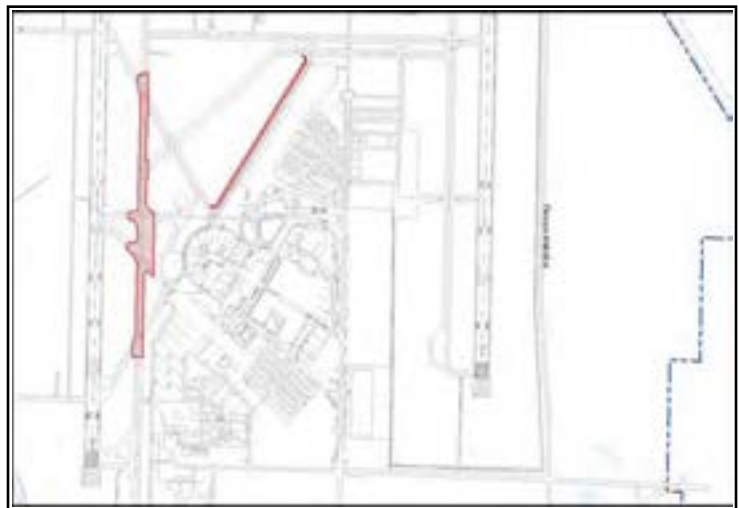
- Airport Advisory Committee Recommendation
- Airport Master Plan Update
- Airport Pavement Management Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Airport Construction	\$0	\$125	\$0	\$31	\$0	\$0	\$156
Federal Aviation Admin.	\$0	\$1,875	\$0	\$469	\$0	\$0	\$2,344
Total	\$0	\$2,000	\$0	\$500	\$0	\$0	\$2,500

Neighborhood: Outside City Limits

Ward: Airport



Eugene Airport Taxiway Rehabilitation Sites

Airport

Funding Secured

Preservation and Maintenance

Terminal Building: Roof Replacement (Phase II/III)

Project Description: Replacement of the roof in terminal building and concourse A.

Project Status: *Not Started* Phase I of this project has previously been funded. Phases II/III of this project were included in FY12-17 CIP. In FY14-19 CIP, this project was moved to FY15, and the funding increased by \$1,250,000 to reflect updated cost estimates. In FY16-21 CIP this project moved to FY18 to be completed at end of terminal expansion project.

Specific Plans/Policies Related to this Project:

- Airport Advisory Committee Recommendation
- Federal Aviation Administration (FAA) Capital Improvement Plan - 5 Year

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Passenger Facility Charge	\$0	\$0	\$2,000	\$0	\$0	\$0	\$2,000
Total	\$0	\$0	\$2,000	\$0	\$0	\$0	\$2,000

Neighborhood: Outside City Limits

Ward: Airport



Eugene Airport Terminal Roof Replacement Site

Airport

Funding Secured

Site and Facility Improvements

Access Road Improvements and Signage

Project Description: Design and construct roadway system north of Airport Road for entrance to parking and terminal, and separate access road for properties north of the terminal. This will improve the primary access to the airport, address safety and traffic guidance issues, and provide airport users with a more defined entrance.

Project Status: *Not Started* This project has previously appeared in the CIP. Funded at \$150,000 in FY12 capital budget. Airport Entry sign was completed in FY14. Remainder of project funding is moved to FY20.

Specific Plans/Policies Related to this Project:

Airport Advisory Committee Recommendation

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Airport Construction	\$0	\$0	\$0	\$0	\$3,350	\$0	\$3,350
Total	\$0	\$0	\$0	\$0	\$3,350	\$0	\$3,350

Neighborhood: Outside City Limits

Ward: Airport



Eugene Airport Access Road Improvements

Airport

Funding Secured

Site and Facility Improvements

Airport Improvement Projects

Project Description: Provide funding for small (less than \$50,000) airport improvement, preservation and maintenance projects.

Project Status: *In Progress* This is an ongoing project included in previous CIPs. Funds are budgeted under this program and are later transferred to specific projects as they are identified and developed. Funded at \$250,000 per year in FY12, FY13, FY14 and FY15 capital budgets.

Specific Plans/Policies Related to this Project:

Airport Advisory Committee Recommendation

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Airport Construction	\$250	\$250	\$250	\$250	\$250	\$250	\$1,500
Total	\$250	\$250	\$250	\$250	\$250	\$250	\$1,500

Neighborhood: Outside City Limits

Ward: Airport



Eugene Airport Terminal

Airport

Funding Secured

Site and Facility Improvements

Airport Master Plan Update

Project Description: The purpose of the Airport Master Plan update is to assess the current, short, medium, and long range development needs of the Eugene Airport to meet anticipated aviation demand. Eugene Airport Master Plan provides a guide for the next twenty (20) years that include elements for improving Airport safety, and maintaining and upgrading Airport facilities.

Project Status: *Not Started* Airport Master Plan is updated every 5-10 years and identifies short to long term goals for the airport. This project previously appeared in FY14-19 CIP, and now has been moved to FY16.

Specific Plans/Policies Related to this Project:

- Airport Advisory Committee Recommendation
- Federal Aviation Administration (FAA) Capital Improvement Plan - 5 Year

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Airport Construction	\$63	\$0	\$0	\$0	\$0	\$0	\$63
Federal Aviation Admin.	\$938	\$0	\$0	\$0	\$0	\$0	\$938
Total	\$1,001	\$0	\$0	\$0	\$0	\$0	\$1,001

Neighborhood: Outside City Limits

Ward: Airport



Master Plan Update is mandated by the FAA

Airport

Funding Secured

Site and Facility Improvements

Taxiway Sign Replacement

Project Description: Replace signage on Airfield, improving taxiway sign clarity and guidance for pilots, enhancing safety.

Project Status: *In Progress* This item has previously appeared in the CIP. Funded at \$250,000 in FY12 capital budget.

Specific Plans/Policies Related to this Project:

- Airport Advisory Committee Recommendation
- Airport Master Plan Update
- Federal Aviation Administration (FAA) Capital Improvement Plan - 5 Year

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Passenger Facility Charge	\$250	\$0	\$0	\$0	\$0	\$0	\$250
Total	\$250	\$0	\$0	\$0	\$0	\$0	\$250

Neighborhood: Outside City Limits

Ward: Airport



Eugene Airport Taxiway Signage

Airport

Funding Secured

Site and Facility Improvements

Terminal Building: Expansion

Project Description: Expansion of the southern end of the terminal to serve projected demand levels at the airport as identified in the Master Plan Update. The project includes construction of a second baggage claim area, relocation of Airport and TSA Administration offices for customer service and efficiency purposes, expands rental square footage. Project incorporates Auto Exit Lane technology to improve efficiency in terminal security area. The timeline for this FAA-funded project will be determined when enplanement activity reaches the levels outlined in the Master Plan. Revenue from additional rental space are expected to offset facility costs.

Project Status: *In Progress* This item has previously appeared in the CIP. This project began in FY14 and is scheduled for completion in FY17. Phase I of this project was funded in the FY14 capital budget at \$6.1 million.

Specific Plans/Policies Related to this Project:

- Airport Advisory Committee Recommendation
- Airport Master Plan Update
- Federal Aviation Administration (FAA) Capital Improvement Plan - 5 Year

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Airport Construction	\$0	\$2,624	\$0	\$0	\$0	\$0	\$2,624
Federal Aviation Admin.	\$7,926	\$1,500	\$0	\$0	\$0	\$0	\$9,426
Passenger Facility Charge	\$5,333	\$1,500	\$0	\$0	\$0	\$0	\$6,833
Total	\$13,259	\$5,624	\$0	\$0	\$0	\$0	\$18,883

Neighborhood: Outside City Limits

Ward: Airport



Eugene Airport Terminal Building Expansion Site

Airport

Funding Identified

Upgrades and Capacity Enhancement

Jet Bridge Replacement

Project Description: This project involves the replacement of one jet bridge that has reached the end of its useful life. The jet bridge is now subject to periodic breakdowns which are expected to increase in frequency. The passenger loading bridge will continue to deteriorate until it is no longer repairable. The new installation will include all the necessary electrical, terminal modifications, lighting, signage and striping.

Project Status: *Not Started* New project in FY14-19 CIP. This project replaces and improves jet bridges in Concourse A. Project moved to FY19.

Specific Plans/Policies Related to this Project:

Airport Advisory Committee Recommendation

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Passenger Facility Charge	\$0	\$0	\$0	\$1,000	\$0	\$0	\$1,000
Total	\$0	\$0	\$0	\$1,000	\$0	\$0	\$1,000

Neighborhood: Outside City Limits

Ward: Airport



Jet Bridge Replacement

Parks & Open Space

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PARKS AND OPEN SPACE PROJECTS

Site-specific CIP projects shown in funding tables for 2016-2021 as \$50,000 or more

- P1** Urban Riverfront Park Planning and Development

Parks and Open Space

Overview

The City owns, manages, and maintains a large network of parks, recreation facilities, and open space areas. Currently, the City owns more than 4,576 acres of parks and open spaces, and approximately 880 acres of wetlands in the West Eugene wetlands system. The City's goals for the parks and open space system include providing opportunities for active and passive recreation, conserving open space and natural resources, and contributing to water quality and wildlife habitat, while maintaining the system in a sustainable manner.

As the community continues to grow, the City strives to balance providing new and/or expanded facilities to meet the increased demands for parks and open space while maintaining the safety and functionality of existing infrastructure in older parts of the park and open space system. The City Council adopted a Parks, Recreation, and Open Space Project and Priority Plan in May 2006, which lists specific park development projects and identifies relative priorities among the listed projects for a 20-year planning period.

While the park development capital projects listed in the FY16-21 CIP are generally consistent with the policies in the Project and Priority Plan, implementation of some lower priority projects may occur before some higher priority projects are completed. In most cases, this is due to limitations of available capital funding for different types of projects or due to a shortfall in operations and maintenance funding related to projects with high maintenance needs. Most notably, projects that involve restoration and maintenance of existing facilities do not qualify for most of the Parks and Open Space capital funding sources and therefore many of these needs are going unaddressed.

The City's capacity for expanding the park and open space system is related not only to the availability of capital funding for park development and renovation, but also to the availability of operations and maintenance funding needed to operate and maintain new or expanded facilities once they are constructed. The operations and maintenance funding is both critical and substantial, since this expense is borne annually over the life of the asset.

Project Categories

Parks and open space capital projects fall into one of the following six categories:

1. **Preservation and Maintenance** - These projects preserve, maintain and repair systems associated with existing parks and open space facilities. They help to ensure that park improvements achieve their useful life span and are maintained at a level required for effective service delivery to the public.
2. **Land Acquisition** – These projects are for acquiring land for new neighborhood and community parks and natural areas.
3. **Upgrades and Capacity Enhancement** – Projects that enhance the community such as tree planting programs.

4. **New Capital Facilities** – Projects in this category typically provide for either new and/or replacement facilities or are projects that expand existing facilities/services and are of a scale to warrant classification as stand-alone projects. Park development and acquisition necessary to address community growth are found in this category of projects.
5. **Site and Facility Improvements** – These projects increase services levels and expand the functionality of existing park features and facilities.
6. **Functional and Safety Improvements** – These projects improve access, accessibility and safety of existing parks and include renovation of facilities that no longer meet safety standards and regulations.

Funding Outlook

Historically, bond measures have been used to fund major park development and renovation projects, as well as park and open space land acquisition. A \$25.3 million Parks and Open Space bond measure passed by Eugene voters in 1998 funded renovation, acquisition, and development projects in FY00 through FY07. A \$27.5 million Parks and Open Space bond measure approved by voters in November 2006 has funded significant property acquisition and some new development and renovation in recent years.

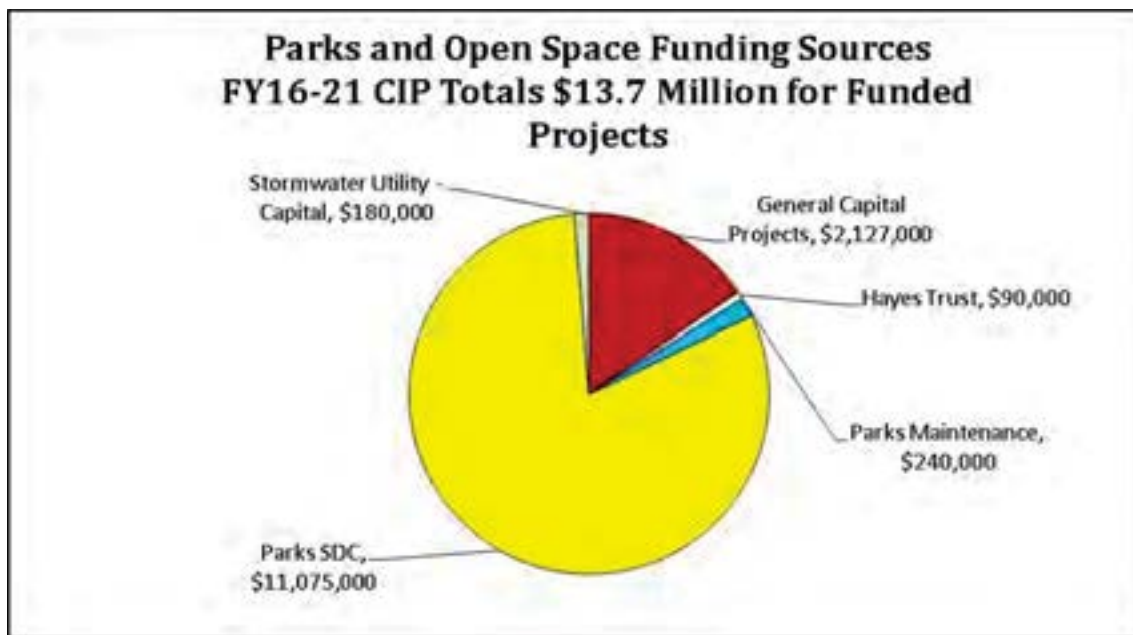
Implementation of the 1998 and 2006 Bond Measures has significantly increased the inventory of both developed and undeveloped park lands maintained and operated by the City. During this period of rapid expansion of the park and open space system, the increase in funding for operations and maintenance net of inflation has been close to zero. Due to the increasing gap between available operation and maintenance funding and the maintenance needs of our growing inventory of park and open space assets, the current CIP emphasizes acquisition, and renovation and maintenance of existing assets, over development of new parks and park facilities.

A limited amount of capital funding from the City's General Fund is available for rehabilitation and renovation of existing assets. Park System Development Charges (SDCs) are the primary ongoing capital funding source for park improvements. SDCs are paid for by new development. Under the state law, the "improvement component" (approximately 77% of total Parks SDC revenue) of the SDC is restricted to fund projects that help accommodate new growth, and the "reimbursement component" (23% of Parks SDC revenue) is not restricted and can be used for the rehabilitation of existing infrastructure. The current Parks SDC rate and methodology were approved by City Council in May 2007. As new development in the community decreased in recent years, the annual revenue from SDCs decreased below prior projections. However, Parks SDC revenues are expected to recover somewhat in coming years.

Other funds, such as Stormwater and Wastewater funds, are used on a limited basis when appropriate to accomplish projects that have goals compatible with these dedicated funds. Whenever possible, outside funding sources, such as grants, have been sought to augment existing City funding. Past examples include funds from State Parks for access improvements and trail construction, Department of Fish and Wildlife funds for work at East Alton Baker Park, a Nike Corporation grant for Trainsong Park volunteer projects, and Army Corps of Engineers funding for Delta Ponds improvements.

The Eugene Park Stewards program, a revitalized Parks and Open Space volunteer program, operates in conjunction with community partners, park adoption groups, and the Eugene Parks Foundation to raise private dollars and to increase volunteer efforts in support of maintenance of neighborhood and community parks and natural areas. Donations and volunteer efforts have funded significant improvements at RiverPlay playground in Skinner Butte Park, Owen Rose Garden, Hendricks Park, and in the Hays Memorial Tree Garden at Alton Baker Park. Donations have also helped to fund open space acquisition and have come in the form of cash, land donations, or discounted land sales.

The General Fund, which is supported predominately by property tax revenues, is the primary source of funding for capital projects that rehabilitate existing park assets. Approximately \$300,000 per year is expected to be available for the most acute park and open space upgrades and/or renovations. A staff group from Library, Recreation and Cultural Services Department and Public Works Parks and Open Space Division reviews and identifies these priorities annually. The focus for these funds is on projects that address public safety and health, compliance with regulatory requirements, and improvements that will facilitate and support programming needs or contribute to the cost-efficiency of maintenance.



Parks & Open Space Funding Secured & Funding Identified

in thousands of dollars (e.g. 1,000 = \$1 million)

Subcategory	Project Title	Funding	2016	2017	2018	2019	2020	2021	Total
Functional and Safety Improvements	Complete ADA Park Improvements	Funding Identified	150	150	150	150	150		750
Functional and Safety Improvements Total			150	150	150	150	150		750
Land Acquisition	Neighborhood and Community Park Acquisition	Funding Identified	575	550	550	550	550	550	3,325
Land Acquisition Total			575	550	550	550	550	550	3,325
New Capital Facilities	Develop Priority 1 Neighborhood Parks	Funding Identified					800	500	1,300
New Capital Facilities Total							800	500	1,300
Preservation and Maintenance	Parks Donation Projects	Funding Identified	55	55	55	55	55	55	330
Preservation and Maintenance Total	Site Renovations & Rehabilitation	Funding Secured	777	788	799	810	821	832	4,827
Site and Facility Improvements	Urban Riverfront Park Planning and Development	Funding Identified	832	843	854	865	876	887	5,157
Site and Facility Improvements Total			1,500	1,500					3,000
Upgrades and Capacity Enhancement	Street Tree Stocking & Planting Program	Funding Secured	30	30	30	30	30	30	180
Upgrades and Capacity Enhancement Total			30	30	30	30	30	30	180
Total			3,087	3,073	1,584	1,595	2,406	1,967	13,712

Parks & Open Space

Funding Identified

Functional and Safety Improvements

Complete ADA Park Improvements

Project Description: Make improvements to park paths, playgrounds, ramps, gates, benches, tables and other amenities to improve accessibility and comply with the requirements of the Americans with Disabilities Act.

Project Status: *Not Started* This item has previously appeared in the CIP. Funded at \$150,000 per year in FY14 and FY15 capital budgets.

Specific Plans/Policies Related to this Project:

- Park Facilities Accessibility Evaluation
- PROS Project and Priority Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Parks SDC	\$150	\$150	\$150	\$150	\$150	\$0	\$750
Total	\$150	\$150	\$150	\$150	\$150	\$0	\$750

Neighborhood: Citywide

Ward: Citywide



Sand in playground areas is inaccessible to wheelchairs and can create safety issues.

Parks & Open Space

Funding Identified

Land Acquisition

Neighborhood and Community Park Acquisition

Project Description: Acquire land to provide additional neighborhood and community parks.

Project Status: *In Progress* This is an ongoing project. Funds are budgeted under this general project and are subsequently transferred to specific projects as those are identified and developed. Funded in capital budget at \$770,000 in FY12 and \$480,000 in FY13. Funding for facility operating costs associated with this project has not yet been identified.

Specific Plans/Policies Related to this Project:

- PROS Comprehensive Plan
- PROS Project and Priority Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Parks SDC	\$575	\$550	\$550	\$550	\$550	\$550	\$3,325
Total	\$575	\$550	\$550	\$550	\$550	\$550	\$3,325

Estimated Operating/Preservation & Maintenance Impact (\$ in thousands)

	2016	2017	2018	2019	2020	2021
Operating: Facility	\$0	\$1	\$2	\$3	\$4	\$5

Neighborhood: Citywide

Ward: Citywide



Typical neighborhood park acquisition site

Parks & Open Space

Funding Identified

New Capital Facilities

Develop Priority 1 Neighborhood Parks

Project Description: Design and construct typical Neighborhood Park elements in high priority undeveloped neighborhood park sites. High priority sites include Ferndale and Grasshopper Meadows Parks. Typical elements for these parks include children’s play features, irrigated turf areas, accessible pathways, drinking fountains, picnic tables and benches, trash receptacles, and electrical and water service.

Project Status: *Not Started* This item has previously appeared in the CIP. Funding for facility operating costs associated with this project has not yet been identified.

Specific Plans/Policies Related to this Project:

- PROS Comprehensive Plan
- PROS Project and Priority Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Parks SDC	\$0	\$0	\$0	\$0	\$800	\$500	\$1,300
Total	\$0	\$0	\$0	\$0	\$800	\$500	\$1,300

Estimated Operating/Preservation & Maintenance Impact (\$ in thousands)

	2016	2017	2018	2019	2020	2021
Operating: Facility	\$0	\$0	\$0	\$0	\$0	\$30

Neighborhood: Citywide

Ward: Citywide



Typical neighborhood park play area.

Parks & Open Space

Funding Identified

Preservation and Maintenance

Parks Donation Projects

Project Description: Provide support for volunteer-supported and donation-funded projects in existing parks. Examples of projects that have been funded with donations and/or volunteer labor include the installation and preservation of memorials, plaques, benches, and trees in the Hays Tree Garden, as well as improvements in the Owen Rose Garden and development of RiverPlay Discovery Village playground.

Project Status: *In Progress* This is an ongoing project. Funds are budgeted under this general project and later transferred to specific capital projects as those are identified and developed. Funded in capital budget at \$52,493 in FY12, \$51,016 in FY13, \$50,765 in FY14, and \$50,780 in FY15.

Specific Plans/Policies Related to this Project:

- PROS Comprehensive Plan
- PROS Project and Priority Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Hayes Trust	\$15	\$15	\$15	\$15	\$15	\$15	\$90
Parks Maintenance	\$40	\$40	\$40	\$40	\$40	\$40	\$240
Total	\$55	\$55	\$55	\$55	\$55	\$55	\$330

Neighborhood: Citywide

Ward: Citywide



Park Bench Memorial

Parks & Open Space

Funding Secured

Preservation and Maintenance

Site Renovations & Rehabilitation

Project Description: Repair or replace aging, damaged, or non-compliant park facilities and amenities throughout the park and open space system. These are typically large-scale capital projects that are beyond the scope of available annual operations and maintenance funds appropriated to Preservation and Maintenance. These projects will address a broad range of park infrastructure renovations, possibly including, but not limited to, lighting systems, irrigation systems, paved pathways, parking lots, children’s play equipment, tennis courts, and landscape renovation.

Project Status: *In Progress* This is an ongoing project. Funds are budgeted under this project and are subsequently transferred to specific capital projects as they are identified and developed. A portion of the funding for this project is not yet identified. Funded in capital budget at \$353,000 in FY12, \$364,000 in FY13, \$885,000 in FY14 and \$871,000 in FY15.

Specific Plans/Policies Related to this Project:

- PROS Comprehensive Plan
- PROS Project and Priority Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
General Capital Projects	\$327	\$338	\$349	\$360	\$371	\$382	\$2,127
Parks SDC	\$450	\$450	\$450	\$450	\$450	\$450	\$2,700
Total	\$777	\$788	\$799	\$810	\$821	\$832	\$4,827

Neighborhood: Citywide

Ward: Citywide



Deteriorating park bench

Parks & Open Space

Funding Identified

Site and Facility Improvements

Urban Riverfront Park Planning and Development

Project Description: Plan, design and construct an urban riverfront park on the former EWEB site. Amenities to include a redesigned bicycle/pedestrian path, viewing areas, and natural habitat areas. Additional funding from other sources will be sought to augment park capital funds.

Project Status: *Not Started* This item is new in the FY16-21 CIP.

Specific Plans/Policies Related to this Project:

- PROS Comprehensive Plan
- Urban Renewal Plan - Riverfront District

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Parks SDC	\$1,500	\$1,500	\$0	\$0	\$0	\$0	\$3,000
Total	\$1,500	\$1,500	\$0	\$0	\$0	\$0	\$3,000

Neighborhood: Downtown

Ward: Ward 3



The new urban riverfront park will be on the south side of the Willamette, across from Alton Baker Park.

Parks & Open Space

Funding Secured

Upgrades and Capacity Enhancement

Street Tree Stocking & Planting Program

Project Description: Provide support for planting street trees in areas needing new trees and where street trees have been removed due to damage or disease.

Project Status: *In Progress* This is an ongoing project. Funds are budgeted under this project and are subsequently transferred to specific capital projects as they are identified and developed. Funded at \$30,000 per year in FY12, FY13, FY14 and FY15 capital budgets.

Specific Plans/Policies Related to this Project:

- City of Eugene Transportation System Plan (formerly Transplan)
- Street Tree Program
- Urban Forest Management Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Stormwater Utility - Capital	\$30	\$30	\$30	\$30	\$30	\$30	\$180
Total	\$30	\$30	\$30	\$30	\$30	\$30	\$180

Neighborhood: Citywide

Ward: Citywide



Mayor Piercy helps out at a volunteer tree planting event.

Parks & Open Space Funding Not Identified

in thousands of dollars (e.g. 1,000 = \$1 million)

Subcategory	Project Title	2016	2017	2018	2019	2020	2021	Total
Preservation and Maintenance	Site Renovations & Rehabilitation	2,723	2,712	2,701	2,690	2,679	2,668	16,173
Preservation and Maintenance Total		2,723	2,712	2,701	2,690	2,679	2,668	16,173
Upgrades and Capacity Enhancement	Trail System Development	120	300	120	120	300	120	1,080
	Upgrade Neighborhood Parks	500	500	500	500	500	500	3,000
Upgrades and Capacity Enhancement Total		620	800	620	620	800	620	4,080
Upgrades to City Standards	Develop Water Play Features		200	200	200	200	200	1,000
Upgrades to City Standards Total			200	200	200	200	200	1,000
Total		3,343	3,712	3,521	3,510	3,679	3,488	21,253

Parks & Open Space

Funding Not Identified

Preservation and Maintenance

Site Renovations & Rehabilitation

Project Description: Repair or replace aging, damaged, or non-compliant park facilities and amenities throughout the park and open space system. These are typically large-scale capital projects that are beyond the scope of available annual operations and maintenance funds appropriated to Preservation and Maintenance. These projects will address a broad range of park infrastructure renovations, possibly including, but not limited to, lighting systems, irrigation systems, paved pathways, parking lots, children’s play equipment, tennis courts, and landscape renovation.

Project Status: *In Progress* This is an ongoing project. Funds are budgeted under this project and are subsequently transferred to specific capital projects as they are identified and developed. A portion of the funding for this project is not yet identified. Funded in capital budget at \$353,000 in FY12, \$364,000 in FY13, \$885,000 in FY14 and \$871,000 in FY15.

Specific Plans/Policies Related to this Project:

- PROS Comprehensive Plan
- PROS Project and Priority Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Parks SDC	\$2,723	\$2,712	\$2,701	\$2,690	\$2,679	\$2,668	\$16,173
Total	\$2,723	\$2,712	\$2,701	\$2,690	\$2,679	\$2,668	\$16,173

Neighborhood: Citywide

Ward: Citywide



Deteriorating park bench

Parks & Open Space

Funding Not Identified

Upgrades and Capacity Enhancement

Trail System Development

Project Description: Renovation of existing trails to expand usability and extend season of use, and addition of new trails and trailhead kiosks. Targets high priority locations in the ridgeline system and existing running trails, including key linkages between existing trails and deteriorating trails that have decreased usability. High priority sites for new trail segments include Suzanne Arlie Park, Wild Iris Ridge, and South Eugene Meadows. Priority trails for major enhancement include portions of the Ridgeline Trail and the Skinner Butte Trail system.

Project Status: *In Progress* This item has previously appeared in the CIP and MYFP. Funds are budgeted under this program and then are transferred to specific projects as they are identified and developed. Funded in capital budget at \$150,000 in FY14 and \$175,000 in FY15. Funding for facility operating and preservation & maintenance costs associated with this project has not yet been identified.

Specific Plans/Policies Related to this Project:

- Council Goal - Accessible and Thriving Culture and Recreation
- PROS Project and Priority Plan
- Ridgeline Area Open Space Vision & Action Plan
- Rivers to Ridges Metropolitan Regional Parks & Open Space Study

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Parks SDC	\$120	\$300	\$120	\$120	\$300	\$120	\$1,080
Total	\$120	\$300	\$120	\$120	\$300	\$120	\$1,080

Estimated Operating/Preservation & Maintenance Impact (\$ in thousands)

	2016	2017	2018	2019	2020	2021
Operating: Facility	\$5	\$5	\$5	\$5	\$5	\$5
Preserve Maintain	\$0	\$27	\$27	\$27	\$27	\$27

Neighborhood: Citywide

Ward: Citywide



Hikers on the popular Ridgeline Trail.

Parks & Open Space

Funding Not Identified

Upgrades and Capacity Enhancement

Upgrade Neighborhood Parks

Project Description: Renovate existing neighborhood parks to improve safety and functionality. These large scale renovation projects are identified as Priority 1 projects in the PROS Project and Priority Plan list. These projects are typically needed in older parks where age and use has reduced the safety and functionality of park features. The scale of these projects goes beyond available operations and maintenance funds appropriated to Preservation and Maintenance. Examples of neighborhood parks in need of renovation include University, Tugman and Lincoln Parks.

Project Status: *Not Started* This item has previously appeared in the CIP.

Specific Plans/Policies Related to this Project:

- PROS Comprehensive Plan
- PROS Project and Priority Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Parks SDC	\$500	\$500	\$500	\$500	\$500	\$500	\$3,000
Total	\$500	\$500	\$500	\$500	\$500	\$500	\$3,000

Neighborhood: Citywide

Ward: Citywide



Aging fence at University Park.

Parks & Open Space

Funding Not Identified

Upgrades to City Standards

Develop Water Play Features

Project Description: Design and construct new spray play features in priority locations. This project may include other redevelopment approaches to closed wading pools based on assessment of needs and options.

Project Status: *Not Started* This item has previously appeared in the CIP and MYFP. Funded at \$30,000 in FY12 capital budget. Funding for facility operating costs associated with this project has not yet been identified.

Specific Plans/Policies Related to this Project:

- PROS Comprehensive Plan
- PROS Project and Priority Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Parks SDC	\$0	\$200	\$200	\$200	\$200	\$200	\$1,000
Total	\$0	\$200	\$200	\$200	\$200	\$200	\$1,000

Estimated Operating/Preservation & Maintenance Impact (\$ in thousands)

	2016	2017	2018	2019	2020	2021
Operating: Facility	\$0	\$0	\$10	\$20	\$30	\$40

Neighborhood: Citywide

Ward: Citywide



Spray play features are a popular replacement for wading pools that have been closed.

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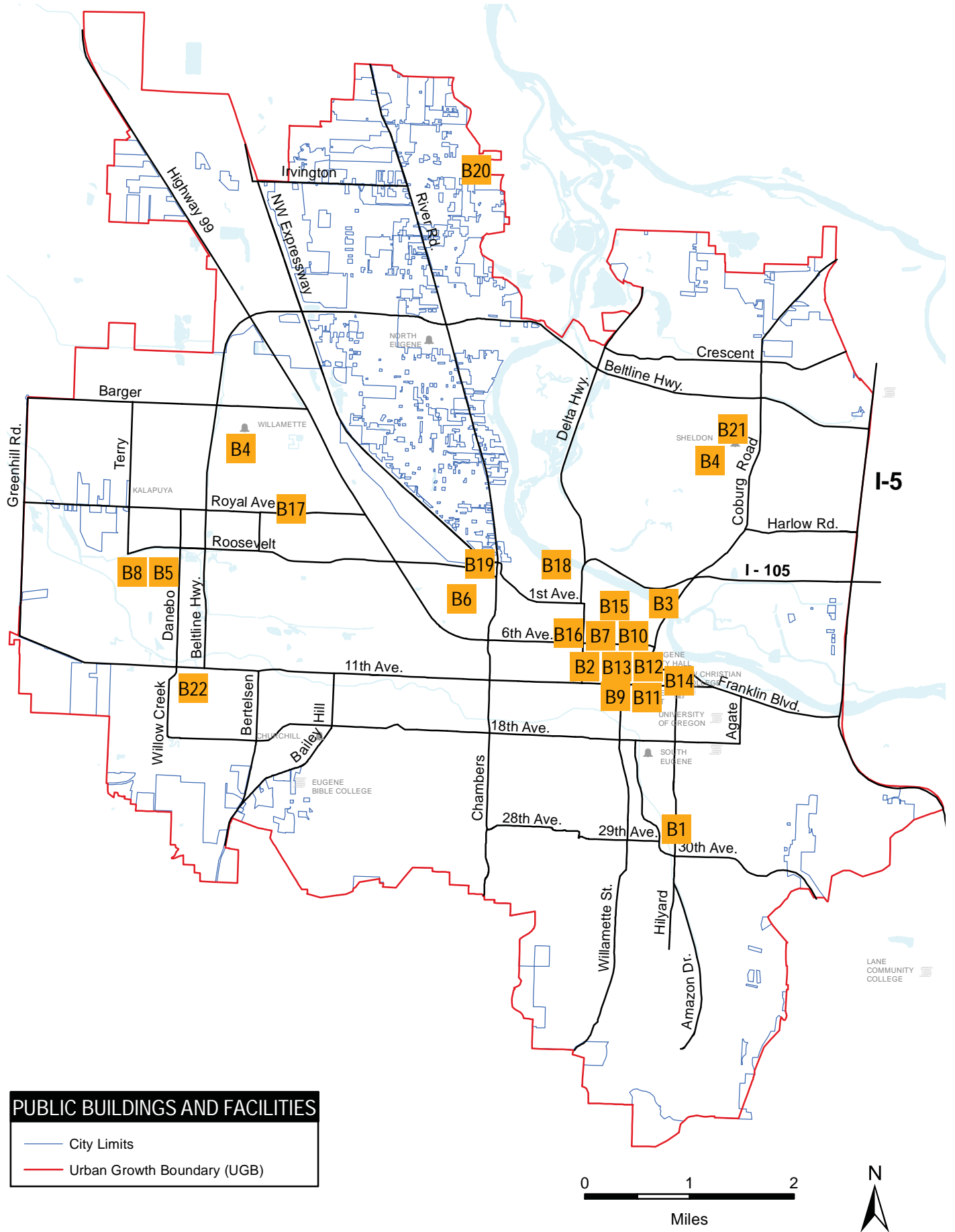
Public Buildings & Facilities

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PUBLIC BUILDINGS AND FACILITIES PROJECTS

Site-specific CIP projects shown in funding tables for 2016-2021 as \$50,000 or more

- B1 Amazon Community Center Renovation
- B2 Broadway South & North Garages - Deferred Maintenance
- B3 Campbell Community Center Renovation
- B4 Echo Hollow/Sheldon Pool Systems Preservation
- B5 Fire Stations: Land Purchase - New West Side Station
- B6 Fleet Maintenance Facility
- B7 Hult Garage - Deferred Maintenance
- B8 New West Side Fire Station
- B9 Overpark Garage - Deferred Maintenance
- B10 Parcade Garage - Deferred Maintenance
- B11 Parking - Pearl Street Garage Deferred Maintenance
- B12 Parking Garage Access System Replacement
- B13 Parking Garage Commercial Space Maintenance
- B14 Parking Garage Lighting Retrofit
- B15 Parking Structure Elevator Modernization
- B16 Parking Structure Seismic Upgrade
- B17 Petersen Barn Community Center Renovation
- B18 Riverhouse Renovation
- B19 Roosevelt Yard Site Renovation & Rehab
- B20 Santa Clara Community Center, Pool & Branch Library
- B21 Sheldon Community Center & Pool Renovation
- B22 Willow Creek/Churchill Community Center, Pool & Branch Library

Public Buildings and Facilities

Overview

The City maintains a wide range of public facilities, including neighborhood, community, and metropolitan parks, community centers, swimming pools, fire stations, government office buildings, parking structures, and the library. In all, the City must maintain and preserve more than 185 buildings totaling over 2 million square feet in area to effectively provide the services desired by Eugene citizens. The City also provides new and/or expanded facilities to meet the needs of a growing community.

The General Fund, which is predominately supported by property tax revenues, is the primary source of funding for Public Buildings and Facilities preservation and improvement projects. Dedicated funds include the Atrium Fund and the Parking Fund. Public building projects at the Eugene Airport are included in the Airport section of the CIP. Projects associated with the wastewater treatment plant are part of the Metropolitan Wastewater Management Commission (MWMC) capital program and are not included in the City's Capital Improvement Program.

Public Buildings and Facilities projects are derived from several adopted plans and facility condition reports. These include the PROS Comprehensive Plan, Urban Renewal Plans, the Facility Condition Report, Public Works Facilities Master Plan Update, Americans with Disabilities Act (ADA) Transition Plan, HUD Consolidated Plan, and a Parking Structure Condition Analysis.

Project Categories

Public Buildings and Facilities projects fall into one of the following three categories:

1. **Facility Preservation and Maintenance** - These projects preserve, maintain and repair systems associated with existing facilities. They allow facilities to achieve their useful life spans and to be maintained at a level required for effective service delivery to the public. This category is divided into four preservation and maintenance programs:

- Health, Safety, and Welfare Projects;
- Primary Building Systems;
- Secondary Building Systems; and
- Building Service Systems.

The six-year funding levels and the general criteria and description of the types of projects for each of these program areas are outlined in the section that follows this introduction. In general, these types of projects have no or minimal effect on facility operating costs. In many cases, improvements to building roofs, windows, electrical and HVAC systems can result in more efficient buildings, even if they are technically more complex to operate and maintain.

2. **Site and Facility Improvements** - Projects in this category include modifications and/or additions to existing facilities to meet operational, safety, and cost-efficiency goals and to comply with the Americans with Disabilities Act (ADA). The primary goal of this program is to address changing program functions and needs and/or to improve service delivery.

These types of projects have limited impact on facility operating costs, as their purpose is to upgrade or reconfigure space for more effective service delivery. This category is organized into two program areas:

- General Site and Facility Improvements;
- ADA Renovations.

3. **New Capital Facilities** - Projects in this category typically provide for either new and/or replacement facilities or are projects that expand existing facilities/services and are of such a scale to warrant classification as stand-alone projects. Large-scale facility changes that are needed to provide for community growth are found in this category of projects.

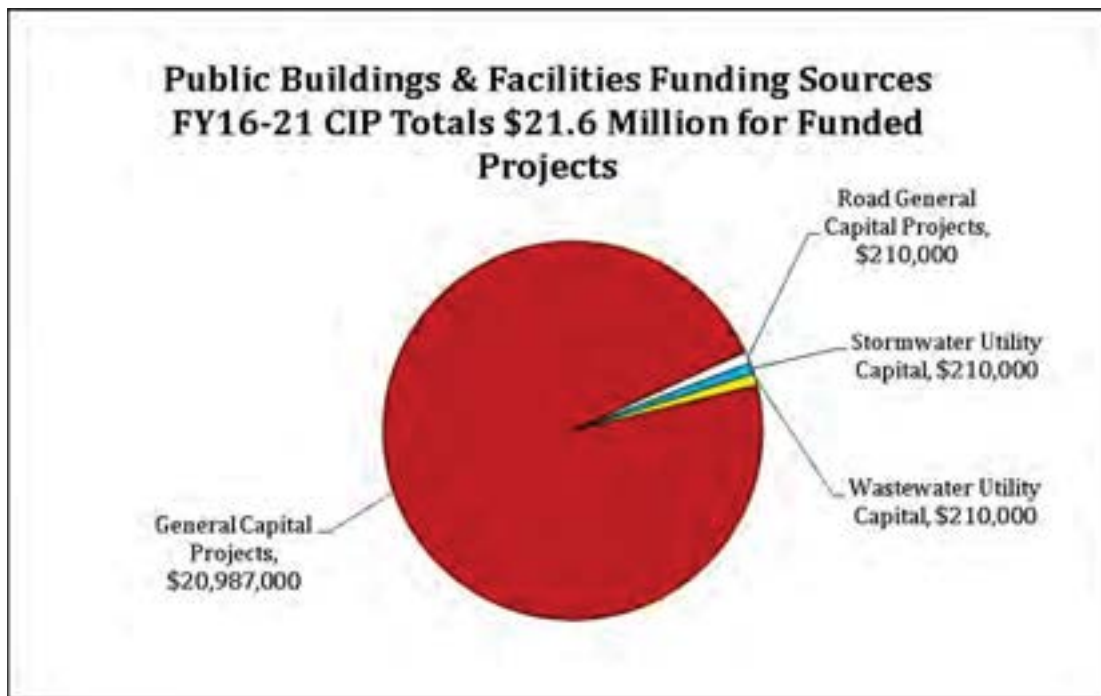
In most cases, new capital facilities will result in additional facility operating costs. Where a new facility is replacing an existing building, the incremental cost of the new facility is projected as a new or unfunded cost. These facility operating cost projections include both routine facility maintenance (the cost of utilities, custodial services, preventive maintenance and other activities needed to keep a building operating) and an annualized amount of capital preservation that represents future costs that the City can expect to incur for building preservation and rehabilitation.

The General Fund portion of the Preservation and Maintenance and the Site and Facility Improvements categories will fund specific projects based on City Council policies and direction, the Facility Condition Report, and immediate maintenance priorities and needs.

Funding

As reflected in the Capital Improvement Program (CIP) and the City's Financial Management Goals and Policies, the City Council's broad direction is to preserve existing capital assets as a cost-effective way to avoid more expensive rehabilitation or replacement. Dedicated revenues pay for maintenance of most City infrastructure (e.g. the airport, transportation system, and wastewater and stormwater systems).

For the last several years, the City's General Fund has been the primary source of funding for building and facility renovations. The General Capital Projects Fund supports the repair of existing facilities and "catch-up" of deferred maintenance, and is predominately allocated to Preservation and Maintenance and Site and Facility Improvements for each year of the program.



Of the total transfer from the General Fund, over 75% is normally dedicated to facility-related capital preservation and maintenance projects. Since General Fund revenues have not kept up with service and capital requirements, the preservation of Public Buildings and Facilities has been consistently underfunded.

Adequate funding for maintenance of City facilities that are not supported by dedicated revenue has been a problem for many years. To partially address this shortfall, the Budget Committee adopted a general capital budget strategy in FY01. The base transfer from the General Fund was increased in FY01 by \$700,000 to \$1.7 million, and would grow by \$100,000 each year thereafter. In the FY15 adopted budget, this transfer is funded at \$2.9 million. The strategy also called for continued dedication of an additional \$900,000 of end-of-year General Fund balances to capital projects for facility preservation, maintenance, and replacement.

However, the dedication of \$900,000 of year-end General Fund balances does not always occur because of insufficient marginal beginning working capital or other funding priorities. For example, in FY15 and FY16 this amount was reduced to \$400,000, with the remaining \$500,000 of the regular transfer amount dedicated to the City Hall project.

Another component of the capital preservation funding is the ongoing building maintenance funded through the Facilities Maintenance Fund. The primary revenue source supporting these expenditures is the internal service facility rates charged to various funds for departments that occupy the buildings. This component of capital preservation and maintenance is funded at a level of \$1.9 million in FY15.

Building Preservation and Deferred Maintenance

In 1995, the City Council adopted a Facility Condition Report (FCR) process, which establishes baseline data about the condition of facilities supported by the General Fund through a detailed, structured inspection process. All capital building and facility projects in the General Fund are assessed and prioritized on the basis of this report, which is published periodically. The most recent edition of the Facility Condition Report was published in 2010.

The proportion of existing deficiencies relative to portfolio value (the Facility Condition Index, or FCI) dropped in the previous two audits published in 2001 and 2004. However, the reduction of the FCI from 0.20 in 1997, to 0.12 in 2001, and to 0.07 in 2004 reflected the combination of increased area in new buildings and the increasing value of the City portfolio of assets as noted in the table below:

Year	Facility Condition Index	Existing Deficiencies
1997	0.20	\$21.7 million
2001	0.12	\$14.3 million
2004	0.07	\$16.2 million
2010*	0.10	\$32.9 million

* Methodology update

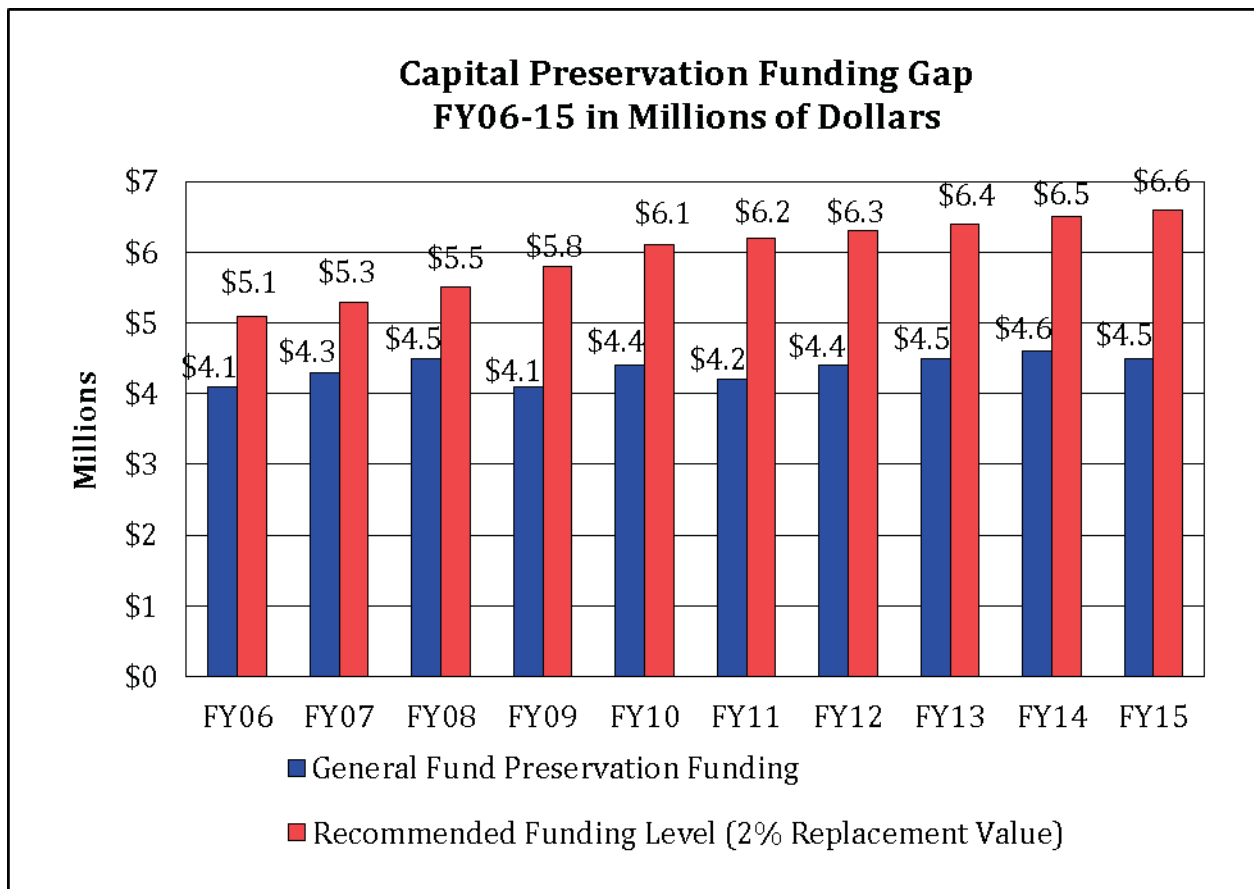
Using a new methodology starting in 2010, the estimated cost of existing deficiencies increased to \$32.9 million, and the overall FCI increased to 0.10 based on a total Current Replacement Value of \$329.9 million for all General Fund buildings. The new methodology used beginning with the 2010 Facility Condition Report is based on a predictive model of building condition assessment rather than visual on-site inspections, which is more efficient and results in more accurate assessment of facilities condition. While about two-thirds of the General Fund buildings were determined to be in good or very good condition, the increase in deficiencies was due primarily to the addition of new buildings to the inventory.

Facility condition data indicates that since 2010, the value of Existing Deficiencies has risen faster than the Current Replacement Value of General Fund facilities. At the same time, the recent removal of the old 1964 Eugene City Hall from the City's building inventory has allowed the FCI to remain at or below 0.10. However, the value of Existing Deficiencies will continue to rise in the rest of the General Fund building inventory without significant increases in future funding levels for building preservation and maintenance.

When combined with major maintenance provided through the Facility Management Division's operating budget, resources dedicated to General Fund facility preservation and maintenance equal approximately 1.3% of the value of the inventory of General Fund buildings. This is below the lower limit of the range of 2% to 4% of asset value recommended by the National Research Council for the maintenance and repair of publicly owned buildings.

A ten-year comparison of the General Fund investment in capital preservation and maintenance versus the level of funding needed to meet the target of reinvesting a minimum of 2% of replacement value is shown on the next page. As the total square footage of General Fund buildings and their replacement value have grown, the funding gap has increased to \$2.1 million in FY15.

Increased capital investment in facility preservation is necessary to maintain the functionality of City buildings and prevent the backlog of deficiencies from increasing. While progress was made on reducing the backlog of existing deficiencies prior to 2005, the level of deficiencies since then has grown due in large part to the almost 30-year average age of the General Fund inventory. Building service systems make up the largest component of existing and emerging deficiencies, and will require continuing rehabilitation to prevent system failures. Overall, it will be financially difficult to reduce the maintenance backlog and address new preservation needs as they emerge.



When completed in FY17, the new Eugene City Hall will add approximately 34,000 square feet to the General Fund building inventory and will initially have no existing condition deficiencies. However, City Hall will require expenditures for building preservation within a year or two of initial occupancy. Even a relatively new building such as the Eugene Public Library, completed in late 2002, requires significant annual expenditures for capital preservation and maintenance while the Hult Center, completed in 1982, requires major reinvestment to repair and replace aging systems such as roofs, interior finishes, lighting systems, and heating, ventilating, and air conditioning (HVAC) equipment as they reach the end of their useful life.

Public Buildings & Facilities **Funding Secured & Funding Identified**

in thousands of dollars (e.g. 1,000 = \$1 million)

Subcategory	Project Title	Funding	2016	2017	2018	2019	2020	2021	Total
Preservation and Maintenance	Building Service Systems	Funding Secured	753	776	927	949	972	995	5,372
	Health, Safety & Welfare	Funding Secured	519	535	639	655	671	686	3,705
	Primary Building Systems	Funding Secured	1,040	1,071	1,278	1,310	1,341	1,373	7,413
	Secondary Building Systems	Funding Secured	238	245	293	300	308	315	1,699
Preservation and Maintenance Total			2,550	2,627	3,137	3,214	3,292	3,369	18,189
Site and Facility Improvements	ADA Renovations	Funding Secured	129	133	159	163	166	170	920
	General Site & Facility Improvements	Funding Secured	263	271	324	332	340	348	1,878
	Roosevelt Yard Site Renovation & Rehab	Funding Secured	105	105	105	105	105	105	630
Site and Facility Improvements Total			497	509	588	600	611	623	3,428
Total			3,047	3,136	3,725	3,814	3,903	3,992	21,617

Public Buildings and Facilities

Funding Secured

Preservation and Maintenance

Building Service Systems

Project Description: Preserve and maintain building service systems, including elevators, mechanical systems (plumbing, heating, cooling) needed to maintain reasonable service levels. Program includes electrical systems necessary for lighting, equipment and computer hardware. This program area is receiving increasing emphasis as it becomes more cost effective to replace systems rather than continue repairs due to the aging of mechanical systems in City buildings and to meet City's energy conservation goals.

Project Status: *In Progress* This is an ongoing project. Funds are budgeted under this project and are subsequently assigned to specific capital projects as they are identified and developed. Funded in capital budget including year-end balance transfers at \$723,333 in FY12, \$715,000 in FY13, \$740,000 in FY14 and \$846,159 in FY15.

Specific Plans/Policies Related to this Project:

- Facility Condition Report
- Uniform Building Code

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
General Capital Projects	\$753	\$776	\$927	\$949	\$972	\$995	\$5,372
Total	\$753	\$776	\$927	\$949	\$972	\$995	\$5,372

Neighborhood: Citywide

Ward: Citywide



Petersen Barn Community Center is one of the many City buildings this project covers.

Public Buildings and Facilities

Funding Secured

Preservation and Maintenance

Health, Safety & Welfare

Project Description: Preserve and maintain the health, safety and welfare of users of City facilities, including asbestos abatement, air quality and building safety programs designed to protect the public and employees. Typical projects within these program areas include hazardous materials abatement, building seismic modifications, building security improvement and building safety hazard mitigation.

Project Status: *In Progress* This is an ongoing project. Funds are budgeted under this project and are later assigned to specific capital projects as they are identified and developed. Funded in capital budget including year-end balance transfers at \$496,667 in FY12, \$515,000 in FY13, \$520,000 in FY14 and \$547,000 in FY15.

Specific Plans/Policies Related to this Project:

- Facility Condition Report
- Uniform Building Code

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
General Capital Projects	\$519	\$535	\$639	\$655	\$671	\$686	\$3,705
Total	\$519	\$535	\$639	\$655	\$671	\$686	\$3,705

Neighborhood: Citywide

Ward: Citywide



Echo Hollow Pool is one example of a City facility supported by this project.

Public Buildings and Facilities

Funding Secured

Preservation and Maintenance

Primary Building Systems

Project Description: Preserve and maintain the exterior systems of City buildings, such as foundations, sub/superstructures, floors, exterior enclosures and roofs. The scale of these systems can involve major rehabilitation of facilities. This category also includes historic preservation and maintenance program, which was initiated in 2000 to address the City's growing inventory of historic buildings.

Project Status: *In Progress* This is an ongoing project. Funds are budgeted under this project and are later transferred to specific capital projects as they are identified and developed. Funded in capital budget including year-end balance transfers at \$1,000,000 in FY12, \$950,000 in FY13, \$1,000,000 in FY14 and \$1,014,000 in FY15.

Specific Plans/Policies Related to this Project:

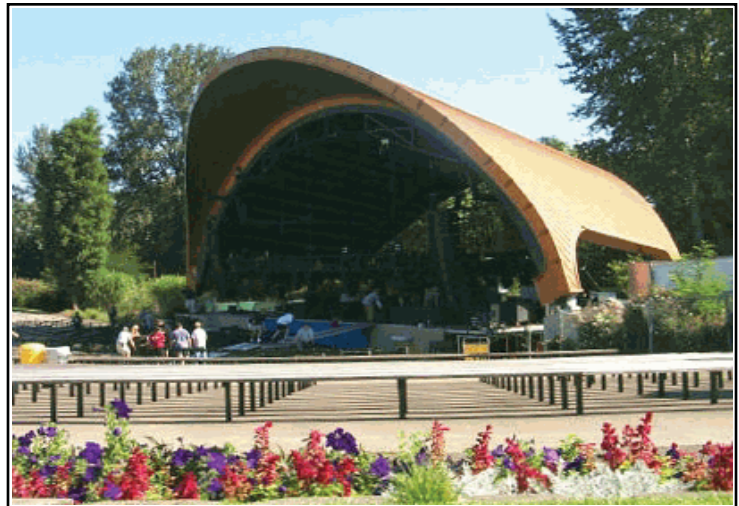
- Facility Condition Report
- Uniform Building Code

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
General Capital Projects	\$1,040	\$1,071	\$1,278	\$1,310	\$1,341	\$1,373	\$7,413
Total	\$1,040	\$1,071	\$1,278	\$1,310	\$1,341	\$1,373	\$7,413

Neighborhood: Citywide

Ward: Citywide



Cuthbert Amphitheater is one of the many City buildings this project covers

Public Buildings and Facilities

Funding Secured

Preservation and Maintenance

Secondary Building Systems

Project Description: Preserve and maintain interior building features, such as doors, walls, floors, ceilings and all related finishes. These elements can be combined into a major interior rehabilitation project in some cases.

Project Status: In Progress This is an ongoing project. Funds are budgeted under this project and are later transferred to specific projects as they are identified and developed. Funded in capital budget including year-end balance transfers at \$233,333 in FY12, \$208,000 in FY13, \$218,000 in FY14 and \$272,000 in FY15.

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
General Capital Projects	\$238	\$245	\$293	\$300	\$308	\$315	\$1,699
Total	\$238	\$245	\$293	\$300	\$308	\$315	\$1,699

Neighborhood: Citywide

Ward: Citywide



Interior painting at River House.

Public Buildings and Facilities

Funding Secured

Site and Facility Improvements

ADA Renovations

Project Description: Improve and maintain access to City buildings and park facilities for people with disabilities. This project addresses federal regulations, the Uniform Building Code, and City-wide Facilities Accessibility Study. Examples include implementation of ADA requirements at City facilities.

Project Status: *In Progress* This is an ongoing project included in previous CIPs. Funds are budgeted under this program and are later transferred to specific projects as they are identified and developed. Funding for this project is being increased by \$2,000 from the FY14-19 CIP level. Funded in capital budget including year-end balance transfers at \$70,300 in FY12, \$73,300 in FY13, \$76,300 in FY14, and \$82,300 in FY15.

Specific Plans/Policies Related to this Project:

- ADAAG Facilities Accessibility Evaluation
- Americans with Disabilities Act (ADA) Transition Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
General Capital Projects	\$129	\$133	\$159	\$163	\$166	\$170	\$920
Total	\$129	\$133	\$159	\$163	\$166	\$170	\$920

Neighborhood: Citywide

Ward: Citywide



Ramp at the Hult Center

Public Buildings and Facilities

Funding Secured

Site and Facility Improvements

General Site & Facility Improvements

Project Description: Modify and/or add to existing facilities to meet operational, safety and cost-efficiency goals. Primary goal is to address changing program functions/needs and/or to improve service delivery. This project does not include land or property acquisition or construction of new facilities.

Project Status: *In Progress* This is an ongoing project. Funds are budgeted under this project and are later assigned to specific capital projects as they are identified and developed. Funded in capital budget including year-end balance transfers at \$296,000 in FY12, \$214,000 in FY13, \$210,00 in FY14 and \$300,00 in FY15.

Specific Plans/Policies Related to this Project:

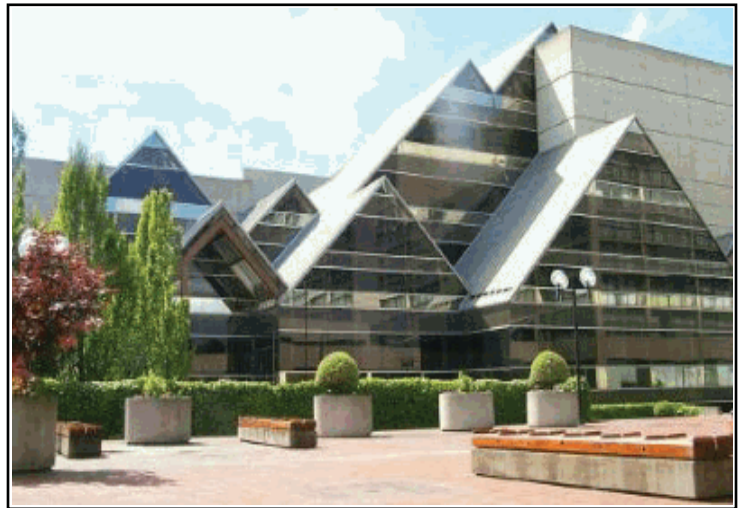
Facility Condition Report

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
General Capital Projects	\$263	\$271	\$324	\$332	\$340	\$348	\$1,878
Total	\$263	\$271	\$324	\$332	\$340	\$348	\$1,878

Neighborhood: Citywide

Ward: Citywide



Hult Center is one of the City facilities supported by this project.

Public Buildings and Facilities

Funding Secured

Site and Facility Improvements

Roosevelt Yard Site Renovation & Rehab

Project Description: Preserve and maintain site-specific features, such as parking lots, drainage systems, lighting systems, HVAC systems, security systems and other building components, as needed, at the Public Works Roosevelt Yard Facility.

Project Status: *In Progress* This project was included in Site Renovation & Rehabilitation project in previous CIPs.

Specific Plans/Policies Related to this Project:

Facility Condition Report

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Road General Capital	\$35	\$35	\$35	\$35	\$35	\$35	\$210
Wastewater Utility - Capital	\$35	\$35	\$35	\$35	\$35	\$35	\$210
Stormwater Utility - Capital	\$35	\$35	\$35	\$35	\$35	\$35	\$210
Total	\$105	\$105	\$105	\$105	\$105	\$105	\$630

Neighborhood: Trainsong

Ward: Ward 7



Roosevelt Yard Facility

Public Buildings and Facilities Funding Not Identified

in thousands of dollars (e.g. 1,000 = \$1 million)

Subcategory	Project Title	2016	2017	2018	2019	2020	2021	Total
Functional and Safety Improvements	Parking Garage Lighting Retrofit			300				300
Functional and Safety Improvements Total				300				300
Land Acquisition	Affordable Housing Program	200			200			400
	Fire Stations: Land Purchase - New West Side Station			500				500
Land Acquisition Total		200		500	200			900
New Capital Facilities	Fire Training Props Development	50	50	50	50	50	50	300
	Fleet Maintenance Facility			25,000				25,000
	New West Side Fire Station			6,500				6,500
	Santa Clara Community Center, Pool & Branch Library						35,000	35,000
	Whiteaker/Skinner Butte Community & Aquatics Center						30,000	30,000
	Willow Creek/Churchill Community Center, Pool & Branch Library			35,000				35,000
New Capital Facilities Total		50	50	66,550	50	50	65,050	131,800
Preservation and Maintenance	Broadway South & North Garages - Deferred Maintenance			887				887
	Echo Hollow/Sheldon Pool Systems Preservation						1,500	1,500
	Hult Garage - Deferred Maintenance			443				443
	Overpark Garage - Deferred Maintenance			791				791
	Parkade Garage - Deferred Maintenance			2,439				2,439
	Parking Garage Commercial Space Maintenance	50	50	50	50	50	50	300
	Parking Structure Elevator Modernization					975		975
	Parking Structures Seismic Upgrade			3,641				3,641
	Pearl Street Garage - Deferred Maintenance			568				568
	Public Building Deferred Maintenance	1,845	1,873	1,902	1,933	1,966	1,979	11,498
Preservation and Maintenance Total		1,895	1,923	10,721	1,983	2,991	3,529	23,042
Site and Facility Improvements	Amazon Community Center Renovation						4,000	4,000
	Campbell Community Center Renovation			4,000				4,000
	Cuthbert Amphitheater Renovations						3,000	3,000
	Parking Garage Access System Replacement					363		363
	Petersen Barn Community Center Renovation			2,000				2,000
	Riverhouse Renovation				2,000			2,000
	Sheldon Community Center & Pool Renovation				4,000			4,000
Site and Facility Improvements Total				6,000	6,000	363	7,000	19,363
Upgrades and Capacity Enhancement	Parking Multi Space Meter Replacement					148		148
Upgrades and Capacity Enhancement Total						148		148
Total		2,145	1,973	84,071	8,233	3,552	75,579	175,553

Public Buildings and Facilities

Funding Not Identified

Functional and Safety Improvements

Parking Garage Lighting Retrofit

Project Description: This project would replaced the outdated light fixtures in the Overpark, Parcade, and Pearl Street Garage with higher efficiency lighting, such as LEDs, to provide energy cost savings, better lighting for customers, and safer environment for visitors.

Project Status: *Not Started* This item has previously appeared in the MYFP.

Specific Plans/Policies Related to this Project:

Parking Structure Condition Analysis (PSCA)

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Parking	\$0	\$0	\$300	\$0	\$0	\$0	\$300
Total	\$0	\$0	\$300	\$0	\$0	\$0	\$300

Neighborhood: Downtown

Ward: Ward 7



Overpark Garage circa 1969

Public Buildings and Facilities

Funding Not Identified

Land Acquisition

Affordable Housing Program

Project Description: The City continues to play a proactive role in supporting the development of affordable housing in strategic locations to support multiple city goals and plans including the Eugene-Springfield Consolidated Plan and Envision Eugene. Due to changes in the federal regulations for the CDBG and HOME programs, there are more limitations on the use of these funds for land acquisition and predevelopment funding.

One proposed solution is to require projects that receive a Multi-Unit Property Tax Exemption to pay a fee and to dedicate those funds for future affordable housing development. This flexible source of funding would also enable the City to support project gaps that cannot be filled with federal funds.

Estimated funding need: In-kind donation or funding to purchase one three acre site every three years. \$200,000 for predevelopment and gap financing.

Project Status: In Progress This is an ongoing program that has been included in CIP for a number of years (previously listed as "Housing Development Site Acquisition (Landbanking)"). This project covers affordable housing site acquisition, predevelopment funding and gap financing. Expenditures from this project occur as funds become available. The City staff anticipate two landbank sites to be acquired within the next 6 years. Funded in capital budget at \$999,011 in FY12, \$848,051 in FY13, \$535,394 in FY14, and \$150 in FY15.

Specific Plans/Policies Related to this Project:

Eugene/Springfield Consolidated Plan (HUD CDBG & HOME grants)

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
General Capital Projects	\$200	\$0	\$0	\$200	\$0	\$0	\$400
Total	\$200	\$0	\$0	\$200	\$0	\$0	\$400

Neighborhood: Citywide

Ward: Citywide



Prairie View affordable housing development on a City landbank site.

Public Buildings and Facilities

Funding Not Identified

Land Acquisition

Fire Stations: Land Purchase - New West Side Station

Project Description: Purchase land on the west side of the city to construct a new fire station to serve the growing Greenhill, Willow Creek areas and the area between Roosevelt Boulevard and West 11th. Request is for purchase of land by 2018. Funding could be accomplished through a new GO bond.

Project Status: *Not Started* This item has previously appeared in the CIP and MYFP.

Specific Plans/Policies Related to this Project:

- Fire & EMS Standards of Response
- Fire & EMS Strategic Plan 2011-2015

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
New GO Bond	\$0	\$0	\$500	\$0	\$0	\$0	\$500
Total	\$0	\$0	\$500	\$0	\$0	\$0	\$500

Neighborhood: Multiple Neighborhoods

Ward: Ward 8



Fire Station 11, shown here, is an example of a modern station.

Public Buildings and Facilities

Funding Not Identified

New Capital Facilities

Fire Training Props Development

Project Description: Complete construction of training props at the Drill Field on Public Safety campus at 2nd Avenue and Chambers Street. The Fire and EMS Department previously used other funding sources to incrementally add props to the drill field. In FY11, the department partnered with EWEB to complete the Urban Search and Rescue prop. Future prop additions that are currently being discussed include a warehouse loading dock, rail cars, auto prop, and a South Hills house prop. The department continues to research grants for funding this project.

Project Status: *In Progress* This item has appeared previously in the CIP and MYFP.

Specific Plans/Policies Related to this Project:

- Fire & EMS Standards of Response
- Fire & EMS Strategic Plan 2011-2015

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Grants	\$50	\$50	\$50	\$50	\$50	\$50	\$300
Total	\$50	\$50	\$50	\$50	\$50	\$50	\$300

Neighborhood: West Eugene

Ward: Ward 7



Firefighters training using the rescue house prop.

Public Buildings and Facilities

Funding Not Identified

New Capital Facilities

Fleet Maintenance Facility

Project Description: The existing facility does not meet earthquake safety or confined space federal requirements. This project is to replace the existing 22,000 sq. ft. fleet maintenance facility with a 40,000 sq. ft. facility that will meet safety requirements. Feasibility study was completed in FY07 and revised in 2008.

Project Status: *Not Started* This item has previously appeared in the CIP and MYFP. Funding for facility operating costs associated with this project has not yet been identified.

Specific Plans/Policies Related to this Project:

Public Works Facility Master Plan Update

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Other	\$0	\$0	\$25,000	\$0	\$0	\$0	\$25,000
Total	\$0	\$0	\$25,000	\$0	\$0	\$0	\$25,000

Estimated Operating/Preservation & Maintenance Impact (\$ in thousands)

	2016	2017	2018	2019	2020	2021
Operating: Facility	\$0	\$0	\$0	\$46	\$47	\$48

Neighborhood: West Eugene

Ward: Ward 7



Current Fleet Maintenance facility at 1820 Roosevelt, Eugene.

Public Buildings and Facilities

Funding Not Identified

New Capital Facilities

New West Side Fire Station

Project Description: This project is to design and construct a new fire station to serve the growing Greenhill and Willow Creek areas and the area between Roosevelt Boulevard and West 11th Avenue. In 2018 \$6.5 million would be needed to build a new fire station on the west side of the City. Capital costs of this project could be funded with new GO Bond revenue or grant revenue.

Project Status: *Not Started* This project previously appeared in the CIP and MYFP.

Specific Plans/Policies Related to this Project:

- Fire & EMS Standards of Response
- Fire & EMS Strategic Plan 2011-2015
- Fire 2011-2015 Work Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
New GO Bond	\$0	\$0	\$6,500	\$0	\$0	\$0	\$6,500
Total	\$0	\$0	\$6,500	\$0	\$0	\$0	\$6,500

Estimated Operating/Preservation & Maintenance Impact (\$ in thousands)

	2016	2017	2018	2019	2020	2021
Operating: Facility	\$0	\$0	\$0	\$85	\$87	\$89
Operating: Program	\$0	\$0	\$0	\$2,610	\$1,936	\$1,979

Neighborhood: Multiple Neighborhoods

Ward: Ward 8



Example of a New Fire Station: Santa Clara Fire Station #11.

Public Buildings and Facilities

Funding Not Identified

New Capital Facilities

Santa Clara Community Center, Pool & Branch Library

Project Description: This project would construct a 40,000-50,000 square foot community center, aquatics facility and branch library in northwest Eugene. Capital construction costs for this project could be funded with new GO Bond revenue.

Project Status: *Not Started* This item is new in the FY16-21 CIP. Funding for facility and program operating costs associated with this project has not yet been identified.

Specific Plans/Policies Related to this Project:

- Council Goal - Accessible and Thriving Culture and Recreation
- PROS Comprehensive Plan
- PROS Project and Priority Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
New GO Bond	\$0	\$0	\$0	\$0	\$0	\$35,000	\$35,000
Total	\$0	\$0	\$0	\$0	\$0	\$35,000	\$35,000

Estimated Operating/Preservation & Maintenance Impact (\$ in thousands)

	2016	2017	2018	2019	2020	2021
Operating: Facility	\$0	\$0	\$0	\$0	\$0	\$1,500
Operating: Program	\$0	\$0	\$0	\$0	\$0	\$2,000

Neighborhood: Santa Clara

Ward: Ward 7



Youth program at a community center.

Public Buildings and Facilities

Funding Not Identified

New Capital Facilities

Whiteaker/Skinner Butte Community & Aquatics Center

Project Description: This project would create an approximately 30,000 square foot multi-cultural and aquatics center in the Whiteaker neighborhood. This facility would support activities reflecting the diversity of Eugene's citizens, and meet the need for an aquatic center for downtown neighborhoods.

Project Status: *Not Started* This item has previously appeared in the CIP and MYFP. Funding for facility and program operating costs associated with this project has not yet been identified.

Specific Plans/Policies Related to this Project:

Council Goal - Accessible and Thriving Culture and Recreation

PROS Comprehensive Plan

PROS Project and Priority Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
New GO Bond	\$0	\$0	\$0	\$0	\$0	\$30,000	\$30,000
Total	\$0	\$0	\$0	\$0	\$0	\$30,000	\$30,000

Estimated Operating/Preservation & Maintenance Impact (\$ in thousands)

	2016	2017	2018	2019	2020	2021
Operating: Facility	\$0	\$0	\$0	\$0	\$0	\$1,250
Operating: Program	\$0	\$0	\$0	\$0	\$0	\$1,500

Neighborhood: Whiteaker

Ward: Multiple Wards



Water polo

Public Buildings and Facilities

Funding Not Identified

New Capital Facilities

Willow Creek/Churchill Community Center, Pool & Branch Library

Project Description: This project would construct a 40,000-50,000 square foot community center, aquatics facility and branch library in southwest Eugene. Capital construction costs for this project could be funded with new GO Bond revenue.

Project Status: *Not Started* This item has previously appeared in the CIP and MYFP. The 2006 PROS Project Priority and Plan list includes a new west-side community center and aquatics facility as a FY12-FY16 project. Funding for facility and program operating costs associated with this project has not yet been identified.

Specific Plans/Policies Related to this Project:

- Council Goal - Accessible and Thriving Culture and Recreation
- PROS Comprehensive Plan
- PROS Project and Priority Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
New GO Bond	\$0	\$0	\$35,000	\$0	\$0	\$0	\$35,000
Total	\$0	\$0	\$35,000	\$0	\$0	\$0	\$35,000

Estimated Operating/Preservation & Maintenance Impact (\$ in thousands)

	2016	2017	2018	2019	2020	2021
Operating: Facility	\$0	\$0	\$0	\$1,500	\$1,545	\$1,591
Operating: Program	\$0	\$0	\$0	\$2,000	\$2,040	\$2,081

Neighborhood: Churchill

Ward: Ward 8



Amazon Community Center, shown here, is an example of a City facility providing a wide range of recreational opportunities.

Public Buildings and Facilities

Funding Not Identified

Preservation and Maintenance

Broadway South & North Garages - Deferred Maintenance

Project Description: Repair loose bricks in stairs, reseal all joints, repair and replace insulation damaged by birds, epoxy inject all floor cracks and fix water ponding issues on P3 level.

Project Status: *Not Started* This item has previously appeared in the CIP and MYFP.

Specific Plans/Policies Related to this Project:

Parking Structure Condition Analysis (PSCA)

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Parking	\$0	\$0	\$887	\$0	\$0	\$0	\$887
Total	\$0	\$0	\$887	\$0	\$0	\$0	\$887

Neighborhood: Downtown

Ward: Ward 7



Broadway North Garage - Cracks in pour joint on level P1.

Public Buildings and Facilities

Funding Not Identified

Preservation and Maintenance

Echo Hollow/Sheldon Pool Systems Preservation

Project Description: Major repair/replacement of pool water supply piping and gutter drain systems at Echo Hollow Pool and stabilization of deteriorating pool shells at both Echo Hollow and Sheldon.

Project Status: *Not Started* This project has previously appeared in the CIP and MYFP. Sheldon Pool water supply and gutter drain systems were replaced in FY12-FY13. This reduced the total cost of this project by \$1 million from the FY12-17 CIP level.

Specific Plans/Policies Related to this Project:

- Council Goal - Accessible and Thriving Culture and Recreation
- Echo Hollow Pool Conceptual Master Plan
- Facility Condition Report
- Sheldon Pool Conceptual Master Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
General Capital Projects	\$0	\$0	\$0	\$0	\$0	\$1,500	\$1,500
Total	\$0	\$0	\$0	\$0	\$0	\$1,500	\$1,500

Neighborhood: Multiple Neighborhoods

Ward: Multiple Wards



Echo Hollow Pool

Public Buildings and Facilities

Funding Not Identified

Preservation and Maintenance

Hult Garage - Deferred Maintenance

Project Description: This project would provide funding to seal the exterior façade and interior face of roof level parapet walls, power wash the structure, repair soffit spalls, replace seals and re-caulk, and repair cracks in structural beams and parking decks.

Project Status: *Not Started* This item has previously appeared in the MYFP.

Specific Plans/Policies Related to this Project:

Parking Structure Condition Analysis (PSCA)

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Parking	\$0	\$0	\$443	\$0	\$0	\$0	\$443
Total	\$0	\$0	\$443	\$0	\$0	\$0	\$443

Neighborhood: Downtown

Ward: Ward 7



Hult Garage, showing spall in exterior wall

Public Buildings and Facilities

Funding Not Identified

Preservation and Maintenance

Overpark Garage - Deferred Maintenance

Project Description: Funding for deck coating in the Overpark Garage, penetrating sealer applied to exterior perimeter walls and interior face of roof level walls, and pressure washing garage walls.

Project Status: *Not Started* This item has previously appeared in the MYFP.

Specific Plans/Policies Related to this Project:

Parking Structure Condition Analysis (PSCA)

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Parking	\$0	\$0	\$791	\$0	\$0	\$0	\$791
Total	\$0	\$0	\$791	\$0	\$0	\$0	\$791

Neighborhood: Downtown

Ward: Ward 7



Example of wear on Overpark deck.

Public Buildings and Facilities

Funding Not Identified

Preservation and Maintenance

Parcade Garage - Deferred Maintenance

Project Description: Replace parking deck coating, seal exterior faces of walls, including interior face of roof level parapet, repair cracks and spalling, power wash.

Project Status: *Not Started* This item has previously appeared in the MYFP.

Specific Plans/Policies Related to this Project:

Parking Structure Condition Analysis (PSCA)

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Parking	\$0	\$0	\$2,439	\$0	\$0	\$0	\$2,439
Total	\$0	\$0	\$2,439	\$0	\$0	\$0	\$2,439

Neighborhood: Downtown

Ward: Ward 7



Water leak in wall of Parcade Garage.

Public Buildings and Facilities

Funding Not Identified

Preservation and Maintenance

Parking Garage Commercial Space Maintenance

Project Description: Commercial space annual maintenance for existing and new tenants, includes exterior work.

Project Status: *Not Started* This item has previously appeared in the CIP and MYFP.

Specific Plans/Policies Related to this Project:

Eugene Downtown Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Parking	\$50	\$50	\$50	\$50	\$50	\$50	\$300
Total	\$50	\$50	\$50	\$50	\$50	\$50	\$300

Neighborhood: Downtown

Ward: Ward 7



Parcade Parking Garage commercial space

Public Buildings and Facilities

Funding Not Identified

Preservation and Maintenance

Parking Structure Elevator Modernization

Project Description: There are seven elevators in the Overpark, Parcade, Pearl Street, and Hult Center Parking Garage facilities. The average age of these facilities is over 25 years and repair/replacement parts are becoming more difficult to acquire. These upgrades are recommended by the 2003 Elevator Modernization Report in a effort to anticipate and avoid breakdowns.

Project Status: *Not Started* This item is new in the FY16-21 CIP and MYFP.

Specific Plans/Policies Related to this Project:

- Elevator Modernization Report
- Parking Structure Condition Analysis (PSCA)

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Parking	\$0	\$0	\$0	\$0	\$975	\$0	\$975
Total	\$0	\$0	\$0	\$0	\$975	\$0	\$975

Neighborhood: Downtown

Ward: Multiple Wards



Overpark Elevator

Public Buildings and Facilities

Funding Not Identified

Preservation and Maintenance

Parking Structures Seismic Upgrade

Project Description: An initial seismic study of 45 City buildings was completed in February 1995 by Berry Architects. Arcade and Overpark Garages estimated at \$1,058,750 in 1995. Cost estimate inflated to 2018 dollars.

Project Status: *Not Started* This item has previously appeared in the MYFP.

Specific Plans/Policies Related to this Project:

Facility Condition Report

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Parking	\$0	\$0	\$3,641	\$0	\$0	\$0	\$3,641
Total	\$0	\$0	\$3,641	\$0	\$0	\$0	\$3,641

Neighborhood: Downtown

Ward: Ward 7



Overpark Garage in downtown Eugene.

Public Buildings and Facilities

Funding Not Identified

Preservation and Maintenance

Pearl Street Garage - Deferred Maintenance

Project Description: Prepare faces of perimeter concrete elements (walls, cornices, spandrels, etc.) at all levels and apply wall coating to exterior face and penetrating sealer to interior face of top level. Pressure wash entire structure.

Project Status: *Not Started* This item has previously appeared in the MYFP.

Specific Plans/Policies Related to this Project:

Parking Structure Condition Analysis (PSCA)

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Parking	\$0	\$0	\$568	\$0	\$0	\$0	\$568
Total	\$0	\$0	\$568	\$0	\$0	\$0	\$568

Neighborhood: Downtown

Ward: Ward 3



Pearl Street Garage - Spall in Column.

Public Buildings and Facilities

Funding Not Identified

Preservation and Maintenance

Public Building Deferred Maintenance

Project Description: General Fund supports 100+ buildings and structures totaling over 900,000 square feet, with a replacement value of about \$354 million. Deferred maintenance in General Fund buildings is currently estimated at approximately \$30 million. The deferred maintenance amount will continue to increase based on anticipated funding levels.

Project Status: *Not Started* This project was previously included in both the CIP and MYFP documents for a number of years.

Specific Plans/Policies Related to this Project:

- Council Goal - Effective, Accountable Municipal Government
- Facility Condition Report
- Financial Management Goals and Policies

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
General	\$1,845	\$1,873	\$1,902	\$1,933	\$1,966	\$1,979	\$11,498
Total	\$1,845	\$1,873	\$1,902	\$1,933	\$1,966	\$1,979	\$11,498

Neighborhood: Multiple Neighborhoods

Ward: Citywide



Eugene Fire and EMS headquarters is one of many buildings maintained by the General Fund.

Public Buildings and Facilities

Funding Not Identified

Site and Facility Improvements

Amazon Community Center Renovation

Project Description: This project would renovate the Amazon Community Center to make it more efficient and better serve the community.

Project Status: *Not Started* This is a new project in the FY16-21 CIP and MYFP. Funding for facility operating costs associated with this project has not yet been identified.

Specific Plans/Policies Related to this Project:

- Council Goal - Accessible and Thriving Culture and Recreation
- PROS Comprehensive Plan
- PROS Project and Priority Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
General Capital Projects	\$0	\$0	\$0	\$0	\$0	\$4,000	\$4,000
Total	\$0	\$0	\$0	\$0	\$0	\$4,000	\$4,000

Estimated Operating/Preservation & Maintenance Impact (\$ in thousands)

	2016	2017	2018	2019	2020	2021
Operating: Facility	\$0	\$0	\$0	\$0	\$0	\$100

Neighborhood: South University

Ward: Ward 1



A community center program.

Public Buildings and Facilities

Funding Not Identified

Site and Facility Improvements

Campbell Community Center Renovation

Project Description: Update and remodel Campbell Center and add fitness area to current facility to meet the needs of growing senior population. This is also part of the Campbell Center Health and Fitness Center Study completed in 2003.

Project Status: *Not Started* This item has previously appeared in the MYFP. PROS May 2006 priority listing moved this project to FY17-21. Funding for facility operating costs associated with this project has not yet been identified.

Specific Plans/Policies Related to this Project:

- Celeste Campbell Senior Center Health and Fitness Expansion Study
- Council Goal - Accessible and Thriving Culture and Recreation
- PROS Comprehensive Plan
- PROS Project and Priority Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
General Capital Projects	\$0	\$0	\$4,000	\$0	\$0	\$0	\$4,000
Total	\$0	\$0	\$4,000	\$0	\$0	\$0	\$4,000

Estimated Operating/Preservation & Maintenance Impact (\$ in thousands)

	2016	2017	2018	2019	2020	2021
Operating: Facility	\$0	\$0	\$50	\$52	\$53	\$55

Neighborhood: Downtown

Ward: Ward 7



Campbell Center

Public Buildings and Facilities

Funding Not Identified

Site and Facility Improvements

Cuthbert Amphitheater Renovations

Project Description: This renovation includes backstage areas which are past their useful life and hinder the ability to increase revenue, as well as increased seating capacity and patron enhancements.

Technical improvements include a permanent stage with sound wings, covered spotlight booth with restroom and utilities, front-of-house sound position with removable cover and buried utility access, upgrades to all stage utilities (phone, data, electric, water) and all areas of the venue including lighting to all exterior parking lots and walk paths, off stage dressing/prep rooms and “green room” areas attached to the stage and solution to river and island issues for security and safety. Backstage work will include paving and hardscape/landscaping, walkways and surfaces to allow accessibility and reduce dirt and dust, commercial catering prep and service area for functions and events, ADA compliant backstage rest rooms and dressing rooms as well as “star” and band or chorus dressing and prep rooms, and offices for Cuthbert production as well as visiting operations and production staff.

Improvements to add capacity or enhance patron experience include addition of bleachers seating 3,000 at back of amphitheater, permanent bicycle parking areas, iron fencing around entire venue for security and safety as well as appearance, landscaping and plantings around venue for screening, paving all access and approach paths and roads for accessibility and safety from all directions and parking areas.

Project Status: *Not Started* New in FY16-21 CIP.

Specific Plans/Policies Related to this Project:

- Council Goal - Accessible and Thriving Culture and Recreation
- Cuthbert Amphitheater Feasibility Study
- PROS Project and Priority Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Cultural Services Fund	\$0	\$0	\$0	\$0	\$0	\$3,000	\$3,000
Total	\$0	\$0	\$0	\$0	\$0	\$3,000	\$3,000

Neighborhood: Harlow

Ward: Ward 4



The Cuthbert Amphitheater located in Alton Baker Park.

Public Buildings and Facilities

Funding Not Identified

Site and Facility Improvements

Parking Garage Access System Replacement

Project Description: Equipment reserve to replace existing access control system in the Parcade & Overpark garages. Equipment was replaced in 2011 with a 10 year life cycle.

Project Status: *Not Started* This item has previously appeared in the MYFP.

Specific Plans/Policies Related to this Project:

Parking Structure Condition Analysis (PSCA)

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Parking	\$0	\$0	\$0	\$0	\$363	\$0	\$363
Total	\$0	\$0	\$0	\$0	\$363	\$0	\$363

Neighborhood: Downtown

Ward: Multiple Wards



Overpark Garage

Public Buildings and Facilities

Funding Not Identified

Site and Facility Improvements

Petersen Barn Community Center Renovation

Project Description: This project would renovate the Petersen Barn Community Center to make it more efficient and better serve the community.

Project Status: *Not Started* This item is new in the FY16-21 CIP and MYFP. Funding for facility operating costs associated with this project has not yet been identified.

Specific Plans/Policies Related to this Project:

- Council Goal - Accessible and Thriving Culture and Recreation
- PROS Comprehensive Plan
- PROS Project and Priority Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
General Capital Projects	\$0	\$0	\$2,000	\$0	\$0	\$0	\$2,000
Total	\$0	\$0	\$2,000	\$0	\$0	\$0	\$2,000

Estimated Operating/Preservation & Maintenance Impact (\$ in thousands)

	2016	2017	2018	2019	2020	2021
Operating: Facility	\$0	\$0	\$50	\$52	\$53	\$55

Neighborhood: Bethel

Ward: Ward 6



We are Bethel celebration at the Petersen Barn Community Center.

Public Buildings and Facilities

Funding Not Identified

Site and Facility Improvements

Riverhouse Renovation

Project Description: Remodel and expand current facility for class and community rooms and additional parking area.

Project Status: *Not Started* This item has previously appeared in the MYFP. The final 2006 PROS priority plan listed completion of the Riverhouse Master Plan as an FY22-FY26 project. Funding for facility operating costs associated with this project has not yet been identified.

Specific Plans/Policies Related to this Project:

- Council Goal - Accessible and Thriving Culture and Recreation
- PROS Comprehensive Plan
- PROS Project and Priority Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
General Capital Projects	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
Total	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000

Estimated Operating/Preservation & Maintenance Impact (\$ in thousands)

	2016	2017	2018	2019	2020	2021
Operating: Facility	\$0	\$0	\$0	\$25	\$26	\$27

Neighborhood: Whiteaker

Ward: Ward 7



Riverhouse Canoe Storage

Public Buildings and Facilities

Funding Not Identified

Site and Facility Improvements

Sheldon Community Center & Pool Renovation

Project Description: Implement the Sheldon Community Center & Pool master plan that includes expanding interior space to the current exterior courtyard area.

Project Status: *Not Started* This item has previously appeared in the CIP and MYFP. Funding for facility operating costs associated with this project has not yet been identified.

Specific Plans/Policies Related to this Project:

- Council Goal - Accessible and Thriving Culture and Recreation
- PROS Comprehensive Plan
- PROS Project and Priority Plan
- Sheldon Pool Conceptual Master Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
General Capital Projects	\$0	\$0	\$0	\$4,000	\$0	\$0	\$4,000
Total	\$0	\$0	\$0	\$4,000	\$0	\$0	\$4,000

Estimated Operating/Preservation & Maintenance Impact (\$ in thousands)

	2016	2017	2018	2019	2020	2021
Operating: Facility	\$0	\$0	\$0	\$100	\$103	\$106

Neighborhood: Cal Young

Ward: Ward 4



Program at the Sheldon Community Center.

Public Buildings and Facilities

Funding Not Identified

Upgrades and Capacity Enhancement

Parking Multi Space Meter Replacement

Project Description: Replace 11 multi-space parking meters in downtown and campus. Meter cost in 2020 expected to be about \$10,000 each. Life cycle is 10 years.

Project Status: *Not Started* This item has previously appeared in the MYFP.

Specific Plans/Policies Related to this Project:

Parking Structure Condition Analysis (PSCA)

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Parking	\$0	\$0	\$0	\$0	\$148	\$0	\$148
Total	\$0	\$0	\$0	\$0	\$148	\$0	\$148

Neighborhood: Multiple Neighborhoods

Ward: Multiple Wards



Multi space parking meter as public art.

Stormwater

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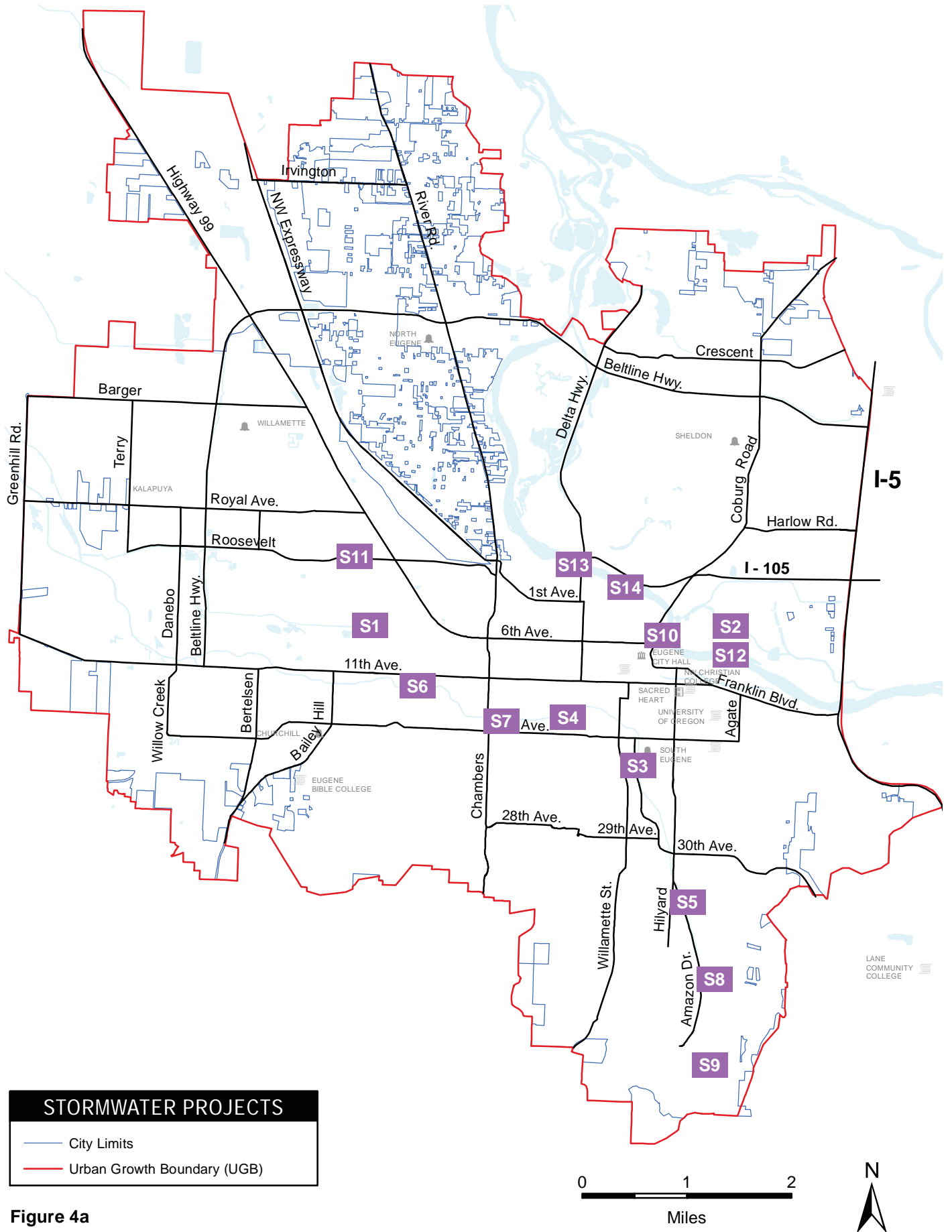


Figure 4a

STORMWATER PROJECTS

Site-specific CIP projects shown in funding tables for 2016-2021 as \$50,000 or more

- S1 A3 Channel Water Quality Improvements
- S2 Alton Baker Canoe Canal Renovation
- S3 Amazon Creek Restoration - 24th Avenue to 19th Avenue
- S4 Amazon Creek Restoration - Lane Events Center
- S5 Amazon Creek Restoration and Rehab - 39th Avenue to Hilyard Street
- S6 Amazon Creek Restoration and Rehab - City View Street to Oakpatch Road
- S7 Amazon Creek Restoration and Rehab - North Westmoreland Park
- S8 Amazon Creek Restoration and Rehab - Snell Street to Fox Hollow Road
- S9 Amazon Headwaters Rehab, East Fork - South End of Center Way
- S10 Mill Street Water Quality Improvements (EWEB)
- S11 Roosevelt Channel Water Quality Improvements
- S12 Willamette River Bank Stabilization at Autzen Bridge
- S13 Willamette River Bank Stabilization at Owen Rose Garden
- S14 Willamette River Bank Stabilization at Skinner Butte Park

Stormwater

Overview

The City's stormwater capital program reflects the goals of the Comprehensive Stormwater Management Plan (CSWMP), the City's compliance with federal clean water regulations including its National Pollutant Discharge Elimination System (NPDES) stormwater permit and the Willamette Basin Total Maximum Daily Load (TMDL), and the City's compliance with the federal and state groundwater protection regulations pertaining to drywells.

The goals of the capital improvements include the following:

1. Protect the community from excessive flood damage.
2. Meet the requirements of the Clean Water Act for managing non-point source pollution and the Safe Drinking Water Act for protecting groundwater quality.
3. Incorporate the multiple objectives outlined in the CSWMP into capital projects: flood protection, water quality protection and enhancement, and related natural resource protection.
4. Integrate stream corridors into the City's green infrastructure system through a combination of acquisition, restoration, and rehabilitation.
5. Participate in the ongoing management and implementation of the wetland mitigation bank program.
6. Preserve the effectiveness of the stormwater system through an ongoing operations and maintenance program and system rehabilitation/retrofits.

Capital improvement priorities reflect a set of guiding principles consistent with CSWMP goals and objectives, as well as additional considerations such as the opportunity to leverage local funds and coordination with other City and County transportation and parks capital improvement needs. Priority capital improvements for FY16 through FY21 are specifically identified in this CIP.

Project Categories

Stormwater projects fall into one of the following five categories:

1. **Restoration** - These projects are designed to meet the multiple objectives and goals of the CSWMP and to re-establish and enhance natural systems where appropriate.
2. **Stormwater Rehabilitation and Improvements** - These projects preserve the investment in the existing stormwater system, rehabilitate existing open waterways, outfalls and tip-ups, retrofit the existing stormwater system to improve water quality, and address localized system improvements. A significant new project in this category is the retrofit or elimination of some public drywells which is prompted by new Department of Environmental Quality (DEQ) requirements.

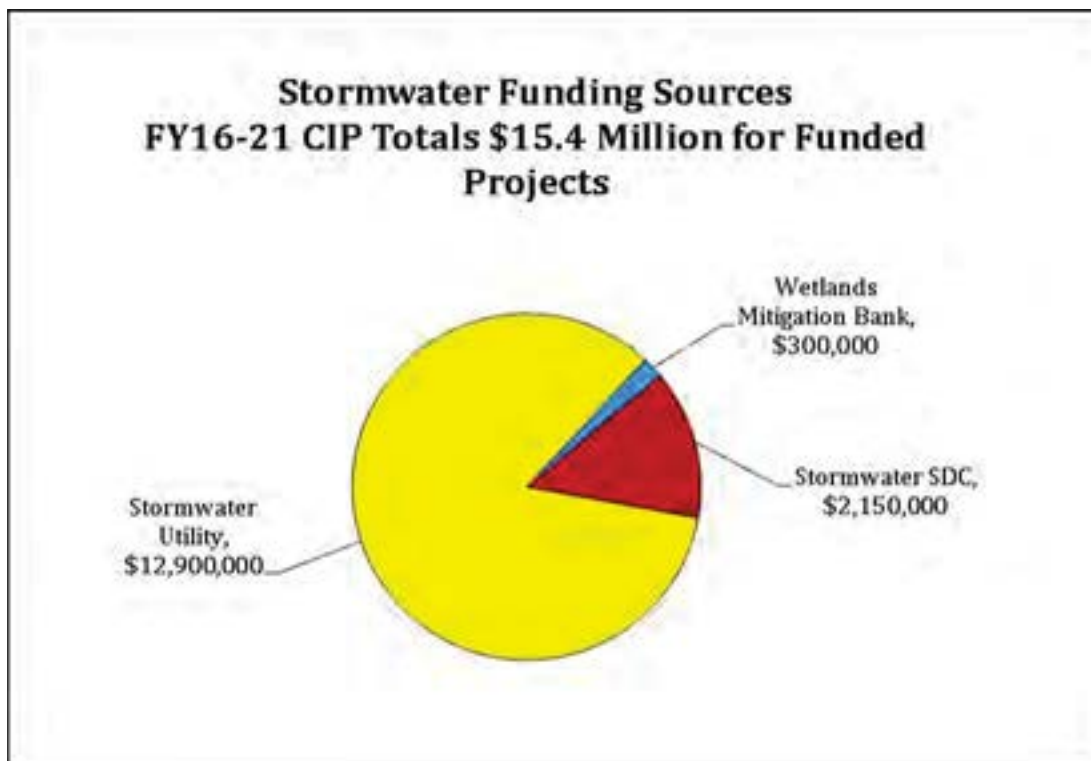
3. Stream Corridor Acquisition - These projects address property acquisitions for priority stream corridors, related maintenance access needs, or acquisitions that may be associated with development proposals.

4. Upgrades and Capacity Enhancement - These projects include modification, improvement, or expansion of existing facilities and they enhance water quality and natural resources.

5. New Capital Facilities - This category contains projects which result in construction of a new facility or system.

Funding

Stormwater projects including system rehabilitation and improvements, capacity enhancements, waterway restoration, drywell elimination and stream corridor acquisitions are funded primarily through stormwater user fees and systems development charges:



Wetland restoration projects are designed to meet multiple objectives included in the CSWMP and to reestablish natural systems where appropriate. The primary revenue source for wetlands restoration are the wetlands mitigation banks. The City manages the West Eugene and Coyote Prairie wetland mitigation banks to restore, construct and maintain wetlands to replace those wetlands permitted to be developed. As part of the development process, private developers have the option to purchase replacement wetlands through the banks.

Stormwater Funding Secured & Funding Identified

in thousands of dollars (e.g. 1,000 = \$1 million)

Subcategory	Project Title	Funding	2016	2017	2018	2019	2020	2021	Total
Restoration	Wetland Mitigation Bank Capital Projects	Funding Secured	50	50	50	50	50	50	300
	Restoration Total		50	50	50	50	50	50	300
Stormwater Rehabilitation and	Amazon Creek Restoration - 24th Ave. to 19th Ave.	Funding Identified	300	300	300	500	500	500	3,000
	Drywell Elimination Program	Funding Identified	500	500	500	500	500	500	3,000
	Stormwater System Rehabilitation	Funding Secured	1,100	975	975	1,075	975	975	6,075
	Stream Restoration and Stabilization	Funding Secured	350	325	325	325	325	325	1,975
	Water Quality Facilities	Funding Secured	200	300	300	200	600	600	2,200
Stormwater Rehabilitation and Improvements Total		2,450	2,400	2,400	2,100	2,400	2,400	2,400	14,150
Stream Corridor Acquisition	Stream Corridor Acquisition	Funding Secured	150	150	150	150	150	150	900
Stream Corridor Acquisition Total		150	150	150	150	150	150	150	900
Total			2,650	2,600	2,600	2,300	2,600	2,600	15,350

Stormwater	Funding Secured
Restoration	

Wetland Mitigation Bank Capital Projects

Project Description: Enhancement and restoration of wetlands in West Eugene on various sites. Mitigation work in advance of development will result in certified credits to be sold to developers.

Project Status: *In Progress* This is an ongoing capital project. Funds are budgeted annually and are applied to specific capital projects as they are identified and developed. Funded at \$150,000 per year in capital budgets prior to FY11. Due to decreased demand for mitigation credits, annual funding was reduced to \$50,000 per year in the FY12, FY13, FY14 and FY15 capital budgets.

Specific Plans/Policies Related to this Project:

Comprehensive Stormwater Management Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Wetlands Mitigation Bank	\$50	\$50	\$50	\$50	\$50	\$50	\$300
Total	\$50	\$50	\$50	\$50	\$50	\$50	\$300

Neighborhood: Bethel

Ward: Ward 8



Coyote Prairie is one of the mitigation sites within the West Eugene Wetlands Mitigation Bank.

Stormwater

Funding Identified

Stormwater Rehabilitation and Improvements

Amazon Creek Restoration - 24th Ave. to 19th Ave.

Project Description: This project will remove the concrete channel between 19th Ave and 24th Ave to address structure wall issues, to improve water quality and flow capacity, to improve habitat, and provide an educational resource to nearby schools. The channel will be widened and riparian vegetation will be restored. The concrete drop structure at 24th Ave will be removed to better allow the movement of fish, turtles, and other aquatic wildlife.

Project Status: *In Progress* This project has previously appeared in the CIP. Preliminary scoping and survey has begun. A portion of the funding for this project is not yet identified.

Specific Plans/Policies Related to this Project:

- City of Eugene NPDES Municipal Stormwater Permit & Stormwater Management Plan
- Comprehensive Stormwater Management Plan
- Metro Waterways Study
- Stormwater Basin Master Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Stormwater Utility - Capital	\$300	\$300	\$300	\$0	\$0	\$0	\$900
Total	\$300	\$300	\$300	\$0	\$0	\$0	\$900

Neighborhood: Friendly Area

Ward: Ward 2



Amazon Creek Rehabilitation

Stormwater

Funding Identified

Stormwater Rehabilitation and Improvements

Drywell Elimination Program

Project Description: Many underground injection control facilities (UIC's or drywells) are located in the River Road, Santa Clara and Willakenzie basins, and are failing which causes street flooding. Oregon Department of Environmental Quality (DEQ) ground water protection and monitoring requirements for operating drywells have increased. With the failing drywells and increased regulatory requirements the City started the Drywell Elimination Program to remove UIC's and replace them with either piped systems or infiltration systems such as raingardens.

Project Status: *In Progress* This item has previously appeared in the CIP and is a continuing program. Funded at \$1 million in FY14 and \$500,000 in FY15 capital budgets.

Specific Plans/Policies Related to this Project:

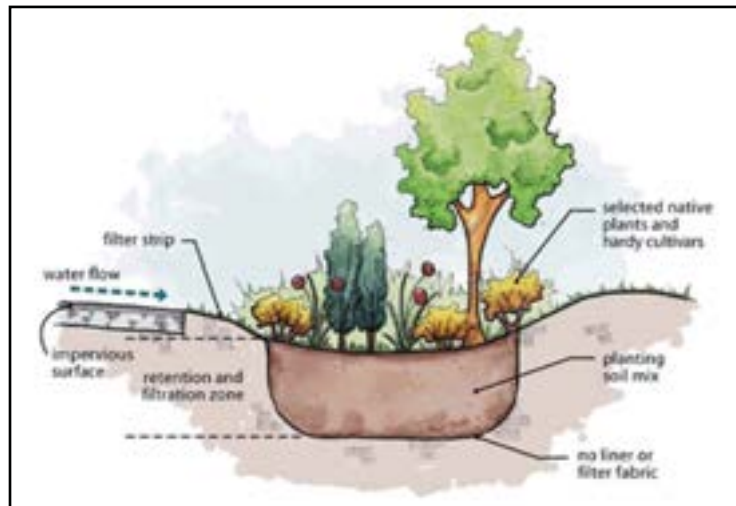
City of Eugene Underground Injection Controls Water Pollution Control Facility (WPCF) Permit

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Stormwater Utility - Capital	\$500	\$500	\$500	\$500	\$500	\$500	\$3,000
Total	\$500	\$500	\$500	\$500	\$500	\$500	\$3,000

Neighborhood: Multiple Neighborhoods

Ward: Multiple Wards



Stormwater retention and filtration

Stormwater

Funding Secured

Stormwater Rehabilitation and Improvements

Stormwater System Rehabilitation

Project Description: Rehabilitate, reconstruct and install stormwater system where needed due to various problems, such as deterioration due to age, poor materials, localized flooding, and/or systems limitations. Where feasible, natural systems are used to address existing problems in conformance with the Comprehensive Stormwater Management Plan and Stormwater Basin Master Plans.

Project Status: *In Progress* This is an ongoing program to rehabilitate damage and deficiencies in the existing stormwater system. In CIPs prior to FY16 this was titled General Stormwater Rehabilitation. Funded at \$110,000 in FY12, \$120,000 in FY13, \$250,000 in FY14 and \$850,000 in FY15.

Specific Plans/Policies Related to this Project:

- City of Eugene NPDES Municipal Stormwater Permit & Stormwater Management Plan
- Comprehensive Stormwater Management Plan
- Stormwater Basin Master Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Stormwater SDC	\$200	\$175	\$175	\$175	\$175	\$175	\$1,075
Stormwater Utility - Capital	\$900	\$800	\$800	\$900	\$800	\$800	\$5,000
Total	\$1,100	\$975	\$975	\$1,075	\$975	\$975	\$6,075

Neighborhood: Citywide

Ward: Citywide



Installing stormwater pipe

Stormwater

Funding Secured

Stormwater Rehabilitation and Improvements

Stream Restoration and Stabilization

Project Description: Implement streambank stabilization projects to repair streambanks, restore habitat and to help streams adjust to increased runoff volumes while limiting negative impacts associated with downcutting, sedimentation, and erosion. Where appropriate, use bioengineering techniques to stabilize streambanks and improve habitat and water quality functions.

Project Status: *In Progress* This is an ongoing program. Funds are budgeted under this program and then are transferred to specific capital projects as they are identified and developed. In previous CIPs this project was titled Streambank and Outfall Stabilization. Funded at \$100,000 in FY12, \$124,000 in FY13, \$200,000 in FY14, and \$250,000 in FY15.

Specific Plans/Policies Related to this Project:

- City of Eugene NPDES Municipal Stormwater Permit & Stormwater Management Plan
- City of Eugene Willamette Basin Total Maximum Daily Load (TMDL) Implementation Plan
- Comprehensive Stormwater Management Plan
- Stormwater Basin Master Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Stormwater SDC	\$200	\$175	\$175	\$175	\$175	\$175	\$1,075
Stormwater Utility - Capital	\$150	\$150	\$150	\$150	\$150	\$150	\$900
Total	\$350	\$325	\$325	\$325	\$325	\$325	\$1,975

Neighborhood: Citywide

Ward: Citywide



Streambank stabilization work.

Stormwater

Funding Secured

Stormwater Rehabilitation and Improvements

Water Quality Facilities

Project Description: Improve water quality in developed, high pollutant source areas by installing structural water quality facilities to address pollutants of concern. In previous CIPs this project was titled Water Quality Facilities - High Source Areas and Willamette Basin Water Quality Improvements. The projects have been combined into this one project/program. Combined previous funding was \$75,000 in FY12 and FY13, \$200,000 in FY14 and FY15.

Project Status: *In Progress* This item has previously appeared in the CIP and is an ongoing program. Funds are budgeted under this program and then are transferred to specific projects as they are identified and developed.

Specific Plans/Policies Related to this Project:

- City of Eugene NPDES Municipal Stormwater Permit & Stormwater Management Plan
- City of Eugene Willamette Basin Total Maximum Daily Load (TMDL) Implementation Plan
- Comprehensive Stormwater Management Plan
- Stormwater Basin Master Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Stormwater Utility - Capital	\$200	\$300	\$300	\$200	\$600	\$600	\$2,200
Total	\$200	\$300	\$300	\$200	\$600	\$600	\$2,200

Neighborhood: Citywide

Ward: Citywide



Spill response on the Willamette River

Stormwater

Funding Secured

Stream Corridor Acquisition

Stream Corridor Acquisition

Project Description: Acquire fee title or easements along waterways for waterway protection and restoration.

Project Status: *In Progress* This is an ongoing project. Funds are budgeted under this project and then are transferred to specific capital projects as they are identified and developed. Funded at \$150,000 per year in FY12, FY13, FY14 and FY15 capital budgets. Funding for preservation & maintenance costs associated with this project has not yet been identified.

Specific Plans/Policies Related to this Project:

- City of Eugene NPDES Municipal Stormwater Permit & Stormwater Management Plan
- City of Eugene Willamette Basin Total Maximum Daily Load (TMDL) Implementation Plan
- Comprehensive Stormwater Management Plan
- Council Specific Direction
- PROS Project and Priority Plan
- Stormwater Basin Master Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Stormwater Utility - Capital	\$150	\$150	\$150	\$150	\$150	\$150	\$900
Total	\$150	\$150	\$150	\$150	\$150	\$150	\$900

Preserve Maintain	\$0	\$3	\$3	\$3	\$3	\$3	\$3
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Neighborhood: Citywide

Ward: Citywide



Stream Corridor Site

Stormwater

Funding Not Identified

in thousands of dollars (e.g. 1,000 = \$1 million)

Subcategory	Project Title	2017	2018	2019	2020	2021	Total	
Site and Facility Improvements	Alton Baker Canoe Canal Renovation	2,500	2,500				5,000	
Site and Facility Improvements Total		2,500	2,500				5,000	
Stormwater Rehabilitation and Improvements	A3 Channel Water Quality Improvements			950			950	
	Amazon Creek Restoration - 24th Ave. to 19th Ave.		750				750	
	Amazon Creek Restoration - Lane Events Center			500			500	
	Amazon Creek Restoration and Rehab - 39th Ave. to Hilyard St.					1,000	1,000	
	Amazon Creek Restoration and Rehab - City View St. to Oak Patch Rd.				2,000		2,000	
	Amazon Creek Restoration and Rehab - North Westmoreland Park			650			650	
	Amazon Creek Restoration and Rehab - Snell St. to Fox Hollow Rd.					800	800	
	Amazon Headwaters Rehab, East Fork - South End of Center Way			100			100	
	Mill St. Water Quality Improvements (EWFB)			300			300	
	Roosevelt Channel Water Quality Improvements			250			250	
	Willamette River Bank Stabilization at Autzen Bridge			400			400	
	Willamette River Bank Stabilization at Owen Rose Garden					600	600	
	Willamette River Bank Stabilization at Skinner Butte Park					650	650	
	Stormwater Rehabilitation and Improvements Total		750	3,150	3,150	2,000	3,050	8,950
	Upgrades and Capacity Enhancement	Services for New Development - Stormwater		100	100	100		300
Upgrades and Capacity Enhancement Total			100	100	100		300	
Total		2,500	3,350	3,250	2,100	3,050	14,250	

Stormwater

Funding Not Identified

Site and Facility Improvements

Alton Baker Canoe Canal Renovation

Project Description: Funding would allow complete restoration of canoe canal, ponds, and development of related park facilities. Improvements will address natural resources enhancements, recreation improvements, and safety needs. More specifically, improvements would include: (a) improving conditions for paddling in the canoe canal (e.g., less required portages); (b) increasing shading of the canoe canal to reduce water temperatures; (c) reducing bacteria in the canoe canal to improve water quality; (d) enhancing habitat conditions for spring Chinook salmon, (e) improving boating access and providing path improvements, and (f) renovating landscaping. This project has high potential for garnering state and federal grants for the natural resources enhancements.

Project Status: *Not Started* This project has previously appeared in the CIP and MYFP.

Specific Plans/Policies Related to this Project:

PROS Project and Priority Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Grants	\$0	\$1,000	\$1,000	\$0	\$0	\$0	\$2,000
General	\$0	\$500	\$500	\$0	\$0	\$0	\$1,000
Stormwater Utility - Capital	\$0	\$1,000	\$1,000	\$0	\$0	\$0	\$2,000
Total	\$0	\$2,500	\$2,500	\$0	\$0	\$0	\$5,000

Neighborhood: Harlow

Ward: Ward 4



Large numbers of geese and ducks create water quality issues (e.g., high bacteria loads) in Alton Baker Canoe Canal.

Stormwater

Funding Not Identified

Stormwater Rehabilitation and Improvements

A3 Channel Water Quality Improvements

Project Description: This project will construct a water quality structure near the Seneca outfall to the A3 Channel. The project may include regrading portions of the channel to increase capacity and naturalization.

Project Status: *Not Started* This is a new project in the FY16-21 CIP.

Specific Plans/Policies Related to this Project:

- City of Eugene NPDES Municipal Stormwater Permit & Stormwater Management Plan
- Comprehensive Stormwater Management Plan
- Stormwater Basin Master Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Stormwater Utility - Capital	\$0	\$0	\$0	\$950	\$0	\$0	\$950
Total	\$0	\$0	\$0	\$950	\$0	\$0	\$950

Neighborhood: West Eugene

Ward: Ward 8



Water Quality Structure

Stormwater

Funding Not Identified

Stormwater Rehabilitation and Improvements

Amazon Creek Restoration - 24th Ave. to 19th Ave.

Project Description: This project will remove the concrete channel between 19th Ave and 24th Ave to address structure wall issues, to improve water quality and flow capacity, to improve habitat, and provide an educational resource to nearby schools. The channel will be widened and riparian vegetation will be restored. The concrete drop structure at 24th Ave will be removed to better allow the movement of fish, turtles, and other aquatic wildlife.

Project Status: *In Progress* This project has previously appeared in the CIP. Preliminary scoping and survey has begun. A portion of the funding for this project is not yet identified.

Specific Plans/Policies Related to this Project:

- City of Eugene NPDES Municipal Stormwater Permit & Stormwater Management Plan
- Comprehensive Stormwater Management Plan
- Metro Waterways Study
- Stormwater Basin Master Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Stormwater Utility - Capital	\$0	\$0	\$750	\$0	\$0	\$0	\$750
Total	\$0	\$0	\$750	\$0	\$0	\$0	\$750

Neighborhood: Friendly Area

Ward: Ward 2



Amazon Creek Rehabilitation

Stormwater

Funding Not Identified

Stormwater Rehabilitation and Improvements

Amazon Creek Restoration - Lane Events Center

Project Description: This project will widen the channel in two locations, avoiding impacts to two existing mature oak stands while minimizing loss of parking. The widening will increase capacity, improve natural resource function, improve aesthetics, and provide an educational opportunity. Riparian vegetation will be restored as part of the project.

Project Status: *Not Started* This project was previously incorporated into the Metro Waterways Study.

Specific Plans/Policies Related to this Project:

- City of Eugene NPDES Municipal Stormwater Permit & Stormwater Management Plan
- Comprehensive Stormwater Management Plan
- Metro Waterways Study
- Stormwater Basin Master Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Stormwater Utility - Capital	\$0	\$0	\$0	\$500	\$0	\$0	\$500
Total	\$0	\$0	\$0	\$500	\$0	\$0	\$500

Neighborhood: Jefferson Westside

Ward: Ward 1



Amazon Creek Rehabilitation

Stormwater

Funding Not Identified

Stormwater Rehabilitation and Improvements

Amazon Creek Restoration and Rehab - 39th Ave. to Hilyard St.

Project Description: This project will widen the channel segment adjacent to 39th Ave. to increase capacity, address bank stabilization issues, and improve natural resource function. This project will also widen the channel segment adjacent to 36th Ave. to increase capacity, address bank stabilization issues, and improve natural resource function. Riparian vegetation will be restored in conjunction with widening.

Project Status: *Not Started* This project was previously incorporated into the Metro Waterways Study.

Specific Plans/Policies Related to this Project:

- City of Eugene NPDES Municipal Stormwater Permit & Stormwater Management Plan
- Comprehensive Stormwater Management Plan
- Metro Waterways Study
- Stormwater Basin Master Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Stormwater Utility - Capital	\$0	\$0	\$0	\$0	\$0	\$1,000	\$1,000
Total	\$0	\$0	\$0	\$0	\$0	\$1,000	\$1,000

Neighborhood: Southeast

Ward: Ward 2



Amazon Creek Rehabilitation

Stormwater

Funding Not Identified

Stormwater Rehabilitation and Improvements

Amazon Creek Restoration and Rehab - City View St. to Oak Patch Rd.

Project Description: This project will widen the channel to increase capacity, address bank stabilization issues, and improve natural resource function. The project will include the acquisition of land between Berkley Park and Amazon Creek to allow for daylighting of the piped storm system and the construction of a pedestrian trail. The daylighted pipe system will provide natural resource and water quality benefits. The riparian vegetation will be restored in conjunction with the channel widening and daylighting. The Fern Ridge Path will be relocated as needed to accommodate the project. A pedestrian trail will be constructed between Berkley Park and the Fern Ridge Path, and a pedestrian bridge might be necessary.

Project Status: *Not Started* This project was previously incorporated into the Metro Waterways Study.

Specific Plans/Policies Related to this Project:

- Agate/Fairmount Transportation Study
- City of Eugene NPDES Municipal Stormwater Permit & Stormwater Management Plan
- Comprehensive Stormwater Management Plan
- Metro Waterways Study
- Stormwater Basin Master Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Stormwater Utility - Capital	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
Total	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000

Neighborhood: Far West

Ward: Ward 8



Amazon Creek Rehabilitation

Stormwater

Funding Not Identified

Stormwater Rehabilitation and Improvements

Amazon Creek Restoration and Rehab - North Westmoreland Park

Project Description: This project will widen the channel adjacent to the Cesar E. Chavez Elementary School to increase capacity, improve natural resource function, improve aesthetics, and provide an educational opportunity. The project will daylight three stormwater culverts in North Westmoreland Park to improve water quality and natural resource function. The Fern Ridge Path will be realigned as needed to accommodate the project. Riparian vegetation will be restored as part of the project.

Project Status: *Not Started* This project was previously incorporated into the Metro Waterways Study.

Specific Plans/Policies Related to this Project:

- City of Eugene NPDES Municipal Stormwater Permit & Stormwater Management Plan
- Comprehensive Stormwater Management Plan
- Metro Waterways Study
- Stormwater Basin Master Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Stormwater Utility - Capital	\$0	\$0	\$0	\$650	\$0	\$0	\$650
Total	\$0	\$0	\$0	\$650	\$0	\$0	\$650

Neighborhood: Jefferson Westside

Ward: Ward 1



Amazon Creek Rehabilitation

Stormwater

Funding Not Identified

Stormwater Rehabilitation and Improvements

Amazon Creek Restoration and Rehab - Snell St. to Fox Hollow Rd.

Project Description: This project will replace the existing culverts at Snell Street with open-bottom box culverts to improve capacity and natural resource function. The channel will be widened at the Dillard Rd outfalls to increase capacity, address bank stabilization issues, and improve natural resource function. The short piped section of Amazon Creek will be daylighted upstream from Fox Hollow Rd. Riparian vegetation will be restored in conjunction with widening and daylighting.

Project Status: *Not Started* This project was previously incorporated into the Metro Waterways Study.

Specific Plans/Policies Related to this Project:

- City of Eugene NPDES Municipal Stormwater Permit & Stormwater Management Plan
- Metro Waterways Study

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Stormwater Utility - Capital	\$0	\$0	\$0	\$0	\$0	\$800	\$800
Total	\$0	\$0	\$0	\$0	\$0	\$800	\$800

Neighborhood: Southeast

Ward: Ward 2



Amazon Creek Rehabilitation

Stormwater

Funding Not Identified

Stormwater Rehabilitation and Improvements

Amazon Headwaters Rehab, East Fork - South End of Center Way

Project Description: This project will make improvements to the existing outfall and provide bank stabilization.

Project Status: *Not Started* This project was previously incorporated into the Metro Waterways Study.

Specific Plans/Policies Related to this Project:

- City of Eugene NPDES Municipal Stormwater Permit & Stormwater Management Plan
- Comprehensive Stormwater Management Plan
- Metro Waterways Study
- Stormwater Basin Master Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Stormwater Utility - Capital	\$0	\$0	\$0	\$100	\$0	\$0	\$100
Total	\$0	\$0	\$0	\$100	\$0	\$0	\$100

Neighborhood: Southeast

Ward: Ward 2



Amazon Creek Rehabilitation

Stormwater

Funding Not Identified

Stormwater Rehabilitation and Improvements

Mill St. Water Quality Improvements (EWEB)

Project Description: This project will construct a water quality structure on the existing 60" storm system from Mill St. through the EWEB property.

Project Status: *Not Started* This is a new project in the FY16-21 CIP.

Specific Plans/Policies Related to this Project:

- City of Eugene NPDES Municipal Stormwater Permit & Stormwater Management Plan
- Comprehensive Stormwater Management Plan
- Stormwater Basin Master Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Stormwater Utility - Capital	\$0	\$0	\$0	\$300	\$0	\$0	\$300
Total	\$0	\$0	\$0	\$300	\$0	\$0	\$300

Neighborhood: Downtown

Ward: Ward 3



Water Quality Structure

Stormwater

Funding Not Identified

Stormwater Rehabilitation and Improvements

Roosevelt Channel Water Quality Improvements

Project Description: This project will construct a water quality structure for the Roosevelt Channel.

Project Status: *Not Started* This is a new project in the FY16-21 CIP.

Specific Plans/Policies Related to this Project:

- City of Eugene NPDES Municipal Stormwater Permit & Stormwater Management Plan
- Comprehensive Stormwater Management Plan
- Stormwater Basin Master Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Stormwater Utility - Capital	\$0	\$0	\$0	\$250	\$0	\$0	\$250
Total	\$0	\$0	\$0	\$250	\$0	\$0	\$250

Neighborhood: Multiple Neighborhoods

Ward: Multiple Wards



Water Quality Structure

Stormwater

Funding Not Identified

Stormwater Rehabilitation and Improvements

Willamette River Bank Stabilization at Autzen Bridge

Project Description: Based on a 2012 study, sites along the Willamette River are identified and prioritized by risk for safety and potential damage. These funds would be used to design and construct projects to restore the banks of the Willamette in the highest priority areas.

Project Status: *Not Started* This project previously appear in the FY12-17 and FY14-19 CIPs.

Specific Plans/Policies Related to this Project:

- Comprehensive Stormwater Management Plan
- Stormwater Basin Master Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Stormwater Utility - Capital	\$0	\$0	\$0	\$400	\$0	\$0	\$400
Total	\$0	\$0	\$0	\$400	\$0	\$0	\$400

Neighborhood: Multiple Neighborhoods

Ward: Multiple Wards



Area of bank stabilization projects.

Stormwater

Funding Not Identified

Stormwater Rehabilitation and Improvements

Willamette River Bank Stabilization at Owen Rose Garden

Project Description: Willamette River Bank stabilization at the Owen Rose Garden to repair and restore a failed and failing river bank.

Project Status: *Not Started* This project previously appeared in the FY14-19 CIP.

Specific Plans/Policies Related to this Project:

Comprehensive Stormwater Management Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Stormwater Utility - Capital	\$0	\$0	\$0	\$0	\$0	\$600	\$600
Total	\$0	\$0	\$0	\$0	\$0	\$600	\$600

Neighborhood: Whiteaker

Ward: Ward 7



Failing concrete stacked retaining wall adjacent to the Owen Rose Garden.

Stormwater

Funding Not Identified

Stormwater Rehabilitation and Improvements

Willamette River Bank Stabilization at Skinner Butte Park

Project Description: Stabilize and repair failed and failing Willamette River Bank in Skinner Butte Park.

Project Status: *Not Started* This project previously appeared in the FY14-19 CIP.

Specific Plans/Policies Related to this Project:

Stormwater Basin Master Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Stormwater Utility - Capital	\$0	\$0	\$0	\$0	\$0	\$650	\$650
Total	\$0	\$0	\$0	\$0	\$0	\$650	\$650

Neighborhood: Downtown

Ward: Ward 7



Skinner Butte Park river bank failure March 2012

Stormwater

Funding Not Identified

Upgrades and Capacity Enhancement

Services for New Development - Stormwater

Project Description: Capacity enhancements for new developments as needed. Funded through system development charges revenues as they become available. Funded at \$100,000 in FY06 through FY09 capital budgets. Funding for this project will begin again in FY18 if funds are available.

Project Status: *In Progress* This is an ongoing program to fund new stormwater infrastructure. Funds are budgeted under this project and later transferred to specific capital projects as they are identified and developed.

Specific Plans/Policies Related to this Project:

- Comprehensive Stormwater Management Plan
- SDC City Code and Methodologies

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Stormwater SDC	\$0	\$0	\$100	\$100	\$100	\$0	\$300
Total	\$0	\$0	\$100	\$100	\$100	\$0	\$300

Neighborhood: Citywide

Ward: Citywide

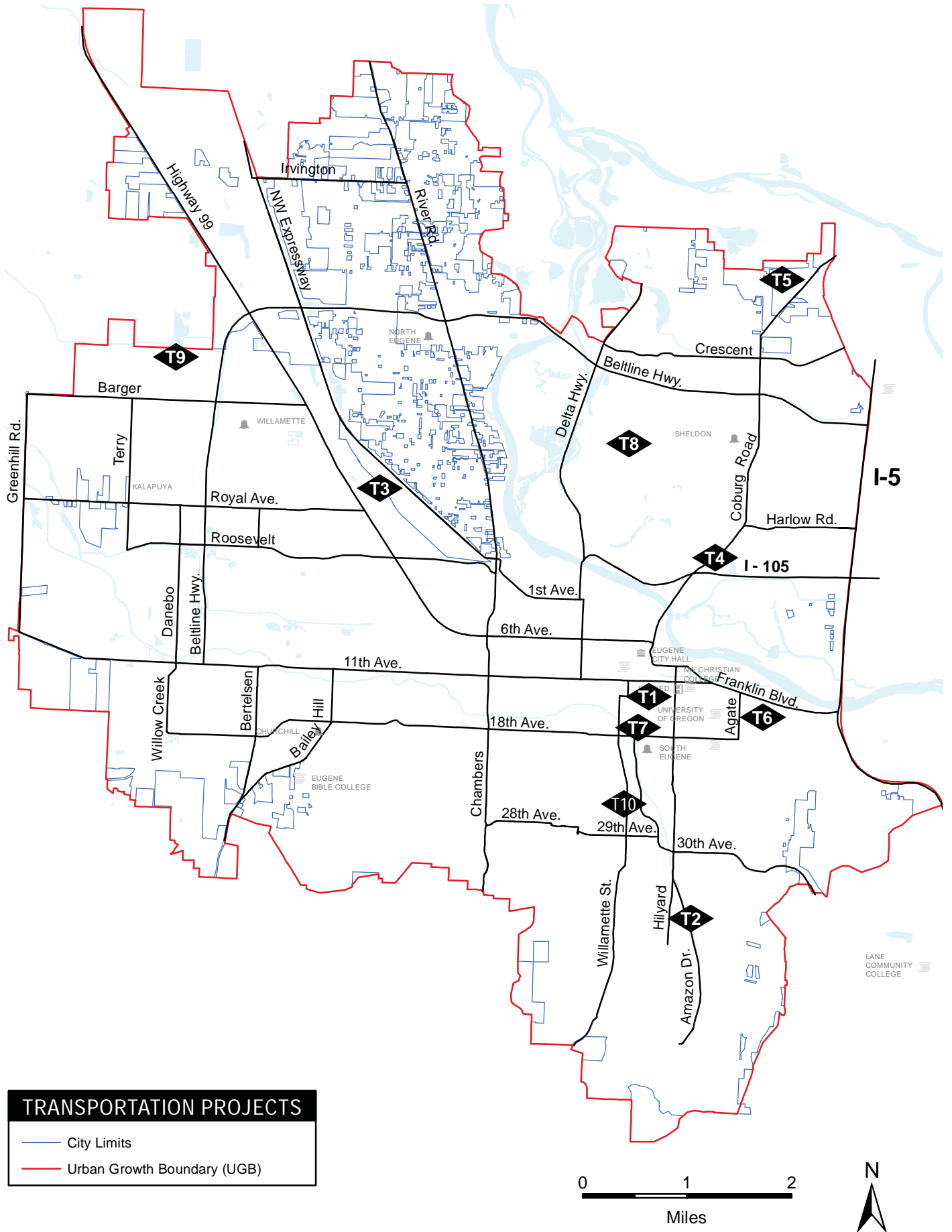


Stormwater line construction underway

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Transportation

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TRANSPORTATION PROJECTS

Site-specific CIP projects shown in funding tables for 2016-2021 as \$50,000 or more

- ◆ T1 13th Avenue Active Transportation Corridor
- ◆ T2 Amazon Active Transportation Corridor
- ◆ T3 Bethel Drive: Highway 99 - Roosevelt Boulevard
- ◆ T4 Coburg Road Traffic Communications Upgrades
- ◆ T5 County Farm Road
- ◆ T6 Franklin Boulevard: Multiway Boulevard Improvements
- ◆ T7 High/Pearl Street Active Transportation Corridor
- ◆ T8 Northeast Livable Streets
- ◆ T9 Shared Use Path: Jessen Path from Beltline Road to Terry Street
- ◆ T10 South Willamette Street Transportation Improvement Project

Transportation

Overview

The majority of projects in the Transportation section are derived from the Eugene Transportation System Plan adopted in 2013, and the 2035 Regional Transportation Plan, updated in 2011. Other plans and policies include:

- Master Traffic Communications Plan;
- Community Climate and Energy Action Plan;
- Americans with Disabilities Transition Plan;
- Pavement Management Program;
- Pedestrian and Bicycle Master Plan;
- Arterial-Collector Street Plan;
- Neighborhood and local area refinement plans; and
- Envision Eugene recommendations.

Transportation capital projects fall into the following five categories:

1. **Functional and Safety Improvements** – This category includes proposed transportation improvements involving:
 - Neighborhood transportation livability projects;
 - ADA projects, such as accessible pedestrian signals and sidewalk access ramps;
 - Shared use paths rehabilitation;
 - Pedestrian crossing treatments; and
 - Traffic signals, streetlights, and intersection improvements.
2. **New Capital Facilities** - This category includes new streets built by the City or by private developers and new shared-use paths. Funds for this category come from the System Development Capital Projects Fund (SDC's), Special Assessment Capital Projects Fund, and in some cases grants from other agencies (State, Federal, and County).
3. **Preservation** - These projects preserve the investment of existing improved transportation facilities where routine preventative maintenance activities are no longer cost-effective. These projects typically include overlays, slurry seals, and, in some cases, reconstruction of existing streets. These projects are funded through the local motor vehicle fuel tax, Transportation System Development Charge reimbursement fee, Federal Funds and General Obligation bonds.
4. **Upgrades to City Standards** – Projects that improve the existing substandard facilities to City Standards. Typically these are street improvements which include improving the road structure, curbs and gutters, sidewalks, and underground utilities on an as needed basis. The primary funds used for these projects are assessments, System Development Charges (SDC's), and the Transportation Capital Fund. Two upgrades to City Standards projects are included in the FY16-21 Capital Improvement Program: Bethel Drive, Hwy. 99 to Roosevelt, and County Farm Road.

- 5. **Capacity Enhancement** – Projects in this category typically involve increasing the number of vehicles or bikes that can travel through the system. Funding for these projects generally comes from a combination of assessments, System Development Charges (SDC’s), and the Transportation Capital Fund.

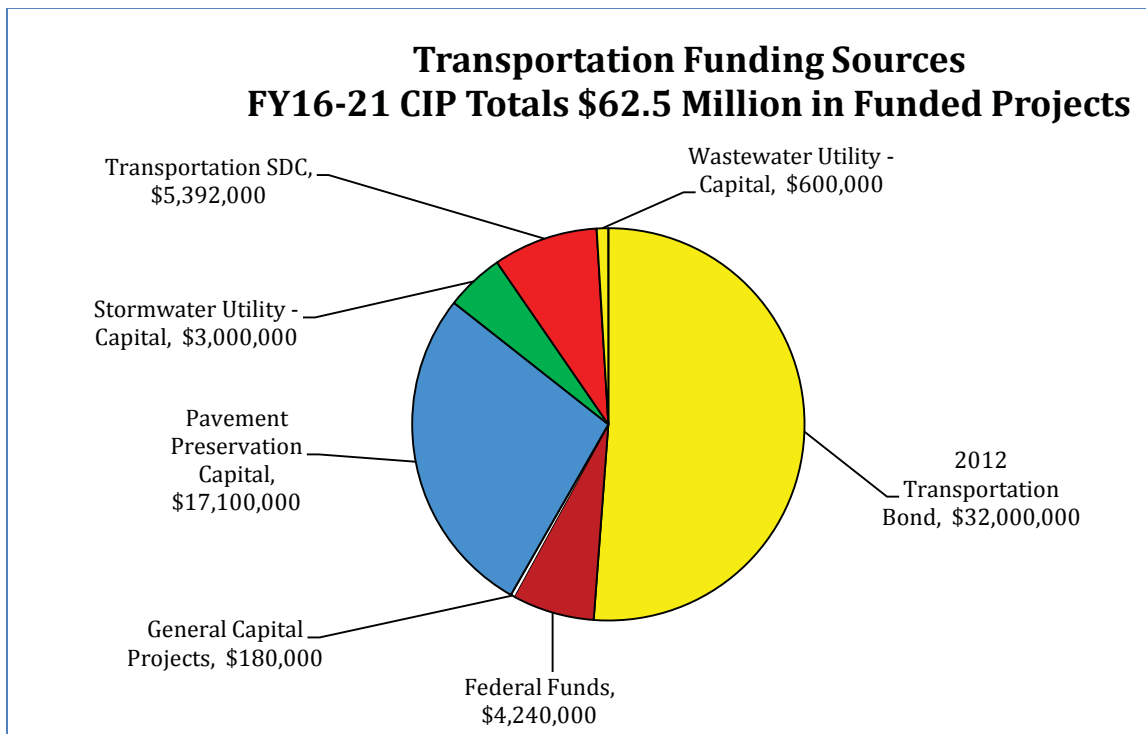
Transportation projects provide opportunities to respond to adopted Growth Management Policies #11 (enhancing alternative modes of transportation), #13 (relieving severe congestion), and #15 (supporting desirable forms of development).

Funding

FY14 was the last year of funding from the 2008 Ballot Measure 20-145, which authorized the issuance of \$35.9 million in general obligation bonds for the purpose of funding major street preservation projects and off street shared use paths.

On November 6, 2012, Eugene voters approved a new bond measure to fix streets. The bond measure authorized the issuance of \$43 million in general obligation bonds for the purpose of funding major street preservation projects, along with an annual average of \$516,000 to be spent on bicycle and pedestrian projects.

System Development Charge (SDC) projects are being funded at the current level of development within the City of Eugene. The Transportation SDC reimbursement component will provide \$300,000 annually. The Pavement Preservation Fund is derived from the five cent local motor vehicle fuel tax and can be used to preserve the transportation system, but not increase capacity or upgrade the streets. The motor vehicle fuel tax is projected to provide about \$2.85 million annually. It is projected that with total annual pavement preservation funding resources of \$18 million, the City could fully fund and stabilize the annual overlay program and begin to make considerable progress on the backlog of needed reconstruction projects.



Transportation **Funding Secured & Funding Identified**

in thousands of dollars (e.g. 1,000 = \$1 million)

Subcategory	Project Title	Funding	2016	2017	2018	2019	2020	2021	Total
Functional and Safety Improvements	Neighborhood Transportation Livability	Funding Secured	30	30	30	30	30	30	180
	Traffic Operations Improvement Program	Funding Identified	100	100	100	100	100	100	600
	Traffic Signal Improvements and Upgrades	Funding Identified	150	150	150	150	150	150	900
Functional and Safety Improvements Total			280	280	280	280	280	1,680	
New Capital Facilities	Shared Use Path Jessen Path from Beltline Road to Terry Street	Funding Secured	199		1,896				2,095
		Funding Secured	199		1,896				2,095
Preservation and Maintenance	Pavement Preservation Program	Funding Secured	3,750	3,750	3,750	3,750	3,750	3,750	22,500
	Pavement Preservation Program - Transportation Bonds	Funding Secured	8,290	8,590	8,900	6,220			32,000
Preservation and Maintenance Total			12,040	12,340	12,650	9,970	3,750	3,750	54,500
Upgrades and Capacity Enhancement	Amazon Active Transportation Corridor	Funding Secured	247	30	1,423				1,700
	Northeast Livable Streets	Funding Secured	115	60	707				882
	Services for New Development/Grant Matching Funds Transportation	Funding Identified	39	391	25	400	400	400	1,655
Upgrades and Capacity Enhancement Total			401	481	2,155	400	400	400	4,237
Total			12,920	13,101	16,981	10,650	4,430	4,430	62,512

Transportation

Funding Secured

Functional and Safety Improvements

Neighborhood Transportation Livability

Project Description: This program is an expansion of the traffic calming program to address multiple transportation issues that affect neighborhood livability on local streets. Neighborhood transportation projects on local streets including traffic calming projects: speed humps, diverters, chokers, circles, street lights; bike and pedestrian improvements; transit facilities; and other street enhancements. Program addresses neighborhood livability issues which are prioritized with the assistance of neighborhood organizations.

This project meets priority measure 1 of TransPlan Financial Policy #6 to preserve the functionality of the existing transportation system by providing improvements that increase safety for alternative modes, and safer traffic operations.

Project Status: *In Progress* This is an ongoing project included in previous CIPs. Funds are budgeted under this program and are later transferred to specific projects as they are identified and developed. Funded at \$30,000 per year in the FY12, FY13, FY14 and FY15 capital budgets.

Specific Plans/Policies Related to this Project:

Council Specific Direction

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
General Capital Projects	\$30	\$30	\$30	\$30	\$30	\$30	\$180
Total	\$30	\$30	\$30	\$30	\$30	\$30	\$180

Neighborhood: Citywide

Ward: Citywide



Traffic calming speed hump

Transportation

Funding Identified

Functional and Safety Improvements

Traffic Operations Improvement Program

Project Description: Safety and transportation system management improvements, including adding turn lanes and bicycle lanes, pedestrian crossings, median islands, safety devices, and other restriping and channelization modifications.

This project meets priority measure 1 of TransPlan Financial Policy #6 to preserve the functionality of the existing transportation system by providing safety improvements for alternative modes and by improving traffic operations.

Project Status: *In Progress* This is an ongoing project included in previous CIPs. Funds are budgeted under this program and are later transferred to specific capital projects as they are identified and developed. Funded at \$75,000 in FY12, and \$100,000 in FY13 and FY14 capital budgets, and \$50,000 in FY15 capital budget.

Specific Plans/Policies Related to this Project:

City of Eugene Transportation System Plan (formerly Transplan)

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Transportation SDC	\$100	\$100	\$100	\$100	\$100	\$100	\$600
Total	\$100	\$100	\$100	\$100	\$100	\$100	\$600

Neighborhood: Citywide

Ward: Citywide



Pedestrian Island

Transportation

Funding Identified

Functional and Safety Improvements

Traffic Signal Improvements and Upgrades

Project Description: Install new traffic signals and upgrade existing traffic signal system to improve efficiency, reduce delay, improve air quality, and facilitate multi-modal traffic flow. Project locations are based on a priority rating system that considers traffic volumes, delays, accidents, standard signal warrants and other traffic and development-dependent factors.

This project meets priority measure 1 of TransPlan Financial Policy #6 to preserve the functionality of the existing transportation system by providing safety improvements for alternative modes and by improving traffic operations.

Project Status: *In Progress* This is an ongoing project included in previous CIPs. Funds are budgeted under this program and are later transferred to specific projects as they are identified and developed. Project was funded at \$112,000 in FY12, \$150,000 in FY13, FY14 and FY15. A portion of the funding for this project is not yet identified.

Specific Plans/Policies Related to this Project:

- City of Eugene Transportation System Plan (formerly Transplan)
- Master Traffic Communications Plan
- Traffic Signal List

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Transportation SDC	\$150	\$150	\$150	\$150	\$150	\$150	\$900
Total	\$150	\$150	\$150	\$150	\$150	\$150	\$900

Neighborhood: Citywide

Ward: Citywide



Traffic signal

Transportation

Funding Secured

New Capital Facilities

Shared Use Path Jessen Path from Beltline Road to Terry Street

Project Description: Construct a shared use path in west Eugene connecting the Beltline Road path to Terry Street. The proposed path is approximately 5,900' long, and includes a 12' wide wearing surface with 2' wide shoulders and pedestrian scale lighting. Also construct connector paths at Devos, E Irwin, and W Irwin Streets. This project will provide a valuable east-west shared use path in west Eugene, connecting the Beltline Path, a 146-acre natural area, neighborhoods and Terry Street which connects to schools and the Fern Ridge Path.

This project meets priority measure 4 of TransPlan Financial Policy #6. This project provides an east-west off-street path in west Eugene where there are few such facilities and is included in the Six-Year CIP because it includes funding sources – transportation SDCs and federal Transportation Alternatives funds - that are not available for projects that meet the first priority measure of “Protect the existing system”.

Project Status: Not Started This project was previously included in FY12-17 and FY14-19 CIP. An application for a federal transportation enhancement grant has been submitted. Funding for preservation & maintenance costs associated with this project has not yet been identified.

Specific Plans/Policies Related to this Project:

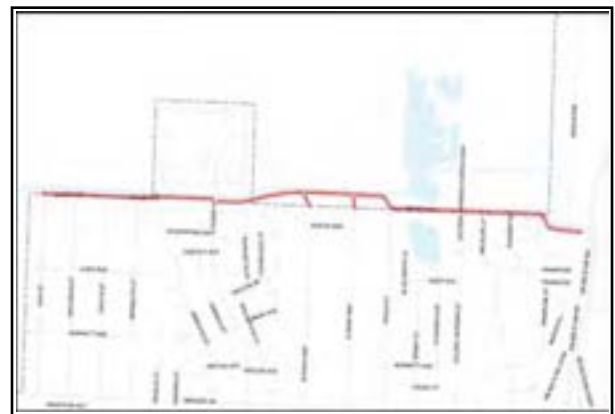
- City of Eugene Transportation System Plan (formerly Transplan)
- Eugene Pedestrian and Bicycle Master Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Federal Funds	\$180	\$0	\$1,720	\$0	\$0	\$0	\$1,900
Transportation SDC	\$19	\$0	\$176	\$0	\$0	\$0	\$195
Total	\$199	\$0	\$1,896	\$0	\$0	\$0	\$2,095
Preserve Maintain	\$0	\$0	\$0	\$7	\$7	\$7	

Neighborhood: Bethel

Ward: Ward 6



Shared Use Path/Jessen Path from Beltline Road to Terry Street

Transportation

Funding Secured

Preservation and Maintenance

Pavement Preservation Program

Project Description: Preserve existing improved streets City-wide, through overlays and surface treatments. This program also includes reconstruction projects for roadways deteriorated to a point where investment in capital preservation and preventative maintenance are not cost-effective.

Project Status: *In Progress* This is an ongoing project that has been included in CIP for a number of years. Funded at \$2.7 million in FY10, \$3.6 million in FY11, \$3.6 million in FY12, \$3.4 million in FY13, \$3.7 million in FY14, and \$3.3 million in FY15. Other parts of the Pavement Preservation Program are the projects funded through the 2012 Street Bonds and unfunded project backlog.

Specific Plans/Policies Related to this Project:

Pavement Management Program

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Wastewater Utility - Capital	\$100	\$100	\$100	\$100	\$100	\$100	\$600
Transportation SDC	\$300	\$300	\$300	\$300	\$300	\$300	\$1,800
Stormwater Utility - Capital	\$500	\$500	\$500	\$500	\$500	\$500	\$3,000
Pavement Preservation Capital	\$2,850	\$2,850	\$2,850	\$2,850	\$2,850	\$2,850	\$17,100
Total	\$3,750	\$3,750	\$3,750	\$3,750	\$3,750	\$3,750	\$22,500

Neighborhood: Citywide

Ward: Citywide



Pavement Preservation Program in action.

Transportation

Funding Secured

Preservation and Maintenance

Pavement Preservation Program - Transportation Bonds

Project Description: The 2015 Pavement Management Report listed the City's backlog of needed pavement preservation projects at over \$848 million. In May 2007, the Council Subcommittee on Transportation Funding Solutions recommended a total yearly pavement preservation funding target of \$18 million. Staff estimates that current funding sources for pavement preservation (i.e., \$0.05 local motor vehicle fuel tax and Transportation SDCs reimbursement component) will generate about \$3.2 million in annual revenue for FY16-21.

The voters approved a five-year general obligation bond in November 2008 to address a portion of the funding gap. The bond listed 32 specific projects to be completed and at least \$350,000 each year for off-street shared-use path projects. In November 2012, the voters approved a \$43 million five-year general obligation bond, which replaced the 2008 bond upon its expiration. The 2012 bond funds 76 specific projects, with \$516,000 annually allocated towards bicycle and pedestrian projects.

Project Status: *In Progress* This project was included in FY10-15, FY12-17 and FY14-19 CIP. Funded at \$9.14 million in FY12, \$7.48 million in FY13, \$5.41 million in FY14 and \$8 million in FY15.

Specific Plans/Policies Related to this Project:

- City of Eugene Transportation System Plan (formerly Transplan)
- Pavement Management Program

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
2012 Transportation Bond	\$8,290	\$8,590	\$8,900	\$6,220	\$0	\$0	\$32,000
Total	\$8,290	\$8,590	\$8,900	\$6,220	\$0	\$0	\$32,000

Neighborhood: Citywide

Ward: Citywide



Capital pavement overlay in progress.

Transportation

Funding Secured

Upgrades and Capacity Enhancement

Amazon Active Transportation Corridor

Project Description: This project is to implement walking, running, and bicycling improvements to East/West Amazon Drives and to extend Amazon Path south to Tugman Park. Widen the sidewalk from E 33rd Avenue to the south end of Tugman Park. Install three prefabricated 10' wide steel pedestrian bridges (45' long) over Amazon Creek to increase mobility and transit access. Develop a two-way separated bicycle facility on East or West Amazon Drive from Hilyard Street to Snell Street. Improve the intersection at either 33rd Avenue or 34th Avenue for access to the Amazon Path, to the Rexus Trail and two-way separated bicycle facility. Repair and replace the Rexus Running Trail (approximately from Hilyard Street to Snell Street).

This project meets priority measure 2 of TransPlan Financial Policy #6. This project improves the efficiency and capacity of existing pedestrian and bicycle facilities and is included in the CIP because it includes funding sources – transportation SDCs and federal Transportation Alternatives funds - that are not available for projects that meet the first priority measure of “Protect the existing system”.

Project Status: Not Started This project was included in the FY14-19 CIP. Public Works Department will be applying for funding as part of the 2015-2018 Oregon Statewide Transportation Improvement Program (STIP).

Specific Plans/Policies Related to this Project:

- City of Eugene Transportation System Plan (formerly Transplan)
- Eugene Pedestrian and Bicycle Master Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Federal Funds	\$224	\$27	\$1,290	\$0	\$0	\$0	\$1,541
Transportation SDC	\$23	\$3	\$133	\$0	\$0	\$0	\$159
Total	\$247	\$30	\$1,423	\$0	\$0	\$0	\$1,700

Neighborhood: Southeast

Ward: Ward 2



Amazon Active Transportation Corridor

Transportation

Funding Secured

Upgrades and Capacity Enhancement

Northeast Livable Streets

Project Description: Formalize the bicycle boulevard network in three neighborhoods (Cal Young, Northeast, Harlow). Projects include wayfinding signs, shared lane markings, traffic calming, diversion, and enhanced pedestrian crossings.

This project meets priority measure 2 of TransPlan Financial Policy #6. This project improves the efficiency and capacity of existing bicycle facilities and is included in the CIP because it includes funding sources – transportation SDCs and federal Transportation Alternatives funds - that are not available for projects that meet the first priority measure of “Protect the existing system”.

Project Status: *Not Started* This project was included in the FY14-19 CIP. Public Works Department is applying for funding through combined Transportation Enhancements and Oregon Bike & Pedestrian grant programs.

Specific Plans/Policies Related to this Project:

- City of Eugene Transportation System Plan (formerly Transplan)
- Eugene Pedestrian and Bicycle Master Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Federal Funds	\$104	\$54	\$641	\$0	\$0	\$0	\$799
Transportation SDC	\$11	\$6	\$66	\$0	\$0	\$0	\$83
Total	\$115	\$60	\$707	\$0	\$0	\$0	\$882

Neighborhood: Multiple Neighborhoods

Ward: Multiple Wards



Northeast Livable Street

Transportation

Funding Identified

Upgrades and Capacity Enhancement

Services for New Development/Grant Matching Funds Transportation

Project Description: Unspecified petitioned infrastructure improvements to support new development and response to infrastructure needs in developing areas (typically transportation improvement projects that may include wastewater and stormwater system components). Also, the local funding match for bicycle and pedestrian improvements funded through state and federal grant projects.

This funding will be used for projects to improve unimproved collector streets to City standards and meets priority 2 of TransPlan Financial Policy #6 by improving the safety, efficiency and capacity of existing transportation facilities, and by providing better access for alternative modes. Also projects using this funding will include funding sources – assessments to benefiting properties and transportation SDC’s- that are not available for projects that meet the first priority measure of “Protect the existing system”. Finally, these funds may be used to provide the local match for state and federal grant funds.

Project Status: *In Progress* This is an ongoing program that is being expanded to include local match funds for grant opportunities. Funds are budgeted under this program and are later transferred to specific capital projects as they are identified and developed. Funded at \$150,000 in FY14, \$450,000 in FY15.

Specific Plans/Policies Related to this Project:

SDC City Code and Methodologies

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Transportation SDC	\$39	\$391	\$25	\$400	\$400	\$400	\$1,655
Total	\$39	\$391	\$25	\$400	\$400	\$400	\$1,655

Neighborhood: Citywide

Ward: Citywide



Shared-use path under construction

Transportation Funding Not Identified

in thousands of dollars (e.g. 1,000 = \$1 million)

Subcategory	Project Title	2016	2017	2018	2019	2020	2021	Total	
Functional and Safety Improvements	Accessible Pedestrian Signals	65	65	65	65	65		325	
	Coburg Road Traffic Communications Upgrades			830				830	
	Franklin Boulevard Multiway Boulevard Improvements						17,200	17,200	
	Railroad Quiet Zone		2,000	1,000	1,000	1,000	1,000	6,000	
	Sidewalk Access Ramps	60	60	60	60	60	60	360	
	Street Lighting (Arterials and Collectors)	60	60	60	60	60	60	360	
	Traffic Signal Improvements and Upgrades	350	350	350	350	350	350	2,100	
	Functional and Safety Improvements Total	535	2,535	2,365	1,535	1,535	1,535	18,670	27,175
	New Capital Facilities							2,100	2,100
	New Capital Facilities Total							2,100	2,100
Preservation and Maintenance	Pavement Preservation Program - Funding for Project Backlog	6,560	6,260	5,950	8,630	14,850	14,850	57,100	
	Preservation and Maintenance Total	6,560	6,260	5,950	8,630	14,850	14,850	57,100	
Upgrades and Capacity Enhancement	13th Avenue Active Transportation Corridor			427	1,707			2,134	
	High/Pearl Street Active Transportation Corridor					371	1,483	1,854	
	South Willamette Street Transportation Improvements		420	1,680				2,100	
Upgrades and Capacity Enhancement Total		420	2,107	1,707	1,483	371	1,483	6,088	
Upgrades to City Standards	Bethel Drive, Hwy. 99 to Roosevelt						7,474	7,474	
	County Farm Road						6,306	6,306	
Upgrades to City Standards Total							13,780	13,780	
Total		7,095	9,215	10,422	11,872	16,756	50,883	106,243	

Transportation

Funding Not Identified

Functional and Safety Improvements

Accessible Pedestrian Signals

Project Description: Install accessible pedestrian signals at priority intersections. This project will continue as an annual program (similar to the ADA curb cut program) of \$65,000 per year to upgrade pedestrian signals system wide to add accessibility functions. This is an ongoing program to retrofit existing pedestrian signals with accessible pedestrian crossing technology. Funds are budgeted under this project and are later assigned to specific capital projects as are they are identified and developed.

This project meets priority measure 1 of TransPlan Financial Policy #6 to preserve the functionality of the existing transportation system by providing safety improvements for alternative modes.

Project Status: In Progress This is an ongoing project included in previous CIP's. Funds are budgeted under this program and are later transferred to specific projects as they are identified and developed. Funded at \$65,000 in FY12.

Specific Plans/Policies Related to this Project:

Council Specific Direction

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Other	\$65	\$65	\$65	\$65	\$65	\$0	\$325
Total	\$65	\$65	\$65	\$65	\$65	\$0	\$325

Neighborhood: Citywide

Ward: Citywide



Audible Pedestrian Signal at 26th Avenue and Hilyard Street.

Transportation

Funding Not Identified

Functional and Safety Improvements

Coburg Road Traffic Communications Upgrades

Project Description: Install a fiber optic trunkline and Ethernet switches from the Regional Information System (RIS) data center downtown to Crescent Avenue to provide traffic communications and interconnection to signals in the Coburg Road corridor. Install hub equipment and camera control server at the RIS.

This project meets priority measure 1 of TransPlan Financial Policy #6, to preserve the functionality of the existing transportation system through improved traffic operations.

Project Status: *Not Started* This item has previously appeared in the CIP.

Specific Plans/Policies Related to this Project:

- City of Eugene Transportation System Plan (formerly Transplan)
- Master Traffic Communications Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Transportation SDC	\$0	\$0	\$830	\$0	\$0	\$0	\$830
Total	\$0	\$0	\$830	\$0	\$0	\$0	\$830

Neighborhood: Multiple Neighborhoods

Ward: Ward 4



Vicinity map

Transportation

Funding Not Identified

Functional and Safety Improvements

Franklin Boulevard Multiway Boulevard Improvements

Project Description: Reconstruct Franklin between approximately 400 feet east of Walnut Street to Onyx Street to reconfigure into a multiway boulevard with two through lanes each direction, turn lanes, local access lanes, curb and gutter, wide sidewalks, medians, street trees, modified or new traffic signals and street lights, and an additional Bus Rapid Transit (BRT) lane. Also includes, the addition of a second BRT lane from Onyx to Walnut, and sidewalk improvements between E 11th Avenue and Alder Street.

This project meets priority measure 1 of TransPlan Financial Policy #6, to preserve the functionality of the existing transportation system, by providing access management, improved traffic operations, and safety improvements.

Project Status: *Not Started* This item has previously appeared in the CIP and MYFP.

Specific Plans/Policies Related to this Project:

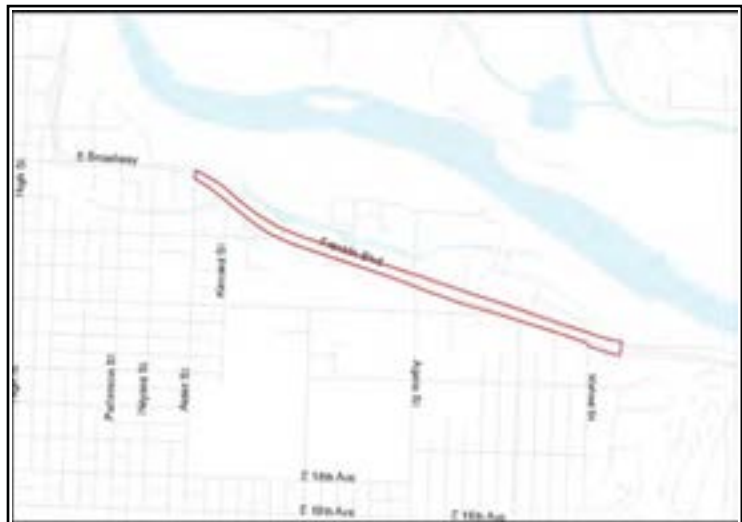
Regional Transportation Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Other	\$0	\$0	\$0	\$0	\$0	\$17,200	\$17,200
Total	\$0	\$0	\$0	\$0	\$0	\$17,200	\$17,200

Neighborhood: Multiple Neighborhoods

Ward: Ward 3



Franklin Multi-way Boulevard Improvements

Transportation

Funding Not Identified

Functional and Safety Improvements

Railroad Quiet Zone

Project Description: This project provides safety improvements and changes that could be made to the railroad crossings at Van Buren, Monroe, Madison, Jefferson, Washington, Lawrence, Lincoln, Pearl, High and Hilyard streets to obtain a regulatory Quiet Zone from the Federal Railroad Administration. The Quiet Zone will stop routine crossing train horns, not warning and emergency horns. Potential safety improvements at individual crossings include quad gates, median or channelizing islands, and/or conversion of the street to one way. Planning with the neighborhoods is complete. Depending on the alternatives selected the total project cost could range up to \$8 million.

This project meets priority measure 1 of TransPlan Financial Policy #6, to preserve the functionality of the existing transportation system, by providing safety improvements.

Project Status: *Not Started* This project has previously appeared in the MYFP.

Specific Plans/Policies Related to this Project:

- City of Eugene Transportation System Plan (formerly Transplan)
- Council Goal - Safe Community
- Council Specific Direction

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Other	\$0	\$2,000	\$1,000	\$1,000	\$1,000	\$1,000	\$6,000
Total	\$0	\$2,000	\$1,000	\$1,000	\$1,000	\$1,000	\$6,000

Neighborhood: Multiple Neighborhoods

Ward: Multiple Wards



Locations of railroad crossings within proposed Quite Zone

Transportation

Funding Not Identified

Functional and Safety Improvements

Sidewalk Access Ramps

Project Description: Install sidewalk access ramps at intersection corners and other needed locations throughout the City, including the installation of new ramps and reconstruction of existing ramps to comply with ADA and City standards. The funding source has not yet been determined. Funding source may vary from year to year.

Improvements to provide access ramps at corners are required to comply with ADA law. This project meets priority measure 1 of TransPlan Financial Policy #6 to preserve the functionality of the existing transportation system by providing safety improvements for alternative modes.

Project Status: In Progress This is an ongoing program included in previous CIPs. Funds are budgeted under this program and are later transferred to specific capital projects as they are identified and developed. Funded at \$60,000 in FY12.

Specific Plans/Policies Related to this Project:

- Americans with Disabilities Act (ADA) Transition Plan
- City of Eugene Transportation System Plan (formerly Transplan)

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Other	\$60	\$60	\$60	\$60	\$60	\$60	\$360
Total	\$60	\$60	\$60	\$60	\$60	\$60	\$360

Neighborhood: Citywide

Ward: Citywide



Construction of an accessible sidewalk ramp

Transportation

Funding Not Identified

Functional and Safety Improvements

Street Lighting (Arterials and Collectors)

Project Description: Install new or upgraded street lights along existing arterial and collector streets and bike paths based on priority needs.

This project meets priority measure 1 of TransPlan Financial Policy #6 to preserve the functionality of the existing transportation system by providing safety improvements for alternative modes and by improving traffic operations.

Project Status: In Progress This is an ongoing project included in previous CIPs. Funds are budgeted under this program and are later transferred to specific capital projects as they are identified and developed.

Specific Plans/Policies Related to this Project:

City of Eugene Transportation System Plan (formerly Transplan)

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Transportation SDC	\$60	\$60	\$60	\$60	\$60	\$60	\$360
Total	\$60	\$60	\$60	\$60	\$60	\$60	\$360

Neighborhood: Citywide

Ward: Citywide



Street Lights

Transportation

Funding Not Identified

Functional and Safety Improvements

Traffic Signal Improvements and Upgrades

Project Description: Install new traffic signals and upgrade existing traffic signal system to improve efficiency, reduce delay, improve air quality, and facilitate multi-modal traffic flow. Project locations are based on a priority rating system that considers traffic volumes, delays, accidents, standard signal warrants and other traffic and development-dependent factors.

This project meets priority measure 1 of TransPlan Financial Policy #6 to preserve the functionality of the existing transportation system by providing safety improvements for alternative modes and by improving traffic operations.

Project Status: In Progress This is an ongoing project included in previous CIPs. Funds are budgeted under this program and are later transferred to specific projects as they are identified and developed. Project was funded at \$112,000 in FY12, \$150,000 in FY13, FY14 and FY15. A portion of the funding for this project is not yet identified.

Specific Plans/Policies Related to this Project:

- City of Eugene Transportation System Plan (formerly Transplan)
- Master Traffic Communications Plan
- Traffic Signal List

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Transportation SDC	\$350	\$350	\$350	\$350	\$350	\$350	\$2,100
Total	\$350	\$350	\$350	\$350	\$350	\$350	\$2,100

Neighborhood: Citywide

Ward: Citywide



Traffic signal

Transportation

Funding Not Identified

New Capital Facilities

Eugene Bike Share

Project Description: Bike share is an innovative transportation program, whereby system subscribers have access to public bicycles through self-service kiosk locations throughout the community. The system is accessed through low-cost subscriptions ranging from one-day access to annual membership. This project helps accomplish the goal of the Pedestrian & Bicycle Master plan (PBMP): "By the year 2031 Eugene will double the percentage of trips made on foot and by bicycle from 2011 levels." This project constructs kiosks and purchases bikes to implement a bike share system in Eugene.

Project Status: *Not Started* This is a new project in the FY16-21 CIP. Funding for program operating costs associated with this project has not yet been identified.

Specific Plans/Policies Related to this Project:

- City of Eugene Transportation System Plan (formerly Transplan)
- Eugene Pedestrian and Bicycle Master Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Federal Funds	\$0	\$0	\$0	\$0	\$0	\$1,873	\$1,873
General Capital Projects	\$0	\$0	\$0	\$0	\$0	\$227	\$227
Total	\$0	\$0	\$0	\$0	\$0	\$2,100	\$2,100

Estimated Operating/Preservation & Maintenance Impact (\$ in thousands)

	2016	2017	2018	2019	2020	2021
Operating: Program	\$0	\$0	\$0	\$0	\$0	\$240

Neighborhood: Citywide

Ward: Citywide



Bike share system riders.

Transportation

Funding Not Identified

Preservation and Maintenance

Pavement Preservation Program - Funding for Project Backlog

Project Description: In May 2007, the Council Subcommittee on Transportation Funding Solutions recommended a total yearly pavement preservation funding target of \$18 million. Unfunded amount shown is net of local motor vehicle fuel tax revenue, Transportation SDC reimbursement revenue, and 2012 Street Bond revenue.

Project Status: *In Progress* This item has previously appeared in the CIP and MYFP.

Specific Plans/Policies Related to this Project:

- City of Eugene Transportation System Plan (formerly Transplan)
- Council Goal - Transportation Initiative
- Pavement Management Program

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Pavement Preservation Capital	\$6,560	\$6,260	\$5,950	\$8,630	\$14,850	\$14,850	\$57,100
Total	\$6,560	\$6,260	\$5,950	\$8,630	\$14,850	\$14,850	\$57,100

Neighborhood: Citywide

Ward: Citywide



Capital pavement overlay project in progress.

Transportation

Funding Not Identified

Upgrades and Capacity Enhancement

13th Avenue Active Transportation Corridor

Project Description: Installation of a two-way protected bikeway protected on 13th Avenue between Alder and Olive streets.

This project meets priority measure 2 of TransPlan Financial Policy #6. This project improves the efficiency and capacity of existing bicycle facilities.

Project Status: *Not Started* This is a new project in the FY16-21 CIP.

Specific Plans/Policies Related to this Project:

City of Eugene Transportation System Plan (formerly Transplan)

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Federal Funds	\$0	\$0	\$383	\$1,532	\$0	\$0	\$1,915
Transportation SDC	\$0	\$0	\$44	\$175	\$0	\$0	\$219
Total	\$0	\$0	\$427	\$1,707	\$0	\$0	\$2,134

Neighborhood: Multiple Neighborhoods

Ward: Ward 1



13th Avenue Active Transportation Corridor

Transportation

Funding Not Identified

Upgrades and Capacity Enhancement

High/Pearl Street Active Transportation Corridor

Project Description: Installation of a protected bikeway on either High Street or Pearl Street (or both). Concepts include a two-way separated bikeway on High Street or one-way separated bicycle facilities on High Street and Pearl Street.

This project meets priority measure 2 of TransPlan Financial Policy #6. This project improves the efficiency and capacity of existing bicycle facilities and is included in the CIP because it includes funding sources – transportation SDCs and federal Transportation Alternatives funds - that are not available for projects that meet the first priority measure of “Protect the existing system”.

Project Status: *Not Started* This project previously appeared in the FY14-19 CIP.

Specific Plans/Policies Related to this Project:

- City of Eugene Transportation System Plan (formerly Transplan)
- Eugene Pedestrian and Bicycle Master Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Federal Funds	\$0	\$0	\$0	\$0	\$333	\$1,330	\$1,663
Transportation SDC	\$0	\$0	\$0	\$0	\$38	\$153	\$191
Total	\$0	\$0	\$0	\$0	\$371	\$1,483	\$1,854

Neighborhood: Multiple Neighborhoods

Ward: Multiple Wards



High/Pearl Street Active Transportation Corridor

Transportation

Funding Not Identified

Upgrades and Capacity Enhancement

South Willamette Street Transportation Improvements

Project Description: Construct street improvements to provide for people to easily and safely walk, bike, take the bus and drive in an eight-block area from 24th Avenue to 32nd Avenue.

This project meets priority measure 1 of TransPlan Financial Policy #6, to preserve the functionality of the existing system by providing access management, improved traffic operations, safety improvements and alternative modes. It also meets TransPlan TSI Bicycle Policy #1: Bikeway System and Support Facilities to construct and improve the region's bikeway system and TSI Bicycle Policy #2: Require bikeways along new and reconstructed arterial and major collector streets.

Project Status: *In Progress* This is a new project in FY16-21 CIP.

Specific Plans/Policies Related to this Project:

Eugene Pedestrian and Bicycle Master Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Federal Funds	\$0	\$366	\$1,507	\$0	\$0	\$0	\$1,873
Transportation SDC	\$0	\$54	\$173	\$0	\$0	\$0	\$227
Total	\$0	\$420	\$1,680	\$0	\$0	\$0	\$2,100

Neighborhood: Multiple Neighborhoods

Ward: Multiple Wards



South Willamette Street Transportation Improvement Project Area

Transportation

Funding Not Identified

Upgrades to City Standards

Bethel Drive, Hwy. 99 to Roosevelt

Project Description: Upgrade and capacity enhancements to a 2-lane urban facility from Roosevelt Blvd. to Hwy. 99. Two 10-foot travel lanes with 5-foot bike lanes, and 5' setback sidewalk on both sides. In 2008 portions of Bethel Drive received a maintenance overlay under the City's pothole program as a temporary treatment for potholes.

This project meets priority 2 of TransPlan Financial Policy #6 by improving the safety, efficiency and capacity of existing transportation facilities, and by providing better access for alternative modes.

Project Status: *Not Started* This item has previously appeared in the CIP and MYFP.

Specific Plans/Policies Related to this Project:

City of Eugene Transportation System Plan (formerly Transplan)

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Federal Funds	\$0	\$0	\$0	\$0	\$0	\$6,706	\$6,706
Transportation SDC	\$0	\$0	\$0	\$0	\$0	\$768	\$768
Total	\$0	\$0	\$0	\$0	\$0	\$7,474	\$7,474

Neighborhood: Bethel

Ward: Ward 1



Bethel Drive, Hwy. 99- Roosevelt

Transportation

Funding Not Identified

Upgrades to City Standards

County Farm Road

Project Description: Upgrade to City Standards for Major Collector. Includes two travel lanes, planting strips and sidewalks on both sides of the street.

This project meets priority 2 of TRANSPAN Financial Policy #6 by improving the safety, efficiency and capacity of existing transportation facilities, and by providing better access for alternative modes.

Project Status: *Not Started* This item is new to the FY16-21 CIP.

Specific Plans/Policies Related to this Project:

Arterial-Collector Street Plan

City of Eugene Transportation System Plan (formerly Transplan)

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Federal Funds	\$0	\$0	\$0	\$0	\$0	\$5,658	\$5,658
Transportation SDC	\$0	\$0	\$0	\$0	\$0	\$648	\$648
Total	\$0	\$0	\$0	\$0	\$0	\$6,306	\$6,306

Neighborhood: Cal Young

Ward: Multiple Wards



County Farm Road

Wastewater

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Wastewater

Overview

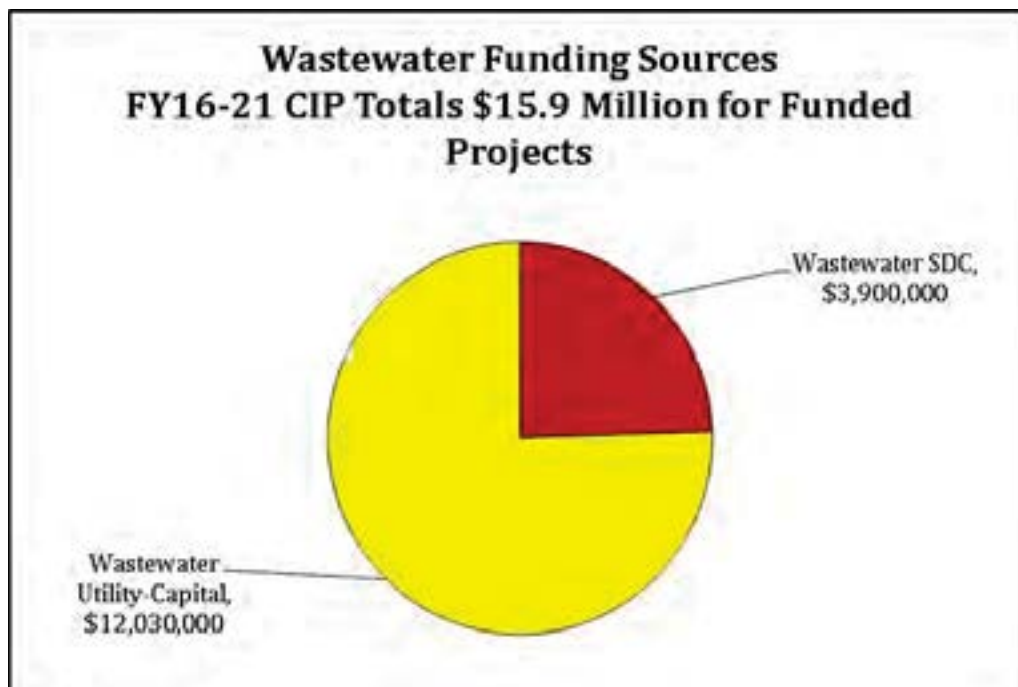
The City's wastewater collection system collects and transmits wastewater from Eugene to the regional water pollution control facility, which is owned and operated by the Metropolitan Wastewater Management Commission (MWMC). Projects associated with the regional water pollution control facility and other regional facilities are separately managed and funded by the MWMC Capital Program.

Projects to rehabilitate the wastewater system are identified through the City's wastewater system preventative maintenance program and inflow and infiltration investigation and monitoring program. An update of the City's Urban Sanitary Sewer Master Plan in conjunction with Envision Eugene will provide additional guidance on rehabilitation priorities as well as future expansion of the wastewater system.

During periods of wet weather, excessive amounts of groundwater and/or rainwater enter the system due to the deterioration of the collection system (open joints, cracks, etc.). When this occurs, it reduces the carrying capacity of the collection system and results in increased inflow that must be treated at the wastewater treatment plant. The wastewater system rehabilitation program was designed to reduce the amount of groundwater and/or rainwater flow entering the system as well as repair structural defects within the system.

Funding

The Wastewater Capital Program is supported by local wastewater user fees, wastewater systems development charges, and assessments to property owners. Expansion of the wastewater collection system is financed primarily by assessments and system development charges on new development.



Wastewater Funding Secured & Funding Identified

in thousands of dollars (e.g. 1,000 = \$1 million)

Subcategory	Project Title	Funding	2016	2017	2018	2019	2020	2021	Total
New Capital Facilities	Wastewater Services for New Development	Funding Identified	200	200	200	200	200	200	1,200
			200	200	200	200	200	200	1,200
			255	255	255	255	255	255	1,530
Preservation and Maintenance	Community Sewers Rehabilitation	Funding Secured	450	450	450	450	450	450	2,700
	Pump Station Rehabilitation	Funding Secured	450	450	450	450	450	450	2,700
	Wastewater System Rehabilitation	Funding Identified	450	450	450	450	450	450	2,700
Preservation and Maintenance Total		Funding Secured	1,300	1,300	1,300	1,300	1,300	1,300	7,800
			2,455	2,455	2,455	2,455	2,455	2,455	14,730
			2,655	2,655	2,655	2,655	2,655	2,655	15,930

Wastewater

Funding Identified

New Capital Facilities

Wastewater Services for New Development

Project Description: This capital funding represents the City's share of miscellaneous wastewater system projects petitioned for by benefiting property owners. These funds cover the necessary increases in wastewater capacity and other costs not assessable to adjacent properties. Having this capital funding in place allows the City to respond to requested projects in a timely manner.

Project Status: *In Progress* This is an ongoing project. Funds are budgeted under this project and are subsequently transferred to specific projects as those are identified and developed. Funded at \$70,000 in FY09, \$50,000 in FY10, \$0 in FY11, and \$200,000 in FY12, FY13, FY14 and FY15 capital budgets.

Specific Plans/Policies Related to this Project:

Urban Sanitary Sewer Master Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Wastewater SDC	\$200	\$200	\$200	\$200	\$200	\$200	\$1,200
Total	\$200	\$200	\$200	\$200	\$200	\$200	\$1,200

Neighborhood: Citywide

Ward: Citywide



New manholes are one component of the infrastructure that gets built in conjunction with new development.

Wastewater

Funding Secured

Preservation and Maintenance

Community Sewers Rehabilitation

Project Description: A program to address a portion of the wastewater system that involves long private laterals in the public right-of-way, or laterals crossing multiple properties to get to the public system. Projects extend public sewer to individual lots. Work will be done in conjunction with the Wastewater System Rehabilitation projects, in coordination with the Pavement Preservation and Pavement Bond Programs, or independently as problems arise. New services built with this program eliminate private services traveling great lengths in the public right-of-way or through neighboring properties to reach a public system in the right-of-way.

Project Status: *In Progress* This is an ongoing project included in previous CIPs. Funds are budgeted under this program and are later transferred to specific projects as they are identified and developed. Funded at \$200,000 in FY12, FY13, FY14 and FY15. A portion of the funding for this project is not yet identified.

Specific Plans/Policies Related to this Project:

- Urban Sanitary Sewer Master Plan
- Wet Weather Flow Management Plan (WWFMP)

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Wastewater Utility - Capital	\$255	\$255	\$255	\$255	\$255	\$255	\$1,530
Total	\$255	\$255	\$255	\$255	\$255	\$255	\$1,530

Neighborhood: Multiple Neighborhoods

Ward: Multiple Wards



Service line being built at the property line as part of the Community Wastewater Sewers project.

Wastewater

Funding Secured

Preservation and Maintenance

Pump Station Rehabilitation

Project Description: Program to provide service to aging pump stations in the local system to maximize efficient operation and minimize costs and operational problems.

Project Status: In Progress This is an ongoing project. Funds are budgeted under this project and are subsequently transferred to specific capital projects as those are identified and developed. This project was funded at \$800,000 in FY09, \$0 in FY10, \$100,000 in FY11, \$210,000 in FY12 and FY13. \$310,000 in FY14 and \$320,000 in FY15 capital budgets. A portion of the funding for this project is not yet identified.

Specific Plans/Policies Related to this Project:

Urban Sanitary Sewer Master Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Wastewater Utility - Capital	\$450	\$450	\$450	\$450	\$450	\$450	\$2,700
Total	\$450	\$450	\$450	\$450	\$450	\$450	\$2,700

Neighborhood: Multiple Neighborhoods

Ward: Multiple Wards



The inside of pump stations consist of wet wells (shown here) to store flows before they are pumped further in the system and dry wells for the mechanical elements. Replacing worn-out pumps, electrical components or piping are some of the improvements made under the Pump Station Rehabilitation program.

Wastewater

Funding Secured

Preservation and Maintenance

Wastewater System Rehabilitation

Project Description: Preserve and rehabilitate an aging wastewater system, decrease inflow and infiltration, and address increased wet weather flows.

Project Status: In Progress This is an ongoing program. Funds are budgeted under this project and are subsequently transferred to specific capital projects as those are identified and developed. Funded at \$1.46 million in FY12, FY13, \$1.66 million in FY14, and \$1.86 million in FY15. A portion of the funding for this project is not yet identified.

Specific Plans/Policies Related to this Project:

- Urban Sanitary Sewer Master Plan
- Wet Weather Flow Management Plan (WWFMP)

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Wastewater Utility - Capital	\$1,300	\$1,300	\$1,300	\$1,300	\$1,300	\$1,300	\$7,800
Wastewater SDC	\$450	\$450	\$450	\$450	\$450	\$450	\$2,700
Total	\$1,750	\$1,750	\$1,750	\$1,750	\$1,750	\$1,750	\$10,500

Neighborhood: Multiple Neighborhoods

Ward: Multiple Wards



Wastewater pipe with groundwater leaking into the system.

Wastewater **Funding Not Identified**

in thousands of dollars (e.g. 1,000 = \$1 million)

Subcategory	Project Title	2016	2017	2018	2019	2020	2021	Total
Preservation and Maintenance	Community Sewers Rehabilitation	145	145	145	145	145	145	870
	Pump Station Rehabilitation	65	65	65	65	65	65	390
	Wastewater System Rehabilitation	200	200	200	200	200	200	1,200
Preservation and Maintenance Total		410	410	410	410	410	410	2,460
Total		410	410	410	410	410	410	2,460

Wastewater	Funding Not Identified
Preservation and Maintenance	

Community Sewers Rehabilitation

Project Description: A program to address a portion of the wastewater system that involves long private laterals in the public right-of-way, or laterals crossing multiple properties to get to the public system. Projects extend public sewer to individual lots. Work will be done in conjunction with the Wastewater System Rehabilitation projects, in coordination with the Pavement Preservation and Pavement Bond Programs, or independently as problems arise. New services built with this program eliminate private services traveling great lengths in the public right-of-way or through neighboring properties to reach a public system in the right-of-way.

Project Status: *In Progress* This is an ongoing project included in previous CIPs. Funds are budgeted under this program and are later transferred to specific projects as they are identified and developed. Funded at \$200,000 in FY12, FY13, FY14 and FY15. A portion of the funding for this project is not yet identified.

Specific Plans/Policies Related to this Project:

- Urban Sanitary Sewer Master Plan
- Wet Weather Flow Management Plan (WWFMP)

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Wastewater Utility - Capital	\$145	\$145	\$145	\$145	\$145	\$145	\$870
Total	\$145	\$145	\$145	\$145	\$145	\$145	\$870

Neighborhood: Multiple Neighborhoods

Ward: Multiple Wards



Service line being built at the property line as part of the Community Wastewater Sewers project.

Wastewater

Funding Not Identified

Preservation and Maintenance

Pump Station Rehabilitation

Project Description: Program to provide service to aging pump stations in the local system to maximize efficient operation and minimize costs and operational problems.

Project Status: *In Progress* This is an ongoing project. Funds are budgeted under this project and are subsequently transferred to specific capital projects as those are identified and developed. This project was funded at \$800,000 in FY09, \$0 in FY10, \$100,000 in FY11, \$210,000 in FY12 and FY13. \$310,000 in FY14 and \$320,000 in FY15 capital budgets. A portion of the funding for this project is not yet identified.

Specific Plans/Policies Related to this Project:

Urban Sanitary Sewer Master Plan

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Wastewater Utility - Capital	\$65	\$65	\$65	\$65	\$65	\$65	\$390
Total	\$65	\$65	\$65	\$65	\$65	\$65	\$390

Neighborhood: Multiple Neighborhoods

Ward: Multiple Wards



The inside of pump stations consist of wet wells (shown here) to store flows before they are pumped further in the system and dry wells for the mechanical elements. Replacing worn-out pumps, electrical components or piping are some of the improvements made under the Pump Station Rehabilitation program.

Wastewater

Funding Not Identified

Preservation and Maintenance

Wastewater System Rehabilitation

Project Description: Preserve and rehabilitate an aging wastewater system, decrease inflow and infiltration, and address increased wet weather flows.

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Specific Plans/Policies Related to this Project:

- Urban Sanitary Sewer Master Plan
- Wet Weather Flow Management Plan (WWFMP)

Capital Costs (\$ in thousands)

Fund	2016	2017	2018	2019	2020	2021	Total
Wastewater Utility - Capital	\$200	\$200	\$200	\$200	\$200	\$200	\$1,200
Total	\$200	\$200	\$200	\$200	\$200	\$200	\$1,200

Neighborhood: Multiple Neighborhoods

Ward: Multiple Wards



Wastewater pipe with groundwater leaking into the system.

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ASSESSMENT

Any fee, charge or assessment that does not exceed the actual cost incurred by a unit of government for design, construction and financing of a local improvement such as streets and alley paving, sidewalks and sewers.

ASSETS

Resources having a monetary value and that are owned or held by an entity.

BOND or BOND ISSUE

A certificate of debt guaranteeing payment of the original investment plus interest on specific dates. Bonds are typically used by governments to pay for large public projects like fire stations.

BORROWING

Funds for major capital improvement projects can be acquired through borrowing, which is repaid either through property taxes or project revenues. Borrowing is a way to match the benefits of a capital project with the users of that project over time. The City of Eugene uses short-term and long-term borrowing to create, acquire or renovate capital assets. The City does not borrow on a short-term basis to support on-going operations.

BUDGET COMMITTEE

Fiscal planning board of a local government consisting of the governing body plus an equal number of electors appointed by the governing body. (ORS 294.336)

BUDGET DOCUMENT

Written report showing a government's comprehensive financial plan for a specified period (usually one or two fiscal years), including both the capital and operating budgets. In Eugene, the budget document is prepared by the City Manager and submitted to the public and the Budget Committee for review.

CAPITAL BUDGET

A plan of proposed capital projects and the means for financing them. The City's Capital budget includes funding for assets that have a useful life of one or more years such as buildings, public infrastructure, and land acquisitions.

CAPITAL IMPROVEMENT

A term defined in ORS 310.410(19) to include land, structures, facilities, machinery, equipment or furnishings having a useful life longer than one year. See "Capital Project".

CAPITAL IMPROVEMENT PROGRAM (CIP)

A major budgeting and planning tool through which needed capital projects are identified, evaluated, priced and discussed with the general public and the Budget Committee.

CAPITAL OUTLAY

A departmental expenditure. Includes items that generally have a useful life of one or more years, such as machinery, land, furniture, equipment, or buildings (ORS 294.352(6)). For the City, an operating budget expenditure for items like furniture, equipment, portable machinery, and vehicles that have a useful life of one or more years. Capital outlay expenditures are reviewed at each fiscal year end for purposes of classifying expenditures as "fixed assets".

CAPITAL PROJECT

The acquisition, creation or extension of the useful life of a fixed asset that has a life expectancy greater than one year and a monetary value greater than a pre-defined threshold (\$5,000 for Eugene), such as a public building. Repair or renovation of an existing fixed asset, acquisition of equipment or general planning and design activities can also be considered a capital project under certain circumstances. See “Capital Improvement”.

CAPITAL PROJECT FUND

A fund created to account for financial resources to be used for the acquisition or construction of major capital facilities other than those accounted for in specific funds.

CATEGORY

Capital projects in the CIP are grouped into specific program categories by program. Categories in the CIP are: Airport, Parks and Open Space, Public Buildings and Facilities, Stormwater, Transportation, and Wastewater.

DEBT

An obligation resulting from the borrowing of money or from the purchase of goods and services. Debt of governmental units can include such items as general obligation bonds, revenue bonds, short-term notes, lines of credit and leases.

DEBT SERVICE

The amount of money needed to make periodic payments on the principal and interest on an outstanding debt. Debt service is usually expressed as an annual amount.

ENTERPRISE FUND

A fund established to account for operations that are financed and operated in a manner similar to private business enterprises. They are usually self-supporting. In Eugene, the airport operations are accounted for as an Enterprise Fund, for example.

EXPENDITURES

Expenditures include current departmental expenditures (personnel services, services and materials, capital outlay) and non-departmental expenses (interfund transfers, loans, debt service, contingency, reserves, balance available and unappropriated ending fund balance).

FISCAL YEAR

A 12-month period that determines the time frame for financial reporting, budgeting and accounting. At the end of the fiscal year, the financial position and results of operations are determined. For the City of Eugene, the fiscal year is July 1 to June 30.

FUND

A fiscal and accounting entity to record cash and other financial resources, related liabilities, balances and changes, all segregated for specific, regulated activities and objectives. Each fund is established for the purpose of carrying out specific activities or to attain certain objectives in accordance with legal restrictions or agreements.

FUND TYPE

There are seven generic governmental fund types: General, Special Revenue, Debt Service, Capital Projects, Enterprise, and Internal Service Funds.

FUNDING IDENTIFIED

This funding status represents projects with a high likelihood of having available funding such as state monies or ongoing grants.

FUNDING NOT IDENTIFIED

This funding status represents projects with a funding status where funding has not been identified within the six-year CIP Period. Generally, these projects represent an unmet capital need.

FUNDING SECURED

This funding status represents projects with secured/dedicated funding such as SDCs and voter-approved bonds.

FUNDING STATUS

Capital projects in the CIP are assigned one of three funding status levels. Funding Secured, Funding Identified, and Funding Not Identified. See individual listing.

GENERAL CAPITAL PROJECTS FUND

Capital fund used to account for all financial resources for capital activities, except those required to be accounted for in another fund. Source of revenue is the General (operating) Fund of the City. Only expenditures related to capital activities are made from this fund.

GENERAL FUND

General operating fund of the City. The General Fund is used to account for all financial resources except those required to be accounted for in another fund. Principal sources of revenue are property taxes, charges for services and intergovernmental revenues. Primary expenditures of the General Fund are made for public safety, parks, recreation and cultural services and general administration.

GENERAL OBLIGATION (G.O.) BOND

A bond that is secured by the pledge of a government's "full faith and credit". General obligation bonds issued by a local government are secured by the government's ad valorem taxing power, which is typically not subject to a constitutional limitation on the tax rate. In Oregon, Measure 5 and Measure 50 define those general obligation bonds that are excluded from the M5 tax rate limits.

INFRASTRUCTURE

Public domain fixed assets such as roads, bridges, streets and sidewalks and similar assets that are immovable and of value only to the government unit.

INTERGOVERNMENTAL REVENUE

The City receives grants from the federal, state and local governments, as well as a share of the state's cigarette and liquor taxes.

LEVY

Gross amount of property taxes imposed on taxable property. The net amount received by a government will be less than the gross levy as a result of delinquent or uncollectible payments or early payment discounts. Budgets are developed on the basis of the projected amount of property taxes receivable.

LIMITED TAX GENERAL OBLIGATION BOND

A bond that is secured by the pledge of a government's taxing authority that is limited as to the rate or amount.

LOCAL GOVERNMENT

Any city, county, port, school district, public or quasi-public corporation (including a municipal utility or dock commission). ORS 294.311(19))

LOCAL IMPROVEMENT

Capital construction project, or part thereof, undertaken by a governmental unit, which provides a special benefit only to specific properties or rectifies a problem caused by specific properties. The costs of the local improvement are assessed against those specific properties upon the completion of the project. The property owner may elect to pay for the assessment plus interest over a period of ten years.

LOCAL OPTION LEVY

Under Measure 50, local governments and special districts were given the ability to ask voters for temporary authority to increase taxes through approval of a local option levy. The maximum length of time for a local option levy is 10 years, depending on the purpose of the levy. A local option levy must be approved by a majority of voters at a general election or an election with at least a 50% voter turnout.

NONGENERAL FUNDS

All funds other than the General (operating) Fund. These include: Special Revenue, Debt Service, Capital Project, Enterprise, and Internal Service Funds.

OPERATING BUDGET

Financial plan for paying general operating expenditures. The operating budget includes funding for the City's daily operations, such as labor, materials, services and equipment acquisition, as well as debt service, miscellaneous fiscal transactions and reserve funds needed to provide services to the public.

OPERATIONS AND MAINTENANCE

Includes operating expenses, such as labor, materials, supplies and equipment, plus maintenance expenses for capital infrastructure. Does not include capital improvements, debt service on outstanding borrowing, reserve funds and other miscellaneous financial transactions.

PROGRAM

A group of related activities to accomplish a major service or function.

PROPERTY TAX

A tax assessed equally against the assessed value of all taxable property within a government's boundaries.

PROPOSED BUDGET

Financial and operating program prepared by the City Manager and submitted to the public and the Budget Committee for review.

RESOURCE

Estimated beginning funds on hand plus anticipated receipts. (ORS 294.316)

REQUIREMENT

An expenditure or net decrease to a fund's resources, either a departmental, non-departmental or capital expenditure.

RESOLUTION

A decision, opinion, policy or directive of a municipality expressed in a formally drafted document and voted upon.

REVENUE BOND

A bond that is payable from the revenue generated from the operation of the facility being financed by the bond, such as a parking facility. A revenue bond can also be secured by any other revenues a jurisdiction decides to pledge.

REVENUES

Monies received or anticipated by the City from either tax or nontax sources.

SPECIAL REVENUE FUNDS

A fund used to account for the proceeds of certain revenue sources that are legally restricted to expenditure for specific purposes. In Eugene, the Road Fund is a Special Revenue Fund that accounts for maintenance and construction of the City's roads with resources provided by the City's share of the State Highway Trust Fund and utility fund payments for use of right-of-way.

SUBCATEGORY

Projects in the CIP are assigned to a specific subcategory. Subcategory represents a distinct area of capital improvement such as a preservation and maintenance activity or construction of a new capital facility. See the Reader's Guide for a full listing of subcategories.

SUPPLEMENTAL BUDGET

A financial plan that is presented to the City Council subsequent to the passage of the fiscal year appropriation act (adopted budget) to recognize unexpected needs or to spend revenues not anticipated at the time the annual budget was adopted. A supplemental budget cannot be used to authorize a property tax levy. (ORS 294.480)

SYSTEM DEVELOPMENT CHARGE (SDC)

Designed to finance the construction, extension or enlargement of a park, street, storm sewer or sewerage or disposal system. SDCs are imposed by a governmental unit as a condition to issuance of any occupancy permit or imposed by a governmental unit at such other time as, by ordinance, it may determine. See (ORS 223.299).

TAX

Compulsory charges levied by a government for the purpose of raising revenue. Taxes are used to pay for services or improvements provided for the general public benefit.

TAX LEVY

Total amount of property taxes imposed by a local government unit.

UNFUNDED PROJECT

Unfunded projects are those capital projects where the resources necessary to complete them have not been identified. Both unfunded and funded projects are included in the CIP to provide a complete listing of capital needs throughout the City. See also "Funding Status".

EUGENE CITY COUNCIL

AGENDA ITEM SUMMARY



Action: An Ordinance Providing for Withdrawal of Annexed Properties from the Santa Clara Fire District, the Santa Clara Water District, Lane Rural Fire Protection District, the Willakenzie Rural Fire Protection District, and the Zumwalt Rural Fire Protection District

Meeting Date: March 9, 2015
 Department: Planning and Development
www.eugene-or.gov

Agenda Item Number: 4
 Staff Contact: Steve Nystrom
 Contact Telephone Number: 541-682-8385

ISSUE STATEMENT

The City Council is scheduled to take action on this request to withdraw previously annexed properties from special districts.

BACKGROUND

The City Council held the required public hearing on this item on February 17, 2015. No public testimony was received at the public hearing. The purpose of the ordinance is to remove annexed properties from the tax rolls of special service districts, which in this case are the Santa Clara Fire District, the Santa Clara Water District, the Lane Rural Fire Protection District, the Willakenzie Rural Fire Protection District, and the Zumwalt Rural Fire Protection District.

Annexation of these properties was approved by the council in 2014, at the request of the property owners. The City is now providing urban services to these properties; however, they remain on the tax rolls of special service districts until withdrawn. These withdrawals come before the council on an annual basis. The 2014 batch contains the six annexations approved by the council in 2014 (for a total of 14 tax lots). Timing for adoption of the ordinance is critical. State statutes provide that any properties to be withdrawn must be withdrawn by March 31, 2015; otherwise those properties will remain on the tax rolls of special service districts until July 2016.

If the council finds that the withdrawals are in the City's best interest, the council is asked to adopt the attached ordinance, which provides for the withdrawal from special service districts of these annexed properties. Maps and legal descriptions of the properties to be withdrawn are provided as exhibits to the ordinance.

RELATED CITY POLICIES

The approval criterion for withdrawal from public service districts following annexation is contained in EC 9.7835, and corresponding statutory provisions at ORS 222.524, which require

the City Council to find that approval of the withdrawal is in the best interest of the City.

COUNCIL OPTIONS

The City Council may consider the following options:

1. Approve the withdrawals by ordinance;
2. Approve the withdrawals by ordinance with specific modifications as determined by the City Council;
3. Deny the withdrawals by ordinance.

CITY MANAGER'S RECOMMENDATION

The City Manager recommends adoption of the ordinance as drafted, providing for withdrawal of all listed territories by March 31, 2015.

SUGGESTED MOTION

I move to adopt Council Bill 5138, withdrawing territories from the Santa Clara Fire District, the Santa Clara Water District, the Lane Rural Fire Protection District, the Willakenzie Rural Fire Protection District, and the Zumwalt Rural Fire Protection District.

ATTACHMENTS

- A. Ordinance, including Exhibits A through F (legal descriptions and maps of properties).

FOR MORE INFORMATION

Staff Contact: Steve Nystrom, Principal Planner

Telephone: (541) 682-8385

Staff e-mail: steven.a.nystrom@ci.eugene.or.us

ATTACHMENT A

ORDINANCE NO. _____

AN ORDINANCE PROVIDING FOR WITHDRAWAL OF ANNEXED PROPERTIES FROM THE LANE RURAL FIRE PROTECTION DISTRICT; THE SANTA CLARA FIRE DISTRICT; THE SANTA CLARA WATER DISTRICT; THE WILLAKENZIE RURAL FIRE PROTECTION DISTRICT; AND THE ZUMWALT RURAL FIRE PROTECTION DISTRICT.

The City Council of the City of Eugene finds that:

A. Notice of the proposed withdrawal of real property contained in the Lane Rural Fire Protection District; the Santa Clara Fire District; the Santa Clara Water District; the Willakenzie Rural Fire Protection District; and the Zumwalt Rural Fire Protection District (“the Districts”) which have been annexed to the City, was published in the Register-Guard on February 3 and 10, 2015, posted in four public places in the City of Eugene for a period of two successive weeks prior to the hearing date, and mailed to the affected public service districts.

B. The Notice provided that a public hearing was scheduled for February 17, 2015, at 7:30 p.m., in Harris Hall at the Lane County Public Service Building in Eugene, Oregon, to allow the City Council to hear objections to the withdrawals and to determine whether the withdrawals are in the best interest of the City.

C. The City is willing to assume the liabilities and indebtedness previously contracted by the Districts proportionate to the parts of the Districts that have been annexed to the City upon the effective date of the withdrawals as provided in ORS 222.520.

D. The withdrawals of the annexed territories from the Districts are consistent with adopted City policies, and are in the best interest of the City.

NOW, THEREFORE,

THE CITY OF EUGENE DOES ORDAIN AS FOLLOWS:

Section 1. The following territory in Lane County, Oregon, annexed to the City of Eugene by Resolution of the Eugene City Council, is withdrawn from the Lane Rural Fire Protection District, effective July 1, 2015:

File Name/Number: Westside Baptist Church / A 13-5
Site Address: 1375 Irving Road and a portion of the right-of-way known as Golf Club Road
Assessor's Map: 17-04-10-42; Tax Lot: 3501; and a portion of Assessor's Map: 17-04-10-31; Tax Lot: 100
Location: West of River Road, north of Irving Road, east of Northwest Expressway, south of Napa Creek Drive, and more particularly described on Exhibit A attached to this Ordinance and incorporated herein by reference.
Annexation Approved: July 28, 2014, by Eugene Council Resolution #5111
Annexation Effective: August 1, 2014

Section 2. The following territories in Lane County, Oregon, annexed to the City of Eugene by Resolution of the Eugene City Council, are withdrawn from the Santa Clara Fire District, effective July 1, 2015:

File Name/Number: Westside Baptist Church / A 13-5
Site Address: 1375 Irving Road and a portion of the right-of-way known as Golf Club Road
Assessor's Map: 17-04-10-42; Tax Lot: 3501; and a portion of Assessor's Map: 17-04-10-31; Tax Lot: 100
Location: West of River Road, north of Irving Road, east of Northwest Expressway, south of Napa Creek Drive, and more particularly described on Exhibit A attached to this Ordinance and incorporated herein by reference.
Annexation Approved: July 28, 2014, by Eugene Council Resolution #5111
Annexation Effective: August 1, 2014

File Name/Number: William and Jana Olson / A 14-4
Site Address: 348 River Loop 1
Assessor's Map: 17-04-11-11; Tax Lot: 8500
Location: East of River Road, north of Grizzly Avenue, and more particularly described on Exhibit B attached to this Ordinance and incorporated herein by reference.
Annexation Approved: October 13, 2014, by Eugene Council Resolution #5116
Annexation Effective: November 5, 2014

Section 3. The following territory in Lane County, Oregon, annexed to the City of Eugene by Resolution of the Eugene City Council, is withdrawn from the Santa Clara Water District, effective July 1, 2015:

File Name/Number: William and Jana Olson / A 14-4
Site Address: 348 River Loop 1
Assessor's Map: 17-04-11-11; Tax Lot: 8500
Location: East of River Road, north of Grizzly Avenue, and more particularly described on Exhibit B attached to this Ordinance and incorporated herein by reference.
Annexation Approved: October 13, 2014, by Eugene Council Resolution #5116
Annexation Effective: November 5, 2014

Section 4. The following territories in Lane County, Oregon, annexed to the City of Eugene by Resolution of the Eugene City Council, are withdrawn from the Willakenzie Rural Fire Protection District, effective July 1, 2015:

File Name/Number: Nordic Homes / A 14-1
Site Address: 3527 and 3529 Gilham Road (Tax Lot 3100); and property to the north of those addresses, located between Gilham Road and Walton Lane
Assessor's Map: 17-03-08-31; Tax Lots: 2600, 2700, 2800 and 3100

Location: East of Gilham Road, West of Walton Lane, south of Ashbury Drive, and more particularly described on Exhibit C attached to this Ordinance and incorporated herein by reference.

Annexation Approved: March 10, 2014, by Eugene Council Resolution #5102

Annexation Effective: March 10, 2014

File Name/Number: John and Payung Van Slyke / A 14-2

Site Address: 4010 County Farm Road

Assessor's Map: 17-03-29-24; Tax Lot: 500

Location: East of Gilham Road, north of Coburg Road, and more particularly described on Exhibit D attached to this Ordinance and incorporated herein by reference.

Annexation Approved: July 28, 2014, by Eugene Council Resolution #5112

Annexation Effective: August 1, 2014

File Name/Number: Jane J. Daniels Lathen Trust / A14-3

Site Address: 3825 Gilham Road

Assessor's Map: 17-03-08-00; Tax Lots: 7600, 7601 and 7602

Assessor's Map: 17-03-08-31; Tax Lot: 1500

Location: East of Gilham Road, north of Torr Avenue and Avengale Drive, and more particularly described on Exhibit E attached to this Ordinance and incorporated herein by reference.

Annexation Approved: July 30, 2014, by Eugene Council Resolution #5113

Annexation Effective: August 1, 2014

Section 5. The following territory in Lane County, Oregon, annexed to the City of Eugene by Resolution of the Eugene City Council, is withdrawn from the Zumwalt Rural Fire Protection District, effective July 1, 2015:

File Name/Number: Bruce Wiechert / A 14-5

Site Address: Barger Drive and Cedar Brook Drive; and 5430 Barger Drive (Tax Lot 200)

Assessor's Map: 17-04-20-12; Tax Lots: 100 and 200

Location: South of Barger Avenue, west of Terry Street, and more particularly described on Exhibit F attached to this Ordinance and incorporated herein by reference.

Annexation Approved: October 13, 2014, by Eugene Council Resolution #5117

Annexation Effective: November 15, 2014

Section 6. The City Recorder is requested to forward a copy of this Ordinance to the above referred Districts.

Passed by the City Council this

Approved by the Mayor this

_____ day of March, 2015.

_____ day of March, 2015.

City Recorder



Mayor

**Westside Baptist Church
 Legal Description for Property to be Withdrawn
 Assessor's Map No. 17-04-10-42 TL No. 3501
 and a portion of Assessor's Map No. 17-04-10-31 TL No. 100**

Beginning at a point on the south line of the James Peek D.L.C. No. 50 in Township 17 South, Range 4 West of the Willamette Meridian, said point being of record North 89°38'30" West 1159.80 feet from a grader blade marking the southeast corner of said D.L.C. No. 50; thence leaving said south boundary and running North 00°05'00" East 30.00 feet to a point on the north margin of Irving Road, said point being the True Point of Beginning; thence continuing North 00°05'00" East 257.83 feet; thence North 89°47'30" East 194.85 feet to a point on the southerly projection of the west boundary of the plat of Ryan Meadows as platted and recorded in File 75, Slides 47 & 48 of the Lane County Oregon Plat Records; thence along the west boundary of said plat of Ryan Meadows and its southerly projection North 7°36'20" West 807.84 feet to the northwest corner of Lot 24 of said plat of Ryan Meadows, said point also being the most southerly southeast corner of the plat of Ryan Meadows First Addition as platted and recorded in File 76, Slides 186-188 of the Lane County Oregon Plat Records; thence leaving said west boundary and running along the south boundary of said plat of Ryan Meadows First Addition South 89°47'30" West 1052.69 feet to the southwest corner of Lot 84 of said plat of Ryan Meadows First Addition; thence leaving said south boundary and running South 20°28'30" East 278.09 feet; thence South 18°36'06" East 498.71 feet; thence South 3°42'43" East 116.94 feet; thence North 70°27'56" East 30.93 feet; thence along the arc of a 437.02 foot radius curve right (the chord of which bears North 80°25'26" East 151.15 feet) a distance of 151.91 feet; thence South 89°37'04" East 415.72 feet; thence along the arc of a 27.00 foot radius curve right (the chord of which bears South 44°45'49" East 38.09 feet) a distance of 42.27 feet; thence South 00°05'26" West 159.44 feet; thence along the arc of a 37.00 foot radius curve right (the chord of which bears South 48°13'11" West 55.10 feet) a distance of 62.16 feet; thence South 00°21'30" West 14.32 feet to a point on the north margin of Irving Road, said point being 30.0 feet northerly of, when measured at right angles to, the centerline of Irving Road; thence along the north margin of Irving Road South 89°38'30" East 121.16 feet to the True Point of Beginning, all in Lane County, Oregon.

Westside Baptist Church (A 13-5)

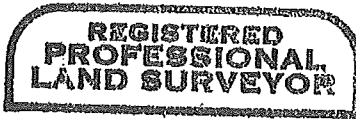


-  Eugene City Limits
-  Withdrawal Area

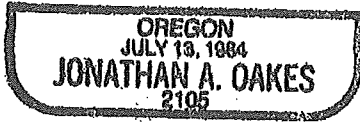


Tax Map 17-04-11-1-1; Tax Lot 8500

Beginning at a point 322.52 feet South 00°30'00" East of a stone set for the beginning point of County Road No. 18, said stone being of record South 89°50'00" West 42.56 chains of a point 20.10 chains South of the Northeast corner of the L. Poindexter D.L.C. No. 52 in Township 17 South, Range 4 West of the Willamette Meridian; thence running South 89°50'00" East 245.00 feet; thence South 00°30'00" East 112.22 feet; thence South 89°45'00" West 245.00 feet; thence North 00°30'00" West 114.00 feet to the point of beginning, all in Lane County, Oregon.

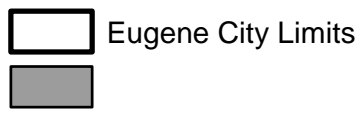


Jonathan A. Oakes



Expires: DEC. 31, 2014

Olson, William and Jana (A 14-4)





January 8, 2014

LEGAL DESCRIPTION

ANNEXATION APPLICATION

TAX MAP 17-03-08-31, TAX LOTS 2600, 2700, 2800 & 3100

Branch Engineering Inc. Project No. 13-252

TAX LOT 2600

Being all those lands conveyed as Parcel 1 in that Warranty Deed recorded on March 6, 2001 as Reception Number 2001-012146, Lane County Oregon Official Records; said Parcel 1 being more particularly described as follows:

Beginning at the re-entrant angle on the West line of the Thomas N. Aubrey Donation Land Claim No. 39, in Section 8, Township 17 South, Range 3 West of the Willamette Meridian; thence South along the West line of the said Aubrey Donation Land Claim, 2440.9 feet; thence 89°54' East 20.0 feet across a 20.0 foot right of way to the TRUE POINT OF BEGINNING; thence North along the East line of the said 20.0 foot road, 113.0 feet; thence South 89°54' East 193.0 feet along the south boundary of Hidden Creek Estates as platted and recorded in the Lane County Oregon Plat Records; thence South 113.0 feet to the centerline of a 25.0 foot private roadway easement; thence North 77°40'30" West along the center of said 25.0 foot roadway, 120.83 feet; thence continuing along said centerline South 70°47' West 79.38 feet to the true point of beginning, in Lane County, Oregon.

TAX LOT 2700

Being all those lands conveyed as Parcel 2 in that Warranty Deed recorded on March 6, 2001 as Reception Number 2001-012146, Lane County Oregon Official Records; said Parcel 2 being more particularly described as follows:

Beginning at the re-entrant angle on the West line of the Thomas N. Aubrey Donation Land Claim No. 39, in Section 8, Township 17 South, Range 3 West of the Willamette Meridian; thence South along the West line of the said Aubrey Donation Land Claim, 2327.9 feet; thence South 89°54' East 213 feet along the south boundary of Hidden Creek Estates as platted and recorded in the Lane County Oregon Plat Records to the TRUE POINT OF BEGINNING of the tract to be described; thence South 89°54' East 196.5 feet continuing along said south boundary; thence South 113 feet to the center line of a 25 foot private roadway easement; thence North 89°54' West along the center line of said road 196.5 feet; thence North 113 feet to the TRUE POINT OF BEGINNING, in Lane County, Oregon.

TAX LOT 2800

Being all those lands conveyed as Parcel 3 in that Warranty Deed recorded on March 6, 2001 as Reception Number 2001-012146, Lane County Oregon Official Records; said Parcel 3 being more particularly described as follows:

Beginning at the re-entrant angle on the West line of the Thomas N. Aubrey Donation Land Claim No. 39, in Section 8, Township 17 South, Range 3 West of the Willamette Meridian; thence South along the West line of the said Aubrey Donation Land Claim, 2553.4 feet; thence South 89°54' East 409.5 feet to the true place of beginning; thence North 1.0 foot; thence South 89°54' East 189.0 feet; thence North 111.5 feet to the center line of a 25 foot private roadway easement; thence North 89°54' West along the center line of said road 189.0 feet; thence North 113.0 feet; thence South 89°54' East 190.0 feet along the south boundary of Hidden Creek Estates as platted and recorded in the Lane County Oregon Plat Records; thence South 113.0 feet along a right-of-way line; thence South 112.5 feet along a right-of-way line; thence North 89°54' West 190.0 feet to the place of beginning, in Lane County, Oregon.

TAX LOT 3100

Being all those lands conveyed as Parcel 4 in that Warranty Deed recorded on March 6, 2001 as Reception Number 2001-012146, Lane County Oregon Official Records; said Parcel 4 being more particularly described as follows:

Beginning at the re-entrant angle on the West line of the Thomas N. Aubrey Donation Land Claim No. 39, in Section 8, Township 17 South, Range 3 West of the Willamette Meridian; thence South along the West line of the said Aubrey Donation Land Claim, 2553.4 feet; thence South 89°54' East 213.0 feet to the true point of beginning of the following described tract; and running thence South 89°54' East 206.5 feet; thence North 112.5 feet to the center of a private roadway easement; thence North 89°54' West 206.5 feet along the center of said roadway; thence South 112.5 feet to the point of beginning, in Lane County, Oregon.



REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
NOVEMBER 30, 2007
RENEE CLOUGH
69162LS

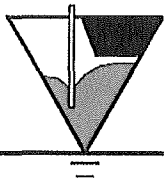
RENEWAL DATE: 12/31/2015

Nordic Homes (A 14-1)



 Eugene City Limits






EGR & Associates, Inc.

Engineers, Geologists and Surveyors

2535B Prairie Road
Eugene, Oregon 97402
(541) 688-8322
Fax (541) 688-8087

Van Slyke
Annexation Description

A parcel of land being that property described in Warranty Deed recorded on Reel 2426R Reception Number 9843617, Lane County, Oregon, Official Records and being more particularly described as follows:

Beginning at a point on the North right-of-way of County Road No. 537, said point being North 0°09'00" East 2479.70 feet and South 87°02'10" West 344.15 feet from the 1/4 Corner between Sections 9 and 16, in Township 17 South, Range 3 West, of the Willamette Meridian; thence North 0°32'00" East 693.61 feet; thence South 89°49'00" West 327.79 feet; thence South 0°32'00" West 519.56 feet; thence North 87°02'10" East 100.00 feet; thence South 0°32'00" West 189.98 feet to said North right-of-way; thence along said North right-of-way North 87°02'10" East 228.38 feet to the Point of Beginning.

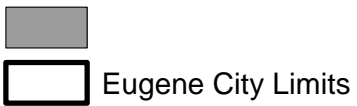
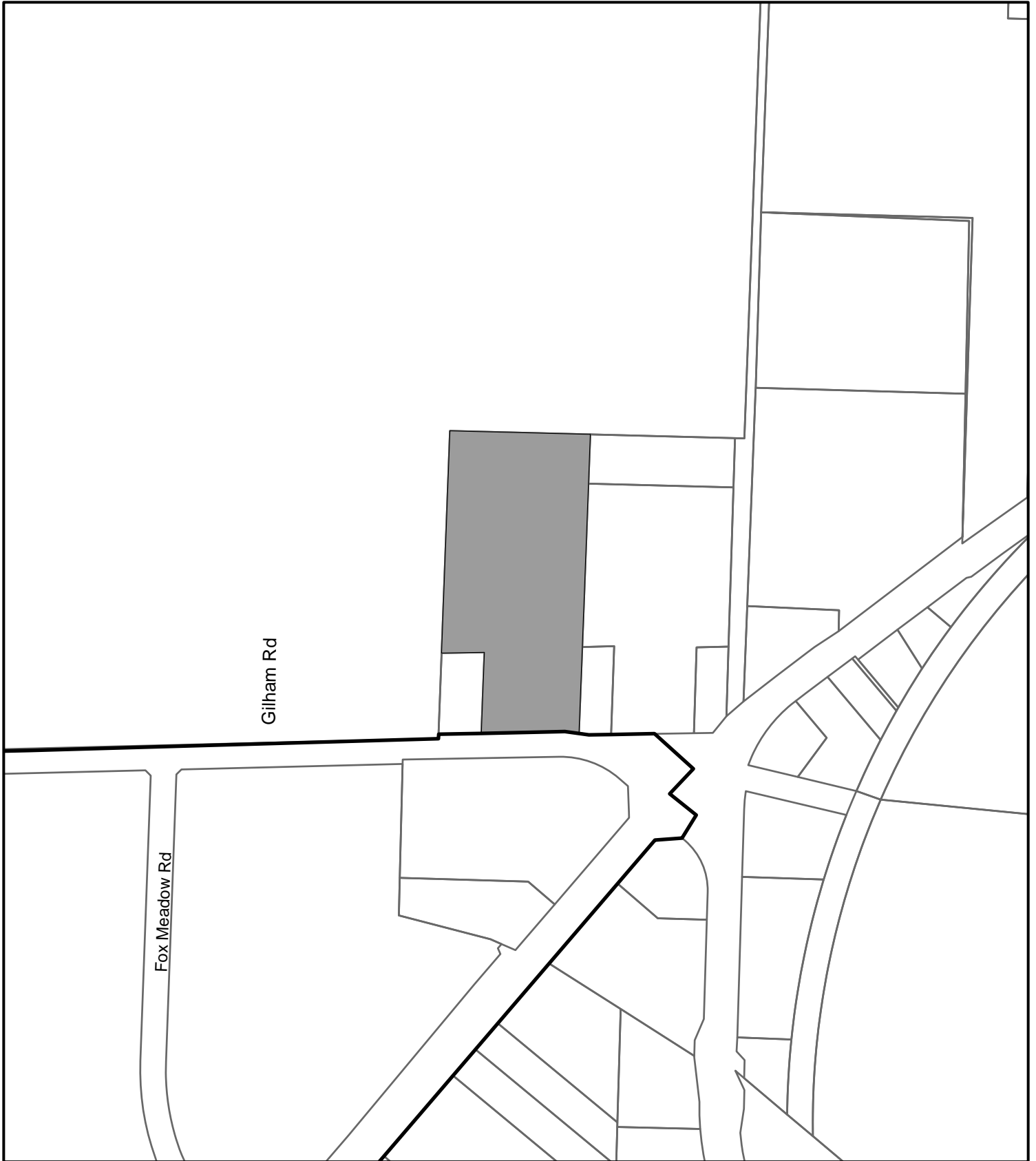
This description is based on County Survey File No. 30258 filed in the Office of the Lane County Surveyor.

REGISTERED
PROFESSIONAL
LAND SURVEYOR

DIGITAL SIGNATURE

OREGON
JANUARY 14, 2003
RYAN M. ERICKSON
55524LS

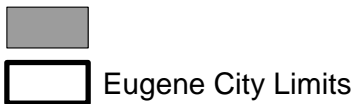
EXPIRES: 12/31/2015



LEGAL DESCRIPTION:

BEGINNING AT THE NORTHEAST CORNER OF LOT 48 OF HIDDEN CREEK ESTATES III AS PLATTED AND RECORDED AS DOCUMENT NO. 2002-012407 LANE COUNTY DEEDS AND RECORDS, THENCE NORTH $00^{\circ}13'06''$ EAST 422.25 FEET; THENCE NORTH $89^{\circ}35'36''$ WEST 873.89 FEET; THENCE NORTH $89^{\circ}29'36''$ WEST 578.72 FEET, THENCE SOUTH $00^{\circ}23'38''$ WEST 153.10; THENCE SOUTH $89^{\circ}29'36''$ EAST 578.71 FEET, THENCE SOUTH $00^{\circ}23'56''$ WEST 272.63 FEET; THENCE SOUTH $89^{\circ}49'16''$ EAST 875.23 FEET TO THE POINT OF BEGINNING IN LANE COUNTY, OREGON, AND CONTAINING 10.55 ACRES MORE OR LESS.

Jane J. Daniels Lathan Trust (A 14-3)




LEGAL DESCRIPTION:

BEGINNING AT THE SOUTHEAST CORNER OF LOT 13 OF CEDAR BROOK SUBDIVISION, RECORDED AS DOCUMENT NUMBER 2006-062615, LANE COUNTY DEEDS AND RECORDS; THENCE NORTH ALONG THE EAST LINE OF SAID LOT 13 NORTH $00^{\circ}26'39''$ WEST 1283.51 FEET TO THE SOUTH LINE OF BARGER DRIVE; THENCE SOUTH $89^{\circ}59'50''$ EAST 331.70 FEET; THENCE SOUTH $00^{\circ}26'35''$ EAST 1283.73 FEET; THENCE NORTH $89^{\circ}57'34''$ WEST 331.68 FEET TO THE POINT OF BEGINNING, IN LANE COUNTY, OREGON.

Wiechert, Bruce - Barger (A 14-5)



 Eugene City Limits
